

# Chapter A6-1 Maintenance and Continuing Airworthiness of Non-EASA Aircraft

## 1 Scope (*M.A.101*)

- 1.1 This requirement establishes the measures to be taken to ensure that the aircraft remains airworthy and includes details of the maintenance to be carried out. It also specifies the conditions to be met by the persons or organisations involved in such continuing airworthiness management.
- 1.2 This requirement applies only to aircraft and associated parts that are not required to comply with European Regulation (EC) No. 216/2008, collectively described as 'Non-EASA Aircraft'.

**NOTE:** BCAR Chapter A6-1 has been derived from the text of European Commission Regulation (EC) No. 2042/2003, Annex I, Part M and references the corresponding Part M paragraph after each subtitle, in italic text.

## 2 Responsibilities (*M.A.201*)

- 2.1 The operator is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:
- the aircraft is maintained in an airworthy condition; and
  - any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and
  - the airworthiness certificate remains valid; and
  - the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in paragraph 5.
- 2.2 Any person or organisation performing maintenance shall be responsible for the tasks performed.
- 2.3 The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person, but need not be carried out by an approved maintenance organisation.
- 2.4 In the case of commercial air transport, the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:
- be approved, as part of the air operator certificate issued by the CAA, pursuant to Chapter A8-25 for the aircraft it operates; and

- b) be approved in accordance with Chapter A8-23 or contract such an organization; and
  - c) ensure that paragraph 2.1 is satisfied.
- 2.5 When an operator is requested by the CAA to hold a certificate for commercial operations, other than for commercial air transport, it shall:
- a) be appropriately approved, pursuant to Chapter A8-25, for the management of the continuing airworthiness of the aircraft it operates or contract such an organization; and
  - b) be appropriately approved in accordance with Chapter A8-23 M1 or A8-24 M2, or contract such an organization; and
  - c) ensure that paragraph 2.1 is satisfied.
- 2.6 In accordance with Article 36(2) of the Air Navigation Order, any person authorised by the CAA, may inspect the aircraft or its equipment or any documents relating to the aircraft, at any reasonable time.

### **3 Occurrence reporting (M.A.202)**

- 3.1 In accordance with Article 226 of the Air Navigation Order, any person or organisation responsible under paragraph 2 shall report to the CAA, any identified condition of an aircraft or component that endangers flight safety.
- 3.2 Reports shall be made in accordance with the procedures and conditions described in Civil Aviation Publication (CAP) 382 'Mandatory Occurrence Reporting Scheme: Information and Guidance'.
- 3.3 Where the person or organisation maintaining the aircraft is contracted by an operator to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the operator or the continuing airworthiness maintenance organisation any such condition affecting the operator's aircraft or component.
- 3.4 Reports shall be made as soon as practicable, but in any case within the timescales specified in CAP 382.

### **4 Continuing airworthiness tasks (M.A.301)**

The continuing airworthiness of an aircraft and the serviceability of both operational and emergency equipment should be ensured by:

- 4.1 the accomplishment of pre-flight inspections;
- 4.2 the rectification to an officially recognised standard of any defect and damage affecting safe operation taking into account, for all large aircraft, aircraft used for commercial air transport, or aircraft defined as State aircraft, the minimum equipment list and configuration deviation list if applicable to the aircraft type;

- 4.3 the accomplishment of all maintenance, in accordance with the approved aircraft maintenance programme described in paragraph 5;
- 4.4 for all large aircraft or aircraft used for commercial air transport the analysis of the effectiveness of the approved maintenance programme, described in paragraph 5;
- 4.5 The accomplishment of any applicable;
  - a) airworthiness directive;
  - b) operational directive;
  - c) continuing airworthiness requirement established by the CAA;
- 4.6 The accomplishment of modifications and repairs in accordance with paragraph 7;
- 4.7 For non-mandatory modifications and/or inspections, for all large aircraft or aircraft used for commercial air transport the establishment of an embodiment policy;
- 4.8 Check flights when necessary.

## **5 Aircraft maintenance programme (M.A.302)**

- 5.1 Maintenance of each aircraft shall be organised in accordance with an aircraft maintenance programme.
- 5.2 The aircraft maintenance programme and any subsequent amendments shall be approved by the CAA.
- 5.3 When the continuing airworthiness of the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Chapter A8-25, the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.

In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the CAA.

- 5.4 The aircraft maintenance programme should establish compliance with:
  - a) instructions issued by the CAA.
  - b) instructions for continuing airworthiness issued by the holders of the type certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, technical standard order authorisation or any other relevant approval issued under BCAR Section A.

- c) additional or alternative instructions proposed by the operator or the continuing airworthiness management organisation once approved in accordance with paragraph 5, except for intervals of safety related tasks referred to in paragraph 5.5, which may be escalated, subject to sufficient reviews carried out in accordance with paragraph 5.7 and only when subject to direct approval in accordance with paragraph 5.2.
- 5.5 The aircraft maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and nature of operations.
- 5.6 For large aircraft, when the aircraft maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.
- 5.7 The aircraft maintenance programme is required to be subject to periodic reviews and amended accordingly when necessary. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from the CAA whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with BCAR Chapter A8-1, A8-8, A8-21 or European Commission Regulation (EC) No. 1702/2003, Annex Part 21.

## **6 Airworthiness directives (M.A.303)**

In accordance with Article 19 of the Air Navigation Order, any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified or agreed by the CAA.

## **7 Data for modifications and repairs (M.A.304)**

Damage should be assessed and modifications and repairs carried out using data approved by the CAA or by an approved Chapter A8-1, A8-8, A8-21 or Regulation (EC) No. 1702/2003 Annex Part 21 design organisation, as appropriate.

## **8 Aircraft continuing airworthiness record system (M.A.305)**

- 8.1 At the completion of any maintenance, the associated certificate of release to service is required to be entered in the aircraft continuing airworthiness records (see paragraph 11). Each entry should be made as soon as practicable but in no event more than 30 days after the day of maintenance action.
- 8.2 The aircraft continuing airworthiness records should consist of:
- a) an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards, for any service life limited component as appropriate, and,

- b) when required for commercial air transport or by the CAA for commercial operations other than commercial air transport, the operator's technical log (see paragraph 9).
- 8.3 The aircraft type and registration mark, the date, together with total flight time and/or flight cycles and/or landings, as appropriate, is required to be entered in the aircraft logbooks.
- 8.4 The aircraft continuing airworthiness records are required to contain the current:
- a) status of airworthiness directives and measures mandated by the CAA in immediate reaction to a safety problem;
  - b) status of modifications and repairs;
  - c) status of compliance with the maintenance programme;
  - d) status of service life limited components;
  - e) mass and balance report;
  - f) list of deferred maintenance.
- 8.5 In addition to the authorised release document, UK CAA Approved Certificate or EASA Form 1 or equivalent, the following information relevant to any component installed is required to be entered in the appropriate engine or propeller logbook, engine module or service life limited component log card:
- a) identification of the component; and
  - b) the type, serial number and registration of the aircraft to which the particular component has been fitted, along with the reference to the installation and removal of the component; and
  - c) the particular component accumulated total flight time and/or flight cycles and/or calendar time, as appropriate; and
  - d) the current paragraph 8.4 information applicable to the component.
- 8.6 The person responsible for the management of continuing airworthiness tasks pursuant to paragraph 2, should control the records as detailed in this paragraph and present the records to the CAA upon request.
- 8.7 All entries made in the aircraft continuing airworthiness records should be clear and accurate. When it is necessary to correct an entry, the correction should be made in a manner that clearly shows the original entry.
- 8.8 The operator is required to ensure that a system has been established to keep the following records for the periods specified:

- a) all detailed maintenance records in respect of the aircraft and any life limited component fitted thereto, at least 24 months after the aircraft or component was permanently withdrawn from service, and;
- b) the total time and flight cycles as appropriate, of the aircraft and all life limited components, at least 24 months after the aircraft or component has been permanently withdrawn from service, and;
- c) the time and flight cycles as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail, and;
- d) the current status of compliance with maintenance programmes such that compliance with the approved aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail, and;
- e) the current status of airworthiness directives applicable to the aircraft and components, at least 24 months after the aircraft or component has been permanently withdrawn from service, and;
- f) details of current modifications and repairs to the aircraft, engine(s), propeller(s), and any other component vital to flight safety, at least 24 months after they have been permanently withdrawn from service.

## **9 Operator's technical log system (M.A.306)**

- 9.1 In the case of commercial air transport, and aircraft defined as State aircraft, in addition to the requirements of paragraph 8, an operator is required to use an aircraft technical log system containing the following information for each aircraft:
- a) information about each flight, necessary to ensure continuing flight safety, including the times when the aircraft took off and landed; and
  - b) the current aircraft certificate of release to service; and
  - c) the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the CAA may agree to the maintenance statement being kept elsewhere; and
  - d) all outstanding deferred defect rectifications that affect the operation of the aircraft; and
  - e) any necessary guidance instructions on maintenance support arrangements.

- 9.2 The aircraft technical log system and any subsequent amendment shall be approved by the CAA.
- 9.3 An operator shall ensure that the aircraft technical log is retained for 36 months after the date of the last entry. However, if the aircraft has been destroyed or has been permanently withdrawn from service, the aircraft technical log shall be retained for at least 24 months or such shorter period as the CAA may permit in a particular case.

**10 Transfer of aircraft continuing airworthiness records (M.A.307)**

- 10.1 The operator shall ensure that when an aircraft is permanently transferred from one operator to another, the continuing airworthiness records described in paragraph 8 and, if applicable, the technical log described in paragraph 9, are also transferred.
- 10.2 The operator shall ensure, when he contracts the continuing airworthiness management tasks to a continuing airworthiness management organisation, that the paragraph 8 continuing airworthiness records are transferred to the organisation.
- 10.3 The time periods prescribed for the retention of records shall continue to apply to the new operator or continuing airworthiness management organisation.

**11 Aircraft certificate of release to service (M.A.801)**

- 11.1 Except for aircraft released to service by a maintenance organisation approved in accordance with Chapter A8-23, the certificate of release to service should be issued according to this Chapter A6-1.
- 11.2 No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by:
- a) certifying staff in compliance with the requirements laid down in BCAR Section L categories A, C, X and R<sup>1</sup> or European Commission Regulation (EC) 2042/2003, Part 66, except for complex maintenance tasks listed in Supplement 3 to this Chapter; or
  - b) the signatories listed in Supplement 2; or
  - c) the holders of a BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in categories 'B' and 'D' according to the licence privileges.<sup>1</sup>; or
  - d) the pilot-owner in compliance with paragraph 13.
- 11.3 (Reserved).

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<sup>1</sup>Described in CAP 562 Civil Aviation Authority Information and Procedures (CAAIP), Leaflet 15-2

- 11.4 In the case of unforeseen situations, when an aircraft is grounded at a location where no maintenance organisation appropriately approved under Chapter A8-23 and no appropriate certifying staff are available, the operator may authorise any person, with not less than three years of appropriate maintenance experience and holding the proper qualifications, to maintain, according to the standards set out in Chapter A8-23 M2, paragraphs 11, 13 and 15, and release the aircraft. The operator shall in that case:
- a) obtain and keep with the aircraft records, details of all the work carried out and of the qualifications held by that person issuing the certification; and
  - b) ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in paragraph 11.2 or an organisation approved in accordance with A8-23 at the earliest opportunity but within a period not exceeding seven days; and
  - c) notify the organisation responsible for the continuing airworthiness management of the aircraft when contracted in accordance with paragraph 2.5, or the CAA in the absence of such a contract, within seven days of the issuance of such certification authorisation;
- 11.5 In the case of a release to service in accordance with paragraph 11.2 b), the certifying staff may be assisted in the execution of the maintenance tasks by one or more persons subject to his/her direct and continuous control;
- 11.6 A certificate of release to service shall contain as a minimum:
- a) basic details of the maintenance carried out; and
  - b) the date such maintenance was completed; and
  - c) the identity and licence number of the person issuing the certificate of release to service; and
  - d) the limitations to airworthiness or operations, if any; and
  - e) the certification shall be worded in the following manner:  
  

**‘The work recorded above has been carried out in accordance with the requirements of the Air Navigation Order for the time being in force and in that respect the aircraft/equipment is considered fit for release to service.’**
- 11.7 By derogation from paragraph 11.2 and notwithstanding the provisions of paragraph 11.8, when the maintenance prescribed cannot be completed, a certificate of release to service may be issued within the approved aircraft limitations. A statement of this fact together with any applicable limitations to the airworthiness or the operation of the aircraft, shall be entered in the certificate of release to service before its issue as part of the information required in paragraph 11.6 d);

- 11.8 A certificate of release to service shall not be issued in the case of any known non-compliance, which endangers flight safety.
- 11.9 Where the work is to be carried out on a UK registered aircraft by a foreign organisation not approved by the CAA, suitable arrangements shall be agreed with the CAA Safety Regulation Group. Any certificate of release to service required, shall be raised by the organisation for whom the work has been carried out, using foreign certificate(s) as evidence that the work is satisfactory.
- 11.10 If a repair or replacement of a part of an aircraft is carried out when the aircraft is at such a place that it is not reasonably practicable:
- a) to carry out the work in a manner that a certificate of release to service may be issued; or
  - b) for the certificate to be issued at that particular place. The commander may fly the aircraft, if, in his opinion, it is safe to do so, to the nearest place at which a certificate may be issued.

**NOTE:** The ANO prescribes that in such cases, written particulars of the flight and the reasons for making it are to be given to the CAA within ten days thereafter.

## **12 Component certificate of release to service (M.A.802)**

- 12.1 A certificate of release to service shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with Chapter A8-23 M1, paragraph 11.4.
- 12.2 The authorised release certificate, CAA Approved Certificate or EASA Form 1 constitutes the component certificate of release to service, except when such maintenance on aircraft components has been performed in accordance with Chapter A8-23 M1 paragraph 11 or A8-23 M2, paragraph 13, as appropriate, in which case the maintenance is subject to aircraft release procedures in accordance with Chapter A6-1, paragraph 11.

## **13 Pilot-owner authorisation (M.A.803)**

- 13.1 To qualify as a Pilot-owner, the person must:
- a) hold a valid pilot licence (or equivalent) issued or validated by the CAA for the aircraft type or class rating; and
  - b) own the aircraft, either as sole or joint owner; that owner must be:
    - i) one of the natural persons on the registration form; or
    - ii) a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.

- 13.2 For any privately operated non-complex motor-powered aircraft of 2730kg MTWA and below, powered sailplane or balloon, the Pilot-owner may perform limited maintenance as specified in the Air Navigation Order, Section 3, Part 4, paragraph 12.
- 13.3 The scope of the limited Pilot-owner maintenance shall be specified in the aircraft maintenance programme referred to in paragraph 5.
- 13.4 The details of any maintenance shall be entered in the logbooks and include; the maintenance data used, the date on which that maintenance was completed and the identity, the signature and pilot licence number of the Pilot-owner performing the maintenance.

## **Supplement 1**

### **Continuing Airworthiness Arrangement**

- 1 When an operator contracts an A8-25 approved continuing airworthiness organisation in accordance with paragraph 2 to carry out continuing airworthiness management tasks, a copy of the arrangement shall be sent by the operator to the CAA upon request, once it has been signed by both parties.
- 2 The arrangement shall be developed taking into account the Requirements, and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft.
- 3 The arrangement shall contain as a minimum the:
  - a) aircraft registration;
  - b) aircraft type;
  - c) aircraft serial number;
  - d) aircraft operator or registered lessee's name or company details, including the address;
  - e) A8-25 approved continuing airworthiness organisation details, including the address.

- 4 The arrangement shall state the following:

"The operator entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the CAA, and the organisation of the maintenance of the aircraft according to said maintenance programme in an approved organisation.

According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.

The operator certifies, to the best of their belief that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the approved organisation.

In case of any non-conformity with this arrangement, by either of the signatories, it will become null. In such a case, the operator will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the operator will undertake to inform the CAA within two full weeks"

- 5 When an operator contracts an A8-25 approved continuing airworthiness organisation in accordance with paragraph 2 the obligations of each party shall be shared as follows:

## 5.1 Obligations of the approved organisation:

- a) have the aircraft type in the scope of its approval;
- b) respect the conditions to maintain the continuing airworthiness of the aircraft listed below:
  - i) develop a maintenance programme for the aircraft, including any reliability programme developed, if applicable;
  - ii) declare the maintenance tasks (in the maintenance programme) that may be carried out by the pilot-owner in accordance with paragraph 13.3;
  - iii) organise the approval of the aircraft's maintenance programme;
  - iv) once it has been approved, give a copy of the aircraft's maintenance programme to the operator;
  - v) organise a bridging inspection with the aircraft's prior maintenance programme;
  - vi) organise for all maintenance to be carried out by an approved maintenance organisation;
  - vii) organise for all applicable airworthiness directives to be applied;
  - viii) organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the operator to be corrected by an approved maintenance organisation;
  - ix) coordinate scheduled maintenance, the application of airworthiness directives, the replacement of life limited parts, and component inspection requirements;
  - x) inform the operator each time the aircraft shall be brought to an approved maintenance organisation;
  - xi) manage all continuing airworthiness records;
  - xii) archive all continuing airworthiness records.
- c) organise the approval of any modification to the aircraft in accordance with BCAR requirements or Regulation (EC) 1702/2003 Annex Part 21, before it is embodied;
- d) organise the approval of any repair to the aircraft in accordance with BCAR requirements or Regulation (EC) 1702/2003 Annex Part 21, before it is carried out;
- e) inform the CAA whenever the aircraft is not presented to the approved maintenance organisation by the operator as requested by the approved organisation;

- f) inform the CAA whenever the present arrangement has not been respected;
- g) carry out the airworthiness review of the aircraft when necessary and issue the national airworthiness review certificate or the recommendation to the CAA;
- h) send within 10 days, a copy of any national airworthiness review certificate issued or extended to the CAA;
- i) carry out all occurrence reporting mandated by applicable regulations;
- j) inform the CAA whenever the present arrangement is terminated by either party.

## 5.2 Obligations of the operator:

- a) have a general understanding of the approved maintenance programme;
- b) have a general understanding of the Requirements;
- c) present the aircraft to the approved maintenance organisation agreed with the approved organisation at the time requested by the approved organisation;
- d) not modify the aircraft without first consulting the approved organisation;
- e) inform the approved organisation of all maintenance exceptionally carried out without the knowledge and control of the approved organisation;
- f) report to the approved organisation through the logbook all defects found during operations;
- g) inform the CAA whenever the present arrangement is terminated by either party;
- h) inform the CAA and the approved organisation whenever the aircraft is sold;
- i) carry out all occurrence reporting mandated by applicable regulations;
- j) inform the approved organisation on a regular basis, of the aircraft flying hours and any other utilisation data, as agreed with the approved organisation. The frequency should be sufficient that the approved organisation can manage the continuing airworthiness of the aircraft;
- k) enter the details of any maintenance performed in the logbooks, as described in paragraph 13.4, when performing pilot-owner maintenance without exceeding the limits of the maintenance tasks list as declared in the approved maintenance programme as laid down in point 13.3;
- m) inform the approved continuing airworthiness management organisation responsible for the management of the continuing airworthiness of the aircraft not later than 30 days after completion of any pilot-owner maintenance task in accordance with paragraph 8.1.

## **Supplement 2**

### ***Certificate of Release to Service Signatories***

#### **A Certificate of Release to Service may be issued by one of the following:**

- a) The holder of an aircraft maintenance engineer's licence granted under the Air Navigation Order, being a licence which entitles the holder to issue that certificate.
- b) The holder of an aircraft maintenance engineer's licence granted under the law of a country other than the United Kingdom and rendered valid under the Air Navigation Order in accordance with the privileges endorsed on the licence.
- c) The holder of an aircraft maintenance engineer's licence or authorisation as such an engineer granted or issued by or under the law of any ICAO Contracting State other than the United Kingdom in which the overhaul, repair, replacement, modification or inspection has been carried out, but only in respect of aircraft of which the Maximum Total Weight Authorised does not exceed 2730 kg and in accordance with the privileges endorsed on the licence.
- d) A person approved by the CAA as being competent to issue such Certificates, and in accordance with that Approval.
- e) A person whom the CAA has authorised to issue the Certificate in a particular case, and in accordance with that authority.
- f) In relation only to the adjustment and compensation of direct reading magnetic compasses, the holder of an Airline Transport Pilot's Licence (Aeroplanes), or a Flight Navigator's Licence granted or rendered valid under the Air Navigation Order may also issue a Certificate of Release to Service.

**NOTE:** The CRS shall be signed by a person, as specified above, except that the CAA may direct which of these persons shall sign in a particular case.

### Supplement 3

#### ***Complex Maintenance Tasks***

The following constitutes the complex maintenance tasks referred to in A6-1, paragraph 11.2(a).

- 1 The modification, repair or replacement by riveting, bonding, laminating or welding of any of the following airframe parts;
  - a) a box beam;
  - b) a wing stringer or chord member;
  - c) a spar;
  - d) a spar flange;
  - e) a member of a truss-type beam;
  - f) the web of a beam;
  - g) a keel or chine member of a flying boat hull or a float;
  - h) a corrugated sheet compression member in a wing or tail surface;
  - i) a wing main rib;
  - j) a wing or tail surface brace strut;
  - k) an engine mount;
  - l) a fuselage longeron or frame;
  - m) a member of a side truss, horizontal truss or bulkhead;
  - n) a seat support brace or bracket;
  - o) a seat rail replacement;
  - p) a landing gear strut or brace strut;
  - q) an axle;
  - r) a wheel; and
  - s) a ski or ski pedestal, excluding the replacement of a low-friction coating.
  
- 2 The modification or repair of any of the following parts:
  - a) aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
  - b) aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
  - c) a load bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding:

- (i) the swaging of a repair splice or cable fitting, and
    - (ii) the replacement of a push-pull tube end fitting that is attached by riveting; and
  - d) any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.
- 3 The performance of the following maintenance on a piston engine:
- a) Dismantling and subsequent reassembling of a piston engine, other than (i) to obtain access to the piston/cylinder assemblies; or (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and re-fitment of internal gears;
  - b) Dismantling and subsequent reassembling of reduction gears;
  - c) Welding and brazing of joints, other than minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;
  - d) The disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.
- 4 The balancing of a propeller, except:
- a) for the certification of static balancing where required by the maintenance manual;
  - b) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;
- 5 Any additional task that requires:
- a) specialised tooling, equipment or facilities; or
  - b) significant co-ordination procedures because of the extensive duration of the tasks and the involvement of several persons.