



CIVIL AVIATION ADVISORY PUBLICATION CAAP 42ZC-01 v4.0

Part 1 of Schedule 8 of CAR 1988 – the Pilot Maintenance Schedule - guidance for pilots and Part 66 licence holders

Date February 2019

File ref D19/24288

This Civil Aviation Advisory Publication (CAAP) provides guidance, interpretation and explanation on complying with the Civil Aviation Regulations 1988 (CAR) or a Civil Aviation Order (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

Civil Aviation Advisory Publications should always be read in conjunction with the relevant regulations/orders.

Audience

This Civil Aviation Advisory Publication (CAAP) applies to:

- pilots of class B aircraft
- holders of category B1 or category B2 aircraft engineer licences.

Purpose

This publication details the approved maintenance tasks which may be undertaken by pilots of class B aircraft and the holders of category B1 or category B2 aircraft engineer licences.

For further information

For further information on this CAAP, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Status

This version of the CAAP is approved by the Manager, Airworthiness and Engineering Branch.

Note: Changes made in the current version are annotated with change bars.

Version	Date	Details
v4.0	February 2019	This is the fourth issue of this CAAP and replaces CAAP 42ZC-1(2). This CAAP has been reformatted using the new CAAP document template, with minor updates made to information contained in section 2 and section 3 to align with December 2015 amendments made to Schedule 8 and subregulation 42ZC(4) of CAR.
(2)	February 2012	This is the third issue of this CAAP and replaces CAAP 42ZC-1(1) dated November. This issue has been retitled for clarity purposes.
(1)	November 2012	This is the second issue of this CAAP and replaces CAAP 42ZC-1(0) dated March 1992.
(0)	March 1992	Initial version.

Contents

1	Reference material	4
1.1	Acronyms	4
1.2	Definitions	4
1.3	References	4
2	General	5
2.1	Who may carry out Schedule 8 maintenance?	5
3	Copy of Part 1 of Schedule 8 of CAR 1988	6
3.1	Schedule 8—Maintenance that may be carried out on a Class B aircraft by a person entitled to do so under subregulation 42ZC(4)	6

1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this CAAP are listed in the table below.

Acronym	Description
CAAP	Civil Aviation Advisory Publication
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
NAA	National Aviation Authority

1.2 Definitions

Terms that have specific meaning within this CAAP are defined in the table below.

Term	Definition
carry out maintenance	Has the same meaning given in section 66.5 – Definitions, of the Part 66 Manual of Standards (MOS)

1.3 References

Regulations

Regulations are available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Document	Title
Regulation 42ZC of CAR 1988	Maintenance on Australian aircraft in Australian territory
Regulation 42ZE of CAR 1988	Certification of completion of maintenance on aircraft in Australian territory
Schedule 8 of CAR 1988	Maintenance that may be carried out on a Class B aircraft by a person entitled to do so under subregulation 42ZC(4)

2 General

2.1 Who may carry out Schedule 8 maintenance?

- 2.1.1 This CAAP provides a copy of Part 1 of Schedule 8 of CAR 1988. It specifies the maintenance that may be carried out on a class B aircraft in Australian territory by a person entitled to do so under subregulation 42ZC(4) of CAR.
- 2.1.2 Subregulation 42ZC(4) of CAR allows pilots (under paragraph (d)) and category B1 or category B2 licence holders (under paragraph (da)) to carry out maintenance specified in Part 1 of Schedule 8.
- 2.1.3 Previous to an amendment made to subregulation 42ZC(4) in December 2015, an instrument issued by CASA, i.e. *CASA instrument: CASA 155/11 - Authorisation to carry out Schedule 8 maintenance on class B aircraft*, (and later: *CASA 423/11*), was required to allow holders of category B1 or category B2 licences to carry out the maintenance mentioned in Schedule 8 of CAR 1988.
- 2.1.4 Category B1 or B2 licence holders do not require a type rating to carry out and certify maintenance specified in Part 1 of Schedule 8 even if the class B aircraft is specified as requiring a type rating in Appendix IX of the Part 66 Manual of Standards.
- 2.1.5 Part 1 of this schedule does not repeat, nor take the place of, the daily inspection schedule, contained in the CASA Maintenance Schedule or the manufacturer's maintenance manual.
- 2.1.6 If tooling is to be used that requires calibration, it is the responsibility of the person using the tooling to ensure that the tooling is within its calibration tolerance and test period. Calibration ensures the accuracy of tools, such as torque wrenches, used to maintain aircraft and aeronautical products.
- 2.1.7 Pilots and category B1 and category B2 licence holders, carrying out Schedule 8 tasks, are responsible for ensuring they are familiar with, and can satisfactorily comply with, any manufacturer's instructions regarding the maintenance before undertaking any of the tasks identified. CASA strongly recommends guidance should be sought by pilots from a relevant Part 66 licence holder on the correct aircraft maintenance practices and procedures.
- 2.1.8 Upon completion of maintenance, the pilot or Part 66 licence holder as applicable, is responsible as the person carrying out that maintenance to record all relevant details and make the appropriate certifications, as required by Regulation 42ZE of CAR 1988, in the aircraft's log book or, if appropriate, on the maintenance release.

3 Copy of Part 1 of Schedule 8 of CAR 1988

3.1 Schedule 8—Maintenance that may be carried out on a Class B aircraft by a person entitled to do so under subregulation 42ZC(4)

Part 1—Maintenance on Class B aircraft other than balloons

1. Removal or installation of landing gear tyres, but only if the removal or installation does not involve the 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. Removal or refitting of a door, but only if:
 - (a) no disassembly of the primary structure or operating system of the aircraft is involved; and
 - (b) if the aircraft is to be operated with the door removed — the aircraft has a flight manual and the manual indicates that the aircraft may 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 and 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 not requiring 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 of an inspection under regulation 42G of a flight control system that has been assembled, adjusted, repaired, modified or replaced.
22. Carrying out of 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 NAA 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.