

CIVIL AVIATION AUTHORITY

Civil Aviation Advisory Publication

Date: 1 March 1992 No: 42ZC-1(0)

SUBJECT: APPROVED PILOT MAINTENANCE FOR CLASS B AIRCRAFT

IMPORTANT

This publication repeats the instructions contained in Schedule 6 of the CARs, specifying the maintenance that may be performed by pilots of class B aircraft and provides guidance to pilots wishing to perform that maintenance.

PURPOSE

This publication addresses the approved maintenance activities which may be undertaken by pilots of class B aircraft.

STATUS

This is the first issue of CAAP 42ZC-1, and will remain current until withdrawn or superseded.

REFERENCES

This publication should be read in conjunction with Civil Aviation Regulation 42ZC and Schedule 6 of the CARs.

HOW TO OBTAIN COPIES OF THIS PUBLICATION

Copies of this publication may be obtained from:

Civil Aviation Authority Publications
Centre
P.O. Box 1986
Carlton South
Victoria 3053

Telephone (008) 331676
(008) 334191
(03) 3422000

Fax (03) 3474407

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1 - GENERAL

1.1 This publication details the maintenance activities which may be performed by the pilot, other than a student pilot, of class B aircraft. This schedule does not repeat, nor take the place of, the daily inspection schedule, contained in the CAA Maintenance Schedule or the manufacturer's maintenance manual.

1.2 This maintenance may also be performed by the holder of an AME licence in the Airframe or Engine category, though not necessarily rated for that particular aircraft type or group.

1.3 Upon completion of maintenance, the pilot is responsible as the person performing that maintenance to record all relevant details and make the appropriate certifications, as required by regulation 42ZE of the CARs, in the aircraft's log book or, if appropriate, on the maintenance release.

1.4 Pilots are responsible for ensuring they are familiar with, and are able to satisfactorily comply with, any manufacturer's instructions regarding the

maintenance before undertaking any of the tasks identified. Guidance should be sought from experienced qualified maintenance personnel on correct aircraft maintenance practices and procedures.

2 - MAINTENANCE ACTIVITIES

2.1 The following activities, which do not involve the dismantling of or interference with any structure, operating system or the use of specialised tooling, comprise approved pilot maintenance:

- (1) Removal and installation of landing gear wheels, tyres and repair of pneumatic tubes.
- (2) Servicing of landing gear wheel bearings, such as cleaning and greasing.
- (3) Replacement of defective safety wiring or split pins, excluding those in control systems.
- (4) Any lubrication not requiring disassembly other than removal of non-structural cover plates, cowlings and fairings.
- (5) The making of simple fabric repairs not including lacing or rib stitching or the removal of structural parts or control surfaces.
- (6) Replenishment of hydraulic fluid in hydraulic reservoirs.
- (7) Repairs to upholstery and decorative furnishings of the cabin or cockpit interior.
- (8) Replacement of side windows in unpressurised aircraft.
- (9) Replacement of seats when it does not involve disassembly of any primary structure and is subject to the approved loading system.
- (10) Replacement of seat belts and harnesses.
- (11) Replacement of bulbs, reflectors, glasses, lenses or lights.
- (12) Replacement of any cowling not requiring removal of the propeller or disconnecting of controls.
- (13) Replacement or cleaning of spark plugs and setting of their gaps.
- (14) Replacement of batteries.
- (15) Changing of engine oil and fuel, oil and air filters.
- (16) Removal and replacement of glider tow hooks.
- (17) Removal and replacement of role equipment used for agricultural operations.
- (18) Replacement of placards and markings.
- (19) Application of preservative or protective materials to components where no disassembly of primary structure or operating systems is involved such as seaplane preservation (paralacetone to control cables, etc.), anti-corrosive paint to structures or components where such coating is not prohibited or is contrary to good practice.
- (20) Removal and refitting of doors, where no disassembly of primary structure or operating system is involved, of aircraft that have a flight manual supplement that is approved for operations without that door.
- (21) Daily Inspections.
- (22) The second independent inspection of flying controls.
- (23) On VFR aircraft only:
 - (i) replacement of wire aerials by components of identical electrical design;
 - (ii) re-termination of radio system plugs, sockets or disconnects;
 - (iii) adjustment of contacts in microphone and headset jacks;
 - (iv) replacement of radio system switches, relays and similar minor components with identical components.

2.2 If you are using tooling that requires calibration, it is your responsibility to ensure that the tooling is within its calibration tolerance and test period.