

**LIMITED PILOT-OWNER MAINTENANCE**

**(a) Competence and responsibility**

1. The Pilot-owner is always responsible for any maintenance that he performs.
2. Before carrying out any Pilot-owner maintenance tasks, the Pilot-owner must satisfy himself that he is competent to do the task. It is the responsibility of Pilot-owners to familiarize themselves with the standard maintenance practices for their aircraft and with the aircraft maintenance program. If the Pilot-owner is not competent for the task to be carried out, the task cannot be released by the Pilot-owner.
3. The Pilot-owner (or his contracted continuing airworthiness management organization referred to in Subpart G, Section A of this Annex) is responsible for identifying the Pilot-owner tasks according to these basic principles in the maintenance program and for ensuring that the document is updated in a timely manner.
4. The approval of the maintenance program has to be carried out in accordance with point M.A.302.

**(b) Tasks**

The Pilot-owner may carry out simple visual inspections or operations to check for general condition and obvious damage and normal operation of the airframe, engines, systems and components.

Maintenance tasks shall not be carried out by the Pilot-owner when the task:

1. is critically safety related, whose incorrect performance will drastically affect the airworthiness of the aircraft or is a flight safety sensitive maintenance task as specified in point M.A.402(a) and/or;
2. requires the removal of major components or major assembly and/or;
3. is carried out in compliance with an Airworthiness Directive or an Airworthiness Limitation Item, unless specifically allowed in the AD or the ALI and/or;
4. requires the use of special tools, calibrated tools (except torque wrench and crimping tool) and/or;
5. requires the use of test equipments or special testing (e.g. NDT, system tests or operational checks for avionic equipment) and/or;
6. is composed of any unscheduled special inspections (e.g. heavy landing check) and/or;
7. is effecting systems essential for the IFR operations and/or;
8. is listed in Appendix VII or is a component maintenance task in accordance with points M.A.502(a), (b), (c) or (d).

The criteria 1 to 8 listed above can not be overridden by less restrictive instructions issued in accordance with 'M.A.302(d) Maintenance Program'.

Any task described in the aircraft flight manual as preparing the aircraft for flight (Example: assembling the glider wings or pre-flight), is considered to be a pilot task and is not considered a Pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.

**(c) Performance of the maintenance Pilot-owner tasks and records**

The maintenance data as specified in point M.A.401 must be always available during the conduct of Pilot-owner maintenance and must be complied with. Details of the data referred to in the conduct of Pilot-owner maintenance must be included in the Certificate of Release to Service in accordance with point M.A.803(d).

The Pilot-owner must inform the approved continuing airworthiness management organization responsible for the continuing airworthiness of the aircraft (if applicable) not later than 30 days after completion of the Pilot-owner maintenance task in accordance with point M.A.305(a).

**TABLES**

**Note:** Tasks in Part A or Part B shown with \*\* exclude IFR operations following Pilot-owner maintenance. For these aircraft to operate under IFR operations, these tasks should be released by an appropriate licensed engineer.

## Part A/

## PILOT-OWNER MAINTENANCE TASKS for POWERED AIRCRAFT (AEROPLANES)

ATA	Area	Task	Aeroplanes <=2730 kg
09	Towing	Tow release unit and tow cable retraction mechanism – Cleaning, lubrication and tow cable replacement (including weak links).	Yes
		Mirror – Installation and replacement of mirrors.	Yes
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM.	Yes
12	Servicing	Lubrication – Those items not requiring a disassembly other than of non-structural items such as cover plates, cowlings and fairings.	Yes
20	Standard Practices	Safety Wiring – Replacement of defective safety wiring or cotter keys, excluding those in engine controls, transmission controls and flight control systems.	Yes
		Simple Non-Structural Standard Fasteners – Replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting.	Yes
21	Air Conditioning	Replacement of flexible hoses and ducts.	Yes
23	Communication	Communication devices – Remove and replace self contained, instrument panel mount communication devices with quick disconnect connectors, excluding IFR operations.	Yes**
24	Electrical power	Batteries – Replacement and servicing, excluding servicing of Ni-Cd batteries and IFR operations.	Yes**
		Wiring – Repairing broken circuits in non critical equipment, excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments.	Yes
		Bonding – Replacement of broken bonding cable	Yes
		Fuses – Replacement with the correct rating	Yes
25	Equipment	Safety Belts – Replacement of safety belts and harnesses excluding belts fitted with airbag systems	Yes
		Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system	Yes
		Non-essential instruments and/or equipment – Replacement of self contained, instrument panel mount equipment with quick disconnect connectors.	Yes
		Oxygen System – Replacement of portable oxygen bottles and systems in approved mountings, excluding permanently installed bottles and systems	Yes
		ELT – Removal/Reinstallation	Yes
27	Flight controls	Removal or reinstallation of co-pilot control column and rudder pedals where provision for quick disconnect is made by design	Yes
28	Fuel System	Fuel Filter elements – Cleaning and/or replacement	Yes
30	Ice and Rain Protection	Windscreen Wiper – Replacement of wiper blade	Yes
31	Instruments	Instrument Panel – Removal and reinstallation provided this it is a design feature with quick disconnect connectors, excluding IFR operations	Yes**
		Pitot Static System – Simple sense and leak check, excluding IFR operations	Yes**
		Drainage – Drainage of water drainage traps or filters within the Pitot Static system excluding IFR operations.	Yes**
		Instruments – Check for legibility of markings and those readings are consistent with ambient conditions	Yes

32	Landing Gear	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication	Yes
		Servicing – Replenishment of hydraulic fluid	Yes
		Shock Absorber – Replacement of elastic cords or rubber dampers	Yes
		Shock Struts – Replenishment of oil or air	Yes
		Skis – Changing between wheel and ski landing gear	Yes
		Landing skids – Replacement of landing skids and skid shoes	Yes
		Wheel fairings (spats) – Removal and reinstallation	Yes
		Mechanical brakes – Adjustment of simple cable operated systems	Yes
33	Lights	Brake – Replacement of worn brake pads	Yes
		Lights – Replacement of internal and external bulbs, filaments, reflectors and lenses	Yes
34	Navigation	Software – Updating self contained, instrument panel mount navigational software databases, excluding automatic flight control systems and transponders	Yes
		Navigation devices – Removal and replacement of self contained, instrument panel mount navigation devices with quick disconnect connectors, excluding automatic flight control systems, transponders, primary flight control system and IFR operations	Yes**
		Self contained data logger – Installation, data restoration	Yes
51	Structure	Fabric patches – Simple patches extending over not more than one rib and not requiring rib stitching or removal of structural parts or control surfaces	Yes
		Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved	Yes
		Surface finish – Minor restoration where no disassembly of any primary structure or operating system is involved This includes application of signal coatings or thin foils as well as registration markings	Yes
		Fairings – Simple repairs to non-structural fairings and cover plates which do not change the contour	Yes
52	Doors and Hatches	Doors – Removal and reinstallation	Yes
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems	Yes
56	Windows	Side Windows – Replacement if it does not require riveting, bonding or any special process	Yes
61	Propeller	Spinner – Removal and reinstallation	Yes
71	Powerplant installation	Cowling – Removal and reinstallation not requiring removal of propeller or disconnection of flight controls	Yes
		Induction System – Inspection and replacement of induction air filter	Yes
72	Engine	Chip detectors – Removal, checking and reinstallation provided the chip detector is a selfsealing type and not electrically indicated	Yes
73	Engine fuel	Strainer or Filter elements – Cleaning and/or replacement	Yes
		Fuel – Mixing of required oil into fuel	Yes
74	Ignition	Spark Plugs – Removal, cleaning, adjustment and reinstallation	Yes
75	Cooling	Coolant – Replenishment of coolant fluid	Yes

<b>77</b>	<b>Engine Indicating</b>	<b>Engine Indicating – Removal and replacement of self contained, instrument panel mount indicators that have quick-release connectors and do not employ direct reading connections</b>	<b>Yes</b>
<b>79</b>	<b>Oil System</b>	<b>Strainer or filter elements – Cleaning and/or replacement</b>	<b>Yes</b>
		<b>Oil – Changing or replenishment of engine oil and gearbox fluid</b>	<b>Yes</b>

Part B/  
PILOT-OWNER MAINTENANCE TASKS for ROTORCRAFT

ATA	Area	Task	Single Engine Rotorcraft <=2730 kg
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM.	Yes
12	Servicing	Fuel, oil, hydraulic, de-iced and windshield liquid replenishment	Yes
		Lubrication – Those items not requiring a disassembly other than of non-structural items such as cover plates, cowlings and fairings	Yes
20	Standard Practices	Safety Wiring – Replacement of defective safety wiring or cotter keys, excluding those in engine controls, transmission controls and flight control systems	Yes
		Simple non-structural standard fasteners – Replacement and adjustment, excluding latches and the replacement of receptacles and anchor nuts requiring riveting	Yes
21	Air Conditioning	Replacement of flexible hoses and ducts	Yes
23	Communication	Communication devices – Remove and replace self contained, instrument panel mount communication devices with quick disconnect connectors, excluding IFR operations	Yes**
24	Electrical power	Batteries – Replacement and servicing, excluding servicing of Ni-Cd batteries and IFR operations	Yes**
		Wiring – Repairing broken circuits in noncritical equipment, excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments	Yes
		Bonding – Replacement of broken bonding cable excluding bonding on rotating parts and flying controls	Yes
		Fuses – Replacement with the correct rating	Yes
25	Equipment	Safety Belts – Replacement of safety belts and harnesses excluding belts fitted with airbag systems	Yes
		Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system excluding flight crew seats	Yes
		Removal/installation of emergency flotation gears with quick disconnect connectors	Yes
		Non-essential instruments and/or equipment – Replacement of self contained, instrument panel mount equipment with quick disconnect connectors	Yes
		ELT – Removal/Reinstallation	Yes
30	Ice and rain protection	Windshield wiper replacement	Yes
31	Instruments	Instrument Panel– Removal and reinstallation provided this it is a design feature with quick disconnect connectors, excluding IFR operations	Yes**
		Pitot Static System – Simple sense and leak check, excluding IFR operations	Yes**
		Drainage – Drainage of water drainage traps or filters within the Pitot Static system excluding IFR operations	Yes**
		Instruments – Check for legibility of markings and those readings are consistent with ambient conditions	Yes

32	Landing Gears	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication	Yes
		Replacement of skid wear shoes	Yes
		Fit and remove snow landing pads	Yes
		Servicing – Replenishment of hydraulic fluid	Yes
		Brake – Replacement of worn brake pads	Yes
33	Lights	Lights – replacement of internal and external bulbs, filaments, reflectors and lenses	Yes
34	Navigation	Software – Updating self contained, instrument panel mount navigational software databases, excluding automatic flight control systems and transponders	Yes
		Navigation devices – Remove and replace self contained, instrument panel mount navigation devices with quick disconnect connectors, excluding automatic flight control systems, transponders, primary flight control system and IFR operations	Yes**
		Self contained data logger – Installation, data restoration	Yes
51	Structure	Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved	Yes
		Surface finish – Minor restoration where no disassembly of any primary structure or operating system is involved, excluding intervention on main and tail rotors. This includes application of signal coatings or thin foils as well as Registration markings	Yes
		Fairings – Simple repairs to non-structural fairings and cover plates which do not change the contour	Yes
52	Doors	Doors – Removal and reinstallation	Yes
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems	Yes
56	Windows	Side Windows – Replacement if it does not require riveting, bonding or any special process	Yes
62	Main rotor	Removal/installation of main rotor blades that are designed for removal where special tools are not required (tail rotor blades excluded) limited to installation of the same blades previously removed refitted in the original position	Yes
63 65	Transmission	Chip detectors – Remove, check and replace provided the chip detector is a self-sealing type and not electrically indicated	Yes
67	Flight control	Removal or reinstallation of co-pilot cyclic and collective controls and yaw pedals where provision for quick disconnect is made by design	Yes
71	Powerplant installation	Cowlings – Removal and re-fitment	Yes
72	Engine	Chip detectors –removal, checking and reinstallation provided the chip detector is a self sealing type and not electrically indicated	Yes
79	Oil System	Filter elements – Replacement, provided that the element is of the “spin on/off” type	Yes
		Oil – Changing or replenishment of engine oil	Yes