

Appendix III – Complex maintenance tasks not to be released by the Pilot-owner

Regulation (EU) 2020/270

All of the following constitutes the complex maintenance tasks which, according to Appendix II, shall not be carried out by the pilot-owner. Those tasks shall be released either by an approved maintenance organisation or by independent certifying staff:

1. the modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
 1. (1)a box beam;
 2. a wing stringer or chord member;
 3. a spar;
 4. a spar flange;
 5. a member of a truss type beam;
 6. the web of a beam;
 7. a keel or chine member of a flying boat hull or a float;
 8. a corrugated sheet compression member in a wing or tail surface;
 9. a wing main rib;
 10. a wing or tail surface brace strut;
 11. an engine mount;
 12. a fuselage longeron or frame;
 13. a member of a side truss, horizontal truss or bulkhead;
 14. a seat support brace or bracket;
 15. a seat rail replacement;
 16. a landing-gear strut or brace strut;
 17. an axle;
 18. a wheel; and
 19. a ski or ski pedestal, excluding the replacement of a low-friction coating;
2. the modification or repair of any of the following parts:
 1. aircraft skin or the skin of an aircraft float if the work requires the use of a support, jig or fixture;
 2. aircraft skin that is subject to pressurisation loads if the damage to the skin measures more than 15 cm (6 in.) in any direction;
 3. 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:
 1. the swaging of a repair splice or cable fitting; and
 2. the replacement of a push-pull tube end fitting that is attached by riveting;
 4. any other structure not listed in point (a) that a manufacturer has identified as primary structure in their maintenance manual, structural repair manual or instructions for continuing airworthiness;
 1. dismantling and subsequent reassembling of a piston engine other than:
 1. to obtain access to the piston/cylinder assemblies; or
 2. to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and refitment of internal gears;
 2. dismantling and subsequent reassembling of reduction gears;

3. 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;
4. 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;
5. the balancing of a propeller, except:
 1. for the certification of static balancing where required by the maintenance manual; and
 2. dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;
6. any additional task that requires:
 1. specialised tooling, equipment or facilities; or
 2. significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.

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Last update: **2023/09/03 20:43**

