

# ML.A.803 Pilot-owner authorisation

Regulation (EU) 2019/1383

1. To qualify as a pilot-owner, the person must:
  1. hold a valid pilot licence or equivalent licence issued or validated by a Member State for the aircraft type or class rating;
  2. own the aircraft, either as a sole or joint owner; that owner must be, alternatively:
    1. one of the natural persons on the registration form;
    2. a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator; that member must be directly involved in the decision-making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.
  3. For aircraft operated under Annex VII (Part-NCO) to Regulation (EU) No 965/2012 or, in the case of balloons, not operated under Subpart-ADD of Annex II (Part-BOP) to Regulation (EU) 2018/395 or, in the case of sailplanes, not following Subpart DEC of Annex II (Part-SAO) to Regulation (EU) 2018/1976, the pilot-owner may issue a CRS after limited Pilot-owner maintenance as provided for in Appendix II to this Annex.
  4. The CRS shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed, as well as the identity, the signature and the pilot licence (or equivalent) number of the pilot-owner issuing such a certificate.

## AMC1 ML.A.803 Pilot-owner authorisation

ED Decision 2020/002/R

1. A pilot-owner may only issue a CRS for the maintenance he or she has performed (ref. [ML.A.201\(c\)](#), [ML.A.801](#) and [ML.A.803](#)).
2. In the case of jointly-owned aircraft, the AMP should list the names of all pilot-owners that are competent and designated to perform pilot-owner maintenance (ref. [ML.A.302\(c\)\(6\)](#)). As an alternative, the AMP may contain a procedure to ensure how such a list should be managed and kept current.
3. An equivalent valid pilot-owner licence may be any document attesting a pilot qualification recognised by the Member State.
4. Not holding a valid medical examination does not invalidate the pilot licence (or equivalent) required under [ML.A.803\(a\)\(1\)](#) for the purpose of the pilot-owner authorisation.

→ [ML.A.901](#)

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Last update: **2023/09/03 07:56**



