

SECTION 12.2 INSPECTION AFTER RE-ASSEMBLY

12.2.1 APPLICABILITY

This section applies to all aircraft that have been re-assembled after:

- a) purchase from new (including LSA and factory built)
- b) road or other transport
- c) a period of disassembly e.g. for hanging or trailering.

NOTE: (b) and (c) do not apply to for aircraft that normally and routinely have some degree of assembly prior to daily flying e.g. an aircraft with foldable wings for storage or an aircraft that is routinely disassembled for transporting however, for compliance with the requirements of this TM, disassembly and reassembling must be recorded in the aircraft logbook or if used, on the aircraft Maintenance Release (MR).

12.2.2 PRIVATELY OPERATED AIRCRAFT

Disassembly of an aircraft must be performed by the registered owner or registered operator of the aircraft who holds a Level 1 maintenance authority, or higher Maintenance Authority holder to ensure no damage occurs.

The Disassembly is to be recorded in the aircraft maintenance logbook.

Re-assembly of an aircraft must be performed by the registered owner or registered operator of the aircraft who holds a Level 1 maintenance authority or higher Maintenance Authority holder with experience on type.

An independent post-assembling inspection must be conducted to ensure that all assemblies and associated systems have been correctly fitted, connected and routed.

An independent duplicate inspection of engine, propeller and flight controls must be conducted by a RPC or higher Maintenance Authority holder with experience on type.

The re-assembly must be recorded in an aircraft maintenance logbook.

The independent, duplicate inspection of engine, propeller and flight controls must be recorded in the aircraft maintenance logbook, detailing who conducted the inspections.

12.2.3 AIRCRAFT USED FOR HIRE AND/OR FLYING TRAINING

Disassembly of an aeroplane operated for hire and/or flying training must be performed by, or under the direct supervision of, an unrestricted L2 or higher Maintenance Authority holder experienced on type to ensure no damage occurs.

The disassembly is to be recorded in the aircraft maintenance logbook.

Re-assembling of an aeroplane to be operated for hire and/or flying training must be performed by, or under the direct supervision of, a L2 or higher Maintenance Authority holder with experience on type, to ensure that all assemblies and associated systems have been correctly fitted, connected, secured and routed;

The applicable manufacturer's re-assembly instructions are to be followed.

A duplicate inspection of flight controls is required and may be performed by an RPC holder or higher Maintenance Authority holder with experience on type.

The re-assembly is to be recorded in the aircraft maintenance logbook.

The independent duplicate inspection of flight controls must be recorded in the aircraft maintenance logbook, detailing who conducted the inspections.