



Civil Aviation Advisory Publication

Revised: February 2012

CAAPs provide guidance, interpretation and explanation on complying with the Civil Aviation Regulations (CAR) or Civil Aviation Orders (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.

A CAAP is not intended to clarify the intent of a CAR, which must be clear from a reading of the regulation itself, nor may the CAAP contain mandatory requirements not contained in legislation.

Note: Read this advisory publication in conjunction with the appropriate regulations/orders.

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

The relevant regulations and other references

This publication should be read in conjunction with Regulation 42ZC of the *Civil Aviation Regulations 1988* (CAR 1988) and Schedule 8 of CAR 1988.

This CAAP will be of interest to

This Civil Aviation Advisory Publication (CAAP) will be of interest to pilots of class B aircraft and the holders of sub category B1 or category B2 aircraft engineer licences.

Why this publication was written

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

Status of this CAAP

This is the third issue of this CAAP and replaces CAAP 42ZC-1(1) dated November. This issue has been retitled for clarity purposes.

For further information

For application and policy advice contact the Civil Aviation Safety Authority (CASA) Airworthiness Engineering Branch on 131 757.

1. Acronyms

CAAP Civil Aviation Advisory Publication

CAR Civil Aviation Regulations 1988

CASA Civil Aviation Safety Authority

2. General

2.1 This CAAP provides a copy of the instructions contained in Schedule 8 of CAR 1988 which specifies the maintenance that may be performed by pilots of class B aircraft (other than a student pilot).

2.2 An instrument (at time of publication - Instrument number CASA 155/11 - Authorisation to carry out Schedule 8 maintenance on class B aircraft) issued by CASA also allows holders of sub category B1 or B2 aircraft engineer licences to carry out the maintenance listed within Schedule 8 of CAR 1988. Even if the class B aircraft has been type rated in the Part 66 Manual of Standards, the B1 or B2 licence holder is not required to gain the rating to carry out the maintenance listed within Schedule 8 of CAR 1988.

2.3 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.

2.4 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.

2.5 Pilots and Part 66 B1 and B2 licence holders, carrying out Schedule 8 tasks, are responsible for ensuring they are familiar with, and are able to 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.

2.6 Upon completion of maintenance, the pilot or Part 66 licence holder as applicable, is responsible as the person performing 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 Schedule 8 of CAR 1988

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

(subregulation 42ZC (4))

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.

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