

SECTION 4.0

POLICY

INTRODUCTION

1. RA-Aus is responsible for specifying the maintenance requirements for aircraft registered with RA-Aus. This Section details the extent of maintenance that can be conducted by owners, pilots, and other persons on aircraft operated in accordance with CAO's 95.10, 95.32 and 95.55.
2. Maintenance includes all of those actions which are carried out on an aircraft to ensure the aircraft is fit for flight and includes inspection, adjustment, repair and the incorporation of modifications. Maintenance excludes the design or redesign of modifications. The pilot-in-command of an aircraft must ensure that the aircraft is fit for flight, currently registered and correctly maintained before each flight.

ELEMENTS OF MAINTENANCE

3. Elements of maintenance are:
 - a. what to do,
 - b. when to do it,
 - c. how to do it.

What maintenance to conduct and when to do it are contained in the manufacturer's product support manuals. Where this is not the case, the inspection schedules in this RA-Aus Technical Manual may be used as a guide for aircraft not operated for hire and reward. Maintenance of aircraft used for hire and reward, ie. flying training, must be conducted in accordance with the manufacturer's requirements. All maintenance must be undertaken by suitably trained and experienced persons. This Section defines maintenance responsibilities for owner-operated ultralight aircraft and aircraft used for hire and reward. The method by which suitable persons are accredited to the RA-Aus to conduct maintenance is also contained in this RA-Aus Technical Manual.

MAINTENANCE POLICY

4. **Owner Operated Aircraft.** Maintenance to owner operated aircraft is the sole responsibility of the owner. The selection of appropriate maintenance schedules and the qualifications and experience of persons to complete the maintenance on CAO 95.10, CAO 95.55 paragraph 1.2 and 1.5 is the responsibility of the owner. Maintenance conducted on CAO 95.32 and CAO 95.55 paragraph 1.3, 1.4, 1.6, 1.8 and 1.9 aircraft shall be in accordance with

the manufacturer's maintenance schedules. Where such a schedule does not exist or a copy cannot be obtained, the Technical manual's periodic inspection schedule must be followed. Having completed any maintenance on an aircraft, the owner is to immediately detail the actions carried out in the aircraft log book, sign that entry, include their name in block letters, their RA-Aus number, the aircraft hours and the date of the entry.

5. When an owner-operated aircraft has been rebuilt after major damage or wear, engine strip and rebuild or any maintenance activity which could affect flight safety, that aircraft should be flown on a solo check flight performed by the owner-pilot or person who carried out the maintenance. Successful completion of this check flight is to be recorded in the aircraft log book and signed for by the person conducting the technical work and the owner-operator before any other operation of the aircraft or other person is carried (two place types) in the aircraft. Owner-pilots may undertake maintenance tasks which they have the knowledge and capability to undertake. For complex tasks or where the owner maintainer is uncertain as to the procedure, he/she must either undertake training or employ the services of a competent maintainer to ensure their aircraft remains in an airworthy condition.
6. **Aircraft Used for Hire/Reward.** Only factory produced aircraft may be offered for hire and reward and flying training, other than CAO95.55 para 1.5 aircraft which can only be used for flying training of the builder or builders. Aircraft used for hire and reward are to be wholly maintained, and/or the maintenance authenticated by, an RA-Aus Level Two Maintenance Authority holder. Daily inspections may be completed by the pilot-in-command. Maintenance on the engine, propeller or flight controls should be checked by an independent person. At the completion of any maintenance on an aircraft, details of the work carried out must be immediately entered into the aircraft log book, the entry signed by the Level Two Maintenance Authority holder who is to include their name in block letters, RA-Aus number and the date of the entry. A solo check flight after scheduled maintenance in accordance with the manufacturer's schedule is mandatory before the aircraft is used for hire or reward. Successful completion of this check flight is to be recorded in the aircraft log book and signed for by the Level Two accredited person who conducted the technical work and the pilot who conducted the flight.
 - 6.1 If an aircraft was operated at any time as an owner-pilot type, then that aircraft may not be used for hire or reward until a Level Two Maintenance Authority holder has examined the aircraft, is satisfied that the aircraft is correctly maintained and in an airworthy condition, and records the examination in the aircraft log book.
7. **Aircraft Owned by More than One Person.** Where more than one person, a company or a group own an aircraft that is not used for hire and reward, one of the persons must be appointed by the owners to be responsible for and control of all maintenance on that aircraft. The person so nominated is to be listed in the aircraft log book. That person

is to list all maintenance carried out on the aircraft in the aircraft log book and after that entry is to place their name and signature, RA-Aus number and aircraft hours, indicating that all of the stated maintenance has been conducted in accordance with the requirements of the RA-Aus Technical Manual. If there is a change of nominated registrant of a syndicate owned aircraft, this must be notified to RA-Aus.

8. **Special Light Sport Aircraft**

Maintenance on Special Light Sport Aircraft registered with RA-Aus must be conducted in accordance with the manufacturer's maintenance schedules for engine, airframe and propeller. Maintenance on Special Light Sport Aircraft used for hire and reward and glider towing must be conducted by an RA-Aus Level Two Maintenance Authority holder or on approval of the Technical Manger.

At the completion of any maintenance on an aircraft, details of the work carried out must be immediately entered into the aircraft log book, the entry signed by the maintainer who is to include their name in block letters, authority number, aircraft hours and the date of the entry.

9. **Authorisations.** At Annex A to this Section is a table of maintenance tasks and the authorisation levels applicable to the particular class of aircraft. This table is not inclusive and is subordinate in all manner to paragraphs 4, 5, 6, 7 and 8 of this Section of the RA-Aus Technical Manual

CRITICAL MAINTENANCE

10. RA-Aus defect and incident reports indicate that engine controls, engine accessories, propellers and flight controls deserve special maintenance attention. These components and systems should all be secured by positive safety devices and should be checked by an independent person after any maintenance.

SECTION 4.0 Annex A

MAINTENANCE TASKS AND AUTHORITIES REQUIRED

MAINTENANCE TASK	AUTHORITY REQUIRED		REMARKS
	Private Operations	Hire & Reward [Flying Training]	
Post Assembly	L1	L2	
Pre-Flight	Pilot	Pilot	
Daily	L1	L1	
Scheduled	L1	L2	
Repairs	L1	L2	
Modifications	L 1	L2	Refer to Section 3.5 of RA-Aus Technical Manual
Airworthiness Notice	L1	L2	Plus what is in the Notice
Heavy Landing	L1	L2	
All Component Overhaul	L1	L2	
All Component Replacement	L1	L2	
Engine Installation	L1	L2	
Welded Repairs	L1	L2*	*CASA Welding authority needed for hire & reward, or on approval from the Technical Manager

An aircraft owner is free to ask a Level 2 to carry out, check or advise on any maintenance of their aircraft.