

AWB 12-1 Issue 2 - Aircraft servicing and ground handling tasks

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Aircraft servicing and ground handling tasks

Effectivity

General information

Purpose

The purpose of this AWB is to provide information on the servicing tasks that may be carried out by, but not limited to, the pilot in command.

Background

Feedback to CASA shows some confusion may exist on the difference between servicing and maintenance. CAR 2 of the 1988 Regulations advises in part, that:

'*Maintenance* means...the doing of any work (including a modification or repair) on the aircraft that may affect the safety of the aircraft or cause the aircraft to become a danger to person or property...'

'*Servicing*...means preparing the aircraft for flight, and includes providing the aircraft with fuel and other fluids...but does not include any work that is maintenance.'

Certification for the completion of servicing tasks is not required when preparing the aircraft for flight, unless specifically required as part of an approved system of maintenance.

Certification is required when performing servicing tasks in conjunction with a maintenance activity.

Advice

If the aircraft is used for commercial operations, the operator is to ensure that flight crew are adequately trained to carry out servicing tasks. For private operations, if you do not know how to do these tasks, you should ask an LAME to show you.

When replenishing fluids, you must use only those approved for the particular application.

Servicing Tasks

1. Refuelling and de-fuelling;
2. Fuel system water drain checks;
3. Replenishment of hydraulic fluid;
4. Replenishment of engine oil;
5. Toilet cleaning;
6. Replenishment of engine coolant;
7. Replenishment of water;
8. Sanitize potable water;
9. Adjustment of tyre pressures;
10. Replenishment of de-icing fluid;
11. Periodic lubrication of components, other than lubrication that is required for the accomplishment of scheduled maintenance, which does not require disassembly of the component, other than removal of non-structural items such as cover plates, cowlings and fairings eg: lubrication of door hinges;
12. Aircraft internal and external cleaning, including windscreen cleaning;
13. Disinfecting of the aircraft;
14. Removal of ice and snow;
15. Application of preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good maintenance practices;
16. Checking aircraft battery electrolyte levels and topping up with distilled water but excluding wet cell nickel-cadmium batteries;
17. Servicing tasks required by the aircraft flight manual or maintenance manual;
18. Towing, parking and mooring including tasks to facilitate these functions eg: quick disconnect and re-connection of torque links; and
19. Replacement or repair of signs and markings.

Note: The servicing of liquid and gaseous oxygen systems is to be carried out only by an appropriately rated LAME.