



# Pilot maintenance



Pilots can carry out particular kinds of aircraft maintenance as long as they:

- » hold a pilot licence that is valid for the aircraft
- » have permission from the registered aircraft operator
- » do not conduct maintenance on aircraft used for passenger transport
- » only perform maintenance authorised under the Civil Aviation Regulations 1988, 42ZC(4)(d) and Schedule 8 (see over page for details).

**A pilot cannot supervise or certify maintenance conducted by anyone else. If you are working for an air operator's certificate holder, approved policies and procedures must be followed.**

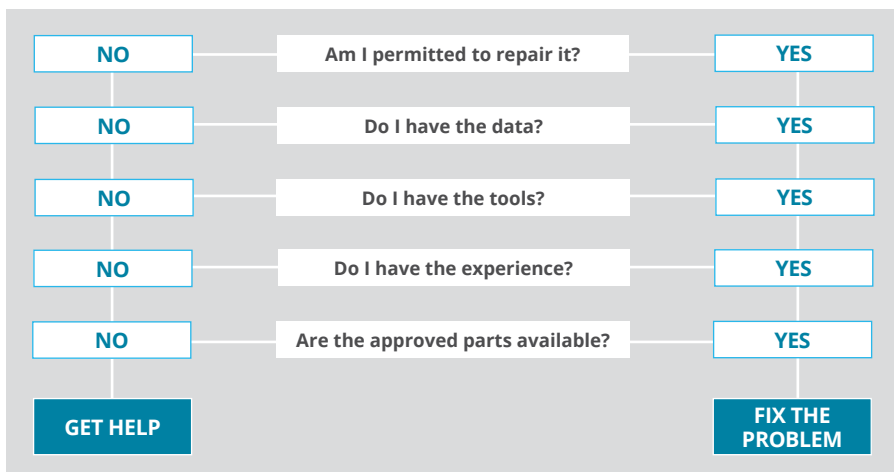
## BE PREPARED

To carry out any maintenance task you need to meet these requirements.

- » Have the right tools, in a good state of repair, calibrated if necessary
- » Have the current approved data
- » Have the appropriate skills, experience and training for the task (consider gaining experience with a licensed aircraft maintenance engineer or maintenance provider)
- » Have the approved spare parts.

Please don't forget that you must certify the maintenance you carry out by signing off in the maintenance release or aircraft logbook. Certification must include your signature, aviation reference number and the date.

## ASK BEFORE YOU START



## CIVIL AVIATION REGULATIONS 1988

Schedule 8 maintenance that can be carried out on a B class aircraft by a pilot entitled to do so under sub regulation 42ZC(4)(d).

1. Removal or installation of landing gear tyres, but only if the removal or installation does not involve complete jacking of the aircraft
2. Repair of pneumatic tubes of landing gear tyres
3. Servicing of landing gear wheel bearings
4. Replacement of defective safety wiring or split pins, but not including wiring or pins in control systems
5. Removing or refitting a door, but only if:
  - > no disassembly of the primary structure or operating system of the aircraft is involved
  - > where the aircraft is to be operated with the door removed, the aircraft has a flight manual indicating that it can be operated with the door removed
6. Replacement of side windows in an unpressurised aircraft
7. Replacement of seats, but only if the replacement does not involve disassembly of any part of the primary structure of the aircraft
8. Repairs to the upholstery or decorative furnishings of the interior of the cabin or cockpit
9. Replacement of seat belts or harnesses
10. Replacement or repair of signs or markings
11. Replacement of bulbs, reflectors, glasses, lenses or lights
12. Replacement, cleaning, or setting gaps of spark plugs
13. Replacement of batteries
14. Changing oil filters or air filters
15. Changing or replenishing engine oil or fuel
16. Lubrication that doesn't require disassembly, or requiring only the removal of non-structural parts, or of cover plates, cowlings and fairings
17. Replenishment of hydraulic fluid
18. Application of preservative or protective materials, but only if no disassembly of the primary structure or operating system of the aircraft is involved
19. Removal or replacement of equipment used for agricultural purposes
20. Removal or replacement of glider tow hooks
21. Carrying out an inspection under regulation 42G of a flight control system that has been assembled, adjusted, repaired, modified or replaced
22. Carrying out a daily inspection of an aircraft
23. Connection and disconnection of optional dual control in an aircraft without the use of any tools for the purpose of transitioning the aircraft from single to dual, or dual to single pilot operation
24. Inspections or checks set out in the following documents in circumstances where the document clearly states that the maintenance may be carried out by the pilot of the aircraft and the maintenance does not require the use of any tools or equipment:
  - a. the aircraft's approved maintenance data
  - b. the aircraft's flight manual or an equivalent document
  - c. any instructions issued by the national aviation authority that approved the type certificate for the aircraft
25. For an aircraft that is installed with an oxygen system for the exclusive use of ill or injured persons on an aircraft used to perform ambulance functions – replenishing the oxygen system installed on the aircraft.