

Appendix II — Limited Pilot-owner maintenance

Regulation (EU) 2019/1383

In addition to the requirements laid down in this Annex, the pilot-owner shall comply with the following basic principles before it carries out any maintenance task:

1. Competence and responsibility

1. The pilot-owner shall always be responsible for any maintenance he performs.
2. The pilot-owner shall hold satisfactory level of competence to perform the task. It is the responsibility of a pilot-owner to familiarise himself with the standard maintenance practices for his aircraft and with the AMP.

2. Tasks

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

A maintenance task shall not be released by the pilot-owner if any of the following conditions occurs:

1. it is a critical maintenance task;
2. it requires the removal of major components or a major assembly;
3. it is carried out in compliance with an AD or an airworthiness limitation item (ALI) unless specifically allowed in the AD or the ALI;
4. it requires the use of special tools or calibrated tools (except for torque wrench and crimping tool);
5. it requires the use of test equipment or special testing (e.g. non-destructive testing (NDT), system tests or operational checks for avionics equipment);
6. it is composed of any unscheduled special inspections (e.g. heavy-landing check);
7. it affects systems essential for the instrumental flight rules (IFR) operations;
8. it is a complex maintenance task in accordance with Appendix III, or it is a component maintenance task in accordance with point (a) or (b) of point [ML.A.502](#);
9. it is part of the 100-h/annual check (for those cases the maintenance task is combined with the airworthiness review performed by maintenance organisations or independent certifying staff).

The criteria referred to in points (1) to (9) cannot be overridden by less restrictive instructions issued in accordance with the AMP referred to in point [ML.A.302](#).

Any task described in the aircraft flight manual (or other operational manuals), for example preparing the aircraft for flight (assembling the sailplane wings, or performing a preflight inspection, or assembling a basket, burner, fuel cylinders and an envelope combination for a balloon, etc.), is not considered a maintenance task and, therefore, does not require a CRS. Nevertheless, the person assembling those parts is responsible for ensuring that those parts are eligible for installation and in a serviceable condition.

3. Performance and records of the pilot-owner maintenance tasks

1. The maintenance data, as specified in point [ML.A.401](#), must always be 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 CRS in accordance with point (d) of point [ML.A.803](#).

The pilot-owner must inform the contracted CAMO or CAO (if such contract exists) about the completion of the pilot-owner maintenance tasks no later than 30 days after completion of these tasks in accordance with point (a) of point [ML.A.305](#).

AMC1 to Appendix II to Part-ML – Limited pilot-owner maintenance

ED Decision 2020/002/R

1. The lists below specifies items that may be expected to be completed by an owner who holds a current and valid pilot licence for the aircraft type involved and who meets the competence and responsibility requirements of Appendix II to Part-ML.
2. The list of tasks may not address in a detailed manner the specific needs of the various aircraft categories. In addition, the development of technology and the nature of the operations undertaken by these categories of aircraft may not always be adequately considered.
3. Any other task meeting the requirements of Appendix II to Part-ML may also be performed by the pilot-owner.
4. Therefore, the following lists are considered to meet the representative scope of limited pilot-owner maintenance referred to in [ML.A.803](#) and Appendix II to Part-ML:
 1. Part A applies to aeroplanes;
 2. Part B applies to rotorcraft;
 3. Part C applies to sailplanes and powered sailplanes; and
 4. Part D applies to balloons and airships.
5. Inspection tasks/checks of any periodicity included in an approved maintenance programme can be carried out provided that the specified tasks are compliant with the basic principles of Appendix II to Part-ML.

The content of periodic inspections/checks as well as their periodicity is not regulated or standardised in an aviation specification. It is the decision of the DAH to recommend a schedule for each specific type of inspection/check.

For an inspection/check with the same periodicity for different aircraft, the content may differ and in some cases, may be critically safety-related and need the use of special tools or knowledge and thus, not qualify for pilot-owner maintenance. Therefore, the maintenance carried out by the pilot-owner should not be generalised to specific inspections such as of a 50-h, 100-h or 6-month periodicity.

The inspections to be carried out are limited to those areas and tasks listed in this AMC

to Appendix II; this allows flexibility in the development of the maintenance programme and does not limit the inspection to certain specific periodic inspections. A 50-h/6-month periodic inspection for a fixed-wing aeroplane as well as the 1-year inspection for a glider may normally be eligible for pilot-owner maintenance.

TABLES

Note: Tasks in Part A or Part B marked with 'asteriskasterisk' exclude IFR operations following pilot-owner maintenance. For these aircraft to operate under IFR, these tasks should be released by an appropriate certifying staff.

Part A — PILOT-OWNER MAINTENANCE TASKS FOR POWERED AIRCRAFT (AEROPLANES)

Tabelle einfügen

Part B — PILOT-OWNER MAINTENANCE TASKS FOR ROTORCRAFT

Part C — PILOT-OWNER MAINTENANCE TASKS FOR SAILPLANES AND POWERED SAILPLANES

Abbreviations/acronyms applicable to this Part:

- n/a not applicable for this category;
- SP sailplane;
- SSPS self-sustained powered sailplane; and
- SLPS/TMG self-launching powered sailplane/touring motor glider.

Tabelle einfügen

Part D — PILOT-OWNER MAINTENANCE TASKS FOR BALLOONS/AIRSHIPS

Area and task	Hot-air airship	Hot-air balloon	Gas balloon
(A) ENVELOPE			
(1) Fabric repairs — excluding complete panels (as defined in, and in accordance with, the TC holder's instructions) not requiring load tape repair or replacement	Yes	Yes	NO
(2) Nose line — replacement	Yes	n/a	n/a
(3) Banners — fitment, replacement or repair (without sewing)	Yes	Yes	Yes
(4) Melting link (temperature flag) — replacement	Yes	Yes	n/a
(5) Temperature transmitter and temperature indication cables — removal or reinstallation	Yes	Yes	n/a
(6) Crown line — replacement (where permanently attached to the crown ring)	No	Yes	n/a
(7) Scoop or skirt - replacement or repair (including fasteners)	Yes	Yes	n/a
(B) BURNER			
(8) Burner — cleaning and lubrication	Yes	Yes	n/a
(9) Piezo igniters — adjustment	Yes	Yes	n/a
(10) Burner jets — cleaning and replacement	Yes	Yes	n/a
(11) Burner frame corner buffers — replacement or reinstallation	Yes	Yes	n/a
(12) Burner valves — adjustment of closing valve not requiring special tools or test equipment	Yes	Yes	n/a
(13) Burner hoses - replacement of O-rings in the inlet connection	Yes	Yes	n/a

Area and task	Hot-air airship	Hot-air balloon	Gas balloon
(C) BASKET AND GONDOLA			
(14) Basket/gondola frame trim — repair or replacement	Yes	Yes	Yes
(15) Basket/gondola runners (including wheels) — repair or replacement	Yes	Yes	Yes
(16) External rope handles — repair	Yes	Yes	Yes
(17) Seat covers, upholsteries and safety belts — replacement	Yes	Yes	Yes
(D) FUEL CYLINDER			
(18) Liquid valve — replacement of O-rings in the outlet			
(E) INSTRUMENTS AND EQUIPMENT			
(19) Batteries — replacement of batteries for self-contained instruments and communication equipment	Yes	Yes	Yes
(20) Communication, navigation devices, instruments and/or equipment — removal and replacement of self-contained, instrument-panel-mounted communication devices with quick-disconnect connectors	Yes	Yes	Yes
(F) ENGINES			
(21) Cleaning and lubrication not requiring disassembly of other than non-structural items, such as cover plates, cowlings and fairings	Yes	Yes	n/a
(21) Cowling removal and refitment not requiring removal of the propeller	Yes	Yes	n/a
(22) Fuel and oil strainers and/or filter elements — removal, cleaning and/or replacement	Yes	Yes	n/a
(23) Batteries — replacement and servicing (excluding servicing of Ni-Cd batteries)	Yes	Yes	n/a
(24) Propeller spinner — removal and installation for inspection	Yes	Yes	n/a
(25) Power plant — removal or installation of power plant unit including engine and propeller	Yes	Yes	n/a
(26) Engine chip detectors — removal, checking and replacement	Yes	Yes	n/a
(27) Ignition spark plug — removal or installation and adjustment including gap clearance	Yes	Yes	n/a
(28) Coolant fluid — replenishment	Yes	Yes	n/a
(29) Engine controls — minor adjustments of non-flight or propulsion controls whose operation is not critical for any flight phase	Yes	Yes	n/a
(30) Engine instruments — removal and replacement	Yes	Yes	n/a
(31) Lubrication oil — changing or replenishment of engine oil and gearbox	Yes	Yes	n/a
(32) Fuel lines — replacement of prefabricated hoses with self-sealing couplings	Yes	Yes	n/a
(33) Air filters (if installed) — removal, cleaning and replacement	Yes	Yes	n/a

→ [Appendix III](#)

From:

<https://www.balloonwiki.org/luftrecht/> - **Ballaeron - wo steht das?**

Permanent link:

<https://www.balloonwiki.org/luftrecht/doku.php/en/part-ml/appendix2>

Last update: **2023/09/03 20:32**

