

SCHEDULE II(Section 571.04)Specialized Maintenance

The following tasks constitute the specialized maintenance referred to in section 571.04 of these Regulations.

Airframe

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 - **(1)** The modification, repair or replacement by riveting, bonding or laminating, or the making of any of the following airframe parts is structural specialized maintenance:
 - **(a)** a box beam;
 - **(b)** a wing stringer or chord member;
 - **(c)** a spar;
 - **(d)** a spar flange;
 - **(e)** a member of a truss-type beam;
 - **(f)** the web of a beam;
 - **(g)** a keel or chine member of a flying boat hull or a float;
 - **(h)** a corrugated sheet compression member in a wing or tail surface;
 - **(i)** a wing main rib;
 - **(j)** a wing or tail surface brace strut;
 - **(k)** an engine mount;
 - **(l)** a fuselage longeron or frame;
 - **(m)** a member of a side truss, horizontal truss or bulkhead;
 - **(n)** a seat support brace or bracket, excluding the replacement of seat rails;
 - **(o)** a seat rail replacement for transport category aircraft;
 - **(p)** a landing gear strut or brace strut;
 - **(q)** an axle;
 - **(r)** a wheel; and
 - **(s)** a ski or ski pedestal, excluding the replacement of a low-friction coating.
 - **(2)** The modification or repair of any of the following parts of an airframe is structural specialized maintenance:
 - **(a)** aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
 - **(b)** aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
 - **(c)** a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bellcrank, 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; and
 - **(d)** any other structure that a manufacturer has identified as a primary structure in its maintenance manual, structural repair manual or any instructions for continuing airworthiness.

Engine

- **2** Any of the following types of tasks is engine specialized maintenance:
 - **(a)** the reassembly of a multi-part engine crankshaft or a crankshaft equipped with a dynamic counterweight system;
 - **(b)** the reassembly of the crankcase of a reciprocating engine that is equipped with an integral supercharger or a propeller reduction gear;
 - **(c)** the overhaul of a reciprocating engine that is equipped with an integral or turbo supercharger; and
 - **(d)** the overhaul of a turbine engine or turbine engine module.

Propeller

- **3** Any of the following types of propeller repair, if the work is beyond the limits recommended in the manufacturer's maintenance manual or service instructions for service in the field is propeller specialized maintenance:
 - **(a)** the re-contouring, twisting, shortening or straightening of a propeller blade or the blending of damage thereto;
 - **(b)** the repair or machining of a propeller hub, excluding the removal of surface corrosion or application of a protective coating;
 - **(c)** the reinstallation of a metal leading edge sheath or tip of a wooden blade;
 - **(d)** the replacement of the outer protective coating on a wooden blade, excluding the restoration of varnish;
 - **(e)** the repair of an elongated propeller attachment or propeller blade attachment bolt hole;
 - **(f)** the inlaying of a repair patch on a wooden blade;
 - **(g)** the repair of a composite blade; and
 - **(h)** an overhaul or repair involving the reassembly of a controllable-pitch propeller, excluding the reassembly of a propeller that has been disassembled for shipping purposes, or the replacement of seals.

Avionics

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 - **(1)** The repair of avionics components and systems is avionics specialized maintenance, except for:
 - **(a)** repairs of wiring and connectors;
 - **(b)** replacement of connectors and electrical components with identical or equivalent items;
 - **(c)** replacement of antennas with identical or equivalent items;
 - **(d)** replacement of integral fuses and lighting components when the line replaceable unit (LRU) is designed for flight-line replacement of these components;
 - **(e)** replacement of an avionics LRU provided that any testing required can be done using standard test equipment, built-in test equipment (BITE) or equipment specified in the aircraft manufacturer's instructions for continuing airworthiness;
 - **(f)** on-site maintenance of passenger entertainment systems performed in accordance with the applicable instructions in the maintenance manual of the aircraft or systems manufacturer or the manufacturer's instructions for continuing airworthiness; and
 - **(g)** routine maintenance that is described in the aircraft manufacturer's maintenance manual or instructions for continuing airworthiness or performed in accordance with currently recognized industry practices for service in the field.
 - **(2)** Any avionics system installation or modification is avionics specialized maintenance except for:
 - **(a)** installation of ELT systems conforming to CAN-TSO-C91/C91a;
 - **(b)** installation of single VHF communication or single integrated navigation/communication systems that are not interfaced with any other system, other than an intercom system;
 - **(c)** installation of VFR long-range navigation systems which are not interfaced with any other systems;
 - **(d)** modifications to existing avionics installations, where no additional test requirements are imposed on the affected system other than those which would be required following routine maintenance of that system;
 - **(e)** installation of instruments which are not interfaced with any other systems; and
 - **(f)** replacement of an avionics LRU where equivalency is maintained, and where no additional test requirements are imposed on the affected system other than those which would be required following routine maintenance of that system.

Instrument

- **5** Maintenance of instruments, other than display devices whose operation is integrated with an appliance to which another category of specialized maintenance applies, if the work is beyond the limits recommended in the manufacturer's maintenance manual or service instructions for service in the field, is instrument specialized maintenance.

Component

- **6** Any of the following types of maintenance of an appliance or component, where the work is beyond the limits recommended in the manufacturer's maintenance manual or service instructions for service in the field, is component specialized maintenance:
 - **(a)** the reassembling of valves that are activated electrically or through the use of controlled fluid pressure;
 - **(b)** the calibrating or flow checking of any fuel metering or air metering component, other than a float-type carburetor;
 - **(c)** the overhaul of any pressure-type fuel, oil, pneumatic or hydraulic pump;
 - **(d)** a repair involving the disassembly of speed-regulating devices, including an engine or propeller governor or a constant-speed drive;
 - **(e)** the overhaul of a rotor head, transmission or any mechanism used to transmit power to the rotors of a tilt-wing aircraft or helicopter;
 - **(f)** the repair of a helicopter rotor blade;
 - **(g)** the rewinding of the field coil or armature of an electrical accessory;
 - **(h)** the overhaul of an aircraft magneto; and
 - **(i)** the patch repair of a bladder-type fuel tank.

Welding

- **7** The welding of the following parts is welding specialized maintenance:
 - **(a)** any part of the primary structure, including a wheel, an axle and a passenger restraint or cargo restraint system;
 - **(b)** any part of an aircraft system, including a fuel tank, an oil tank and a pneumatic or hydraulic container; and
 - **(c)** any structural or dynamic engine part.

Non-destructive Testing (NDT)

- **8** Any required inspection of an aeronautical product that uses liquid penetrant, magnetic particle, radiographic, ultrasonic or eddy current methods, unless the inspection is performed under Appendix K to Standard 571 — *Maintenance*, is Non-Destructive Testing (NDT) Specialized Maintenance.