



Australian Government

Civil Aviation Safety Authority

Part 43 (Maintenance of Aircraft) Manual of Standards 2022

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.068 and @43.010 of the *Civil Aviation Safety Regulations 1998*.

[DRAFT ONLY — NOT FOR SIGNATURE]

Pip Spence
Director of Aviation Safety

Date

FOR CONSULTATION

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Note This Table of Contents is for guidance only. It is not a formal part of the Part 43 Manual of Standards.

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Part 43 (Maintenance of Aircraft) Manual of Standards 2022

CHAPTER 1 PRELIMINARY

1.01 Name

- (1) This instrument is the *Part 43 (Maintenance of Aircraft) Manual of Standards 2022*.
- (2) This instrument may also be cited as:
 - (a) the *Part 43 Manual of Standards*; or
 - (b) the *Part 43 MOS*.
- (3) Unless a contrary intention appears, references in this instrument to “the MOS” or “this MOS” are references to this instrument.

1.01A Commencement

This instrument commences on the later of the following:

- (a) the day after it is registered;
- (b) immediately after the commencement of the *Civil Aviation Legislation Amendment (Part 43—Maintenance of Aircraft) Regulations 2022*.

1.02 Purpose

The purpose of this MOS is to prescribe requirements relating to maintenance of Part 43 aircraft, and aeronautical products for such aircraft, including:

- (a) the responsibilities of registered operators of aircraft; and
- (b) the keeping of records of information relating to:
 - (i) maintenance carried out, and inspections performed, on aircraft and aeronautical products; and
 - (ii) the testing and inspection of specified systems, instruments and other equipment of aircraft; and
- (c) the weighing of aircraft.

Note This is the MOS for Part 43 of CASR. Many provisions of the MOS are based on provisions in Part 43 of the FARs and related provisions in Parts 65 and 91 of the FARs. The FARs are the U.S. Federal Aviation Regulations in Chapter I of Title 14 of the Code of Federal Regulations — see the definition of **FARs** in the CASR Dictionary. At the time of commencement of this instrument, the current version of the FARs was freely available from the Electronic Code of Federal Regulations website at <https://www.ecfr.gov>.

1.03 Application

This MOS applies in relation to the maintenance of Part 43 aircraft, and aeronautical products for such aircraft.

Note For Part 43 aircraft — see section @43.005 of CASR.

1.04 Interpretation

Note In this MOS, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: **aeronautical product**, **aircraft**, **civil aviation legislation** and **maintenance**, which are defined in section 3 of the Act, and **FAA** and **flight control system**, which are defined in regulation 2 of the *Civil Aviation Regulations 1988*. Other terms are defined in the CASR Dictionary and the MOS Dictionary.

- (1) The Dictionary at the end of this MOS:
 - (a) defines certain terms and expressions used in the MOS; and
 - (b) is part of this MOS.
- (2) Unless otherwise defined in the MOS Dictionary, terms and expressions used in this MOS have the same meaning as in CASR.
- (3) In this MOS, unless a contrary intention appears, a reference to an aircraft is a reference to a Part 43 aircraft.
- (4) In this MOS, the words “**Source** FARs” below a heading to a Chapter or section indicate that the Chapter or section is based, to the extent possible under civil aviation legislation, on the specified section of the FARs, as in force at the time of commencement of the MOS.
- (5) If there is an inconsistency between this MOS and the Part 66 MOS, the provision of this MOS prevails to the extent of the inconsistency regarding the ability of a B1 LAME, a B2 LAME, an IA holder or an AMTC holder to provide Part 43 maintenance services, including in relation to the privileges, limitations and conditions that a licence, a rating endorsed on a licence, an IA or an AMTC is taken to have for the purposes of Part 43.
- (6) For this MOS:
 - (a) a reference in the Part 66 MOS to the licence privilege of the issue of a certificate of release to service for an aircraft, or for maintenance, is taken to be a reference to the licence privilege of approval for return to service of an aircraft; and
 - (b) a reference in the Part 66 MOS to the licence privilege of maintenance certification is taken to be a reference to the licence privilege of certifying for maintenance carried out on an aircraft.

CHAPTER 2 MAINTENANCE PERSONNEL

Source FARs sections 65.81, 65.91, 65.93, 65.95, 65.101, 65.103, 65.104, 65.107

Division 2.1 General

2.01 Scope

- (1) This Chapter sets out the following:
 - (a) the additional licence privileges that the holder of a category B1 licence or category B2 licence is taken to have in relation to the provision of Part 43 maintenance services, and related conditions or limitations;
 - (b) the eligibility criteria for the grant or renewal by CASA of an inspection authorisation;
 - (c) the duration of an inspection authorisation;
 - (d) the privileges and conditions or limitations of an inspection authorisation;
 - (e) the requirements for the grant of an aircraft maintenance technician certificate;
 - (f) the privileges and conditions or limitations of an aircraft maintenance technician certificate.
- (2) This Chapter does not provide any additional licence privileges for a B1 or B2 LAME that may be exercised under Part 42 of CASR.

Division 2.2 B1 LAMEs

Source FARs section 65.81

2.02 General licence privileges, limitations and conditions

- (1) A person who holds a B1 category licence is permitted to provide Part 43 maintenance services under the B1 category licence only in accordance with:
 - (a) the privileges and conditions or limitations on the LAME's category B1 licence that are mentioned in the Part 66 MOS and this Division; and
 - (b) the conditions (if any) imposed by CASA on the B1 category licence under regulation 11.056, 11.067 or 11.068 of CASR.
- (2) A type rating is not required for a B1 LAME to exercise licence privileges in relation to the provision of Part 43 maintenance services.

2.03 Category B1 licence — additional privileges

Avionics

- (1) It is a privilege of a category B1 licence endorsed in any subcategory that the licence holder may certify maintenance of an avionics system of an aircraft, including the carrying out of inspections, tests, repairs and modifications, other than a major repair or a major modification to an avionics or electrical system.

Aircraft engine ground runs

- (2) It is a privilege of a category B1 licence endorsed in any subcategory that the holder may operate an aircraft engine for function checks during maintenance.

2.04 Subcategory B1.1 and B1.3 licences — additional privileges

- (1) A person who holds a subcategory B1.1 licence may also certify for subcategory B1.2, B1.3 or B1.4 maintenance carried out on an aircraft.
- (2) A person who holds a subcategory B1.3 licence may also certify for subcategory B1.1, B1.2 or B1.4 maintenance carried out on an aircraft.

Note For the subcategories with which a licence may be endorsed — see paragraph 66.A.1 (b) of the Part 66 MOS.

- (3) However, a person who holds the subcategory B1.1 or B1.3 licence with an E3 power plant exclusion may only certify for maintenance on a turbine engine if the person has successfully completed:
 - (a) CASA Basics examinations GG and GH; or
 - (b) subject module 15 — Turbine engine.
- (4) Also, a person who holds a subcategory B1.1 or B1.3 licence may carry out subcategory B1.2 or B1.4 maintenance on a piston engine, and certify for the maintenance, only if the person has successfully completed:
 - (a) CASA Basics examinations GA and GB; or
 - (b) subject module 16 — Piston engine.

Note For further information about the qualifications mentioned in this section — see the related definitions in Part 1 of the MOS Dictionary, and item 5 of Part 2 of the MOS Dictionary.

2.05 Subcategory B1.2 and B1.4 licences — additional privileges

- (1) A person who holds a subcategory B1.2 licence may also certify for subcategory B1.1, B1.3 or B1.4 maintenance carried out on an aircraft.
- (2) A person who holds a subcategory B1.4 licence may also certify for subcategory B1.1, B1.2 or B1.3 maintenance carried out on an aircraft.

Note For the subcategories with which a licence may be endorsed — see paragraph 66.A.1 (b) of the Part 66 MOS.

- (3) However, a person who holds a subcategory B1.2 or B1.4 licence with an E3 power plant exclusion may only certify for maintenance on a piston engine if the person has successfully completed:
 - (a) CASA Basics examinations GA and GB; or
 - (b) subject module 16 — piston engine.
- (4) Also, a person who holds a subcategory B1.2 or B1.4 licence may carry out subcategory B1.1 or B1.3 maintenance on a turbine engine, and certify for the maintenance, only if the person has successfully completed:
 - (a) CASA Basics examinations GG and GH; or
 - (b) subject module 15 — Gas turbine engine.*Note* For further information about the qualifications mentioned in this section, — see the related definitions in Part 1 of the MOS Dictionary, and item 5 of Part 2 of the MOS Dictionary.

2.06 Subcategory B1.1 and B1.2 licences

A person who holds a subcategory B1.1 or B1.2 licence may certify for maintenance carried out on the helicopter rotor systems and the flight controls of a helicopter to which Part 43 of CASR applies only if the person has successfully completed:

- (a) subject module 12 — Helicopter aerodynamics, structures and systems; or
- (b) competency units MEA 308; or
- (c) CASA Basics examination FR.

Note For further information about these qualifications — see the related definitions in Part 1 of the MOS Dictionary, and item 5 of Part 2.

2.07 Category B1 licence — limitations

Maintenance of turbine engines

- (1) A person who holds a category B1 licence may, under the licence, carry out maintenance on a turbine engine of an aircraft only if:
 - (a) it is preventive maintenance, a minor repair or a related inspection of a turbine engine that is recommended in the manufacturer's maintenance instructions issued by the engine manufacturer; and
 - (b) it is not the overhaul of a turbine engine, or a turbine engine component or accessory that is essential to the operation of an aircraft engine.

Repairs to aircraft instruments and propellers

- (2) A person who holds a category B1 licence may not, under the licence, carry out the following repairs:
 - (a) repairs to an aircraft instrument;
Note This does not prevent a B1 LAME from testing aircraft instruments and systems or carrying out maintenance on instrument systems.
 - (b) major repairs, or major modifications, to an aircraft propeller.

2.08 Maintenance certification

- (1) A person who holds a B1 category licence may certify for maintenance carried out on an aircraft only if:
 - (a) carrying out the maintenance and performing maintenance certification is a privilege of the B1 category licence under the Part 66 MOS; or
 - (b) the licence holder previously held a CAR 31 licence and, on request by CASA, declares to CASA, in writing, that they carried out maintenance of the same kind while holding the CAR 31 licence; or
 - (c) the licence holder carried out the maintenance after completing a training course, approved by CASA, in the carrying out of maintenance of that kind; or
 - (d) the licence holder previously carried out that kind of maintenance under the supervision of a B1 LAME or AMTC holder who:
 - (i) is entitled to certify for the maintenance; and
 - (ii) is satisfied the maintenance was carried out in a way that meets the requirements of this MOS.
- (2) A person who holds a B1 category licence who carries out maintenance in accordance with paragraph (1) (c) or (d) must provide documents showing that the maintenance was carried out (including details of the supervising LAME or AMTC holder if paragraph (1) (d) applies) to:
 - (a) if requested by CASA — CASA; and
 - (b) if requested by the registered operator for whom the work is being performed — the registered operator.

Note For example, all or part of a “CAR 30 job package record” or a “Part 145 job package record”.

2.09 Approval for return to service

A person who holds a B1 category licence must hold an inspection authorisation to approve for return to service an aircraft, or an aeronautical product for an aircraft, after the completion of any of the following:

- (a) an annual inspection;
- (b) a stage of a progressive inspection;
- (c) a major repair or a major modification.

Division 2.3 B2 LAMEs

2.10 General licence privileges, limitations and conditions

- (1) A person who holds a B2 category licence is permitted to provide Part 43 maintenance services under the B2 category licence only in accordance with:
 - (a) the privileges and conditions or limitations on the LAME's category B2 licence that are mentioned in the Part 66 MOS and this Division; and
 - (b) the conditions (if any) imposed by CASA on the B2 category licence under regulation 11.056, 11.067 or 11.068 of CASR.
- (2) A type rating is not required for a B2 LAME to exercise licence privileges in relation to the provision of Part 43 maintenance services.

2.11 Maintenance and approval for return to service of avionics or electrical systems and components

- (1) A person who holds a B2 category licence may carry out maintenance on an avionics system, or electrical system, of a relevant aircraft, or on a component of an avionics system, or electrical system, of an aircraft, and approve the system or component to return to service, if:
 - (a) carrying out the maintenance and performing maintenance certification is a privilege of the B2 category licence under the Part 66 MOS; or
 - (b) the B2 LAME previously held a CAR 31 licence and, on request by CASA, declares to CASA, in writing, that they carried out maintenance of the same kind while holding the CAR 31 licence; or
 - (c) the B2 LAME carried out the maintenance after completing a training course, approved by CASA, in the carrying out of that kind of maintenance; or
 - (d) the B2 LAME previously carried out maintenance of that kind under the supervision of a B2 LAME or AMTC holder who:
 - (i) is entitled to certify for the maintenance; and
 - (ii) is satisfied the maintenance was carried out in a way that meets the requirements of this MOS.
- (2) A person who holds a B2 category licence who carries out maintenance in accordance with subsection (1) must provide documents showing that the maintenance was carried out (including details of the supervising LAME or AMTC holder if paragraph (1) (d) applies) to:
 - (a) if requested by CASA — CASA; and
 - (b) if requested by the registered operator for whom the work is being performed — the registered operator.

Note For example, all or part of a “CAR 30 job package record” or a “Part 145 job package record”.

2.12 Inspections of avionics or electrical systems

- (1) If a B1 LAME or IA holder is to decide whether to approve an aircraft for return to service, a B2 LAME who does not hold an IA may carry out the following kinds of inspections of the avionics systems or electrical systems of the aircraft:
 - (a) at the request of the B1 LAME — 100-hour inspections;
 - (b) at the request of the IA holder — annual inspections.
- (2) If the B2 LAME completes an inspection of the avionic and electrical system of a relevant aircraft during an annual or 100-hour inspection, the B2 LAME may certify for completion of the inspection.

Note This maintenance certification may be relied upon by the B1 LAME holding an IA when deciding whether to approve the aircraft for return to service after an annual inspection or by the B1 LAME when deciding whether to approve the aircraft for return to service after a 100-hour inspection.

2.13 Maintenance certification

- (1) A B2 LAME who holds an avionics IA may certify for a major repair or a major modification to an avionics system or an electrical system.
- (2) If a B2 LAME has certified for maintenance carried out as part of a maintenance task being carried out by a B1 LAME, the certification by the B2 LAME is taken to comply with the requirement of section 3.26 to give particulars of each person who carried out the maintenance.

2.14 Approval for return to service

- (1) A B2 LAME may approve for return to service an aircraft, or an aeronautical product for an aircraft, after carrying out:
 - (a) maintenance of an avionics or electrical system; or
 - (b) a modification or repair to an avionics system or an electrical system, other than a major modification or a major repair.

Note Under the Part 66 MOS, if a B2 LAME carries out maintenance of an avionic or electrical system that involves work on a primary structural component or disturbs a mechanical, or powerplant system, the B2 LAME may only certify for the maintenance, as a B1 LAME must approve the aircraft to return to service.

- (2) However, only a B2 LAME who holds an avionics IA may approve for return to service an aircraft after a major modification, or major repair, to an avionics system or an electrical system of the aircraft, and only if the maintenance has not disturbed any of the following systems mentioned in Table 1 of the Part 66 MOS, or a component of those systems:
 - (a) a primary structural aircraft system;
 - (b) a mechanical aircraft system;
 - (c) a powerplant system.

Note If the major modification or major repair has disturbed any of these systems or components, only a B1 LAME who holds an IA may approve the aircraft for return to service — see section 2.09.

Division 2.4 Inspection authorisations

2.15 Eligibility criteria for grant of inspection authorisation

Source FARs section 65.91

Mechanical IA

- (1) An applicant for a IA class 1 (a *mechanical IA*) must:
 - (a) hold a category B1 licence; and
 - (b) have held the category B1 licence for at least the 3 years before the day the application is made; and
 - (c) either:
 - (i) complete a training course, approved by CASA, for the purpose of approving the return of relevant aircraft to service after a major modification, major repair, annual inspection or a stage of a progressive inspection; or
 - (ii) hold an FAA inspection authorisation, a CAANZ inspection authorisation or an appointment under regulation 201.01 of CASR as an authorised person for section 21.176, 21.189 or 21.195A of CASR; and
 - (d) comply with subsection (3).

Note Sections 21.176, 21.189 and 21.195A of CASR provide for the issue of certificates of airworthiness.

Avionics IA

- (2) An applicant for an IA class 2 (an *avionics IA*) must:
 - (a) hold a category B2 licence; and
 - (b) have held the category B2 licence for at least the 3 years before the day the application is made; and
 - (c) comply with subsection (3).

Avionics IA and mechanical IA

- (3) An applicant for an inspection authorisation of any class must:
 - (a) have been actively engaged in exercising the privileges of the licence for at least the 2 years before the day the application is made; and
 - (b) have a fixed base of operations; and

Note An IA does not have to be exercised by the IA holder at the holder's base of operation.

- (c) have, or have available for use, the equipment, facilities and inspection data necessary to properly inspect aircraft and aeronautical products for aircraft including, for a mechanical IA, airframes, aircraft engines and aircraft propellers.

Note For example, if a LAME engages an IA holder to perform an annual inspection, the IA holder would generally be provided with use of the LAME's maintenance premises, ladders, scaffolds, work platforms, lighting, etc., and provide access to the inspection data.

- (4) An applicant is taken to comply with paragraph (3) (a) if, in the 2 years, the applicant:
 - (a) had a period or periods of continuous employment amounting to at least 6 months, exercising the privileges of the licence or a rating endorsed on the licence; or
 - (b) within a period or periods of time amounting to 6 months, the applicant has had at least 550 hours or experience in exercising those privileges.

2.16 Duration of inspection authorisation

Source FARs section 65.91

- (1) Subject to subsections (2) to (3), an inspection authorisation of any class is in force for 2 years from the day it is granted or, if it has been renewed, for 2 years from the day of its last renewal.
- (2) If the category B1 licence of the holder of a mechanical IA is suspended or cancelled by CASA, the mechanical IA ceases to be in force:
 - (a) if the category B1 licence is suspended — for the period of the suspension; and
 - (b) if the category B1 licence is cancelled — from the day the licence is cancelled.
- (3) If the category B2 licence of the holder of an avionics IA is suspended or cancelled by CASA, the avionics IA ceases to be in force:
 - (a) if the category B2 licence is suspended — for the period of the suspension; and
 - (b) if the category B2 licence is cancelled — from the day the licence is cancelled.

Note An IA may also be suspended or cancelled by CASA — see section 2.19.

2.17 Eligibility criteria for renewal of inspection authorisation

Source FARs section 65.93

- (1) An applicant for renewal of a mechanical IA must:
 - (a) hold a category B1 licence; and
 - (b) comply with subsections (3) and (4).
- (2) An applicant for renewal of an avionics IA must:
 - (a) hold a category B2 licence; and
 - (b) comply with subsection (3).
- (3) The applicant must have a fixed base of operations and have, or have available for use, the equipment, facilities and inspection data necessary to properly inspect relevant aircraft and aeronautical products for aircraft, including, for a mechanical IA, airframes, aircraft engines and aircraft propellers.
- (4) An applicant for renewal of a mechanical IA must also have, during the 12 months immediately before the day the person applied for the renewal:
 - (a) done any of the following:
 - (i) performed or supervised an annual inspection, or inspected or certified at least one major modification or repair, within the first 90-day period, and then within each subsequent 90-day period, of the 12 months;
 - (ii) performed, or supervised and approved, at least one progressive inspection or an inspection in accordance with a manufacturer's recommended inspection schedule;
 - (iii) issued a certificate of airworthiness for an aircraft; or
 - (b) completed a course, approved by CASA, for the purposes of renewal of an IA.

2.18 Inspection authorisation — privileges, limitations and conditions

Source FARs section 65.95

- (1) A person who holds an inspection authorisation is permitted to provide Part 43 maintenance services under the IA only in accordance with:
 - (a) the privileges, conditions and limitations on the IA that are mentioned in this section; and
 - (b) the conditions (if any) imposed on the authorisation by CASA under regulation 11.056, 11.067 or 11.068 of CASR.
- (2) A person who holds an IA may, subject to subsection (3):
 - (a) inspect and approve for return to service, in accordance with section 4.17, any aircraft or aeronautical product for an aircraft after a major repair or major modification has been done to it in accordance with Chapter 4, if the work was done in accordance with relevant data; and
Note Relevant data is defined in the MOS Dictionary.
 - (b) subject to subsections (3) and (4), perform or supervise an annual inspection; and
 - (c) perform or supervise a progressive inspection or a stage of a progressive inspection.
- (3) A person who holds an IA must not inspect and approve for return to service an aircraft propeller to which a major repair or major modification has been carried out.
- (4) If the licence of the holder of the IA has exclusion E12 (Propellers) or exclusion E13 (Hydraulics), the holder may certify for completion of an annual inspection of an aircraft equipped with at least one of those systems only if the holder has completed:
 - (a) if the licence has the exclusion E12 (Propellers):
 - (i) CASA Basics examination GC; or
 - (ii) subject module 17 — Propeller; or
 - (b) if the licence has the exclusion E13 (Hydraulics):
 - (i) CASA Basics examination FF; or
 - (ii) subject module 11.11 — Hydraulics; or
 - (c) performed an inspection of the excluded system to the satisfaction of a person supervising the inspection who is qualified to perform the inspection; or
 - (d) performed an annual inspection, to the satisfaction of an IA holder supervising the inspection and who is qualified to perform the inspection, of an aircraft with:
 - (i) if the holder's licence has an E12 exclusion — a propeller; or
 - (ii) if the holder's licence has an E13 exclusion — a hydraulic system.
- (5) If the licence of the holder of the IA has exclusion E3 (Powerplant systems), the holder may certify for completion of an annual inspection of an aircraft equipped with a powerplant system only if the holder has successfully completed:
 - (a) any of the following:
 - (i) CASA Basics examinations GA and GB;
 - (ii) subject module 16 — Piston engine;
 - (b) any of the following:
 - (i) CASA Basics examinations GG and GH;
 - (ii) subject module 15 — Gas turbine engine.

- (6) If the fixed base of operation of the holder of an IA has changed, the holder must not exercise the privileges of the IA until the holder has notified CASA, in writing, of the change.
- (7) The holder of a mechanical IA who has not completed an activity mentioned in paragraph 2.17 (4) (a) during the first 12 months of holding the IA may only exercise the privileges of the IA in the following 12 months if the holder completes a course approved by CASA for the purpose of renewal of a mechanical IA.

Provision of information after major repair or major modification

- (8) If a B1 or B2 LAME who holds an IA has inspected an aircraft or an aeronautical product after a major repair or major modification has been done to it, and if the relevant data for the repair or modification includes a change to any of the following, the holder must provide the changed information to the registered operator of the aircraft before approving the aircraft or aeronautical product for return to service:
 - (a) the maintenance requirements for the aircraft or aeronautical product;
 - (b) the aircraft loading requirements and the required information about empty weight of the aircraft;

Note **Required information about empty weight of the aircraft** is defined in the MOS Dictionary.

- (c) the operating instructions for the aircraft or aeronautical product.

Note The registered operator must address the change and include the information provided in the maintenance records, and flight manual, for the aircraft, before it is returned to service — see section 3.30.

Other IA holder responsibilities

- (9) The holder of an IA must, when exercising the privileges of the IA, keep the holder's IA available for inspection, on request, by any of the following:
 - (a) the registered operator of the aircraft;
 - (b) a LAME submitting the aircraft, modification or repair for approval for return to service;
 - (c) CASA;
 - (d) an authorised representative of the Australian Transport Safety Bureau.
- (10) The holder of an IA must advise CASA of the IA holder's regular business hours, and any changes to those regular business hours, and ensure they are contactable by CASA, in person or by telephone, during the business hours of the IA.

Note The IA holder need not advise CASA of holidays or other leave days taken.

2.19 Suspension or cancellation of inspection authorisation

CASA may suspend or cancel an IA under subsection @43.030 (4) of CASR if any of the following circumstances apply:

- (a) the holder of the IA no longer has a fixed base of operation;
- (b) the holder of the IA no longer has, or has access to, the equipment, facilities and inspection data necessary to properly inspect aircraft and aeronautical products for aircraft, including airframes, aircraft engines and aircraft propellers;
- (c) the holder of the IA contravened a condition of the authorisation;
- (d) the holder of the IA contravened a provision of the civil aviation legislation;

- (e) the holder of the IA failed to comply with a direction or requirement (however described) given to the holder by CASA under the civil aviation legislation, airspace legislation or carriers' liability legislation;
- (f) the holder of the IA has otherwise engaged in conduct that demonstrates that the holder's continued holding of the authorisation is likely to have an adverse effect on the safety of air navigation.

Note Inspection authorisations (and licences and AMTCs) are civil aviation authorisations — see section 3 of the Act. CASA may suspend or cancel civil aviation authorisations under Part 11 of CASR on application, or under Division 3A of the Act if CASA has reason to believe the holder has, is or is likely to engage in, conduct that constitutes, contributes to or results in a serious and imminent risk to air safety. CASA may also suspend a licence if the holder does not comply with a request for information by CASA — see regulation 66.180 of CASR.

Division 2.5 Aircraft Maintenance Technician Certificates

2.20 Privileges and conditions or limitations of an AMTC

A person who holds an aircraft maintenance technician certificate is permitted to provide Part 43 maintenance services under the AMTC only in accordance with:

- (a) the privileges and conditions or limitations on an AMTC of its class that are mentioned in this Division; and
- (b) if it is an AMTC1 — the conditions (if any) imposed on the certificate under regulation 11.056, 11.067 or 11.068 of CASR.

2.21 General eligibility criteria for grant of AMTC

Source FARs section 65.101

- (1) An applicant for an aircraft maintenance technician certificate of any class must:
 - (a) be at least 18 at the time of making the application; and
 - (b) be able to read, write, speak and understand English to a level that is sufficient to enable the applicant to safely exercise the privileges of the AMTC.
- (2) However, if for medical reasons the applicant cannot meet a requirement mentioned in paragraph (1) (b), the paragraph does not apply and CASA may grant the certificate subject to any conditions that CASA is satisfied are necessary for the applicant to safely perform the privileges of the certificate.

Note 1 There are 5 classes of aircraft maintenance technician certificates that may be granted: AMTC1, AMTC2 (for builders of amateur-built and experimental LSA), AMTC3 (for inspection of experimental LSA and aircraft commonly known as amateur-built aircraft), AMTC4 (for maintenance of LSA and inspection of specified kinds of LSA) and AMTC5 (for maintenance of WHR aircraft).

Note 2 AMTCs are civil aviation authorisations — see section 3 of the Act. CASA may suspend or cancel a civil aviation authorisation under Part 11 of CASR on application, or under Division 3A of the Act if CASA has reason to believe the holder has, is or is likely to engage in, conduct that constitutes, contributes to or results in a serious and imminent risk to air safety.

2.22 AMTC1 — additional eligibility criteria

Source FARs section 65.101

An applicant for an AMTC1 must, in addition to complying with section 2.21:

- (a) have completed:
 - (i) at least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools and equipment generally

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used in carrying out the maintenance for which the AMTC1 would be granted; or

- (ii) training, approved by CASA, that is designed to qualify the person to carry out maintenance of the kind for which the AMTC1 would be granted; and
- (b) if the AMTC1 is for the purpose of overhauling an aircraft engine, aircraft propeller or other aeronautical product and approval of its return to service — provide documents that show that the applicant has, or has access to:
 - (i) the overhaul data that applies for the overhaul; and
 - (ii) premises for carrying out the maintenance that provide for protection from environmental damage or contamination; and
 - (iii) any special tools or testing equipment that the overhaul data specifies for use.

2.23 AMTC1 — privileges and conditions or limitations

Source FARs section 65.103

- (1) A person who holds an AMTC1 may perform the following Part 43 maintenance services:
 - (a) carry out the maintenance mentioned in the certificate;
 - (b) certify for any maintenance that is carried out by the AMTC1;
 - (c) approve for return to service an aircraft or aeronautical product for an aircraft in relation to the maintenance carried out on the aircraft or aeronautical product.

Note The maintenance mentioned in the certificate may include what the FARs term preventive maintenance, or inspections, modifications (including major modifications) and repairs (including major repairs) and weighing of aircraft and determination of the centre of gravity of an aircraft.

- (2) A person who holds an AMTC1 may exercise the privileges of the certificate only if the holder understands the instructions for continuing airworthiness that relate to the maintenance to be carried out.

2.24 AMTC2 — additional eligibility criteria

Source FARs section 65.104

- (1) An applicant for an AMTC2 must, in addition to complying with section 2.21:
 - (a) be the primary builder of the aircraft to which the certificate is to apply; and
 - (b) have been assessed by CASA or an authorised person as competent to perform a condition inspection of the aircraft..

Note For example, an applicant could demonstrate to an authorised person who will issue the experimental certificate for the aircraft that the applicant is able to perform specified inspection tasks during the construction of the aircraft. If an AMTC2 holder was assessed by an authorised person as competent to perform a condition inspection of the aircraft, the holder must provide a related written statement to CASA on request — see subsection 2.25 (3).

- (2) For paragraph (1) (a):

primary builder means an individual builder, or a member of a group of builders, of the aircraft to which the certificate is to apply who has fabricated and assembled the major portion of the aircraft, if amateur-built, or assembled the major portion of the aircraft, if kit-built.

For this definition:

major portion means that, when the aircraft is completed:

- (a) if the aircraft is amateur-built — more than 50% of the fabrication and assembly tasks of the aircraft have been performed by the applicant; and
- (b) if the aircraft is kit-built — more than 50% of the assembly tasks have been performed by the applicant.

2.25 AMTC2 — privileges and conditions

Source FARs section 65.103 and 65.104

- (1) A person who holds an AMTC2 may perform condition inspections of an aircraft to which the certificate applies.
- (2) In subsection (1):

an aircraft to which the certificate applies means any of the following aircraft owned by the certificate holder:

 - (a) an aircraft for which a special certificate of airworthiness for an amateur-built category aircraft accepted under an ABAA has been issued under regulation 21.190 of CASR;
 - (b) an aircraft for which an experimental certificate has been issued for a purpose mentioned in paragraph 21.191 (g), (h) or (j) of CASR.
- (3) Where, for subsection 24 (1), the person was assessed as competent by an authorised person, the person must hold and retain a written statement from the authorised person about how, when and where that assessment was conducted and provide it to CASA on request.

2.26 AMTC3 — additional eligibility criteria

Source FARs section 65.107

An applicant for an AMTC3 must, in addition to complying with section 2.21:

- (a) if the privileges of the certificate are to be exercised for the inspection of a kind of experimental LSA — complete a training program that is:
 - (i) provided by a person authorised by CASA under subsection @43.035 (4) of CASR to grant AMTC3s and approved under section @43.015 of CASR to provide a training program for qualification for the grant of an AMTC3; and
 - (ii) on the inspection of experimental LSA of that kind; and
 - (iii) of at least 16 hours' instruction; and
 - (iv) approved by CASA for this paragraph; and
- Note* **Experimental light sport aircraft** or **experimental LSA** is defined in the MOS Dictionary.
- (b) if the privileges of the certificate are to be exercised for the inspection of an aircraft mentioned in paragraph 2.27 (a), (b) or (c) — complete a 16-hour training

program, approved by CASA for this paragraph, on the inspection of aircraft of that kind.

2.27 AMTC3 — privileges and conditions

Source FARs section 65.107

A person who holds an AMTC3 may perform condition inspections of any of the following aircraft:

- (a) an aircraft, of a kind mentioned in the certificate, for which a special certificate of airworthiness for an amateur-built aircraft accepted under an ABAA has been issued under regulation 21.190 of CASR;
- (b) an aircraft, of a kind mentioned in the certificate, for which an experimental certificate has been issued for a purpose mentioned in paragraph 21.191 (g), (h) or (j) of CASR;
- (c) an essentially similar aircraft to an aircraft mentioned in paragraph (b) for which an experimental certificate has been issued for a purpose mentioned in paragraph 21.191 (g) or (h) of CASR;

Note *Essentially similar aircraft* is defined in the MOS Dictionary.

- (d) an aircraft of the kind of experimental LSA mentioned in the certificate.

2.28 AMTC4 — additional eligibility criteria

Source FARs section 65.107

An applicant for an AMTC4 must, in addition to complying with section 2.21, complete a training course that is:

- (a) provided by a person authorised by CASA under subsection @43.035 (4) of CASR to grant AMTC4s and approved under section @43.015 of CASR to provide a training program for qualification for the grant of the AMTC4; and
- (b) on the maintenance of the kind of light sport aircraft in relation to which privileges of the certificate are to be exercised; and
- (c) of at least 120 hours' instruction; and
- (d) approved by CASA for this paragraph.

2.29 AMTC4 — privileges and conditions

Source FARs section 65.107

- (1) A person who holds an AMTC4 may perform the following Part 43 maintenance services:
 - (a) subject to subsection (2), carry out maintenance on an aircraft of the kind to which the certificate applies, other than a major repair or a major modification to a material, part, process or appliance that has been approved under regulation 21.305 of CASR on an aircraft:
 - (i) for which a special certificate of airworthiness for a light sport aircraft covered by regulation 21.186 of CASR is in force; and
 - (ii) that is of the kind to which the certificate applies;
 - (b) certify for any maintenance that is carried out in accordance with paragraph (a);

- (c) subject to subsection (3), approve for return to service an aircraft to which the certificate applies, or an aeronautical product for the aircraft, in relation to maintenance carried out on the aircraft or aeronautical product, after carrying out the maintenance.
- (2) For paragraph (1) (a), a special certificate of airworthiness for a light sport aircraft covered by regulation 21.186 of CASR must be in force for the aircraft.
- (3) For paragraph (1) (c), maintenance includes performing a condition inspection and a 100-hour inspection.
- (4) If the maintenance carried out is a major repair done by the holder, the holder must have completed, before doing the major repair, additional training:
 - (a) that was provided by a person authorised by CASA under subsection @43.035 (4) of CASR to grant AMTC4s and approved under section @43.015 of CASR to provide a training program for qualification for the grant of an AMTC4; and
 - (b) that is appropriate for the major repair; and
 - (c) has been approved by CASA for this paragraph.

Note If an LSA has a type certificated aeronautical product fitted to it, the LSA or aeronautical product may only be approved for return to service, after a major repair or modification, by an IA holder, a Part 145 organisation or a manufacturer — see section 4.12.

- (5) A person who holds an AMTC4 may also perform a condition inspection of an experimental light sport aircraft of a kind mentioned in the certificate.

Note **Experimental light sport aircraft** or **experimental LSA** is defined in the MOS Dictionary.
- (6) Subject to subsection (7), the holder of an AMTC4 may carry out maintenance on an aircraft and approve the aircraft for return to service only if:
 - (a) the maintenance was of a kind covered by the training course mentioned in section 2.26 that was completed by the person; or
 - (b) the person has previously satisfactorily carried out maintenance of that kind; or
 - (c) the person demonstrates, to the satisfaction of CASA or an authorised person, that the person can satisfactorily carry out the maintenance concerned, and has received a written statement from CASA or the authorised person to that effect; or
 - (d) the person has previously carried out maintenance of that kind under the supervision of a LAME or AMTC holder who has previously carried out maintenance of that kind.
- (7) A person who holds an AMTC4 may exercise the privileges of the certificate only if the holder understands the instructions for continuing airworthiness that relate to the maintenance to be carried out.
- (8) A person who has received a written statement mentioned in subsection (6) must provide it to CASA on request.

2.30 AMTC5 — additional eligibility criteria

An applicant for an AMTC5 must, in addition to complying with section 2.21, have either:

- (a) at least 18 months of practical experience in the maintenance of the kind of WHR aircraft to which the certificate would apply; or

- (b) completed training, approved by the administering authority for the WHR aircraft to which the certificate would apply, that is designed to qualify the person to carry out maintenance on the WHR aircraft.

Note 1 A **WHR aircraft** is a warbird, historic or replica aircraft that has been issued with a special certificate of airworthiness for a limited category aircraft or an experimental certificate for a purpose mentioned in paragraph 21.191 (d) or (e) of CASR — see the definition of **WHR aircraft** in the MOS Dictionary.

Note 2 Examples of practical experience are previous experience maintaining a WHR aircraft as a member of the Australian Defence Force or the armed forces of another country, or as a maintenance training instructor of an aircraft manufacturer.

2.31 AMTC5 — privileges and conditions

- (1) A person who holds an AMTC5 may:
 - (a) carry out the maintenance mentioned in the certificate on an aircraft to which the certificate applies; and
 - (b) certify for any maintenance that is carried out; and
 - (c) approve for return to service, in accordance with section 4.17, an aircraft to which the certificate applies after inspecting the aircraft in accordance with the approved inspection schedule for the aircraft.

- (2) In subsection (1):

an aircraft to which the certificate applies means a limited category aircraft that is a WHR aircraft and is mentioned in the certificate by manufacturer's model designation.

Note **WHR aircraft** is defined in the MOS Dictionary.

approved inspection schedule means the latest version of the inspection schedule for the aircraft that has been approved by the administering authority for the aircraft.

Note 1 For example, the inspection schedule may be a schedule developed by the manufacturer, a person in the armed force of any country that used the aircraft, or the owner of the aircraft. The inspection schedule may require the use of a checklist based on Schedule 1, if the administering authority approving the schedule considers this appropriate for the aircraft.

Note 2 A WHR aircraft that is being operated under an experimental certificate must be maintained and inspected in accordance with conditions imposed on its certificate under regulation 21.195A of CASR.

2.32 General condition for AMTC

Source FARs section 65.107

The holder of any AMTC may exercise the privileges of the certificate only if the holder:

- (a) keeps the certificate within the immediate area where the holder normally exercises the privileges of the certificate; and
- (b) if requested by CASA, gives the certificate to CASA for inspection.

2.33 Suspension or cancellation of an AMTC

CASA may suspend or cancel an AMTC under subsection @43.035 (5) of CASR if any of the following circumstances apply:

- (a) the holder of the certificate contravened a condition of the certificate;
- (b) the holder of the certificate contravened a provision of the civil aviation legislation;

- (c) the holder of the certificate failed to comply with a direction or requirement (however described) given to the holder by CASA under the civil aviation legislation or airspace legislation;
- (d) the holder of the certificate has otherwise engaged in conduct that demonstrates that the holder's continued holding of the certificate is likely to have an adverse effect on the safety of air navigation.

2.34 Circumstances in which an AMTC may be granted

- (1) An application for an AMTC1 may be made to, and granted by, CASA.
- (2) An application for an AMTC2, AMTC3 or AMTC4 may be made to, and granted by, an authorised person appointed to grant the class of AMTC.
- (3) An application for an AMTC5 may be made to, and granted by, a limited category organisation appointed to grant AMTC5s.
- (4) An AMTC must be in the form approved by CASA.

FOR CONSULTATION

CHAPTER 3 OPERATOR RESPONSIBILITIES

Source FARs sections 91.327, 91.403, 91.405, 91.407, 91.409, 91.411, 91.413, 91.417, 91.419, 91.421

Division 3.1 General

3.01 Scope

Unless otherwise specified, this Chapter sets out the responsibilities of a registered operator of any aircraft.

Note Some provisions of this Chapter are specified not to apply to the registered operator of certain aircraft. Also, some requirements of Division 3.6 (Aircraft maintenance records) also apply, or only apply, to the person responsible for recording maintenance in the maintenance record of an aircraft.

Division 3.2 LSA with special certificate of airworthiness

3.02 Application

Source FARs section 91.327

This Division applies only to a registered operator of an aircraft for which a special certificate of airworthiness for a light sport aircraft covered by regulation 21.186 of CASR is in force.

3.03 Maintenance of LSA

Source FARs section 91.327

- (1) The registered operator of an aircraft to which this Division applies must ensure that maintenance of the aircraft is carried out by a person mentioned in subsection (3) in accordance with:
 - (a) Chapter 4 of this MOS; and
 - (b) the manufacturer's maintenance instructions.

Note *Manufacturer's maintenance instructions* is defined in the MOS Dictionary as existing from time to time.
- (2) If no manufacturer's maintenance instructions exist, the registered operator must ensure that maintenance is carried out in accordance with FAA Advisory Circular AC No: 43.13-1B *Acceptable Methods, Techniques, and Practices — Aircraft Inspection and Repair*, as it exists from time to time.
- (3) For subsection (1), the persons are the following:
 - (a) an aircraft maintenance technician who holds an AMTC4 that applies to the kind of aircraft;
 - (b) a LAME who holds a licence that gives the holder the privilege of carrying out the maintenance;
 - (c) a Part 145 organisation that is approved to carry out the maintenance;
 - (d) a person who holds a certificate of approval granted under regulation 30 of CAR that covers the carrying out of the maintenance;
 - (e) the registered operator of the LSA — if the maintenance is preventive maintenance and the registered operator is the holder of a recreational pilot licence.

Note 1 See subsection 4.06 (1) for when the registered operator of an LSA may carry out preventive maintenance on an LSA.

Note 2 Modifications to LSA must be authorised by the manufacturer or, if the manufacturer no longer exists, an authorised person — see subregulation 21.181 (4) of CASR.

3.04 Inspections of LSA

Source FARs section 91.327

- (1) The registered operator of an aircraft to which this Division applies, other than an aircraft to which section 3.05 applies, must ensure that condition inspections of the aircraft are performed by any of the following:
 - (a) an aircraft maintenance technician who holds an AMTC4 that applies to the kind of aircraft;
 - (b) a LAME who holds a licence that gives the holder the privilege of performing the inspection;
 - (c) a Part 145 organisation that is approved to perform condition inspections;
 - (d) a person who holds a certificate of approval granted under regulation 30 of CAR that covers the performance of the inspection.

Note The term *condition inspection* is defined in the MOS Dictionary.

- (2) If there are manufacturer's inspection procedures (the *procedures*) in existence for the aircraft, each condition inspection must be performed using:
 - (a) the version of the procedures that exists at the time of manufacture of the aircraft; or
 - (b) if a safety directive or airworthiness directive requires inspections of the aircraft to be performed in accordance with a later version of the procedures — that later version of the procedures; or
 - (c) if a safety directive or airworthiness directive does not require inspections of the aircraft to be performed in accordance with a later version of the procedures — any later version of the procedures the registered operator has elected to use.

Note If no manufacturer's inspection procedures exist for the aircraft, each condition inspection must be performed using a checklist based on Schedule 1 — see the definition of *condition inspection* in the MOS Dictionary.

- (3) In this section:

manufacturer's inspection procedures means a document (however described) issued by the manufacturer of the LSA that sets out:

 - (a) a checklist of items to be inspected; and
 - (b) procedures for the inspection of the listed items.

3.05 Inspections of LSA used for flight training or glider towing

Source FARs section 91.327

- (1) The registered operator of an aircraft to which this Division applies may operate the aircraft for a flight, or permit the aircraft to be operated for a flight, to tow a glider for compensation or reward, or to conduct flight training for compensation or reward, only if the aircraft:
 - (a) has not been flown for more than 100 hours since the last 100-hour inspection; and

- (b) either:
 - (i) has been approved for return to service after the performance of a condition inspection of the aircraft by a person mentioned in subsection (2) within the 12 months before the proposed flight, or after 100 hours' operation, whichever happens first; or
 - (ii) has been inspected for the issue of a certificate of airworthiness under Part 21 of CASR and a certificate of airworthiness has been issued for the aircraft within the 12 months before the proposed flight.
- (2) For subparagraph (1) (b) (i), the persons are the following:
 - (a) an aircraft maintenance technician who holds an AMTC4 that applies to the aircraft;
 - (b) a LAME who holds a category of licence that allows the LAME to perform annual inspections;
 - (c) an individual who holds an approval certificate that authorises annual inspections, or who is performing the annual inspection on behalf of a person that holds such a certificate;
 - (d) an individual who holds a certificate of approval granted under regulation 30 of CAR that covers the performance of the inspection, or who is performing the inspection on behalf of a person who holds such a certificate.

3.06 Compliance with safety directives for LSA

Source FARs section 91.327

The registered operator of an aircraft to which this Division applies must ensure the aircraft is operated in compliance with any safety directive issued for the aircraft unless the manufacturer of the aircraft has given approval for the aircraft to be operated otherwise.

Note 1 **Safety directive** is defined in the MOS Dictionary.

Note 2 It is an offence for a person to operate an LSA for which a special certificate of airworthiness has been issued if the aircraft, or an aeronautical product fitted to the aircraft, is covered by an airworthiness directive and the operation is in breach of any requirement of the airworthiness directive — see regulation 39.003 of CASR.

Division 3.3 Aircraft maintenance

3.07 Application

This Division applies to the registered operator of an aircraft.

3.08 No modification without approval

Source FARs section 91.403

- (1) The registered operator of an aircraft that is type certificated must ensure that the aircraft, or any type certificated aircraft engine or propeller of the aircraft, is not modified to implement a change, the design of which has been approved under a supplemental type certificate, without the written permission of the holder of the supplemental type certificate.
- (2) Subsection (1) does not apply if the registered operator is the holder of the supplemental type certificate.

- (3) The registered operator must ensure that a major modification or major repair to the aircraft or an aeronautical product for the aircraft is carried out in accordance with relevant data for the kind of major modification or major repair.

3.09 Maintenance required

Source FARs section 91.405

The registered operator of an aircraft may operate the aircraft for a flight, or permit the aircraft to be operated for a flight, only if:

- (a) it has been inspected in accordance with Division 3.4; and
- (b) the holder of a licence, IA or AMTC that gives the holder the privilege of approving the aircraft for return to service has made an entry, in the maintenance records for the aircraft, stating that the aircraft has been approved for return to service, or a Part 145 organisation has issued a certificate of release to service for the aircraft; and
- (c) subject to paragraph (d), any defect is rectified, and any damage repaired, in accordance with Chapter 4; and
- (d) subject to paragraph (e), any defective or damaged aeronautical product that is fitted to the aircraft and is not required by the certification basis for the aircraft, or by the regulations or this MOS for the operation of the aircraft for the flight, is either:
 - (i) rectified, repaired, replaced or removed; or
 - (ii) deferred by the registered operator for inspection at the next inspection of the aircraft required under Division 3.4, but only if the defect or damage would not affect the safe operation of the aircraft; and

Note For example:

- a defective transponder of the aircraft that is to be operated only under VFR and outside of airspace for which a transponder is required before the next required inspection
 - defective position lights if all flights before the next required inspection are to be made in VFR by day
 - defective crew oxygen systems if all flights before the next inspection are to be made below levels for which oxygen is required.
- (e) if the aircraft is to be operated with a defective or damaged aeronautical product under subparagraph (d) (ii) — ensure that a placard is installed as required by subsection 4.17 (4).

Note Under regulation 39.003 of CASR, it is an offence to operate an aircraft if the aircraft or an aeronautical product fitted to the aircraft is covered by an airworthiness directive and the operation is in breach of a requirement of the airworthiness directive.

3.10 Prohibition on flying in certain circumstances

Source FARs section 91.403

The registered operator must not permit an aircraft to be flown if an inspection or other maintenance of the aircraft, or of an aeronautical product for the aircraft, that is specified in an “Airworthiness Limitations” section of the manufacturer’s maintenance instructions issued by the manufacturer of the aircraft or the aeronautical product, has not been completed as required.

Note The manufacturer’s maintenance instructions include instructions for continuing airworthiness. See the definition of this term in the MOS Dictionary.

3.11 Reporting of major defects

If the registered operator of an aircraft becomes aware of a major defect in the aircraft, the registered operator must, within 2 days of becoming aware of the defect, report the defect, in writing in the approved form, to:

- (a) CASA; and
- (b) if the defect does not relate to a modification mentioned in paragraph (c) and there is a type certificate or foreign type certificate for the aircraft — the holder of the certificate; and
- (c) if the defect relates to a modification made to the aircraft that was covered by a supplemental type certificate for the aircraft — the supplemental type certificate holder or foreign supplemental type certificate holder for the aircraft.

Note **Major defect** is defined in the CASR Dictionary.

3.12 Action by CASA following report of a major defect

- (1) If CASA receives a report about a major defect under section 3.11, CASA may, by notice in writing, require the registered operator of an aircraft:
 - (a) to give CASA further information in relation to the major defect within a period specified in the notice; or
 - (b) to keep the aircraft, or the part of the aircraft that is defective, in a state that will allow CASA to investigate the defect; or
 - (c) to give to CASA any document, aeronautical product or other thing in the possession, or under the control, of the person that relates to the defect.
- (2) The registered operator must comply with the notice.

3.13 Operation after maintenance

Source FARs section 91.407

- (1) If maintenance has been performed on an aircraft, the registered operator of the aircraft may operate the aircraft for a flight, or permit the aircraft to be operated for a flight, only if:
 - (a) the aircraft has been approved for return to service by a person mentioned in section 4.12 after the maintenance has been carried out; and
 - (b) an entry is made in the maintenance records for the aircraft, in accordance with section 3.26, regarding the maintenance carried out.
- (2) For the purposes of this section, a pre-flight inspection is not maintenance.
- (3) If the following circumstances apply, and subject to sections (5) and (6), the registered operator may operate the aircraft for a flight, or permit the aircraft to be operated for a flight, only if the registered operator complies with subsection (4):
 - (a) a person, other than a crew member is, or is to be, carried on the aircraft; and
 - (b) maintenance has been carried out on the aircraft that may have appreciably changed its flight characteristics, or substantially affected its operation in flight.
- (4) For subsection (3), the registered operator must ensure that:
 - (a) a satisfactory operational check flight is conducted following the maintenance; and

- (b) the pilot who conducts the operational check flight includes in the maintenance records for the aircraft a signed and dated statement that the operational check flight was satisfactory, the flight date and the pilot's ARN.
- (5) If a ground test or inspection of the aircraft is conducted that conclusively shows that the maintenance has not appreciably changed the flight characteristics, or substantially affected the flight operation, of the aircraft, the aircraft may be flown without the operational check flight being performed.

Note **Operational check flight** is defined in the MOS Dictionary.

Flight control system

- (6) If the maintenance was carried out on a flight control system, the aircraft may be operated only if:
 - (a) an inspection of the flight control system (an **independent FCS inspection**) is performed to check that the system functions correctly; and
 - (b) the independent FCS inspection is recorded in the maintenance records for the aircraft.

Note See also section 4.20 in relation to independent FCS inspections.

- (7) For subsection (6), the independent FCS inspection must be carried out by a person who:
 - (a) did not carry out the maintenance; and
 - (b) holds:
 - (i) a licence, AMTC or IA that gives the holder the privilege of inspecting flight control systems; or
 - (ii) a pilot licence.

Division 3.4 Inspections of aircraft

3.14 Application

Unless otherwise specified, this Division applies to the registered operator of any aircraft other than the following aircraft:

- (a) an aircraft for which a special certificate of airworthiness for a light sport aircraft covered by regulation 21.186 of CASR is in force;
- (b) an aircraft for which an experimental certificate is in force;
- (c) a limited category aircraft;
- (d) an aircraft for which a provisional certificate of airworthiness is in force;
- (e) an aircraft for which a special flight permit is in force.

Note 1 An aircraft mentioned in paragraph (a) must be inspected under section 3.04. An aircraft mentioned in paragraph (b) must be inspected in accordance with conditions attached to the experimental certificate. An aircraft mentioned in paragraph (c) must be inspected in accordance with an inspection program approved by the administering authority for the aircraft. An aircraft mentioned in paragraph (d) must be inspected in accordance with the inspection and maintenance program established for the aircraft required under Part 21 of CASR. An aircraft mentioned in paragraph (e) must be inspected in accordance with any inspection requirements included as a condition on the special flight permit.

Note 2 For transitional arrangements for this Division — see section 3.35.

3.15 General inspection requirements

Source FARs section 91.409

- (1) This section applies in relation to an aircraft to which this Division applies, other than a large aeroplane or a multi-engine turbine-powered aeroplane.

Note 1 Large aeroplanes and turbine-powered aeroplanes must be inspected in accordance with an approved inspection program — see section 3.19. **Approved inspection program** is defined in the MOS Dictionary.

Note 2 The turbine engine of an aircraft that is not a multi-engine turbine-powered aeroplane, including a rotorcraft, must be inspected in accordance with the aircraft manufacturer's recommended engine inspection schedule or checklist provided in the aircraft manufacturer's instructions for continuing airworthiness. If the aircraft manufacturer's ICAs do not provide such a schedule or checklist, other requirements apply. See clause 6 of Schedule 1.

- (2) Subject to subsections (3), (4) and (6), the registered operator must ensure that the aircraft is operated only if, in accordance with this Division:
 - (a) an annual inspection of the aircraft has been completed in accordance with:
 - (i) section 3.16; and
 - (ii) section 4.18; and
 - (b) the aircraft has been approved for return to service in accordance with section 4.17 by a person who, under section 4.12, may approve an aircraft for return to service.

Note For additional requirements for the inspection of helicopters — see section 4.21.

- (3) If the aircraft has been inspected for the issue of a certificate of airworthiness in accordance with subregulation 21.183 (5) of CASR, an annual inspection of the aircraft is not required within 12 months of the certificate of airworthiness inspection.
- (4) If the aircraft carries a person (other than a crew member) for compensation or reward or is used to conduct flight training for compensation or reward, the registered operator of the aircraft may only operate it if:
 - (a) both:
 - (i) a 100-hour inspection of the aircraft has been completed in accordance with section 3.17; and
 - (ii) within the last 100 hours of time-in-service of the aircraft, the aircraft has been approved for return to service by a person mentioned in section 4.12; or
 - (b) the aircraft has been inspected for the issue of a certificate of airworthiness in accordance with subregulation 21.183 (5) of CASR.
- (5) However, subparagraph (4) (a) (i) does not apply if an annual inspection of the aircraft has been performed within the last 100 hours of time-in-service of the aircraft.
- (6) An inspection mentioned in this section must be performed by:
 - (a) if it is an annual inspection, whether or not a progressive inspection:
 - (i) a B1 LAME who holds an IA; or
 - (ii) an individual who holds an approval certificate that authorises annual inspections or an individual who is performing an annual inspection on behalf of a person that holds such a certificate;
 - (iii) an individual who holds a certificate of approval granted under regulation 30 of CAR that covers the performance of annual inspections, or who is

- performing an annual inspection on behalf of a person who holds such a certificate;
- (iv) the manufacturer of the aircraft — if the aircraft was manufactured under a type certificate or a production certificate; and
- (b) if it is a 100-hour inspection:
- (i) a B1 LAME; or
 - (ii) a Part 145 organisation that is approved to perform 100-hour inspections; or
 - (iii) a person who holds a certificate of approval granted under regulation 30 of CAR that covers the performance of 100-hour inspections; or
 - (iv) an individual who holds an approval certificate that authorises 100-hour inspections or an individual who is performing a 100-hour inspection on behalf of a person that holds such a certificate;
 - (v) an individual who holds a certificate of approval granted under regulation 30 of CAR that covers 100-hour inspections, or is performing a 100-hour inspection on behalf of a person who holds such a certificate;
 - (vi) the manufacturer of the aircraft — if the aircraft was manufactured under a type certificate or a production certificate.
- (7) The registered operator may decide that an annual inspection is to be performed as a progressive inspection.

Note 1 The registered operator must record the decision to perform an annual inspection as a progressive inspection in the maintenance records for the aircraft — see subsection 3.26 (4).

Note 2 The terms **annual inspection**, **progressive inspection** and **100-hour inspection** are defined in the MOS Dictionary.

3.16 Timing of annual inspections

Source FARs section 91.409

- (1) Subject to subsection (2), the registered operator of an aircraft must not permit the aircraft to be operated for a flight unless an annual inspection of the aircraft, other than the first annual inspection, is completed, and the aircraft approved for return to service, by the end of the month 12 months from the day the previous annual inspection was completed.
- (2) If the registered operator of an aircraft chooses to have the annual inspection completed within the 10 days after the day by which it must be completed under subsection (1), the registered operator must not permit the aircraft to be operated for a flight within the 12 months and 10 days after the day the inspection was completed unless an annual inspection is completed within that time period.

Note For example, an aircraft that was approved for return to service by an IA holder on 10 January 2020 must cease flying on or before 31 January 2021 unless an annual inspection is completed beforehand. However, if the registered operator chooses to use the “10-day planning tolerance” provided for in subsection (2), the operator must ensure that the aircraft ceases flying on or before 10 February 2021 unless an annual inspection is completed before that date. The next annual inspection would need to be completed by 28 February 2022. The registered operator may choose to use the “10-day planning tolerance” at any subsequent inspection.

- (3) For subsection (1), the date of the first approval for return to service issued by a person who holds an IA is to be taken to be the day the first annual inspection was completed.

- (4) The requirements of this section that apply for annual inspections also apply for condition inspections of aircraft for which a special certificate of airworthiness for a light sport aircraft covered by regulation 21.186 of CASR is in force.

Note This section does not apply in relation to aircraft for which a maintenance release under CAR is still in force. See section 3.35 for transitional arrangements for these aircraft.

3.17 Timing of 100-hour inspections

- (1) The registered operator of an aircraft must ensure that any 100-hour inspection of the aircraft that is required under this MOS is performed immediately after each 100 hours of time-in-service is accumulated by the aircraft.
- (2) However, the registered operator may choose to have a required 100-hour inspection performed immediately after up to an additional 10 hours of time-in-service accumulated by the aircraft and, if the inspection is performed at that time, the 100 hours of time-in-service immediately after which the next inspection would be performed is to be reduced by the number of additional hours of time-in-service.

Note 1 For example, if the registered operator decides to use the “10-day planning tolerance” mentioned in subsection 3.16 (2), and a 100-hour inspection was performed immediately after 108 hours’ time-in-service after the last inspection, the next 100-hour inspection must be performed immediately after the following 92 hours of time-in-service.

Note 2 For the performance rules for 100-hour inspections — see section 4.18 in Chapter 4.

3.18 Timing of progressive inspections

Source FARs section 91.409

- (1) This section applies to the registered operator of an aircraft to which this Division applies, other than a registered operator of a large aeroplane or a multi-engine turbine-powered aeroplane, who decides, under subsection 3.15 (7), that annual inspections of the aircraft are to be performed as progressive inspections.
- (2) The registered operator must ensure that:
 - (a) each stage of a progressive inspection is performed in accordance with Schedule 2; and
 - (b) each stage of a progressive inspection is supervised by a B1 LAME who holds an IA.

Note 1 See Part 3 of the CASR Dictionary for the meaning of *supervising*.

Note 2 Schedule 2 provides for the timing of the stages of the inspection, including in relation to planning tolerances. A progressive inspection must be performed in accordance with a written inspection schedule chosen by the registered operator — see section 4.18.

- (3) The registered operator of an aircraft to be inspected by progressive inspection must include in the maintenance records for the aircraft, before the progressive inspection commences:
 - (a) a statement that the aircraft is to be inspected by progressive inspection; and
 - (b) specification of the inspection schedule mentioned in section 4.18 in accordance with which the inspection is to be performed; and
 - (c) the name, ARN and contact details of the B1 LAME holding an IA (the *nominated B1 LAME*) or the Part 145 organisation that the registered operator has nominated to supervise all or most of the stages of the progressive inspections.

Note If the nominated B1 LAME is not available for a stage of the inspection, another B1 LAME who holds an IA may supervise the stage.

- (4) The registered operator of an aircraft that is inspected by progressive inspection must ensure that the nominated B1 LAME, another B1 LAME who holds an IA if the nominated B1 LAME is not available, or the Part 145 organisation, approves the aircraft for return to service:
 - (a) after completing each stage of the inspection, other than the last stage of the inspection, before the next stage is commenced; and
 - (b) if the last stage of the inspection has been completed — before the aircraft commences operation.
- (5) If a registered operator decides that an annual inspection is no longer to be performed as a progressive inspection, the registered operator must:
 - (a) record that decision, and the date of it, in the maintenance records for the aircraft; and
 - (b) ensure that a full annual inspection of the aircraft is completed by the day the next stage of the progressive inspection was to have been completed.

3.19 Approved inspection programs

Source FARs section 91.409

- (1) Subject to subsection (2), the following kinds of aircraft must be inspected in accordance with an approved inspection program:
 - (a) large aeroplanes;
 - (b) multi-engine turbine-powered aeroplanes.

Note 1 **Approved inspection program** is defined in the MOS Dictionary.

Note 2 The turbine engine of an aircraft that is not a multi-engine turbine-powered aeroplane, including a rotorcraft, must be inspected in accordance with the aircraft manufacturer's recommended engine inspection schedule or checklist provided in the aircraft manufacturer's instructions for continuing airworthiness. If the aircraft manufacturer's ICAs do not provide such a schedule or checklist, other requirements apply. See clause 6 of Schedule 1.

- (2) The registered operator of an aircraft mentioned in subsection (1) may elect to have the aircraft inspected in accordance with the aircraft manufacturer's recommended inspection schedule (the **manufacturer's schedule**).

Note For the meaning of **aircraft manufacturer's recommended inspection schedule** — see section 4.18.

- (3) The registered operator of any other aircraft to which this Division applies may elect to have the aircraft inspected in accordance with an approved inspection program.
- (4) The registered operator of any aircraft that is to be inspected in accordance with an approved inspection program or the manufacturer's schedule must ensure that:
 - (a) the aircraft is inspected in accordance with the approved inspection program or manufacturer's schedule; and
 - (b) for an aircraft that is certificated as a transport category aircraft — all inspections and scheduled maintenance of the aircraft, other than minor repairs and related inspections, are performed by a Part 145 organisation; and
 - (c) if the approved inspection program or the manufacturer's schedule requires compliance with the aircraft manufacturer's recommended maintenance and retirement intervals for life-limited aeronautical products — the aircraft is not

operated for a flight if a life-limited aeronautical product installed on the aircraft would reach its life limit during the flight.

Note **Life-limited aeronautical product** and **life limit** are defined in the MOS Dictionary.

- (5) The registered operator of an aircraft that is to be inspected in accordance with an approved inspection program must ensure that:
 - (a) the name of the person responsible for scheduling the inspections is included in the inspection program; and
 - (b) if the approved inspection program is for a small aircraft — the name of the IA nominated to ensure compliance with the program is included in the inspection program; and
 - (c) the approved inspection program is identified in the maintenance records for the aircraft; and
 - (d) a copy of the inspection program is provided to any person performing inspections of the aircraft in accordance with the program; and
 - (e) a copy of the inspection program is provided to CASA, on request.
- (6) The registered operator of an aircraft that is to be inspected in accordance with the manufacturer's schedule must ensure that:
 - (a) the manufacturer's schedule is identified in the maintenance records for the aircraft as the method to be used for inspection of the aircraft; and
 - (b) the name of the IA nominated to ensure compliance with the manufacturer's schedule is included in the maintenance records for the aircraft; and
 - (c) a copy of the manufacturer's schedule is provided to any person performing inspections of the aircraft in accordance with the inspection schedule; and
 - (d) a copy of the manufacturer's schedule is provided to CASA, on request.

3.20 One-off extensions to maintenance intervals

- (1) If an approved inspection program provides for inspection intervals for an aircraft or an aeronautical product for an aircraft, a one-off extension may be applied to the interval in accordance with the following and the program is taken to include the one-off extension of the inspection interval:
 - (a) for intervals expressed in calendar time such as days, months or years — the maximum permitted extension is 10% of the interval, or 3 months, whichever is lesser;
 - (b) for intervals expressed in units other than calendar time — the maximum permitted extension is 10% of the interval, or 200 units of the interval, whichever is lesser.

Note For example, if the interval for a particular maintenance is 3 000 cycles, the maximum permitted extension is 200 cycles and not 10% of the interval which amounts to 300 cycles.
- (2) However, a one-off extension is not permitted for any of the following:
 - (a) maintenance required by or under an “Airworthiness Limitations” section of the manufacturer's maintenance instructions for the aircraft or aeronautical product, or the instructions for continuing airworthiness of the aircraft or aeronautical product;
 - (b) maintenance required by an airworthiness directive;
 - (c) replacement of life-limited parts.

- (3) An extension to the interval for certain maintenance in the approved inspection program must not extend the subsequent occurrence of the maintenance.

Note For example, if because of an extension, certain maintenance having an interval of 1 000 hours is carried out at 1 050 hours, the maintenance must next be carried out no later than 950 hours after the previous maintenance, to preserve the 1 000-hour interval.

Division 3.5 Testing and inspection of certain aeronautical products

3.21 Application

- (1) This Division applies to the registered operator of an aircraft that is flown under the IFR, or in airspace for which a transponder is required.

Note See Part 91 of CASR and the Part 91 Manual of Standards for requirements relating to IFR flights. See the AIP for when a transponder is required for flights in controlled airspace.

- (2) In this Division:

integrated system means the method of linking of the pitot or static information to an ATC transponder and the aircraft flight information indicating systems.

3.22 Altimeter system and altitude reporting equipment tests and inspections

Source FARs section 91.411

- (1) The registered operator of an aircraft that is fitted with an ATC transponder may operate the aircraft for a flight, or permit the aircraft to be operated for a flight, only if:
 - (a) within the 24 calendar months before the day the aircraft is flown, each static pressure system, pitot system, altimeter instrument, and automatic pressure altitude reporting system of the aircraft is tested and inspected in accordance with the requirements of Schedule 3 that apply for the system or instrument; and
 - (b) the instrument or system has been determined to comply with the requirements of Schedule 3 for the system or instrument; and

Note An ATC transponder used with an automatic pressure altitude reporting system must be tested and inspected in accordance with, and determined to comply with, Schedule 4 — see section 3.23.

- (c) after any opening and closing of the static pressure system, other than for the activation of system drain valves or alternative static pressure valves, the static pressure system is:
 - (i) tested and inspected in accordance with Part 2 of Schedule 3; and
 - (ii) determined to comply with Part 2 of Schedule 3; and
- (d) if an automatic pressure altitude reporting system is installed or maintained in a way that may have caused data correspondence errors, the integrated system is:
 - (i) tested and inspected in accordance with Part 5 of Schedule 3; and
 - (ii) determined to comply with Part 5 of Schedule 3.

- (2) For subsection (1), an altimeter instrument, static pressure system equipment or automatic pressure altitude reporting system equipment is taken to have been tested and inspected as at its date of manufacture if, within the 24 calendar months immediately before the aircraft is flown, it was manufactured in accordance with any of the following minimum performance standards:
 - (a) for automatic pressure altitude reporting equipment:
 - (i) FAA TSO-C74d — *Air Traffic Control Radar Beacon System (ATCRBS) Airborne Equipment*, as it existed at the date of manufacture of the equipment; and
 - (ii) FAA TSO-C112e — *Air Traffic Control Radar Beacon System/Mode Select (ATCRBS / MODE S) Airborne Equipment*, as it existed at the date of manufacture of the equipment;
 - (b) for an altimeter instrument, any of the following FAA Technical Standard Orders as existing at the date of manufacture of the instrument:
 - (i) FAA TSO-C10b — *Altimeter, Pressure Actuated, Sensitive Type*;
 - (ii) FAA TSO-C10c — *Pressure Altimeter System*.
- (3) The registered operator must ensure that the aircraft is not flown under the IFR at an altitude above the maximum altitude at which the aircraft's altimeters and automatic pressure altitude reporting system equipment have been tested.

3.23 ATC transponder tests and inspections

Source FARs section 91.413

- (1) The registered operator must ensure that an ATC transponder is only used in the aircraft if, within the last 24 calendar months before the day the aircraft is flown, the ATC transponder was:
 - (a) tested and inspected in accordance with Schedule 4; and
 - (b) determined to comply with Schedule 4.
- (2) The registered operator must ensure that, if an ATC transponder is installed or maintained in a way that may have caused data correspondence errors, the integrated system is:
 - (a) tested and inspected in accordance with Part 5 of Schedule 3; and
 - (b) determined to comply with Part 5 of Schedule 3 for the integrated system.

3.24 Persons who may perform tests and inspections

Source FARs section 91.411 and 91.413

- (1) Each test and inspection required under section 3.22 or 3.23 must be performed by:
 - (a) the aircraft manufacturer; or
 - (b) an individual who holds an approval certificate to test and inspect equipment of that kind or an individual who is performing the test or inspection on behalf of a person who holds such a certificate; or
 - (c) a LAME who has the use of the appropriate testing equipment and has been instructed in its operation, whether verbally or in writing, by:
 - (i) the manufacturer of the test equipment or the manufacturer's agent; or

- (ii) a LAME who has been instructed in the operation of the test equipment; or
- (iii) a maintenance training organisation approved under Part 147 of CASR; or
- (iv) any person or organisation that delivers training in relation to the operation of testing equipment and is approved by CASA for this section.

Note The instructions mentioned in paragraph (c) may be provided electronically, for example, by a video recording on an internet website.

- (2) The person who performed the test and inspection of an instrument or system must:
 - (a) determine if the instrument or system tested and inspected complies with the requirements of Schedule 3 or Schedule 4, whichever Schedule applies; and
 - (b) record the results of the test and inspection, including the determination mentioned in paragraph (a), in accordance with the record keeping requirements of:
 - (i) in relation to testing of a static pressure system, altimeter or automatic pressure altitude reporting system — Schedule 3; and
 - (ii) in relation to testing of an ATC transponder — Schedule 4.

Division 3.6 Aircraft maintenance records

3.25 Application

Unless otherwise specified, this Division applies to the registered operator of any aircraft.

3.26 Maintenance records to be kept

Source FARs sections 91.417 and 43.9

- (1) The registered operator of an aircraft must ensure that the information mentioned in this section is:
 - (a) recorded in writing, before the aircraft is returned to service, in accordance with this section, and the information mentioned in subparagraph (4) (a) (i) recorded immediately after the last flight of a day; and
 - (b) kept for the periods mentioned in section 3.28.

Note See also section 3.30 for other requirements for recording this information.
- (2) Records of the carrying out of any maintenance on the aircraft, or an aeronautical product for the aircraft, must include the following information:
 - (a) a description of the maintenance carried out;
 - (b) the date of completion of the maintenance carried out;
 - (c) particulars of each person who carried out the maintenance, including their ARN (if any);
 - (d) the signature, ARN and kind of licence or certificate of the person certifying the maintenance carried out.

Note 1 Section 4.13 provides that the signature of the person approving the maintenance carried out constitutes the approval for return to service of the aircraft in relation to the maintenance. For the approval for return to service of aircraft, or aeronautical product, after an inspection — see section 4.17.

Note 2 A pre-flight inspection (for example, a pre-flight inspection required by a Pilot Operating Handbook or a Flight Manual) is not maintenance that needs to be recorded — see subsection 3.13 (2).

- (3) For paragraph (2) (a), the description of the maintenance:
- (a) must be of enough detail so that a person unfamiliar with the maintenance can understand what was done, including the methods used; and
 - (b) if the maintenance carried out was extensive, may include reference to other documents that describe that kind of maintenance; and
- Note* Examples of other documents are manufacturer's maintenance instructions, service bulletins, work orders, CASA advisory circulars.
- (c) if it includes reference to documents that are not generally available, must include a copy of the documents.
- (4) Without limiting subsection (2), the registered operator must ensure that up-to-date records of the following information are also made and kept:
- (a) the total time-in-service of:
 - (i) the aircraft; and
 - (ii) each of the aircraft's engines; and
 - (iii) each of the aircraft's propellers; and
 - (iv) each of the aircraft's rotors;
 - (b) the required information about empty weight of the aircraft and the loading system prepared for the aircraft;
- Note* **Required information about empty weight of the aircraft** is defined in the MOS Dictionary. See also Schedule 7.
- (c) if the aircraft is being inspected in accordance with the aircraft manufacturer's recommended inspection schedule — the total time-in-service of life-limited parts of the airframe and each engine, propeller or rotor of the aircraft;
 - (d) the date the engine, propeller or rotor, and any part mentioned in paragraph (c), was fitted;
 - (e) the part or serial number (if any) of the engine, propeller or rotor, and any part mentioned in paragraph (c);
 - (f) for an item installed on the aircraft that is required to be overhauled — when the item must be overhauled and each time the item is overhauled;
 - (g) if the aircraft is to be inspected in accordance with an approved inspection program:
 - (i) identification of the approved inspection program to be used; and
 - (ii) the date from which the registered operator elected to use the approved inspection program; and
 - (iii) if the registered operator elects to change to a different approved inspection program, the date of the change and identification of the new approved inspection program to be used;
 - (h) the dates when each annual or 100-hour inspection of the aircraft was completed;
 - (i) if the aircraft is being inspected by progressive inspection — the date the registered operator decided to perform annual inspections as a progressive inspection and the dates each stage of a progressive inspection was completed;
 - (j) if an airworthiness directive or a safety directive (*the directive*) applies to the aircraft, or to an aeronautical product fitted to the aircraft:
 - (i) information identifying the directive; and

- (ii) if action is required to meet the requirements mentioned in paragraph 39.002 (b), (c) or (d) of CASR for the airworthiness directive — when the action is due, or next due, to be carried out; and
 - (ii) if the requirements mentioned in paragraph 39.002 (b), (c) or (d) of CASR have been met for the airworthiness directive in relation to the aircraft or aeronautical product — when the requirements were last met; and
 - (iii) if the requirements of a means of compliance with the airworthiness directive mentioned in paragraph 39.002 (c) or (d) of CASR have been met — information identifying that means of compliance; and
 - (iv) if the directive applies to an aeronautical product — the part and serial number (if any) for the product;
- (k) the certifications relating to any major repair or modification to an aeronautical product for the aircraft and copies of any documents that set out relevant data that has been used for the major repair or modification that are not freely available;
 - (l) any rectification of a defect or damage under subparagraph 3.09 (d) (i);
 - (m) for any modification to the aircraft, or to an aeronautical product fitted to the aircraft:
 - (i) a description of the modification; and
 - (ii) a reference to the design data used for the modification; and
 - (iii) when the modification was carried out; and
 - (iv) if the modification relates to an aeronautical product — the part and serial number (if any) for the product;
 - (n) for a major modification or major repair to the aircraft or an aeronautical product for the aircraft — copies of the documents that set out the relevant data under which the major repair or major modification was carried out or, if such a document is publicly available, identification of the document;
 - (o) if an operational check flight is conducted for subsection 3.13 (4), the date it was conducted and the name and licence number of the person who conducted it;
 - (p) if an independent FCS inspection is performed for subsection 3.13 (6), the date it was conducted and the name and licence number of the person who conducted it.

Note Type Certificate Data Sheets, Supplemental Type Certificates and Airworthiness Directives are examples of publicly available documents.

Note This section requires the recording of what FARs subparagraph 91.417 (a) (1) refers to as “maintenance, preventive maintenance, and modification and ... 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft”.

3.27 Maintenance records to be made available

Source FARs sections 91.417

The registered operator of an aircraft must make the records required to be kept under section 3.26 available to CASA, on request.

Note The registered operator may also make the records available to any person carrying out or supervising maintenance.

3.28 Record keeping time periods

Source FARs section 91.417

- (1) Subject to section 3.29, the registered operator of an aircraft must keep:
 - (a) each record mentioned in subsection 3.26 (2) until the earlier of the following:
 - (i) the date of entry of a record of information that repeats or supersedes the information of the record;
 - (ii) 1 year after the date of entry of the record; and
 - (b) each record mentioned in paragraph 3.24 (2) (b) until the earlier of the following:
 - (i) the date of entry of a record of information that repeats or supersedes the information of the record;
 - (ii) 2 years after the date of entry of the record.

Note 1 Section 3.29 relates to the transfer of records when the ownership of the aircraft is transferred.

Note 2 The records mentioned in paragraph 3.24 (2) (b) relate to tests and inspections of ATC transponders, or altimeters and automatic pressure altitude reporting system equipment.

- (2) The registered operator must keep each record mentioned in subsection 3.26 (4) until the ownership of the aircraft is transferred.
- (3) The registered operator must keep a record of any defects or damages of which the registered operator was advised under section 4.08 or 4.17 until the defects are rectified or the damage is repaired, and the aircraft is approved for return to service.

3.29 Transfer of maintenance records

Source FARs section 91.419

If the ownership of an aircraft is transferred, the former owner of the aircraft must give the new owner of the aircraft, within 7 days of submitting a transfer notice to CASA, the following maintenance records for the aircraft:

- (a) the records mentioned in subsection 3.26 (4);
- (b) any records mentioned in section 3.26 (2) that are not included in the records mentioned in subsection 3.26 (4).

3.30 Information provided by IA holder after major repairs or modifications

The registered operator of an aircraft must ensure that, before the aircraft is returned to service, any of the following information that is provided to the operator by the holder of an IA or a Part 145 organisation is addressed and included in the maintenance records and flight manual for the aircraft:

- (a) changed maintenance requirements for the aircraft or aeronautical product;
- (b) changes to the aircraft loading system or changes to the required information about empty weight of the aircraft;
- (c) changed operating instructions for the aircraft or aeronautical product.

Note See subsection 2.18 (8) for the IA holder's obligations to provide the information to the registered operator.

3.31 Rebuilt engine maintenance records

Source FARs section 91.421

- (1) The registered operator of an aircraft must ensure that:
 - (a) if the information required to be recorded and kept under section 3.26 relates to the rebuild of an engine of the aircraft, the information is to be kept as if the rebuilt engine is a new engine that has no operational or maintenance history; and
Note For example, the registered operator may decide to open a new record for the maintenance of the rebuilt engine.
 - (b) the person approving the maintenance carried out as part of an engine rebuild is a person authorised by the manufacturer, or the authorised agent of the manufacturer, that conducted the engine rebuild.

- (2) For this section:

rebuilt engine means a used engine that has been rebuilt.

Note 1 ***Rebuilt*** is defined in the MOS Dictionary.

Note 2 See section 4.15 for the information to be recorded in relation to rebuilt engines.

3.32 Requirements for making records made under this Division

- (1) If a person is required to record information under this Division, or to ensure that information is recorded, the person must ensure that the record:
 - (a) is written in a legible form in English; and
 - (b) will remain legible for the time for which the record is required, by this Division, to be kept; and
 - (c) is kept in a system that allows the record to be retrieved; and
 - (d) is kept in a manner that protects the record from being lost, damaged or accidentally altered.
- (2) If a person makes a change to a record made under this Division, the person must make the change in a manner:
 - (a) that retains the original record; and
 - (b) that identifies the person; and
 - (c) that includes the date the change is made.

Division 3.7 Miscellaneous

3.33 Fuel system instructions to be kept on aircraft

Source FARs section 91.417

- (1) The registered operator of an aircraft must ensure that, if a fuel tank is installed in the passenger compartment or a baggage compartment of the aircraft, a copy of the written instructions for the operation of the fuel system is always kept on the aircraft.
- (2) In this section:
written instructions means the instructions set out in the document mentioned in regulation 21.440 of CASR that is issued to an applicant for a modification/repair design approval under regulation 11.160 of CASR.

3.34 Maintenance of turbine engines

- (1) The registered operator must ensure that if maintenance required to be carried out on a turbine engine of the aircraft is not a minor repair or related inspection, the maintenance is performed by a Part 145 organisation approved to carry out the maintenance.
- (2) Subsection (1) does not apply in relation to maintenance required to be carried out on the turbine engine of a limited category aircraft, or an aircraft for which a special certificate of airworthiness for an amateur-built aircraft accepted under an ABAA has been issued under regulation 21.190 of CASR.

3.35 Transitional arrangements

- (1) Division 3.4 does not apply to the registered operator of an aircraft for which there is a maintenance release.

Note **Maintenance release** is defined in regulation 2 of CAR as meaning a maintenance release in force under regulation 43 of CAR. Under *[the relevant Part 43 transitional provision/s]*, an aircraft for which there is a maintenance release may continue to operate until the maintenance release ceases to be in force.

- (2) The registered operator of an aircraft for which there is a maintenance release issued before the commencement of this MOS, or for which a new maintenance release has been issued may permit the aircraft to be operated for a flight while the maintenance release is in force.
- (3) The registered operator of an aircraft mentioned in subsection (2) must ensure that an annual inspection of the aircraft is completed, and the aircraft released to service, by the end of:
 - (a) the expiry date of the maintenance release; or
 - (b) the time-in-service of the aircraft after which the maintenance release is to expire.
- (4) The registered operator of an aircraft mentioned in subsection (2) must choose, before the expiry of the maintenance release, which of the inspection schedules mentioned in section 4.18 is to be used for inspections of the aircraft under Division 3.4 after the expiry of the maintenance release.

Drafter's note: The final wording of the transitional arrangements will depend upon the CASR Part 43 transitional provisions. This provision will be revisited after consultation when the Part 43 transitional provisions are finalised.

CHAPTER 4 PERFORMANCE RULES

Source FARs sections 43.1, 43.2, 43.3, 43.5, 43.7, 43.8, 43.9, 43.10, 43.11, 43.12, 43.13, 43.14, 43.15

Division 4.1 General

4.01 Scope

This Chapter sets out maintenance requirements for aircraft and aeronautical products for aircraft and the obligations of persons carrying out maintenance in relation to the reporting of major defects.

4.02 Application

Source FARs section 43.1

Unless otherwise specified, this Chapter applies in relation to all aircraft other than the following:

- (a) an aircraft for which a special certificate of airworthiness for an amateur-built aircraft accepted under an ABAA has been issued under regulation 21.190 of CASR;
- (b) an aircraft for which an experimental certificate has been issued for a purpose mentioned in paragraph 21.191 (g), (h), (j) or (k) of CASR;
- (c) an aircraft for which:
 - (i) an experimental certificate has been issued for a purpose mentioned in paragraphs 21.191 (a) to (f) of CASR; and
 - (ii) a certificate of airworthiness other than an experimental certificate has been issued previously.

4.03 Overhauling and rebuilding aircraft or aeronautical products

Source FARs section 43.2

- (1) An aircraft, airframe, aircraft engine, aircraft propeller or other aeronautical product may only be overhauled by a person or organisation mentioned in subsection 4.04 (1).
- (2) The person or Part 145 organisation must:
 - (a) subject to section 4.24, carry out the overhaul using accepted methods, techniques or practices; and
 - (b) after carrying out the overhaul, test the aeronautical product in accordance with any of the following that apply:
 - (i) relevant data;
 - (ii) the manufacturer's maintenance instructions.

Note See section 4.14 for maintenance record requirements for engine overhauls.

- (3) An aircraft, airframe, aircraft engine, aircraft propeller or other aeronautical product may only be rebuilt by the manufacturer or authorised agent of the manufacturer, of the aircraft or aeronautical product.

Note **Rebuilt** is defined in the MOS Dictionary. See section 4.15 for maintenance record requirements for engine rebuilds.

4.04 Persons who may carry out maintenance and how it is to be carried out

Source FARs sections 43.3 and 43.13

- (1) Maintenance may only be carried out on an aircraft or aeronautical product of an aircraft by any of the following:
 - (a) a B1 LAME;
 - (b) a B2 LAME;
 - (c) an aircraft maintenance technician;
 - (d) subject to subsection (2), any person carrying out maintenance under the supervision of a person mentioned in paragraphs (a) to (c) (the *second person*) if the second person has, under a licence or certificate held by the second person, the privilege of carrying out the maintenance;
 - (e) the pilot in command of the aircraft — if the maintenance is preventive maintenance or a pilot maintenance task and section 4.06 applies;
 - (f) the manufacturer of the aircraft or aeronautical product of the aircraft — if the aircraft or aeronautical product is of a kind mentioned in section 4.07;
 - (g) a Part 145 organisation that is approved to carry out the maintenance.

Note See section 4.05 for requirements for Part 145 organisations.
- (2) For paragraph (1) (d), maintenance does not include the performance of an inspection of a major repair or major modification for conformity to the relevant data.
- (3) The maintenance may be carried out by a person mentioned in paragraphs (1) (a) to (f) only if:
 - (a) if the person has, under a licence or certificate the person holds, the privilege of carrying out the maintenance; and
 - (b) the person has, or has access to, the manufacturer's maintenance instructions; and
 - (c) understands the manufacturer's maintenance instructions; and
 - (d) subject to subsection (5) and section 4.24, the person uses accepted methods, techniques or practices when carrying out a maintenance task.
- (4) Paragraph (3) (a) does not apply to a person carrying out maintenance under the supervision of a second person mentioned in paragraphs (1) (a) to (c).
- (5) For paragraph (3) (d), if the maintenance is a major repair or major modification, the person may only use accepted methods, techniques or practices when carrying out a maintenance task if relevant data does not apply for the maintenance task.

Note For the maintenance requirements for a major repair or major modification — see subsection 3.08 (3).
- (6) When carrying out a maintenance task, the person must use:
 - (a) any tool (including test equipment) required by the manufacturer's maintenance instructions for the task; or
 - (b) if a tool required by the manufacturer's maintenance instructions is not reasonably available — a tool the use of which would provide an equivalent maintenance outcome.
- (7) The person must carry out the maintenance in a way, and use materials of a quality, so that the condition of the aircraft or aeronautical product following the maintenance is at least equal to that of its original or previously modified condition, having regard to

aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting the airworthiness of the aircraft.

4.05 Part 145 organisations — maintenance and inspections

Source FARs section 43.3

- (1) A Part 145 organisation may carry out maintenance on, and perform inspections of, an aircraft, or an aeronautical product for an aircraft, only if the Part 145 organisation has an approval rating covering aircraft or aeronautical products of its kind.
- (2) A Part 145 organisation may perform an inspection of an aircraft only if the individuals performing the inspection on behalf of the organisation use for the inspection:
 - (a) the inspection schedule chosen by the registered operator of the aircraft under section 4.18; or
 - (b) if the aircraft must be inspected in accordance with an approved inspection program — the approved inspection program.

4.06 Pilots — preventive maintenance and pilot maintenance tasks

Source FARs section 43.3

- (1) Subject to subsection (2), a person may carry out preventive maintenance on an aircraft, or aeronautical product for an aircraft if:
 - (a) the person is the registered operator of the aircraft and holds a pilot licence under which the person may fly the aircraft as pilot in command; or
 - (b) the person:
 - (i) holds a pilot licence under which the person may fly the aircraft as pilot in command; and
 - (ii) has been authorised, whether verbally or in writing, by the registered operator of the aircraft to carry out the preventive maintenance.
- (2) If the aircraft is engaged in flight training for compensation or reward, or aerial work, and the person is not the registered operator of the aircraft and complies with subsection (3), the person may perform:
 - (a) preventive maintenance; and
 - (b) if the person is employed by the registered operator of the aircraft — any pilot maintenance task.
- (3) For subsection (2), the person must:
 - (a) hold a pilot licence under which the person may fly the aircraft as pilot in command; and
 - (b) have the written permission of the registered operator of the aircraft to perform the preventive maintenance or pilot maintenance task and only perform preventive maintenance and pilot maintenance tasks that the registered operator has specified, in writing, that the person may perform.
- (4) The registered operator may give the permission mentioned in paragraph (3) (b) only if the registered operator reasonably considers that the pilot is competent to carry out the preventive maintenance or pilot maintenance tasks, taking into account:
 - (a) any relevant instruction or training the pilot has undertaken; or

- (b) observation of the pilot carrying out the required maintenance tasks.
- (5) If this section provides for the holder of a pilot licence to perform preventive maintenance or pilot maintenance tasks on an aircraft, the performance of the preventive maintenance or pilot maintenance task is a privilege of the licence.
Note *Preventive maintenance* and *pilot maintenance tasks* are defined in the MOS Dictionary.

4.07 Manufacturers — maintenance

Source FARs section 43.3

- (1) A manufacturer of an aircraft, or an authorised agent of a manufacturer of an aircraft, may rebuild or modify the aircraft, aircraft engine, propeller or component of the aircraft, if the aircraft engine, propeller or component was manufactured by the manufacturer under a type certificate or a production certificate.
- (2) A manufacturer of an aircraft may rebuild or modify any aeronautical product for the aircraft that it has manufactured in accordance with relevant data.

Note A manufacturer may also perform required annual or 100-hour inspections of aircraft that it has manufactured under a type certificate or a production certificate — see subsection 3.15 (6).

4.08 Reporting of major defects

If any of the following persons carrying out maintenance on an aircraft become aware of a major defect in the aircraft, the person must report the defect, in the approved form, to CASA and the registered operator of the aircraft within 2 days of becoming aware of the major defect:

- (a) the holder of a licence, IA or AMTC;
- (b) an individual carrying out the maintenance on behalf of a Part 145 organisation;
- (c) an individual who holds a certificate of approval granted under regulation 30 of CAR that covers the carrying out of the maintenance or is employed by, or working under an arrangement with, a person who holds such a certificate;
- (d) the manufacturer of the aircraft or an authorised agent of the manufacturer of the aircraft;
- (e) the holder of a pilot licence.

Note *Carrying out maintenance* includes the supervising of maintenance — see item 1 of Part 2 of the MOS Dictionary.

4.09 Action by CASA following report of a major defect

- (1) If CASA receives a report about a major defect under section 3.11 or 4.08, CASA may, by notice in writing, require any of the persons mentioned in that section:
 - (a) to give CASA further information in relation to the major defect within a period specified in the notice; or
 - (b) to keep the aircraft, or the part of the aircraft that is defective, in a state that will allow CASA to investigate the defect; or
 - (c) to give to CASA any document, aeronautical product or other thing in the possession, or under the control, of the person that relates to the defect.
- (2) The person must comply with the notice.

4.10 Electronic navigational databases

- (1) The registered operator of an aircraft, pilot in command or any other flight crew member of the aircraft may update the navigation system database of the Global Navigation Satellite System (*GNSS*) navigation equipment fitted to an aircraft if the update is carried out:
 - (a) without dismantling any part of the GNSS navigation equipment or removing any aircraft panels for access; and
 - (b) in accordance with the latest version of the written instructions of the manufacturer of the GNSS navigation equipment.
- (2) For subsection (1), the registered operator may authorise a person, other than the pilot in command or a member of the flight crew, to perform the update if the person has met the requirements (if any) set out in the operator's operations manual for performing the update.

4.11 Requirements for approval for return to service

Source FARs section 43.5

- (1) A person may approve an aircraft, airframe, aircraft engine, aircraft propeller or other aeronautical product for return to service after maintenance has been carried out on the aircraft or aeronautical product, or after an inspection of the aircraft has been completed, only if:
 - (a) if maintenance has been carried out — the information mentioned in section 4.13 is included in the maintenance record for the aircraft or aeronautical product; and
 - (b) if the person is approving the aircraft for return to service after an inspection of the aircraft under Division 3.4 — the person includes the information mentioned in section 4.17 in the maintenance record; and
 - (c) if the maintenance included a repair or modification that resulted in a change to any of the matters mentioned in subsection (2), the person provides the registered operator of the aircraft with:
 - (i) the changed information; and
 - (ii) any related flight manual supplement that is approved by CASA, an authorised person or a relevant approved design organisation under regulation 21.006A of CASR.
- (2) For paragraph (1) (c), the matters are:
 - (a) the maintenance requirements for the aircraft or aeronautical product; and
 - (b) the aircraft loading system and the required information about empty weight of the aircraft; and
 - (c) the operating instructions for the aircraft or aeronautical product.

Note 1 If the approval for return to service is only after maintenance and not after an inspection under Division 3.4, the signature in the maintenance record of the person certifying the maintenance constitutes the approval for return to service of the aircraft or aeronautical product in relation to the maintenance — see subsection 4.13 (3).

Note 2 See section 3.30 for the obligations on the registered operator in relation to any changed information that is provided.

4.12 Persons who may approve aircraft or aeronautical products for return to service after maintenance

Source FARs section 43.7

Only the following persons may approve an aircraft or an aeronautical product for return to service after maintenance has been carried out on the aircraft or aeronautical product:

- (a) an aircraft maintenance technician who holds an AMTC that applies to the aircraft;
- (b) a B1 LAME;
Note See also section 2.09.
- (c) a B2 LAME following maintenance of an avionics or electrical system as mentioned in section 2.14;
- (d) a Part 145 organisation that holds an approval certificate permitting the organisation to perform the maintenance carried out;
- (e) the manufacturer of the aircraft if:
 - (i) the manufacturer, or an authorised agent of the manufacturer, carried out the maintenance; and
 - (ii) the maintenance was of a kind mentioned in section 4.07; and
 - (iii) the maintenance, other than a minor modification or a minor repair, was carried out in accordance with relevant data;
- (f) a person who holds a certificate of approval granted under regulation 30 of CAR that covers the performance of the inspection;
- (g) a person who holds a pilot licence if:
 - (i) the person carried out the maintenance; and
 - (ii) the maintenance was of a kind that a person who holds such a pilot licence may carry out under section 4.06.

4.13 Maintenance records — approval for return to service after maintenance

Source FARs section 43.9

- (1) Any person who carries out maintenance on an aircraft or an aeronautical product that is fitted to the aircraft must include in the maintenance record for the aircraft:
 - (a) a description of the maintenance carried out;
 - (b) the date of completion of the maintenance carried out;
 - (c) particulars of each person who carried out the maintenance, including their ARN (if any);
 - (d) the signature, ARN and kind of licence or certificate held by the person certifying the maintenance carried out.

Note See section 3.25 for the registered operator's obligations regarding the keeping of these records.
- (2) Any person who carries out maintenance on an aeronautical product that is not fitted to an aircraft must include in the maintenance record for the aeronautical product the matters mentioned in subsection (1).

- (3) The signature in a maintenance record of the person certifying the maintenance carried out constitutes the approval for return to service of the aircraft or aeronautical product in relation to the maintenance.
- (4) However, if the inspection was performed by a Part 145 organisation, a certificate of release to service issued for the aircraft or aeronautical product by the Part 145 organisation constitutes the approval for return to service of the aircraft or aeronautical product in relation to the maintenance.
- (5) Subsection (3) does not apply for the approval of return to service of an aircraft or aeronautical product after an inspection of an aircraft under Division 3.4.

Note For the approval for return to service of an aircraft or aeronautical product after an annual inspection, whether or not a progressive inspection, a 100-hour inspection, or an inspection performed in accordance with an approved inspection program — see section 4.17.

4.14 Engine overhaul maintenance records

Source FARs section 91.421

The person who has approved an aircraft engine for return to service after it has been overhauled must include the following information in the maintenance record for the engine:

- (a) a statement that the engine has been overhauled;
- (b) the date of completion of the overhaul;
- (c) the total time-in-service of the engine at the start of the overhaul;
- (d) details of any airworthiness directives that have been carried out;
- (e) details of the overhauls instructions that were followed;
- (f) details of any new or used replacement parts (by part number and serial number if applicable);
- (g) any service bulletins, service letters and service instructions that were followed in the overhaul;
- (h) details of engine test stand and measuring equipment used in the overhaul;
- (i) details of the engine test results;
- (j) the signature, ARN and kind of licence or certificate held by the person.

Note The signature of the person approving the engine overhaul constitutes the approval for return to service of the aircraft in relation to the engine overhaul. Section 4.12 sets out who may approve an overhauled engine for return to service.

4.15 Engine rebuild maintenance records

The manufacturer, or authorised agent of the manufacturer, that conducted an engine rebuild must include the following information in the maintenance record for the rebuilt engine:

- (a) the date the engine was rebuilt;
- (b) a description of each change made to the engine that was required by an airworthiness directive;
- (c) if the inclusion is required by a manufacturer's service bulletin — a description of each change made to the engine in compliance with the service bulletin;
- (d) the signature, ARN and kind of licence or certificate held by the person approving the maintenance carried out.

Note The signature of the person signing the record entry constitutes the approval for return to service of the engine in relation to the engine rebuild — see subsection 4.13 (3).

4.16 Disposition of life-limited aeronautical products

Source FARs section 43.10

- (1) Subject to subsection (2), a person who removes a life-limited aeronautical product from a type certificated aircraft or type certificated aeronautical product must ensure the product is managed using a record keeping system that:
 - (a) is designed to prevent the reinstallation of the product on a type certificated aircraft or type certificated aeronautical product after the product has reached its life limit; and
 - (b) maintains a record of the product or part number, and current life status, of the life-limited aeronautical product; and
 - (c) updates the life status of the life-limited aeronautical product each time the product is removed.

Note Examples of record keeping systems are a separate electronic or paper recording system, a tag or record attached to the product, or marking of the product itself.

- (2) A person carrying out maintenance on a type certificated aircraft or type certificated aeronautical product may temporarily remove from it, and reinstall in it, a life-limited aeronautical product without ensuring the product is controlled in accordance with subsection (1) only if:
 - (a) the removal of the life-limited aeronautical product is for the purpose of carrying out maintenance; and
 - (b) the life-limited aeronautical product has not reached its life limit; and
 - (c) the removal and reinstallation is of the same serial numbered product; and
 - (d) the life-limited aeronautical product does not accumulate time-in-service whilst it is removed.
- (3) A person may install or reinstall a life-limited aeronautical product on a type certificated aircraft or type certificated aeronautical product after the product has reached its life limit only if:
 - (a) its life limit is not specified in an airworthiness directive or an “Airworthiness Limitations” section of the manufacturer’s maintenance instructions for the aircraft or aeronautical product on which it is being installed; and
 - (b) if the life-limited aeronautical product is being installed in an aircraft — the aircraft is not being inspected in accordance with an approved inspection program that requires compliance with the aircraft manufacturer’s recommended maintenance and retirement intervals for life-limited aeronautical products; and
 - (c) the registered operator of the aircraft has not been directed by CASA to use a maintenance or inspection schedule that incorporates the aircraft manufacturer’s instructions for continued airworthiness or other requirements for the replacement of life-limited aeronautical products; and
 - (d) the registered operator of the aircraft has approved the use of the life-limited aeronautical product on the aircraft.

Note This subsection does not prevent a person installing a life-limited aeronautical product that has reached its life limit in a non-type certificated aircraft or non-type certificated aeronautical product.

- (4) In this section:

life status means the cycles or hours of use accumulated by a life-limited aeronautical product.

Note **Life limit** and **life-limited aeronautical product** are defined in the MOS Dictionary.

4.17 Maintenance records — approval for return to service after inspection

Source FARs section 43.11

- (1) A person who approves or does not approve an aircraft for return to service must include the information mentioned in subsection (2) in the maintenance records for the aircraft immediately after performing:

- (a) an annual or 100-hour inspection of the aircraft, or a stage of a progressive inspection of an aircraft, in accordance with Division 3.4; or
- (b) inspections of an aircraft that are required under an approved inspection program or manufacturer's schedule.

Note 1 The persons who may approve an aircraft for return to service after performing an inspection are mentioned in subsection 3.15 (6).

Note 2 A person approving an aircraft for return to service after an inspection may rely upon the signature in the maintenance record of a person certifying any maintenance carried out as constituting the approval for return to service of the aircraft or aeronautical product in relation to the maintenance — see subsection 4.13 (3).

- (2) For subsection (1), the information is the following:

- (a) identification of the kind of inspection performed;
- (b) the date of the inspection and the total time-in-service of the aircraft on the day of the inspection or the stage of the progressive inspection;
- (c) the signature, ARN and kind of licence or certificate of the person approving or disapproving the aircraft or aeronautical product for return to service;
- (d) if the circumstances set out in column 1 of an item in Table 4.17 apply, the signed and dated certification statement set out in column 2 of the item, or a similarly worded statement;
- (e) if the inspection was required under an approved inspection program:
 - (i) identification of the inspection requirements of the approved inspection program with which the inspection complies; and
 - (ii) a statement that the inspection was performed in accordance with the inspections and procedures provided for in the identified approved inspection program.

- (3) A statement mentioned in paragraph (2) (d) that certifies that the aircraft is approved for return to service or, if the inspection was performed by a Part 145 organisation, a certificate of release to service issued for the aircraft by the Part 145 organisation, constitutes the approval for return to service of the aircraft.

- (4) If a person performs, in accordance with Division 3.4, an inspection or a stage of a progressive inspection of an aircraft, and determines that the aircraft is not airworthy, the person must:
- (a) give to the registered operator of the aircraft a signed and dated list of the defects to be rectified before the aircraft may be flown; and

- (b) for deferrable defects:
- (i) place a placard on each inoperative instrument or item of equipment, and on the cockpit control of each instrument or item of inoperative equipment, marking the aeronautical product as “INOPERATIVE”; and
 - (ii) add the deferrable defects to the list of defects given to the registered operator.

Note 1 **Deferrable defect** is defined in the MOS Dictionary.

Note 2 The placarding requirement relates to defects in an instrument or item of equipment fitted to an aircraft, for example, emergency equipment, that is not required by the certification basis of the aircraft, or by the regulations or this MOS for the operation of the aircraft for the flight — see paragraph 3.09 (d).

Table 4.17 — Inspection certification statements

Item	Column 1 Circumstances	Column 2 Statement
1	The inspection is not being performed as a progressive inspection The aircraft has been determined by the person to be airworthy and is to be approved for return to service	“I certify that the aircraft VH-*** has been inspected in accordance with <i>[insert kind of inspection]</i> , determined to be airworthy and is approved for return to service. A list of deferrable defects, dated <i>[insert date of list]</i> , was provided to the registered operator of the aircraft on <i>[insert date]</i> .”*** ***insert aircraft registration number **omit this sentence relating to deferrable defects if none are identified
2	The inspection is not being performed as a progressive inspection The aircraft has been determined by the person not to be airworthy and is not to be approved for return to service	“I certify that the aircraft VH-*** has been inspected in accordance with <i>[insert kind of inspection]</i> , determined not to be airworthy and is not approved for return to service. A list of defects to be rectified before the aircraft may be flown, and deferrable defects**, dated <i>[insert date]</i> , was provided on <i>[insert date]</i> to the registered operator of the aircraft.” ***insert aircraft registration number **omit the reference to deferrable defects if none are identified
3	The inspection is being performed as a progressive inspection and a stage of the progressive inspection has been completed The aircraft has been determined by the person to be airworthy and is to be approved for return to service	“I certify that in accordance with the inspection schedule for the progressive inspection of VH-***, inspection items <i>[insert relevant inspection item numbers]</i> were completed and the aircraft VH-*** is approved for return to service. A list of deferrable defects, dated <i>[insert date of list]</i> , was provided to the registered operator of the aircraft on <i>[insert date]</i> .”*** ***insert aircraft registration number ** omit the sentence relating to deferrable defects if none are identified
4	The inspection is being performed as a progressive inspection and a stage of the progressive inspection has been completed	“I certify that in accordance with the inspection schedule for the progressive inspection of VH-***, inspection items <i>[insert relevant inspection item</i>

Table 4.17 — Inspection certification statements

Item	Column 1 Circumstances	Column 2 Statement
	The aircraft has been determined by the person not to be airworthy and is not to be approved for return to service	<p><i>numbers/</i> were completed and the aircraft VH-*** is not approved for return to service.”</p> <p>A list of defects to be rectified before the aircraft may be flown, and deferrable defects**, dated <i>[insert date of list]</i>, was provided to the registered operator of the aircraft on <i>[insert date]</i>”.</p> <p>***insert aircraft registration number</p> <p>**omit the reference to deferrable defects if none are identified.</p>
5	The inspection was required under an approved inspection program The aircraft has been determined by the person to be airworthy and to be returned to service	<p>“I certify that the aircraft VH-*** has been inspected in accordance with the inspections and procedures provided for in the <i>[insert description of the approved inspection program for the aircraft]</i> and the aircraft VH-*** is approved for return to service.”</p> <p>A list of deferrable defects, dated <i>[insert date of list]</i>, was provided on <i>[insert date]</i> to the registered operator of the aircraft”.**</p> <p>***insert aircraft registration number.</p> <p>**omit the sentence relating to deferrable defects if none are identified</p>
6	The inspection was required under an approved inspection program The aircraft has been determined by the person not to be airworthy and is not to be approved to return to service	<p>“I certify that the aircraft VH-*** has been inspected in accordance with the inspections and procedures provided for in the <i>[insert description of the approved inspection program for the aircraft]</i> and the aircraft VH-*** is not approved for return to service.</p> <p>A list of defects to be rectified before the aircraft is flown, and deferrable defects**, dated <i>[insert date of list]</i>, was provided on <i>[insert date]</i> to the registered operator of the aircraft”.</p> <p>***insert aircraft registration number.</p> <p>**omit the reference to deferrable defects if none are identified.</p>

Note 1 For the persons who may approve an aircraft for return to service after each stage of a progressive inspection — see subsection 3.15 (6).

Note 2 If the approval for return to service is only after maintenance and not after an inspection under Division 3.4, the signature in the maintenance record of the person certifying the maintenance constitutes the approval for return to service of the aircraft or aeronautical product in relation to the maintenance — see subsection 4.13 (3).

4.18 Performance rules for inspections

Source FARs section 43.15

- (1) The registered operator of an aircraft must:
 - (a) choose an inspection schedule mentioned in subsection (2) to be used for each inspection of the aircraft, whether or not it is an annual inspection, a 100-hour inspection, a progressive inspection or a condition inspection; and

- (b) identify the chosen inspection schedule in the maintenance records for the aircraft as the method to be used for inspection of the aircraft; and
 - (c) subject to subsection (3), ensure that each inspection is performed in accordance with the chosen inspection schedule.
- (2) For subsection (1), the inspection schedules are any of the following:
- (a) if it is an annual inspection, a progressive inspection or a 100-hour inspection — a written inspection schedule that:
 - (i) requires use of an inspection checklist based on Schedule 1 but which at least includes all the items in Schedule 1 that applies in relation to the aircraft and an inspection of its kind; and
 - (ii) ensures the inspection is performed in compliance with each provision of Schedule 1 that applies in relation to the aircraft and an inspection of its kind;
 - (b) a written inspection schedule proposed by the registered operator and approved by CASA;
 - (c) subject to subsection (3), the latest version of the aircraft manufacturer's recommended inspection schedule that exists at the time of choosing the inspection schedule to be used.

Note 1 If only 1 version of the aircraft manufacturer's recommended inspection schedule has existed since the time of manufacture of the aircraft, that version is the latest version.

Note 2 The aircraft manufacturer's recommended inspection schedule is also known as the aircraft manufacturer's recommended inspection program.

- (3) Subject to subsection (4), if at least 1 version of the aircraft manufacturer's recommended inspection schedule has been published after the version mentioned in paragraph (2) (c), the registered operator may elect to use the latest version of the schedule and if such an election is made, must:
- (a) record the election in the maintenance records for the aircraft; and
 - (b) ensure each inspection is performed in accordance with that version.
- (4) If the registered operator chooses to use the aircraft manufacturer's recommended inspection schedule, the operator must use any version that an airworthiness directive requires to be used.
- (5) Subject to subsection 3.35 (2), the registered operator must not allow the aircraft to be flown unless the aircraft has been:
- (a) inspected in accordance with an inspection schedule chosen in accordance with subsection (1); and
 - (b) approved for return to service in accordance with section 4.17 after the last inspection performed under the chosen schedule.
- (6) This section does not apply to the registered operator of an aircraft to be inspected in accordance with an approved inspection program, other than in relation to the meaning of *aircraft manufacturer's recommended inspection schedule*.

Note See section 3.19 for the inspection of aircraft in accordance with an approved inspection program.

4.19 Inspections by Part 145 organisations

- (1) If a registered operator engages a Part 145 organisation to perform an inspection or stage of progressive inspection, the registered operator must give the Part 145 organisation, in writing, details of the inspections to be performed.

Note For example, a detailed work order, purchase order or written contract.

- (2) The work order must include a copy of the written schedule, or the part of the written schedule, mentioned in section 4.18 in accordance with which the inspection or stage of progressive inspection must be performed.

4.20 Additional performance rule — independent inspection of flight control system

- (1) If maintenance has been carried out that disturbed the flight controls of the aircraft, 1 of the following persons must perform the inspection of the flight control system:
 - (a) a person who holds a category B1 licence;
 - (b) a person who holds a pilot licence.
- (2) The person performing the inspection must check that any assembly, adjustment, repair, modification or replacement of the flight controls was carried out in accordance with the manufacturer's maintenance instructions issued by aircraft manufacturer.
- (3) If the person performing the inspection determines that the flight controls are functioning correctly, the person must include the following statement in the maintenance records for the aircraft:

“I inspected the flight control system of the aircraft VH-*** on *[insert date of inspection]* and certify that the system is functioning correctly and was properly assembled in accordance with the written instructions that apply for its assembly.”
- (4) The person must sign and date the statement, and include the ARN and kind of licence or certificate held by the person.
- (5) The aircraft may be flown only if the person who performed the inspection has certified, in accordance with subsection (3), that the flight control system is functioning properly.

4.21 Additional performance rules — inspections of rotorcraft and transport category aircraft

Source FARs section 43.15

Inspections of rotorcraft

- (1) A person who performs an annual inspection of a rotorcraft, whether or not a progressive inspection, or performs a 100-hour inspection of a rotorcraft, must inspect the following systems of the rotorcraft in accordance with the manufacturer's maintenance instructions issued by the rotorcraft manufacturer, before returning the aircraft to service:
 - (a) the drive shafts or similar systems;
 - (b) the main rotor transmission gear box, for obvious defects;
 - (c) the main rotor and centre section (or equivalent area);
 - (d) if the rotorcraft is a helicopter — the auxiliary rotor.

Note If the rotorcraft is a turbine-powered helicopter being inspected under a written inspection schedule requiring use of an inspection checklist based on Schedule 1, each turbine engine of the helicopter must be inspected in accordance with the aircraft manufacturer's recommended inspection schedule or checklist provided in the manufacturer's instructions for continuing airworthiness. If the aircraft manufacturer's ICAs do not provide such a schedule or checklist, other requirements apply. See clause 6 of Schedule 1.

Inspections of transport category aircraft

- (2) Any inspection of an aircraft that is certificated as a transport category aircraft must be performed by an individual on behalf of a Part 145 organisation.

4.22 Additional performance rule — inspections of limited category aircraft

The registered operator of a limited category aircraft must have the aircraft inspected in accordance with an inspection schedule approved by the administering authority for the aircraft.

4.23 Running of engines of piston-engine-powered aircraft and turbine-engine-powered aircraft

Source FARs section 43.15

- (1) Before a person approves any piston-engine-powered aircraft for return to service after an annual inspection, whether or not a progressive inspection, or after a 100-hour inspection, the person must run each aircraft engine to determine if the engine performs satisfactorily in accordance with the manufacturer's instructions for continuing airworthiness for the engine, after testing the following:
 - (a) engine power output (static and idle r.p.m.);
 - (b) magnetos;
 - (c) fuel and oil pressure;
 - (d) cylinder and oil temperature.
- (2) A person must run, before approving any turbine-engine-powered aircraft for return to service after an annual inspection, whether or not a progressive inspection, or after a 100-hour inspection, each aircraft engine to determine if it performs satisfactorily in accordance with the manufacturer's instructions for continuing airworthiness for the engine.

4.24 Airworthiness limitations

Source FARs section 43.16

Any person who performs an inspection or carries out other maintenance specified in an "Airworthiness Limitations" section of manufacturer's maintenance instructions issued by the manufacturer of an aircraft must perform the inspection, or carry out the maintenance, in accordance with the section.

Schedule 1 Checklist requirements for annual, progressive and 100-hour inspections

(paragraph 4.18 (2) (a))

Source Appendix D to Part 43 of subchapter C of the FARs

Note Under section 4.18 of this MOS, if an aircraft must be inspected in accordance with a written inspection schedule that requires use of an inspection checklist based on this Schedule, the schedule must ensure that the inspection is performed in compliance with each provision of this Schedule that applies in relation to the aircraft and the kind of inspection.

1 Preliminary

(1) In this Schedule:

the person means the person performing an annual, progressive or 100-hour inspection of an aircraft.

(2) Clause 13 applies only in relation to an annual or progressive inspection of an aircraft.

2 General

The person must, at the start of the inspection:

- (a) remove or open all necessary inspection plates, access doors, fairing, and cowling; and
- (b) thoroughly clean the aircraft and aircraft engine.

3 Fuselage and hull

The person must inspect the following components or systems of the fuselage and hull of the aircraft as follows:

- (a) fabric and skin — for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings;
- (b) all systems and components — for corrosion, improper installation, apparent defects, and unsatisfactory operation.

4 Cabin and cockpit

(1) The person must generally inspect the cabin and cockpit of the aircraft for uncleanliness that might foul the controls or loose equipment that might interfere with the controls.

(2) The person must inspect the following components and systems of the cabin and cockpit of the aircraft as follows:

- (a) seats and safety belts — for poor condition and apparent defects;
- (b) windows and windshields — for deterioration and breakage;
- (c) instruments — for poor condition, mounting, marking, and (where practicable) improper operation;
- (d) flight and engine controls — for improper installation and improper operation;
- (e) batteries — for improper installation and improper charge;
- (f) all systems — for improper installation, poor general condition, apparent and obvious defects (including corrosion), and insecurity of attachment.

5 Engines — general

The person must inspect the following components and systems of each engine and engine nacelle of the aircraft as follows:

- (a) engine section — for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks;
- (b) studs and nuts — for improper torquing and obvious defects;
- (c) internal engine — for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances;
- (d) engine mount — for cracks, looseness of mounting, and looseness of engine to mount;
- (e) flexible vibration dampeners — for poor condition and deterioration;
- (f) engine controls — for defects, improper travel and improper safetying;
- (g) lines, hoses, and clamps — for leaks, unsafe condition and looseness;
- (h) exhaust stacks — for cracks, defects, and unsafe attachment;
- (i) accessories — for apparent defects in security of mounting;
- (j) all systems — for unsafe installation, poor general condition, defects, and insecure attachment;
- (k) cowling — for cracks and defects.

6 Turbine engines

- (1) The person must inspect each turbine engine of the aircraft in accordance with the recommended engine inspection schedule or checklist provided in the aircraft manufacturer's instructions for continuing airworthiness (*ICAs*).
- (2) However, if there is no engine inspection schedule or checklist provided in the aircraft manufacturer's *ICAs*, the person must inspect each turbine engine of the aircraft in accordance with:
 - (a) the engine inspection schedule or checklist provided in the engine manufacturer's *ICAs*; or
 - (b) if there is no engine inspection schedule or checklist provided in the engine manufacturer's *ICAs* — a schedule or checklist provided in a service instruction, service bulletin or any other document provided by the aircraft or engine manufacturer.

7 Landing gear

The person must inspect the following components of the landing gear of the aircraft as follows:

- (a) all units — for poor condition and insecurity of attachment;
- (b) shock absorbing devices — for deterioration of rubber components and, if the landing gear has oleo struts, improper oleo fluid level;
- (c) linkages, trusses, and members — for undue or excessive wear fatigue, and distortion;
- (d) retracting and locking mechanism — for improper operation;
- (e) hydraulic lines — for leakage;
- (f) electrical system — for chafing and improper operation of switches;

- (g) wheels — for cracks, defects, and condition of bearings;
- (h) tires — for wear and cuts;
- (i) brakes — for improper adjustment;
- (j) floats and skis — for insecure attachment and obvious or apparent defects.

8 Wing and centre section

The person must inspect all components of the wing and centre section of the aircraft for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

9 Empennage

The person must inspect all components and systems that make up the complete empennage of the aircraft for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, unsafe component installation, and unsafe component operation.

10 Propellers

The person must inspect the following propeller components and mechanisms as follows:

- (a) propellers — for cracks, nicks, binds, and oil leakage;
- (b) bolts — for improper torqueing and safetying;
- (c) anti-icing devices — for unsafe operation and obvious defects;
- (d) control mechanisms — for operation, insecure mounting, and restricted travel.

11 Radiocommunication and navigation systems

The person must inspect the following components of the radiocommunication and navigation systems of the aircraft as follows:

- (a) radio and electronic equipment — for unsafe installation and insecure mounting;
- (b) wiring and conduits — for unsafe routing, insecure mounting, and obvious defects;
- (c) bonding and shielding — for unsafe installation and poor condition;
- (d) antenna including trailing antenna — poor condition, insecure mounting, and unsafe operation.

12 Other installed items

The person must inspect each installed miscellaneous item that is not otherwise covered by this checklist for unsafe installation and unsafe operation.

13 Document review

- (1) If the person is performing an annual inspection or a progressive inspection of an aircraft, the person must conduct a review of the maintenance records for the aircraft to check that, if a major modification or major repair has been carried out on the aircraft, aircraft engine, or aircraft propeller:
 - (a) the major modification or major repair has been certified by a person who holds an inspection authorisation or by a Part 145 organisation as conforming to the relevant data for the major modification or major repair; and

- (b) the certification provides details of the relevant data under which the major modification or major repair was carried out.

Note If an uncertified major repair or major modification is found, the aircraft is not to be returned for service and the inspection certification statement mentioned in item 2 of Table 4.17, or a similarly worded statement, must be included in the aircraft's maintenance records.

- (2) If the person is performing an annual inspection or a progressive inspection of a type certificated aircraft, the person must check that:
 - (a) the aircraft conforms to its type certification basis and complies with any airworthiness directives that apply to the aircraft; and
 - (b) any placards required by the aircraft's type certificate data sheet (*TCDS*) are current and in place; and
 - (c) the documentation required by the TCDS for the operation of the aircraft is current and readily available to the pilot in command.

Note 1 For example, the aircraft's flight manual and pilot operating instructions.

Note 2 See section 4.17 for further action that may be required depending upon the outcome of the check.

FOR CONSULTATION

Schedule 2 Stages of progressive inspections

(paragraph 3.18 (2) (a) and the MOS Dictionary definition of *progressive inspection*)

- 1 This Schedule applies if the registered operator of an aircraft has elected under subsection 3.15 (7) to have a required annual inspection of the aircraft performed as a progressive inspection.
- 2 Subject to clause 5, all stages of a progressive inspection must be completed within a 12-month period.
- 3 Subject to clauses 4 and 5, the first carrying out of each stage of the progressive inspection must occur within whichever of the following periods expires first:
 - (a) 18 months from the day on which the most recent inspection or annual inspection was completed;
 - (b) 18 months from the day on which the last maintenance release inspection of the aircraft was completed;
 - (c) 18 months from the day on which the aircraft's current certificate of airworthiness was issued.
- 4 Each subsequent carrying out of each stage of the progressive inspection must be carried out within 12 months of the completion of the previous inspection of that stage.
- 5 The registered operator may elect to have a stage or stages of a progressive inspection, other than the final stage, completed by up to 12 months and 10 days after the expiry of the period within which the stage must be carried out under clause 3.
- 6 If the aircraft is required to undergo annual inspections and 100-hour inspections, each stage of the progressive inspection must be completed within 100 hours time-in-service of, or the 12 months after, the last 100-hour inspection, whichever happens first.

Schedule 3 **Altimeter system and altitude reporting equipment testing and inspection**

(sections 3.22, 3.23 and 3.24)

Source Appendix E to Part 43 of subchapter C of the FARs

Part 1 General

1.1 Definition

In this Schedule:

the person means the person mentioned in section 3.23 who is performing the test of, or inspecting, the static pressure system, altimeter, or automatic pressure altitude reporting system of an aircraft to determine if the instrument or system complies with the requirements of this Schedule.

Part 2 Static pressure system

2.1 Inspection

The person must inspect the static pressure system to ensure that:

- (a) it is free from entrapped moisture and restrictions; and
- (b) any installed static port heater is inoperative; and
- (c) no modifications or deformations of the airframe surface have been made that would affect the relationship between air pressure in the static pressure system and true ambient static air pressure for any flight condition.

2.2 Parts repair and purging

The person must:

- (a) repair or replace any parts of the static pressure system that are defective; and
- (b) if purging of the system is necessary, use compressed air or nitrogen to remove any foreign matter that has accumulated in the tubing, first ensuring that all static instruments are disconnected before commencing to purge.

2.3 Proof testing of static pressure systems

- (1) The person must perform the proof test in accordance with this clause.
- (2) The person must, if the aircraft has more than 1 static pressure system, test each system separately to assure its independence and ensure that the leak rate for each system is within tolerance.
- (3) The person must, if it is practicable, connect the test equipment directly to the static ports.
- (4) If the test equipment cannot be connected directly to the static ports, the static ports must be sealed off and the connection made to a static system drain or tee connection at a point where it may be readily inspected for system integrity after the system is returned to its normal configuration.
- (5) If the aeroplane is unpressurised:
 - (a) the static pressure system must be evacuated to a pressure differential of approximately 33 hPa or to a reading on the altimeter that is 1 000 feet above the airplane elevation, at the time of the test; and

- (b) without additional pumping for 1 minute, the loss of indicated altitude must be not more than 100 feet on the altimeter.
- (6) If the aeroplane is pressurised:
 - (a) the static pressure system must be evacuated until a pressure differential is achieved that is equivalent to the maximum cabin pressure differential for which the airplane is type certificated; and
 - (b) without additional pumping for 1 minute, the loss of indicated altitude must be not more than 2% of the equivalent altitude of the maximum cabin differential pressure or 100 feet, whichever is greater.

Note The tests mentioned in subclauses (5) and (6) are based on those set out in FARs subparagraphs 25.1325 (c) (2) (i) and (ii).

- (7) On completion of the static pressure system test, the person must ensure that all static port seals are removed.

Part 3 Pitot system testing

- (1) The person must test the pitot system for leaks by applying enough pressure at the pitot head to cause the airspeed indicator to read at least 40 knots but not more than 100 knots.
- (2) The pitot system must be sealed for a period of 10 seconds and there must be no decrease in the reading mentioned in subclause (1) during that period.

Part 4 Altimeters

4.1 General testing requirements

- (1) The person must test the altimeter for performance in accordance with this Part.
- (2) Unless the written specifications for the testing of the altimeter provide otherwise, the altimeter may be tested subject to vibration.
- (3) If the test is conducted with the temperature substantially different from ambient temperature of approximately 25°C, the person must make allowance for the variation of temperature when conducting the test.

4.2 Scale error test

- (1) With the barometric pressure scale at 1013 hPa, the person must successively subject the altimeter to the pressure mentioned in an item of Table 1 for the altitude mentioned in the item — up to the maximum, normally expected, operating altitude of the aircraft in which the altimeter is, or is to be, installed.
- (2) The reduction in pressure must be made at a rate of not more than 20 000 feet per minute, to within approximately 2 000 feet of the test point.
- (3) The test point must be approached at a rate compatible with the test equipment.
- (4) The altimeter must be kept at the pressure corresponding to each test point for at least 1 minute, but not more than 10 minutes, before a reading is taken.
- (5) The error at all test points must not exceed the tolerance mentioned in an item of Table 1 for an altitude mentioned in the item.

Table 1 — Altimeter test pressures and tolerances

Item	Column 1 Altitude (feet)	Column 2 Equivalent pressure (hectopascals)	Column 3 Tolerance (± feet)
1	-1000	1050	20
2	0	1013	20
3	500	995	20
4	1000	977	20
5	1500	960	25
6	2000	942	30
7	3000	908	30
8	4000	875	35
9	6000	812	40
10	8000	753	60
11	10000	697	80
12	12000	644	90
13	14000	595	100
14	16000	549	110
15	18000	506	120
16	20000	466	130
17	22000	428	140
18	25000	376	155
19	30000	301	180
20	35000	238	205
21	40000	188	230
22	45000	147	255
23	50000	116	280

4.3 Altimeter hysteresis test

- (1) The person must begin a hysteresis test of the altimeter:
 - (a) within 15 minutes of the instrument's initial exposure to the pressure corresponding to the upper limit of the scale error test mentioned in clause 4.2; and
 - (b) while the altimeter is at the pressure mentioned in paragraph (a).
- (2) Pressure must be increased at a rate simulating a descent in altitude at the rate of 5 000 to 20 000 feet per minute until within 3 000 feet of the first test point (50% of maximum altitude) mentioned in item 1 of Table 2.
- (3) The test point must then be approached at a rate of approximately 3 000 feet per minute.
- (4) The altimeter must be kept at this pressure for at least 5 minutes, but not more than 15 minutes, before the test reading is taken.
- (5) After the reading has been taken, the pressure must be increased further, in the same way as before, until the pressure mentioned in item 2 of Table 2 for the second test point (40% of maximum altitude) is reached.
- (6) The altimeter must be kept at this pressure for at least 1 minute, but not more than 10 minutes, before the test reading is taken.
- (7) After the reading has been taken, the pressure must be increased further, in the same way as before, until atmospheric pressure is reached.
- (8) The reading of the altimeter at either of the two test points must not differ by more than the tolerance mentioned in column 2 of the item in Table 2 that mentions the test point from the reading of the altimeter for the corresponding altitude recorded during the scale error test.
- (9) Not more than 5 minutes after the completion of the hysteresis test, the person must perform an after effect test, in which the reading of the altimeter (corrected for any change in atmospheric pressure) must not differ from the original atmospheric pressure reading by more than the tolerance mentioned in column 2 of item 3 of Table 2 for the after effect test.

Table 2 — Hysteresis test — tests, test points and tolerances

Item	Column 1 Test or test point	Column 2 Tolerance (± feet)
1	Hysteresis test — First test point (50% of maximum altitude)	75
2	Hysteresis test — Second Test Point (40% of maximum altitude)	75
3	After effect test	30
4	Case leak test	100

4.4 Case leak test

- (1) During the altimeter hysteresis test the person must perform a test of the altimeter case for leakage.

- (2) The leakage of the altimeter case, when the pressure within it corresponds to an altitude of 18 000 feet in accordance with Table 1, must not change the altimeter reading by more than the tolerance shown in column 2 of item 4 of Table 2 during an interval of 1 minute.

4.5 Friction

- (1) The person must subject the altimeter to a steady rate of decrease of pressure approximating 750 feet per minute.
- (2) At each altitude mentioned in column 1 of an item in Table 3, the change in reading of the pointers after vibration (using a light tapping of the instrument panel adjacent to the altimeter of the altimeter does not have an integral vibrator) must be not more than the tolerance mentioned in column 2 of the item.
- (3) If the altimeter fails the friction test while installed on the aircraft, the altimeter must be removed and retested.

Table 3 — Friction

Item	Column 1	Column 2
	Altitude (feet)	Tolerance (\pm feet)
1	1000	70
2	2000	70
3	3000	70
4	5000	70
5	10000	80
6	15000	90
7	20000	100
8	25000	120
9	30000	140
10	35000	160
11	40000	180
12	50000	250

4.6 Barometric scale error test

The person must, at constant atmospheric pressure:

- (a) set the barometric pressure scale at each of the pressures (falling within its range of adjustment) that are listed in column 1 of an item in Table 4; and

- (b) ensure that this causes the pointer to indicate the altitude difference shown column 2 of the item in Table 4 for the pressure listed in the item, with a tolerance of 25 feet.

Table 4 — Pressure-altitude difference

Item	Column 1	Column 2
	Pressure (hectopascals)	Altitude difference (feet)
1	952	-1727
2	965	-1340
3	982	-863
4	999	-392
5	1013	0
6	1033	+ 531
7	1046	+ 893
8	1049	+ 974

4.7 Air data computer type altimeters

Altimeters which are of the air data computer type with associated computing systems, or which incorporate air data correction internally, must be tested in the way, and to the specifications, mentioned in:

- (a) the manufacturer's maintenance instructions issued by the aircraft manufacturer for the maintenance of the altimeter; or
- (b) if the manufacturer's maintenance instructions issued by the aircraft manufacturer do not mention the way the altimeter is to be tested and to which specifications — the manufacturer's maintenance instructions issued by the altimeter manufacturer.

Part 5 Automatic pressure altitude reporting equipment and ATC transponder system integration test

- (1) The person must perform an automatic pressure altitude reporting equipment and ATC transponder system integration test after inspecting the static pressure system in accordance with clause 2.1.
- (2) The automatic pressure altitude must be measured at the output of the installed ATC transponder when interrogated on Mode C at enough test points to ensure that the altitude reporting equipment, altimeters, and ATC transponders perform their intended functions as installed in the aircraft.
- (3) The difference between the automatic reporting output and the altitude displayed at the altimeter must be not more than 125 feet.

Part 6 Record keeping of altimeter tests

- (1) The person must record the following information on the altimeter tested by the person:
 - (a) the date the altimeter was tested;
 - (b) the maximum altitude to which the altimeter was tested.
- (2) The person approving the aircraft for return to service must include the information mentioned in subclause (1) in the maintenance records for the aircraft.

Note The person must also include in the aircraft's maintenance records the information required under subsection 3.26 (2) in relation to tests performed under this Schedule. See also section 3.28 for record keeping time periods.

FOR CONSULTATION

Schedule 4 ATC transponder testing and inspection

(sections 3.23 and 3.24)

Source Appendix F to Part 43 of subchapter C of the FARs

Part 1 Preliminary

1.1 Definition

In this Schedule:

the person means the person mentioned in section 3.24 who is performing, in accordance with section 3.23, a test or inspection of an ATC transponder to determine if the ATC transponder complies with the requirements of this Schedule.

Part 2 Test procedures

2.1 General

- (1) The person must perform each test of an ATC transponder:
 - (a) using a bench check or portable test equipment; and
 - (b) in accordance with this Schedule.
- (2) If portable test equipment with coupling to the aircraft antenna system is used to perform an ATC transponder test, the person must operate the test equipment:
 - (a) if it is an air traffic control radar beacon system (*ATCRBS*) transponder — at a nominal rate of 235 interrogations per second to avoid possible ATCRBS interference; and
 - (b) if the ATC transponder is a Mode S transponder — at a nominal rate of 50 Mode S interrogations per second.
- (3) The person may allow an additional 3 dB loss to compensate for antenna coupling errors during receiver sensitivity measurements conducted in accordance with paragraph 2.3 (1) (b) when using portable test equipment.

2.1 Radio reply frequency

- (1) For all classes of ATCRBS transponders, the person must interrogate the transponder and verify that the reply frequency is 1090 ± 3 Megahertz (MHz).
- (2) For class 1B, 2B, and 3B Mode S ATC transponders, the person must interrogate the transponder and verify that the reply frequency is 1090 ± 3 MHz.
- (3) For class 1B, 2B, and 3B Mode S transponders that incorporate the optional 1090 ± 1 MHz reply frequency, the person must interrogate the transponder and verify that the reply frequency is correct.
- (4) For class 1A, 2A, 3A and 4 Mode S transponders, the person interrogate the transponder and verify that the reply frequency is 1090 ± 1 MHz.

2.2 Suppression

- (1) If the person is testing a class 1B or 2B ATCRBS transponder, or a Class 1B, 2B or 3B Mode S ATC transponder, the person must interrogate the transponder Mode 3/A at an interrogation rate between 230 and 1 000 interrogations per second.
- (2) If the person is testing a class 1A or 2A ATCRBS transponder, or a class 1B, 2A, 3A or 4 Mode S ATC transponder, the person must interrogate the transponder in Mode 3/A at an interrogation rate of between 230 and 1 200 interrogations per second.

- (3) A person testing a transponder as mentioned in subclause 2.2 (1) or (2) must verify that the transponder:
 - (a) does not respond to more than 1% of ATCRBS interrogations when the amplitude of P₂ pulse is equal to the P₁ pulse; and
 - (b) replies to at least 90% of ATCRBS interrogations when the amplitude of the P₂ pulse is 9 dB less than the P₁ pulse.
- (4) If a test of an ATC transponder is performed with a radiated test signal, the interrogation rate must be 235 ±5 interrogations per second, unless a higher rate has been approved by air traffic control for the test equipment used at that location.

2.3 Receiver sensitivity

- (1) The person must verify that:
 - (a) if an ATCRBS transponder of any class is being tested — the receiver minimum triggering level (*MTL*) of the system is -73 ±4 dbm; and
 - (b) if any class of Mode S transponder is being tested — the receiver MTL for Mode S format (P6 type) interrogations is -74 ±3 dbm by use of a test set:
 - (i) connected to the antenna end of the transmission line; or
 - (ii) connected to the antenna terminal of the transponder with a correction for transmission line loss; or
 - (iii) utilising radiated signal.
- (2) The person must verify that the difference in Mode 3/A and Mode C receiver sensitivity is not more than 1 dB for any class of ATCRBS transponder or any class of Mode S transponder.

2.4 Radio frequency peak output power

- (1) The person must test the radio frequency (*RF*) output power of the ATC transponder:
 - (a) to verify that it complies with the specifications for RF output power of the class of the transponder; and
 - (b) using a test set as described in paragraph 2.3 (1) (b).
- (2) If a class 1A or 2A ATCRBS transponder is being tested, the person must verify that the minimum RF peak output power of the transponder is at least 21.0 dbw (125 watts).
- (3) If a class 1B or 2B ATCRBS transponder is being tested, the person must verify that the minimum RF peak output power is at least 18.5 dbw (70 watts).
- (4) If any of the following kinds of transponders are being tested, the person must verify that the minimum RF peak output power is at least 21.0 dbw (125 watts):
 - (a) a class 1A, 2A, 3A, or 4 ATC transponder;
 - (b) a class 1B, 2B, and 3B Mode S ATC transponder that include the optional high RF peak output power.
- (5) If a class 1B, 2B, or 3B Mode S ATC transponder is being tested, the person must verify that the minimum RF peak output power is at least 18.5 dbw (70 watts).
- (6) The person must verify that the maximum RF peak output power of any class of ATCRBS transponder, or any class of Mode S ATC transponder is not more than 27.0 dbw (500 watts).

2.5 RF peak output power — additional requirements for Mode S ATC transponders

- (1) This clause only applies to the testing of a Mode S ATC transponder.

Mode S diversity transmission channel isolation

- (2) If the Mode S ATC transponder incorporates diversity operation, the person must verify that the RF peak output power transmitted from the selected antenna exceeds the power transmitted from the non-selected antenna by at least 20 dB.

Mode S address

- (3) The person must interrogate the Mode S ATC transponder:
 - (a) to verify that it replies only to its assigned address; and
 - (b) using the correct address and at least 2 incorrect addresses; and
 - (c) making the interrogations at a nominal rate of 50 interrogations per second.

Mode S formats

- (4) The person must interrogate the Mode S ATC transponder:
 - (a) with uplink formats (*UF*) for which it is equipped and verify that the replies are made in the correct format; and
 - (b) using the surveillance formats $UF = 4$ and 5 .
- (5) The person must verify that:
 - (a) the altitude reported in the replies to $UF = 4$ are the same as that reported in a valid ATCRBS Mode C reply; and
 - (b) the identity reported in the replies to $UF = 5$ are the same as that reported in a valid ATCRBS Mode 3/A reply.
- (6) If the transponder is so equipped, the person must use the communication formats $UF = 20, 21$ and 24 for the purposes of subclauses (4) and (5).

Mode S All-call interrogations

- (7) The person must interrogate a Mode S ATC transponder with the Mode S-only all-call format $UF = 11$, and the ATCRBS/Mode S all-call formats (1.6 microsecond P_4 pulse), and verify that the correct address and capability are reported in the replies downlink format (*DF*) $DF = 11$).

ATCRBS-only all-call interrogation

- (8) The person must interrogate a Mode S with the ATCRBS-only all-call interrogation (0.8 microsecond P_4 pulse) and the person must verify that no reply is generated.

Squitter

- (9) The person must verify that the ATC transponder generates a correct squitter approximately one per second.

Note The person must also include in the aircraft's maintenance records the information required under subsection 3.25 (2) in relation to tests performed under this Schedule. See also section 3.27 for record keeping time periods.

Schedule 5 Major modifications and major repairs

(MOS Dictionary definitions of *major modification and major repair*)

Source Appendix A to Part 43 of subchapter C of the FARs

Part 1 Major modifications

Note The modifications listed in this Part are not the only major modifications — see definition of *major modification* in the MOS Dictionary.

1.1 Airframe major modifications

Modifications of the following parts and modifications of the following kinds, when not listed in the aircraft specifications issued by CASA or the NAA of the State of Design, are airframe major modifications:

- (a) wings;
- (b) tail surfaces;
- (c) fuselage;
- (d) engine mounts;
- (e) control system;
- (f) landing gear;
- (g) hull or floats;
- (h) elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowling, fairings, and balance weights;
- (i) hydraulic and electrical actuating system of components;
- (j) rotor blades;
- (k) changes to the empty weight or empty balance which result in an increase in the maximum certificated weight or centre of gravity limits of the aircraft;
- (l) changes to the basic design of the fuel, oil, cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust systems;
- (m) changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

1.2 Powerplant major modifications

The following modifications of a powerplant when not listed in the engine specifications issued by CASA or the certifying NAA are powerplant major modifications:

- (a) conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine;
- (b) changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not approved by CASA;
- (c) installation of an accessory which is not approved for the engine;
- (d) removal of aeronautical products that are listed as required equipment on the aircraft or engine specification;
- (e) installation of structural parts other than the type of parts approved for the installation;

- (f) conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

1.3 Propeller major modifications

The following modifications of a propeller when not authorized in the propeller specifications issued by CASA or the certifying NAA are propeller major modifications:

- (a) changes in blade design;
- (b) changes in hub design;
- (c) changes in the governor or control design;
- (d) installation of a propeller governor or feathering system;
- (e) installation of propeller de-icing system;
- (f) installation of parts not approved for the propeller.

1.4 Aeronautical product major modifications

- (1) Modifications of the basic design of an aeronautical product that is not made in accordance with recommendations of the product manufacturer or in accordance with an airworthiness directive are major modifications.
- (2) Changes in the basic design of radiocommunication and navigation equipment approved under the type certification basis for the aircraft, or a Technical Standard Order that applies for the aeronautical product, that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major modifications.

1.5 Avionics major modifications

Note Avionics major modifications are not included in Appendix A to Part 43 of subchapter C of the FARs.

The following kinds of installations and changes are avionics major modifications:

- (a) installation of avionics systems that perform critical functions, other than installation of basic attitude, altitude, and airspeed instruments, or that are highly integrated with switching interfaces with other equipment and systems which, if not properly connected or assembled, may endanger the safe operation of the aircraft;
- (b) installation of flight-critical electrical/electronic equipment and systems such as electronic flight controls or the engine control system, full-authority digital electronic control (FADEC), electronic engine control (EEC), or fly-by-wire;
- (c) installation of a radiocommunication or navigation system;
- (d) a change of radiocommunication or navigation equipment that requires structural modifications;
- (e) installation of electronic flight instrument systems (EFIS) that display primary flight information to meet regulatory operating requirements;
- (f) installation of autopilots (AP), flight guidance systems, automatic flight control systems (AFCS), flight directors (FD) or stability augmentation systems;
- (g) installation of a radar system including radar altimeter;

- (h) installation of ground proximity warning systems (GPWS), terrain awareness systems (TAWS), or emergency vision assurance systems (EVAS);
- (i) installation of night vision goggle (NVG) lighting and night vision systems (NVS);
- (j) installation of cockpit voice recording (CVR) or flight data recording (FDR) systems;
- (k) installation of aircraft or engine health and usage monitoring systems;
Note Examples of these systems are Engine Condition Trend Monitoring (ECTM) and Health and Usage Monitoring Systems (HUMS).
- (l) installation of specialist mission equipment;
Note Examples of such equipment are Light Direction and Ranging systems (LiDAR), Laser Airborne Depth Sounder systems (LADS) and thermal imaging surveillance systems.
- (m) installation of passenger address (PA) systems and in-flight entertainment (IFE) systems.

Part 2 Major repairs

Note The repairs listed in this Part are not the only major repairs — see definition of *major repair* in the MOS Dictionary.

2.1 Airframe major repairs

Repairs to the following parts of an airframe and repairs of the following kinds, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs:

- (a) box beams;
- (b) monocoque or semi monocoque wings or control surfaces;
- (c) wing stringers or chord members;
- (d) spars;
- (e) spar flanges;
- (f) members of truss-type beams;
- (g) thin sheet webs of beams;
- (h) keel and chine members of boat hulls or floats;
- (i) corrugated sheet compression members which act as flange material of wings or tail surfaces;
- (j) wing main ribs and compression members;
- (k) wing or tail surface brace struts;
- (l) engine mounts;
- (m) fuselage longerons;
- (n) members of the side truss, horizontal truss, or bulkheads;
- (o) main seat support braces and brackets;
- (p) landing gear brace struts;
- (q) axles;
- (r) wheels;
- (s) skis, and ski pedestals;

- (t) parts of the control system such as control columns, pedals, shafts, brackets, or horns;
- (u) repairs involving the substitution of material;
- (v) repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction;
- (w) repair of portions of skin sheets by making additional seams;
- (x) splicing of skin sheets;
- (y) repair of 3 or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs;
- (z) repair of fabric covering involving an area greater than that required to repair two adjacent ribs;
- (za) replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces;
- (zb) repairing, including re-bottoming, of removable or integral fuel tanks and oil tanks.

2.2 Avionics major repairs

Note Avionics major repairs are not included in Appendix A to Part 43 of subchapter C of the FARs.

Repairs to, or replacement of, components of a system listed in clause 1.5 (Avionics major modifications) are avionics major repairs.

2.3 Powerplant major repairs

The following kinds of repairs are powerplant major repairs:

- (a) separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger;
- (b) separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing;
- (c) special repairs to structural engine parts by welding, plating, metalizing, or other methods.

2.4 Propeller major repairs

The following kinds of repairs to a propeller are propeller major repairs:

- (a) any repairs to or straightening of steel blades;
- (b) repairing or machining of steel hubs;
- (c) shortening of blades;
- (d) re-tipping of wood propellers;
- (e) replacement of outer laminations on fixed pitch wood propellers;
- (f) repairing elongated bolt holes in the hub of fixed pitch wood propellers;
- (g) inlay work on wood blades;
- (h) repairs to composition blades;
- (i) replacement of tip fabric;
- (j) replacement of plastic covering;
- (k) repair of propeller governors;
- (l) overhaul of controllable pitch propellers;

- (m) repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminium blades;
- (n) repair or replacement of internal elements of blades.

2.5 Aeronautical product major repairs

Repairs of the following kinds to aeronautical products are aeronautical product major repairs:

- (a) calibration and repair of instruments;
- (b) calibration of radio equipment;
- (c) rewinding the field coil of an electrical accessory;
- (d) complete disassembly of complex hydraulic power valves;
- (e) overhaul of pressure type carburettors, and pressure type fuel, oil and hydraulic pumps.

FOR CONSULTATION

Schedule 6 Preventive maintenance and pilot maintenance

(MOS Dictionary definitions of *preventive maintenance* and *pilot maintenance tasks*)

Source Appendix A to Part 43 of subchapter C of the FARs

Part 1 Preventive maintenance

Note The tasks listed in this Part are not the only preventive maintenance — see definition of *preventive maintenance* in the MOS Dictionary.

The following tasks are preventive maintenance, provided the task does not involve complex assembly operations:

- (a) removal, installation, and repair of landing gear tires and tubes;
- (b) replacing elastic shock absorber cords on landing gear;
- (c) servicing landing gear shock struts by adding oil, air, or both;
- (d) servicing landing gear wheel bearings, such as cleaning and greasing;
- (e) replacing defective safety wiring or cotter keys;
- (f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;
- (g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturer's instructions) not requiring load tape repair or replacement;
- (h) replenishing hydraulic fluid in the hydraulic reservoir;
- (i) refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;
- (j) applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited;
- (k) making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow;
- (l) replacing side windows in an unpressurised aircraft where that work does not interfere with the structure or any operating system such as controls and electrical equipment;
- (m) replacing safety belts and harnesses;
- (n) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;
- (o) trouble shooting and repairing broken circuits in landing light wiring circuits;
- (p) replacing bulbs, reflectors, and lenses of position and landing lights;
- (q) replacing wheels and skis where no weight and balance computation is involved;
- (r) replacing any cowling not requiring removal of the propeller or disconnection of flight controls;
- (s) replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (t) replacing any hose connection except hydraulic connections;

- (u) replacing prefabricated fuel lines;
- (v) cleaning or replacing fuel and oil strainers or filter elements;
- (w) replacing and servicing batteries;
- (x) replacing or adjusting non-structural standard fasteners;
- (y) the installations of anti-misfuelling devices to reduce the diameter of fuel tank filler openings provided:
 - (i) the device is included in the type certificate data sheet for the aircraft; and
 - (ii) the aircraft manufacturer has provided instructions for installation of the device; and
 - (iii) installation does not involve the disassembly of the existing tank filler opening;
- (z) removing, checking, and replacing magnetic chip detectors;
- (za) inspection and maintenance tasks to be carried out in relation to a primary or intermediate category aircraft that are prescribed in any special inspection and preventive maintenance program approved as part of the aircraft's type design or supplemental type design, provided:
 - (i) they are performed by a person who is the registered operator of the aircraft and holds a pilot licence under which the person may fly the aircraft; and
 - (ii) the inspections and maintenance tasks are performed in accordance with instructions contained by the special inspection and preventive maintenance program approved as part of the aircraft's type design or supplemental type design;
- (zb) removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME));
- (zc) performing an operational ground check or flight check of each device mentioned in paragraph (zb) that is installed on the aircraft.

Note These devices are designed to be readily and repeatedly removed and replaced, and instructions for their removal and replacement are provided by the manufacturer of the aircraft in the Instructions for Continuing Airworthiness.
- (zd) removing and replacing optional dual controls in an aircraft without the use of any tools for the purpose of transitioning the aircraft from single to dual, or dual to single, pilot operation;
- (ze) carrying out of an inspection under section 3.12 of a flight control system that has been assembled, adjusted, repaired, modified or replaced;
- (zf) changing and replenishing engine oil;
- (zg) performing inspections or checks mentioned in any of the following documents if the document states that the maintenance may be carried out by the pilot of the aircraft and the maintenance does not require the use of any tools or equipment:
 - (i) the instructions for continuing airworthiness issued by the aircraft manufacturer;
 - (ii) the aircraft's flight manual or an equivalent document;

- (iii) if there is a foreign type certificate for the aircraft, any instructions issued by the NAA that issued the foreign type certificate, and if there is a type certificate for the aircraft, any instructions issued by CASA;
- (zh) removal or refitting of a door, only if:
 - (i) no disassembly of the primary structure or operating system of the aircraft is involved; and
 - (ii) if the aircraft is to be operated with the door removed — the aircraft has a flight manual that indicates that the aircraft may be operated with the door removed.

Part 2 Pilot maintenance

The following maintenance tasks are pilot maintenance tasks that may be performed by a pilot in accordance with subsection 4.06 (2):

- (a) turbine engine compressor wash/rinse;
- (b) PWC PT6 compressor turbine wash;
- (c) Bell 206 series weekly inspection;
- (d) Robinson R22 and R44 50-hour inspections;
- (e) removal and installation of role equipment;
- (f) replenish oxygen inoxygen systems;
- (g) replace windshield wiper blades;
- (h) wipline float 25/50-hour inspection;
- (i) fire extinguisher reweigh;
- (j) ELT self-test;
- (k) any other maintenance task approved by CASA.

Schedule 7 Weighing of aircraft

(MOS Dictionary definitions of *required information about empty weight of the aircraft* and *aircraft loading system*)

Part 1 Weight and balance

1.1 Initial weighing

- (1) The registered operator of an aircraft must have the aircraft weighed to determine its empty weight and the position of the centre of gravity of the aircraft at its empty weight if:
 - (a) the manufacturer of the aircraft has not provided weight and balance information for the aircraft which takes into account any customer-specified equipment installed on the aircraft; or
 - (b) a weighing report has not been issued for the aircraft by:
 - (i) a person who holds an airworthiness authority issued under paragraph 33B (1) (e) of CAR; or
 - (ii) an aircraft maintenance technician who holds an AMTC1 under which the holder may weigh the aircraft and determine the centre of gravity of the aircraft.
- (2) If subsection (1) applies, the weighing of the aircraft must be carried out in accordance with this Schedule, and a weighing report prepared, by:
 - (a) a B1 LAME who has:
 - (i) previously carried out an aircraft weighing procedure; or
 - (ii) satisfactorily completed an aircraft weighing procedure under supervision of a person permitted under CAR or CASR to perform an aircraft weighing procedure; or
 - (b) an aircraft maintenance technician who holds an AMTC1 under which the holder may weigh the aircraft and determine the centre of gravity of the aircraft; or
 - (c) a Part 145 organisation.
- (3) The registered operator must provide the weighing report to CASA before a certificate of airworthiness may be issued for the aircraft.
- (4) In paragraph (1) (a):

customer-specified equipment means any navigation, communication or emergency or survival equipment installed on the aircraft that was installed after the manufacture of the aircraft.

1.2 Weighing of large aircraft

The registered operator of a large aircraft must ensure that the aircraft is:

- (a) only weighed by any of the following, in accordance with the requirements of this Schedule:
 - (i) a Part 145 organisation that has an approval rating covering the aircraft;
 - (ii) a person who holds an AMTC1 under which the holder may weigh of the aircraft; and
- (b) is reweighed every 3 years after it was first weighed.

1.3 Weighing procedure

- (1) The empty weight and empty weight centre of gravity must be determined from the results of 2 consecutive and independent weighings using scales calibrated and operated in accordance with clause 1.4.
- (2) The load must be completely removed from the scales between each weighing.
- (3) If the difference between the 2 weighings exceeds 0.2% of the mean weight or 10 kg, whichever is the greater, further weighings must be performed until the results of 2 consecutive and independent weighings agree within that tolerance.
- (4) If the manufacturer's maintenance instructions issued by the aircraft manufacturer contains weighing procedures for the aircraft, those maintenance procedures must be followed.
- (5) If the manufacturer's maintenance instructions issued by the aircraft manufacturer do not contain procedures for the weighing of the aircraft, the weighing procedures mentioned in FAA Advisory Circular No. 43.13-1B *Acceptable methods, techniques, and practices — aircraft inspection and repair*, as it exists from time to time, must be followed.

Note 1 As at the commencement of this MOS, FAA AC 43.13-1B was available from the FAA website at: https://www.faa.gov/regulations_policies/advisory_circulars.

Note 2 Weighing procedures may vary with the aircraft and the type of weighing equipment employed.

1.5 Scales — calibration and operation

- (1) Scales must have a current calibration in accordance with the calibration recommended in the scale manufacturer's instructions.
- (2) Before weighing begins, zero the scales in accordance with the scale manufacturer's instructions.
- (3) The scales must be operated in accordance with the scale manufacturer's instructions.
- (4) In this clause:
scale manufacturer's instructions means written instructions for the operation of the scales, as the instructions exist from time to time.

Part 2 Aircraft loading system

- (1) Subject to subclause (3), the registered operator of an aircraft must ensure that a loading system is:
 - (a) prepared for the aircraft; and
 - (b) documented or placarded in accordance with this Part.
- (2) A documented loading system that is prepared must be included in a flight manual supplement or other document kept by the registered operator.
Note For example, a computer printout of a loading system in tabular or graphic form.
- (3) A documented loading system need not be prepared for an aircraft with a maximum take-off weight (*MTOW*) of 5 700 kg or less if:
 - (a) the person carrying out the weighing of the aircraft determines that the aircraft cannot be loaded in a way that would result in its weight and centre of gravity being outside the approved range; and

- (b) the registered operator ensures that the compartment and seating limitations for the aircraft are:
 - (i) placarded in accordance with subclause (4); and
 - (ii) observed.

Note The compartment and seating limitations for an aircraft are mentioned in the aircraft's flight manual.

- (4) If the aircraft has a MTOW of 5 700 kg or less, the loading system for the aircraft maybe set out in placards in the aircraft instead of being documented, provided that:
 - (a) the information relating to the loading system can be easily placarded; and
 - (b) placards are placed in each compartment of the aircraft; and
 - (c) at least 1 placard is placed in the cockpit so that it is clearly visible to the pilot; and
 - (d) the other placards are placed so that they are clearly visible to any person who may be placing cargo in the compartment.

Note The person weighing the aircraft would provide the registered operator with instructions for placards, or a documented loading system.

- (5) A loading system for an aircraft must state the aircraft's loading data using the metric system of measurement.
- (6) However, if the aircraft's flight manual sets out the weight and balance information, and allowable centre of gravity range in the imperial system of measurement, the loading data may be stated using that system of measurement.
- (7) In subclause (3):

approved range means forward, rearwards and lateral limits of an aircraft that are mentioned in the type certificate data sheet for the aircraft.

Dictionary

(subsection 1.04 (1))

Note A number of terms used in this MOS are defined in the CASR Dictionary, including: *aircraft engineer licence, aircraft maintenance technician certificate, airworthiness directive, certificate of airworthiness, experimental certificate, FARs, flight training, glider, inspection authorisation, kind, of an aircraft, light sport aircraft, limited category aircraft, major defect, Part 145 organisation, production certificate, registered operator, special flight permit, supplemental type certificate, time-in-service, type acceptance certificate, type certificate, type design, type certificated and type certificate data sheet.*

Part 1 Definitions

accepted methods, techniques or practices means maintenance methods, techniques or practices set out in any of the following;

- (a) manufacturer's maintenance instructions;
- (b) a service bulletin or service instruction issued by the manufacturer of the aircraft or aeronautical product, as it exists from time to time;
- (c) an advisory circular, bulletin or airworthiness directive issued by CASA, as it exists from time to time

administering authority, for a limited category aircraft, has the meaning given by regulation 132.010 of CASR.

aircraft loading system means the loading system prepared for an aircraft in accordance with Part 2 of Schedule 7.

aircraft maintenance technician means an individual who holds an aircraft maintenance technician certificate that is in force.

aircraft manufacturer's recommended inspection schedule — see section 4.18.

aircraft system means an aircraft system specified in column 1 of Table 1 of the Part 66 MOS.

AMTC means an aircraft maintenance technician certificate.

AMTC1 means a class 1 aircraft maintenance technician certificate.

AMTC2 means a class 2 aircraft maintenance technician certificate.

AMTC3 means a class 3 aircraft maintenance technician certificate.

AMTC4 means a class 4 aircraft maintenance technician certificate.

AMTC5 means a class 5 aircraft maintenance technician certificate.

annual inspection, for an aircraft, means an inspection of the aircraft to determine if it is airworthy that is performed:

- (a) annually, in accordance with section 3.16; and
- (b) in accordance with the requirements of section 4.18 for annual inspections.

approval certificate has the meaning given by regulation 145.010 of CASR.

approved means approved in writing.

approved inspection program means a program for inspections of an aircraft, as the program exists from time to time, that:

- (a) is in writing; and
- (b) for which the registered operator of the aircraft holds an approval under regulation 43.015 of CASR.

avionics system has the meaning given by paragraph 66.5 (b) of the Part 66 MOS.

B1 LAME means a *category B1 licence holder* as defined in regulation 66.010 of CASR.

B2 LAME means a *category B2 licence holder* as defined in regulation 66.010 of CASR.

CAANZ inspection authorisation means a certificate of inspection authorisation issued by the Civil Aviation Authority of New Zealand (**CAANZ**) under Subpart E of Part 66 of the CAANZ Civil Aviation Rules, as in force from time to time.

CAR 31 licence means an aircraft maintenance engineer licence issued under previous regulation 31 of CAR.

CASA Basics examinations FF and GC means:

- (a) the specific group subject examination “Power fluid systems” with the code “FF” that is mentioned in Table 1 — Examinations for category airframes, of instrument number CASA 202/14, *Specification — examinations for aircraft maintenance engineer licence category airframes*, as it is in force at the time this instrument commences; and
- (b) the core subject examination “Propellers” with the code “GC” that is mentioned in Table 1 — Examinations for category engines, of instrument number CASA 203/14, *Specification — examinations for aircraft maintenance engineer licence category engines*, as it is in force at the time this instrument commences.

CASA Basics examination FF means the core subject examination “Power fluid systems” mentioned in Table 1 — Examinations for category engines, of instrument number CASA 203/14, *Specification — examinations for aircraft maintenance engineer licence category engines*, as it is in force at the time this instrument commences.

CASA Basics examinations GA and GB means the following core subject examinations mentioned in Table 1 — Examinations for category engines, of instrument number CASA 203/14, *Specification — examinations for aircraft maintenance engineer licence category engines*, as it is in force at the time this instrument commences:

- (a) “Piston engine theory and construction” with the code “GA”;
- (b) “Piston engine systems” with the code “GB”.

CASA Basics examinations GG and GH means the following core subject examinations mentioned in Table 1 — Examinations for category engines, of instrument number CASA 203/14, *Specification — examinations for aircraft maintenance engineer licence category engines*, as it is in force at the time this instrument commences:

- (a) “Gas turbine engine theory and construction” with the code “GG”;
- (b) “Gas turbine engine systems” with the code “GH”.

category B1 licence has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

category B2 licence has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

certifying for maintenance means making a certification in the maintenance records for an aircraft indicating that specified maintenance carried out on the aircraft, or aeronautical product for the aircraft, complies with:

- (a) the manufacturer's maintenance instructions for the maintenance; and
- (b) any applicable airworthiness directive.

competency units MEA 308 means the competency units MEA 308 (Remove and install rotary wing rotor and flight control system components) mentioned in Appendix IV to the Part 66 MOS.

complex assembly operations means multiple interdependent operations which, if not properly carried out, may adversely affect the safe operation of the aircraft.

condition inspection, for an LSA or experimental aircraft, means an inspection of the aircraft to determine if it is airworthy that:

- (a) is performed annually or at 100-hour intervals; and
- (b) if it is performed annually, is performed in accordance with section 3.16; and
- (c) if it is performed at 100-hour intervals, is performed in accordance with section 3.17; and
- (d) is performed in accordance with:
 - (i) the version of the aircraft manufacturer's inspection schedule that applies to the aircraft under section 4.18; or
 - (ii) if no manufacturer's inspection procedures exist — using a checklist based on Schedule 1 that ensures the inspection is conducted in accordance with each item of the schedule that applies to the particular aircraft and an annual inspection.

Note For when an aircraft is airworthy — see item 2 of Part 2 of the MOS Dictionary.

deferrable defect means a defect of which the rectification is permitted to be deferred under subregulation 42.360 (3) of CASR.

E3 exclusion means an E3 (Excluding powerplant systems) aircraft system exclusion under the Part 66 MOS.

electrical system has the meaning given by paragraph 66.5 (b) of the Part 66 MOS.

essentially similar aircraft means an aircraft that is of the same type (rotorcraft or aeroplane), and that was constructed using the same method (wood, composite, fabric-covered, steel tube or all-metal).

experimental light sport aircraft or experimental LSA means aircraft for which an experimental certificate has been issued for a purpose mentioned in paragraph 21.191 (j) or (k) of CASR.

FAA inspection authorisation means an inspection authorisation mentioned in FARs section 65.91 that was issued by the FAA.

flight training has the meaning given by regulation 61.010 of CASR.

IA means inspection authorisation.

inspection data means the criteria, including the fits, limits and wear tolerances, that apply for the inspection to be performed that:

- (a) for an annual inspection — are specified in the instructions for continuing airworthiness for the aircraft, aircraft engine or propeller, or other aeronautical product being inspected; and

- (b) for an inspection required by an airworthiness directive — may be specified in the instructions for continuing airworthiness for the aircraft or the airworthiness directive.

instructions for continuing airworthiness has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

large aircraft has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

licence means an aircraft engineer licence.

life limit, for an aeronautical product, means any replacement limit, specified as an amount of use, or an age, for the aeronautical product that is:

- (a) specified in any of the following for the aircraft or aeronautical product on or in which the aeronautical product is installed, or for the aeronautical product itself:
- (i) the type design;
 - (ii) instructions for continuing airworthiness;
 - (iii) an “Airworthiness Limitations” section of the manufacturer’s maintenance instructions issued by the aircraft manufacturer; or
- (b) specified in an airworthiness directive; or
- (c) if installed on a limited category aircraft — a time limit specified in data approved by the organisation responsible for administering the aircraft.

Note Life limit may be expressed in a number of ways, including the amount of operating time, the number of operating cycles or a calendar period.

life-limited aeronautical product means an aeronautical product:

- (a) for which there is a life limit; or
- (b) that CASA has instructed be retired or removed from an aircraft within a particular period.

Note For example, an aircraft engine or aircraft propeller.

LSA means light sport aircraft.

maintenance records, for an aircraft, means the records relating to maintenance of the aircraft or an aeronautical product for the aircraft that this MOS requires the registered operator to keep.

major modification means a modification, including any major modification mentioned in Part 1 of Schedule 5, that:

- (a) is not listed in the type certificate or foreign type certificate for the aircraft, aircraft engine or aircraft propeller; and
- (b) either:
- (i) might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics or other qualities affecting the airworthiness of the aircraft; or
 - (ii) is not done according to accepted industry practices or cannot be done by everyday maintenance practices.

For this definition:

accepted industry practices means maintenance practices taught as part of a LAME’s training or set out in manufacturer’s maintenance instructions for the modification, that would not endanger the safe operation of the aircraft.

Note This definition is based on the definition of **major alteration** in FARs section 1.1. For a non-exhaustive list of major modifications — see Schedule 5. The definition of **accepted industry practices** has been added for clarity.

major repair means a repair or replacement, including any major repair or replacement mentioned in Part 2 of Schedule 5, that:

- (a) if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics or other qualities affecting the airworthiness of the aircraft; or
- (b) is not done according to accepted repair practices or cannot be done by elementary operations.

For this definition:

accepted repair practices means repair practices taught as part of a LAME's training or set out in manufacturer's maintenance instructions for the repair or replacement, that would not endanger the safe operation of the aircraft.

Note This definition is based on the definition of **major repair** in FARs section 1.1. The definition of **accepted industry practice** has been added for clarity.

manufacturer's maintenance instructions means, unless otherwise specified, the maintenance manual, or other document, as it exists from time to time, that:

- (a) for the maintenance of an aircraft — is issued by the manufacturer of the aircraft; and
- (b) for the maintenance of an aeronautical product — is issued by the manufacturer of the aeronautical product; and
- (c) sets out instructions for the maintenance task concerned.

Note 1 Manufacturer's maintenance instructions include instructions for continuing airworthiness that are issued by the manufacturer of the aircraft or aeronautical product, but do not include supplementary instructions that may be issued in service bulletins or similar documents.

Note 2 This definition is based upon paragraph 65.81 (b) of the FARs.

mechanical system means an aircraft system designated as mechanical in Table 1 of the Part 66 MOS.

minor repair means a repair that is not a major repair.

MOS Dictionary means this Dictionary.

operational check flight means a flight that:

- (a) is conducted to determine if, after maintenance has been carried out on the aircraft, the flight characteristics of the aircraft are satisfactory; and
- (b) is made by a person who holds a pilot licence under which the person may fly the aircraft as pilot in command; and
- (c) carries only required crew members.

Part 43 aircraft has the meaning given by subregulation 43.005 (1) of CASR.

Part 43 maintenance services means the following:

- (a) carrying out maintenance on an aircraft or aeronautical product for an aircraft;
- (b) certifying for maintenance carried out on an aircraft;
- (c) performing inspections of and approving for return to service an aircraft or an aeronautical product for an aircraft.

Note 1 Part 43 of CASR must apply to the aircraft — see section 1.03 and subsection 1.04 (3).

Note 2 **Carrying out maintenance** includes the supervising of maintenance — see item 1 of Part 2 of the MOS Dictionary. See also items 2 and 3 regarding carrying out maintenance on an aircraft or an aeronautical product for an aircraft.

Note 3 **Maintenance** is defined in section 3 of the Act as meaning any task required to ensure, or that could affect, the continuing airworthiness of an aircraft or aeronautical product, including any one or combination of overhaul, repair, inspection, replacement of an aeronautical product, modification or defect rectification.

Part 66 MOS means the *Part 66 Manual of Standards*, as in force from time to time.

pilot licence has the meaning given by regulation 61.010 of CASR.

pilot maintenance task means a task mentioned in Part 2 of Schedule 6.

preventive maintenance means any of the following:

- (a) a simple or minor preservation operation;
- (b) the replacement of small standard parts not involving complex assembly operations;
- (c) each maintenance task mentioned in Part 1 of Schedule 6 that does not involve complex assembly operations.

Note This definition is based upon the definition of **preventive maintenance** in section 1.1 of the FARs.

progressive inspection means an annual inspection of an aircraft that is performed in stages in accordance with Schedule 2 and complies with the requirements of section 4.17 for progressive inspections.

Note A stage of a progressive inspection is also known as a “section” of a progressive inspection.

rating has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

rebuilt, for an aircraft, airframe, aircraft engine, aircraft propeller or other aeronautical product, means:

- (a) being completely disassembled, cleaned, inspected, repaired as necessary, reassembled, tested, and approved by the manufacturer in the same way and to the same tolerances and limits as a new item of the same kind with either new or used parts; and
- (b) if rebuilt with used parts — having the used parts conform to the production drawing tolerances and limits for new parts or be of oversized or undersized dimensions approved by the manufacturer for a new item of the same kind.

relevant data, for the maintenance of an aircraft or aeronautical product, means:

- (a) technical data approved by CASA, an authorised person or an approved design organisation under regulation 21.009 of CASR; or
- (b) the requirements, specifications or instructions set out in a design for the modification of, or repair to, an aircraft or aeronautical product that is taken to be approved under regulation 21.470 of CASR or that is approved in accordance with regulation 21.475 of CASR; or
- (c) any technical data, or other data relating to maintenance of aircraft, that was produced for the purpose of an authorisation obtained under Part 21 of CASR; or

Note For example, technical data or other data in ICAs issued by the manufacturer of the aircraft or aeronautical product.

- (d) any other requirements, specifications or instructions set out in an advisory circular issued by CASA, as the advisory circular exists from time to time.

required information about empty weight of the aircraft means, for an aircraft:

- (a) the empty weight of the aircraft, determined in accordance with Schedule 7; and
- (b) the position of the centre of gravity of the aircraft at the empty weight of the aircraft, determined in accordance with Schedule 7.

safety directive, for an LSA, means a directive (however described) issued in writing by the manufacturer of the LSA for the correction of an unsafe condition that exists in the aircraft or an aeronautical product for the aircraft.

safetying means the application of lock washers, cotter pins, jamb nuts, lockwire, circlips, pulley keepers, witness holes or other such devices to prevent a connector or fastener being improperly assembled or coming loose while in service.

simple, in relation to a patch, repair or minor preservation operation, means a task that is designated in manufacturer's ICAs as a simple function, or that can be accomplished without the need for specialised equipment or training.

small aircraft has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

structural system means an aircraft system designated as structural in Table 1 of the Part 66 MOS.

subcategory maintenance means the maintenance mentioned in the Part 66 MOS for the subcategory with which the licence is endorsed.

supervising has the meaning given by Part 3 of the CASR Dictionary for Part 42 and other specified Parts of CASR.

technical data has the meaning given by regulation 21.008 of CASR.

type rating has the same meaning as in the Part 66 MOS.

under the supervision has the same meaning as **supervising** in relation to the supervisor.

WHR aircraft means an aircraft that is:

- (a) either:
 - (i) manufactured in accordance with the requirements of, and accepted for use by, an armed force of any country; or
Note Such an aircraft is commonly known as a warbird.
 - (ii) an historic or replica aircraft that CASA or an authorised person is satisfied meets the airworthiness requirements for the issue of a standard certificate of airworthiness (except any requirements that are inappropriate for the special purpose for which the aircraft is to be used); and
- (b) issued with:
 - (i) a special certificate of airworthiness for a limited category aircraft under regulation 21.189 of CASR; or
 - (ii) an experimental certificate for a purpose mentioned in paragraph 21.191 (d) or (e) of CASR.

100-hour inspection, for an aircraft, means an inspection of an aircraft to determine if it is airworthy that is performed:

- (a) in accordance with section 4.18; and
- (b) in accordance with the requirements mentioned in section 3.16 for 100-hour inspections.

Part 2 Interpretation of certain expressions not defined in Part 1

- 1 The term ***carry out maintenance*** includes the supervising of maintenance and the carrying out of the physical tasks of maintenance.

Note The term ***maintenance*** is defined broadly in the Act and includes preventive maintenance within the meaning of Part 43 of the FARs. Therefore, unless otherwise specified, any reference to “maintenance” in this MOS includes preventive maintenance.

- 2 The meaning of ***carrying out maintenance on an aircraft*** in Part 3 of the CASR Dictionary applies to a reference in this MOS to carrying out maintenance on an aircraft.
 - 3 The meaning of ***carrying out maintenance on an aeronautical product*** in Part 3 of the CASR Dictionary applies to a reference to carrying out maintenance on an aeronautical product for an aircraft.
 - 4 An aircraft is ***airworthy*** if it is in a condition for safe operation and, if it is a type certificated aircraft, conforms with its approved design.
 - 5 A reference to a subject module of a specified number is a reference to the module with that number that is mentioned in Part 3 of Appendix I to the Part 66 MOS.
 - 6 A reference to the modification of, or repair to, an aircraft, aircraft engine or aircraft propeller includes a reference to the modification of, or repair to, an aeronautical product for the aircraft, aircraft engine or aircraft propeller.
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