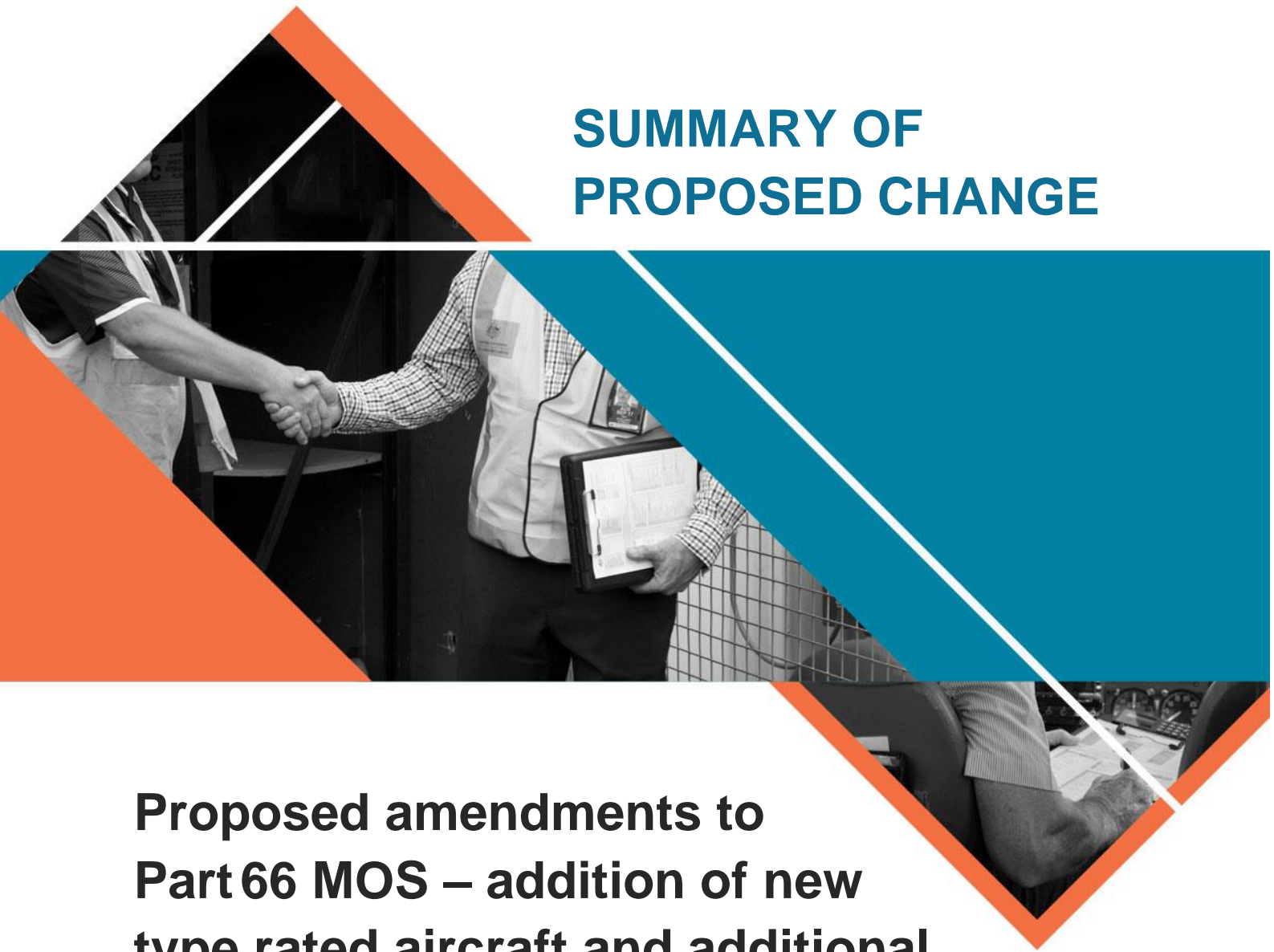




SUMMARY OF PROPOSED CHANGE



Proposed amendments to Part 66 MOS – addition of new type rated aircraft and additional miscellaneous amendments

Part 66 Manual of Standards Amendment Instrument 2021 (No. 2).

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PROPOSED AMENDMENTS TO PART 66 MOS –
ADDITION OF NEW TYPE RATED AIRCRAFT AND
ADDITIONAL MISCELLANEOUS AMENDMENTS

Introduction

Part 66 of the *Civil Aviation Safety Regulations 1998 (CASR)* sets out the requirements for, the application for, the granting of, and the appropriate use of aircraft maintenance engineer licences and ratings. Part 66 was first introduced in June 2011 as part of the regulatory reform program and transitioned the aircraft maintenance licensing requirements from the *Civil Aviation Regulations 1988 (CAR)* to the CASR. The Part 66 licensing system adopted A, B1, B2 and C licence categories and aircraft type ratings in line with the European Aviation Safety Agency (EASA) system.

The detailed standards for the issue of aircraft engineer licences, ratings, other requirements (including training requirements) and privileges associated with the licence, are included in the Part 66 Manual of Standards (MOS); an essential part of Part 66 suite of legislation.

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Reference material

Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

Acronym	Description
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
MOS	Manual of Standards
MTO	Maintenance Training Organisation

References

Regulations

Regulations are available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Document	Title
Part 66 of CASR	Continuing airworthiness—aircraft engineer licences and ratings
Part 66 MOS	Part 66 Manual of Standards

Purpose and scope of the proposed amendments

This summary of proposed change (SPC) provides details of amendments that CASA is proposing to make to the Part 66 Manual of Standards (MOS).

The *Part 66 Manual of Standards Amendment Instrument 2021 (No.2)* makes the following miscellaneous amendments and minor editorial changes:

- Minor editorial change to paragraph (a) of section 66.A.25 - Basic knowledge and competency requirements, to clarify that the requirements referred to in this section of the MOS, are 'basic knowledge and competency' requirements.
- Amendments to section 66.A.25 - Basic knowledge and competency requirements, which includes the addition of new paragraphs (da) and (db):
 - to clarify the basic knowledge requirements for a person (an **applicant**) who is applying for a Category C
 - to clarify the basic knowledge requirements for a person (an **applicant**) who applies to add a Category C licence to their existing Category B1 or B2 licence
 - to clarify the basic knowledge requirements for a person (an **applicant** who holds an academic degree, who is applying for a Category C licence.
- Minor editorial change to subparagraph (e) 2. (including removal of the Note) of section 66.A.25 - Basic knowledge and competency requirements, to clarify the two training pathways (i.e., the MTO pathway and self-study pathway) that can be used to gain the basic knowledge requirements for a licence.
- Minor editorial change to paragraph (h) of section 66.A.25 - Basic knowledge and competency requirements, to clarify that the requirements referred to in this paragraph are 'basic knowledge' requirements.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – CESSNA AIRCRAFT Company, in Appendix IX, Table 1.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – CESSNA AIRCRAFT Company, in Appendix IX, Table 2, Part 1.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – AGUSTA WESTLAND, in Appendix IX, Table 2, Part 2.
- Amendment that adds a new type certificate (TC) holder – ERICKSON INCORPORATED, DBA Erickson Air-Crane, and a new aircraft type, to the list of TC holders and their aircraft type ratings currently listed in Appendix IX, Table 2, Part 2.
- Amendment that adds a new type certificate (TC) holder – ERICKSON INCORPORATED, DBA Erickson Air-Crane, and a new aircraft type, to the list of TC holders and their aircraft type ratings currently listed in Appendix IX, Table 5.

Section 66.A.25 amendments

Section 66.A.25 of the Part 66 MOS sets out the basic knowledge and competency requirements that must be met by a person who applies for a category or subcategory of licence, or for a person who applies for the addition of a category or subcategory to an existing licence.

This amendment instrument updates section 66.A.25 – Basic knowledge and competency requirements, to clarify the basic knowledge requirements for grant of a Category C licence, to a person (an applicant) who:

- holds an existing B1 or B2 licence
or
- does not hold an existing B1 or B2 licence
or
- holds an academic degree mentioned in subparagraph 66.A.25 (h)1.

Note: The basic knowledge requirements for a Category C licence are the same as that for a Category B1 or B2 licence.

This clarification will prevent a person who applies for a Category C licence (who currently holds an existing B1 or B2 licence, or who holds an academic degree qualification referred to under subparagraph (h)1.) from having to be re-examined on basic knowledge (basic module exams) they have already satisfied via issue of their B1 or B2 licence, or by completion of their technical degree.

Appendix IX amendments

Appendix IX of the MOS specifies the aircraft types and type rating endorsements for various categories of aircraft engineer licences, that CASA has designated as requiring specific type training by aircraft engineers. This amendment instrument updates, at the request of individual aircraft operators and maintainers, the list of aircraft type ratings and rating endorsements in Appendix IX by the addition, variation and substitution of items. The commencement of operations of those aircraft concerned is currently pending and therefore addition of these new aircraft types to the lists in Appendix IX are required.

Miscellaneous and editorial amendments

Periodically and throughout each calendar year miscellaneous and editorial Part 66 MOS amendments may be required. They will not substantially alter existing regulatory arrangements.

Previous consultations

The amendments of the *Part 66 Manual of Standards Amendment Instrument 2021 (No.2)* that propose to add new aircraft type certificate (TC) holders and new aircraft type ratings are being made at the request of individual aircraft operators and maintainers, who will shortly commence operations and maintenance of those aircraft being added to the Part 66 MOS. The amendments that will add new aircraft type ratings, were consulted with the Part 66 Technical Working Group (TWG) at their most recent meeting held on 16 September 2021. No feedback to these proposed amendments were received by CASA.

As is often the case through the course of drafting of any Part 66 Manual of Standards Amendment Instrument, CASA's Legal, International and Regulatory Affairs (LIRA), Advisory and Drafting section, often use this drafting opportunity to make other minor editorial adjustments/corrections to existing provisions. For these types of editorial changes, which do not substantially alter existing regulatory arrangements, they are captured for consultation during the public consultation period that is required under legislation for any amendment made to a Manual of Standards. As such, these additional editorial amendments were not previously consulted with the Part 66 TWG.

Impact on industry

The proposed amendments listed in Schedule 1 of the *Part 66 Manual of Standards Amendment Instrument 2021 (No.2)*, that are editorial in nature, will have no negative or positive impact on industry.

For those amendments that add new aircraft type ratings to the lists of type rated aircraft under Appendix IX of the Part 66 MOS, they are being made at the request of individual aircraft operators and maintainers, who will shortly commence operations of those aircraft concerned. These amendments therefore have no positive or negative effect on industry generally and will only affect those individual operators and maintainers who will operate and maintain them.

It should be noted that for aircraft that CASA has designated in the Part 66 MOS as requiring a type rating, specific aircraft type training is required by aircraft engineers prior to them being able to certify for maintenance performed on these aircraft. Therefore, these amendments are considered to have a positive effect on industry and those affected parties, in that they require individuals (who will maintain and certify maintenance performed on these aircraft) to undertake aircraft specific—type training, which in turn will only enhance aviation safety.

Safety risk analysis

No safety risk assessment is required for these miscellaneous and editorial amendments, which do not substantially alter existing regulatory arrangements. The amendments that add new aircraft type ratings to the lists of type rated aircraft in Appendix IX of the Part 66 MOS, are expected to only effect those individual operators and maintainers who will operate and maintain these new aircraft. These amendments are considered to have a positive effect on industry and those affected parties, in that they require individuals (who will maintain and certify maintenance performed on these aircraft) to undertake aircraft specific—type training, which in turn will only enhance aviation safety.

Regulation impact statement

A Regulation Impact Statement (RIS) is not required because these amendments are covered by a standing agreement between CASA and OBPR under which a RIS is not required for amendments of a MOS that are of a minor or machinery nature (OBPR id: 14507) or the addition of aircraft types to the Part 66 MOS (OBPR id: 20488).

Closing date for comment

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on the draft Part 66 Manual of Standards Amendment Instrument 2021 (No. 2) should be submitted through the online response form by close of business 17 November 2021.