

SECTION 12.8 ANNUAL AND PERIODIC MAINTENANCE

12.8.1 INTRODUCTION

Aircraft require periodic maintenance or inspection in accordance with a maintenance schedule determined by the aircraft, engine and propeller manufacturer, by the holder of an appropriate RAAus maintenance authority.

For an aircraft used solely for private operations this will be a RAAus L1 or higher maintenance authority holder experienced on the aircraft type. For an aircraft operated for hire and/or flying training an appropriate L2 or higher maintenance authority holder.

12.8.2 MAINTENANCE SCHEDULE (by whatever name)

Some manufacturer's schedules may make no mention of an annual or 100hrly inspection. The Annual or 100 hourly TIS inspection are to be completed if the aircraft maintenance schedule makes no mention of such an inspection.

For other than aircraft used for flying training or hire, if no manufacturer's schedule (or other approved Schedule; CASA Schedule 5 for example) is available, one should be obtained or prepared. Acceptable schedules can either be based on, or developed from:

- a) CAAP 42B-1(n) CASA MAINTENANCE SCHEDULE
- b) Appendix 1 of FAA AC 90-89A AMATEUR-BUILT AIRCRAFT AND ULTRALIGHT FLIGHT TESTING HANDBOOK
- c) Aircraft TYPE groups may also have a suitable maintenance schedule available.

Maintenance schedules must contain instructions for the maintenance of airframe, engine, propeller and fitted equipment.

12.8.3 RECORD KEEPING

Upon completion of the periodic inspection, an aircraft logbook entry must be made which records the inspection event, the RAAus member number and name of the person who performed it, their signature, their maintenance authority level, and the date. The entry must be legible and include a comprehensive description of any significant works carried out, repairs made, parts replaced etc. A new MR, if used may require issuing, or the unexpired MR will require updating by recording the maintenance performed in the appropriate section of the MR to return the aircraft to service.

NOTE: General Inspection Guidance for a simple two-stroke aircraft – CASA Schedule 5 may suit more complex types with a four-stroke engine. Reference may also be made to CAAP 42B-1.