## ML.A.803 Pilotens/ägarens behörighet

*Regulation (EU) 2019/1383*

a) För att klassas som pilot/ägare måste en person

1) inneha ett giltigt pilotcertifikat eller motsvarande certifikat utfärdat eller godkänt av en medlemsstat för luftfartygets typ eller klassbehörighet,

2) äga luftfartyget, antingen som ensam ägare eller delägare; denna ägare ska vara antingen

i) en av de fysiska personerna på registreringsbeviset, eller

ii) en medlem av en icke vinstdrivande rekreationsorganisation som är en juridisk person, där den juridiska personen anges i registreringsdokumentet som ägare eller operatör. Medlemmen ska vara direkt delaktig i den juridiska personens beslutsprocess och vara utsedd av denna juridiska person att utföra pilot-/ägarunderhåll.

b) För luftfartyg som används i enlighet med bilaga VII (Del-NCO) till förordning (EU) nr 965/2012 eller, när det gäller ballonger, inte används i enlighet med Kapitel ADD i bilaga II (Del-BOP) till förordning (EU) 2018/395 eller, när det gäller segelflygplan, inte uppfyller kraven i Kapitel DEC i bilaga II (Del-SAO) till förordning (EU) 2018/1976, får piloten/ägaren utfärda ett underhållsintyg efter begränsat pilot-/ägarunderhåll i enlighet med tillägg II till denna bilaga.

c) Underhållsintyget ska föras in i loggböckerna och ska innehålla grundläggande uppgifter om utfört underhållsarbete, underhållsdata som använts, datum för underhållsarbetets slutförande samt identitet, signatur och pilotcertifikatnummer (eller likvärdigt nummer) för den pilot/ägare som utfärdat intyget.

## AMC1 ML.A.803 Pilot-owner authorisation

*ED Decision 2020/002/R*

(a) A pilot-owner may only issue a CRS for the maintenance he or she has performed (ref. ML.A.201(c), ML.A.801 and ML.A.803).

(b) In the case of jointly-owned aircraft, the AMP should list the names of all pilot-owners that are competent and designated to perform pilot-owner maintenance (ref. ML.A.302(c)(6)). As an alternative, the AMP may contain a procedure to ensure how such a list should be managed and kept current.

(c) An equivalent valid pilot-owner licence may be any document attesting a pilot qualification recognised by the Member State.

(d) Not holding a valid medical examination does not invalidate the pilot licence (or

**Appendix II - Limited Pilot-owner maintenance**

*Regulation (EU) 2019/1383*

In addition to the requirements laid down in this Annex, the pilot-owner shall comply with the following basic principles before it carries out any maintenance task:

(a) **Competence and responsibility**

(1) The pilot-owner shall always be responsible for any maintenance he performs.

(2) The pilot-owner shall hold satisfactory level of competence to perform the task. It is the responsibility of a pilot-owner to familiarise himself with the standard maintenance practices for his aircraft and with the AMP.

(b) **Tasks**

The Pilot-owner may carry out simple visual inspections or operations to check the airframe, engines, systems and components for general condition, obvious damage and normal operation.

A maintenance task shall not be released by the pilot-owner if any of the following conditions occurs:

(1) it is a critical maintenance task;

(2) it requires the removal of major components o r a major assembly;

(3) it is carried out in compliance with an AD or an airworthiness limitation item (ALI) unless specifically allowed in the AD or the ALI;

(4) it requires the use of special tools or calibrated tools (except for torque wrench and crimping tool);

(5) it requires the use of test equipment or special testing (e.g. non-destructive testing (NDT), system tests or operational checks for avionics equipment);

(6) it is composed of any unscheduled special inspections (e.g. heavy-landing check);

(7) it affects systems essential for the instrumental flight rules (IFR) operations;

(8) it is a complex maintenance task in accordance with Appendix III, or it is a component maintenance task in accordance with point (a) or (b) of point ML.A.502;

(9) it is part of the 100-h/annual check (for those cases the maintenance task is combined with the airworthiness review performed by maintenance organisations or independent certifying staff).

The criteria referred to in points (1) to (9) cannot be overridden by less restrictive instructions issued in accordance with the AMP referred to in point ML.A.302.

Any task described in the aircraft flight manual (or other operational manuals), for example preparing the aircraft for flight (assembling the sailplane wings, or performing a preflight inspection, or assembling a basket, burner, fuel cylinders and an envelope combination for a balloon, etc.), is not considered a maintenance task and, therefore, does not require a CRS. Nevertheless, the person assembling those parts is responsible for ensuring that those parts are eligible for installation and in a serviceable condition.

(c) **Performance and records of the pilot-owner maintenance tasks**

The maintenance data, as specified in point ML.A.401, must always be available during the conduct of pilot-owner maintenance and must be complied with. Details of the data referred to in the conduct of pilot-owner maintenance must be included in the CRS in accordance with point (d) of point ML.A.803.

The pilot-owner must inform the contracted CAMO or CAO (if such contract exists) about the completion of the pilot-owner maintenance tasks no later than 30 days after completion of these tasks in accordance with point (a) of point ML.A.305.

**AMC1 to Appendix II to Part-ML - Limited pilot-owner maintenance**

*ED Decision 2020/002/R*

(a) The lists below specifies items that may be expected to be completed by an owner who holds a current and valid pilot licence for the aircraft type involved and who meets the competence and responsibility requirements of Appendix II to Part-ML.

(b) The list of tasks may not address in a detailed manner the specific needs of the various aircraft categories. In addition, the development of technology and the nature of the operations undertaken by these categories of aircraft may not always be adequately considered.

(c) Any other task meeting the requirements of Appendix II to Part-ML may also be performed by the pilot-owner.

(d) Therefore, the following lists are considered to meet the representative scope of limited pilot-owner maintenance referred to in ML.A.803 and Appendix II to Part-ML:

(1) Part A applies to aeroplanes;

(2) Part B applies to rotorcraft;

(3) Part C applies to sailplanes and powered sailplanes; and

(4) Part D applies to balloons and airships.

(e) Inspection tasks/checks of any periodicity included in an approved maintenance programme can be carried out provided that the specified tasks are compliant with the basic principles of Appendix II to Part-ML.

The content of periodic inspections/checks as well as their periodicity is not regulated or standardised in an aviation specification. It is the decision of the DAH to recommend a schedule for each specific type of inspection/check.

For an inspection/check with the same periodicity for different aircraft, the content may differ and in some cases, may be critically safety-related and need the use of special tools or knowledge and thus, not qualify for pilot-owner maintenance. Therefore, the maintenance carried out by the pilot-owner should not be generalised to specific inspections such as of a 50-h, 100-h or 6-month periodicity.

The inspections to be carried out are limited to those areas and tasks listed in this AMC to Appendix II; this allows flexibility in the development of the maintenance programme and does not limit the inspection to certain specific periodic inspections. A 50-h/6-month periodic inspection for a fixed-wing aeroplane as well as the 1-year inspection for a glider may normally be eligible for pilot-owner maintenance.

**TABLES**

Note: Tasks in Part A or Part B marked with '**' exclude IFR operations following pilot-owner maintenance. For these aircraft to operate under IFR, these tasks should be released by an appropriate certifying staff.

***Part A - PILOT-OWNER MAINTENANCE TASKS FOR POWERED AIRCRAFT (AEROPLANES)***

| **ATA** | **Area** | **Task** | **Aeroplanes** |
|---|---|---|---|
| **09** | Towing | Tow release unit and tow cable retraction mechanism — cleaning, lubrication and tow cable replacement (including weak links) | Yes |
| Mirror — installation and replacement of mirrors | | Yes | |
| **11** | Placards | Placards, markings — installation and renewal of placards and markings required by the AFM and the AMM | Yes |
| **12** | Servicing | Those items not requiring a disassembly of other than non-structural items, such as cover plates, cowlings and fairings — lubrication | Yes |
| **20** | Standard practices | Safety wiring — replacement of defective safety wiring or cotter keys, excluding those in engine controls, transmission controls and flight control systems | Yes |
| Simple non-structural standard fasteners — replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting | | Yes | |
| **21** | Air conditioning | Replacement of flexible hoses and ducts | Yes |
| **23** | Communication | Communication devices — remove and replace self-contained, instrument-panel-mounted communication | Yes** |

| | | | |
|---|---|---|---|
| | | devices with quick-disconnect connectors, excluding IFR operations | |
| **24** | Electrical power | Batteries — replacement and servicing | Yes |
| Wiring — repairing broken circuits in non-critical equipment, excluding ignition system, primary generating system and required communication, as well as navigation system and primary flight instruments | | Yes | |
| Bonding — replacement of broken bonding cable | | Yes | |
| Fuses — replacement using the correct rating | | Yes | |
| **25** | Equipment | Safety belts — replacement of safety belts and harnesses excluding belts fitted with airbag systems | Yes |
| Seats — replacement of seats or seat parts not involving disassembly of any primary structure or control system | | Yes | |
| Non-essential instruments and/or equipment — replacement of self-contained, instrument-panel-mounted equipment with quick-disconnect connectors | | Yes | |
| Oxygen system — replacement of portable oxygen bottles and systems in approved mountings, excluding permanently installed bottles and systems | | Yes | |
| Emergency locator transmitter (ELT) — removal/reinstallation | | Yes | |
| **27** | Flight controls | Removal or reinstallation of co-pilot control column and rudder pedals where design provides for quick disconnect | Yes |
| **28** | Fuel system | Fuel filter elements — cleaning and/or replacement | Yes |

| | | | |
|---|---|---|---|
| **30** | Ice and rain protection | Windscreen wiper — replacement of wiper blade | Yes |
| **31** | Instruments | Instrument panel — removal and reinstallation provided that this is a design feature with quick-disconnect connectors, excluding IFR operations | Yes** |

| **ATA** | **Area** | **Task** | **Aeroplanes** |
|---|---|---|---|
| Pitot-static system — simple sense and leak check, excluding IFR operations | | Yes** | |
| Drainage — drainage of water drainage traps or filters within the pitot-static system, excluding IFR operations | | Yes** | |
| Instruments — checking of markings for legibility and that those readings are consistent with ambient conditions | | Yes | |
| **32** | Landing gear | Wheels — removal, replacement and servicing, including replacement of wheel bearings and lubrication | Yes |
| Servicing — replenishment of hydraulic fluid | | Yes | |
| Shock absorber — replacement of elastic cords or rubber dampers | | Yes | |
| Shock struts — replenishment of oil or air | | Yes | |
| Skis — changing between wheel and ski landing gear | | Yes | |
| Landing skids — replacement of landing skids and skid shoes | | Yes | |
| Wheel fairings (spats) — removal and reinstallation | | Yes | |
| Mechanical brakes — adjustment of simple cable-operated systems | | Yes | |
| Brake — replacement of worn brake pads | | Yes | |
| **33** | Lights | Lights — replacement of internal and external bulbs, | Yes |

| | | | |
|---|---|---|---|
| | | filaments, reflectors and lenses | |
| **34** | Navigation | Software — updating self-contained, instrument-panel-mounted software, excluding automated flight control systems and transponders | Yes |
| Navigation devices — removal and replacement of self-contained, instrument-panel-mounted navigation devices with quick-disconnect connectors, excluding automated flight control systems, transponders, primary flight control system and IFR operations | | Yes** | |
| Self-contained data logger — installation, data restoration | | Yes | |
| **51** | Structure | Fabric patches — simple patches extending over no more than one rib, and not requiring rib stitching or removal of structural parts or control surfaces | Yes |
| Protective coating — application of preservative material or coatings where no disassembly of any primary structure or operating system is involved | | Yes | |
| Surface finish — minor restoration (where no disassembly of any primary structure or operating system is involved), including application of signal coatings or thin foils as well as registration markings | | Yes | |
| Fairings — simple repairs to non-structural fairings and cover plates that do not change the contour | | Yes | |
| **52** | Doors and hatches | Doors — removal and reinstallation | Yes |
| **53** | Fuselage | Upholstery, furnishing — minor repairs that do not require disassembly of primary structure or operating systems, or | Yes |

| | | | |
|---|---|---|---|
| | | interfere with control systems | |
| **56** | Windows | Side windows — replacement if no riveting, bonding or any special process is required | Yes |
| **61** | Propeller | Spinner — removal and reinstallation | Yes |

| **ATA** | **Area** | **Task** | **Aeroplanes** |
|---|---|---|---|
| **71** | Power plant installation | Cowling — removal and reinstallation not requiring removal of propeller or disconnection of flight controls | Yes |
| Induction system — inspection and replacement of induction air filter | | Yes | |
| **72** | Engine | Chip detectors — removal, checking and reinstallation provided that the chip detector is of a non-electrically-indicated self-sealing type | Yes |
| **73** | Engine fuel | Strainer or filter elements — cleaning and/or replacement | Yes |
| Fuel — mixing of required oil into fuel | | Yes | |
| **74** | Ignition | Spark plugs — removal, cleaning, adjustment and reinstallation | Yes |
| **75** | Cooling | Coolant — replenishment of coolant fluid | Yes |
| **77** | Engine-indicating system | Engine-indicating system — removal and replacement of self-contained, instrument-panel-mounted indicators that have quick-release connectors | Yes |

| | | | |
|---|---|---|---|
| | | and do not employ direct reading connections | |
| **79** | Oil system | Strainer or filter elements — cleaning and/or replacement | Yes |
| Oil — changing or replenishment of engine oil and gearbox fluid | | Yes | |

**Appendix III - Complex maintenance tasks not to be released by the Pilot-owner**

*Regulation (EU) 2020/270*

All of the following constitutes the complex maintenance tasks which, according to Appendix II, shall not be carried out by the pilot-owner. Those tasks shall be released either by an approved maintenance organisation or by independent certifying staff:

(a) the modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:

(1) a box beam;

(2) a wing stringer or chord member;

(3) a spar;

(4) a spar flange;

(5) a member of a truss type beam;

(6) the web of a beam;

(7) a keel or chine member of a flying boat hull or a float;

(8) a corrugated sheet compression member in a wing or tail surface;

(9) a wing main rib;

(10) a wing or tail surface brace strut;

(11) an engine mount;

(12) a fuselage longeron or frame;

(13) a member of a side truss, horizontal truss or bulkhead;

(14) a seat support brace or bracket;

(15) a seat rail replacement;

(16) a landing-gear strut or brace strut;

(17) an axle;

(18) a wheel; and

(19) a ski or ski pedestal, excluding the replacement of a low-friction coating;

(b) the modification or repair of any of the following parts:

(1) aircraft skin or the skin of an aircraft float if the work requires the use of a support, jig or fixture;

(2) aircraft skin that is subject to pressurisation loads if the damage to the skin measures more than 15 cm (6 in.) in any direction;

(3) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding:

(i) the swaging of a repair splice or cable fitting; and

(ii) the replacement of a push-pull tube end fitting that is attached by riveting;

(4) any other structure not listed in point (a) that a manufacturer has identified as primary structure in their maintenance manual, structural repair manual or instructions for continuing airworthiness;

(c) the performance of all of the following maintenance on a piston engine:

(1) dismantling and subsequent reassembling of a piston engine other than:

(i) to obtain access to the piston/cylinder assemblies; or

(ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and refitment of internal gears;

(2) dismantling and subsequent reassembling of reduction gears;

(3) welding and brazing of joints, other-than-minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;

(4) the disturbing of individual parts of units which are supplied as bench-tested units except for the replacement or adjustment of items normally replaceable or adjustable in service;

(d) the balancing of a propeller, except:

(1) for the certification of static balancing where required by the maintenance manual; and

(2) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;

(e) any additional task that requires:

(1) specialised tooling, equipment or facilities; or

(2) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.