

 <p>Directorate of Civil Aviation Grand Duchy of Luxembourg</p>	<p><b>APPENDIX III TO DAC-AIR 348 MAINTENANCE PROGRAMME PROCEDURE – COMPLEX MAINTENANCE TASKS</b></p>	<p><b>Appendix III to DAC-AIR348 Issued on MAR2017 Page 1/2</b></p>
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## Complex Maintenance Tasks

The following constitutes the complex maintenance tasks referred to in Appendix II to DAC-AIR348 Guidance for Redaction of Maintenance Programme for Aircraft below 2730kG Maximum Take Off Mass. Nevertheless, this list is not exhaustive and should be understood as a guideline only. Refer to EU 1321/2014 Annex I Appendix VII at latest revision for full understanding of the requirements.

1. The modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
  - a box beam.
  - a wing stringer or chord member.
  - a spar.
  - a spar flange.
  - a member of a truss-type beam.
  - the web of a beam.
  - a keel or chine member of a flying boat hull or a float.
  - a corrugated sheet compression member in a wing or tail surface.
  - a wing main rib.
  - a wing or tail surface brace strut.
  - an engine mount.
  - a fuselage longeron or frame.
  - a member of a side truss, horizontal truss or bulkhead.
  - a seat support brace or bracket.
  - a seat rail replacement.
  - a landing gear strut or brace strut.
  - an axle.
  - a wheel.
  - a ski or ski pedestal, excluding the replacement of a low-friction coating.
  
2. The modification or repair of any of the following parts:
  - aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture.
  - aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction.
  - 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 the swaging of a repair splice or cable fitting, and the replacement of a push-pull tube end fitting that is attached by riveting.
  - any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.
  
3. The performance of the following maintenance on a piston engine:
  - 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 re-fitment of internal gears.
  - dismantling and subsequent reassembling of reduction gears.
  - 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.

- 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.

**Note:** The sentence 'suitably approved or authorised welder' means that the qualification should meet an officially recognised standard or, otherwise, should be accepted by the competent authority.

4. The balancing of a propeller, except:
  - for the certification of static balancing where required by the maintenance manual.
  - dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data.
  
5. Any additional task that requires:
  - specialized tooling, equipment or facilities; or
  - significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.