



# SUMMARY OF PROPOSED CHANGE



## Proposed amendments to Part 66 MOS – addition of new aircraft type ratings

Part 66 Manual of Standards Amendment Instrument 2023 (No. X)

<b>Date</b>	April 2023
<b>Project number</b>	MS 16/05
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## 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.

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).

The Part 66 MOS includes the aircraft types and type rating endorsements that CASA has designated as requiring specific type training. This proposed amendment is to update the type rated aircraft types and type rating endorsements to support planned operations of the associated aircraft types.

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## Reference material

### Acronyms

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

Acronym	Description
CASA	Civil Aviation Safety Authority
MOS	Manual of Standards
OBPR	Office of Best Practice Regulation
RIS	Regulatory Impact Statement
SPC	Summary of Proposed Change document
TC	Type Certificate Holder
TWG	Technical working group

### References

#### Legislation

Legislation is 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 MOS to update the type rated aircraft types and type rating endorsements.

The *Part 66 Manual of Standards Amendment Instrument 2023 (No. X)* makes the following amendments:

- Amendment that adds a new type certificate (TC) holder – AIRBUS CANADA LIMITED PARTNERSHIP, and new aircraft types, to the list of TC holders and their aircraft type ratings currently listed 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 1.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – EMBRAER, in Appendix IX, Table 1.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – GULFSTREAM AEROSPACE LP (GALP), c/o Israel Aircraft Industries, in Appendix IX, Table 1.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – AIRBUS HELICOPTERS DEUTSCHLAND GmbH, in Appendix IX, Table 2, Part 2.
- Amendment to update the aircraft type rating information currently listed for type certificate (TC) holder – AIRBUS HELICOPTERS DEUTSCHLAND GmbH, in Appendix IX, Table 5.

## 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. This amendment instrument updates the list of aircraft type ratings and rating endorsements in Appendix IX by the addition, variation and substitution of items. The amendments were initiated at the request of aircraft operators and maintainers to support planned operations of these aircraft types.

## Previous consultations

The amendments of the *Part 66 Manual of Standards Amendment Instrument 2023 (No. X)* that propose to add new aircraft type certificate (TC) holders and new aircraft type ratings to the lists of type rated aircraft under Appendix IX of the Part 66 MOS 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.

Since these types of amendments only affect the operators and maintainers who made the request to CASA, they are generally not consulted with the Part 66 TWG prior to going out for the standard public consultation period (28 days) that is required under legislation for amendment of a MOS.

## Impact on industry

The proposed amendments of the *Part 66 Manual of Standards Amendment Instrument 2023 (No. X)* that add new aircraft type certificate (TC) holders and new aircraft type ratings to the lists of type rated aircraft under Appendix IX of the Part 66 MOS are being made at the request of individual aircraft operators and maintainers who will shortly commence operations of those aircraft concerned. These amendments will only affect those individual operators and maintainers who will operate and maintain them.

It should be noted, 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.

These amendments are considered to have a positive and appropriate safety 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 will maintain an appropriate level of safety.

It is acknowledged that the additional training involves additional costs for licence holders to be able to exercise the privileges of their licence on the affected aircraft types. These arrangements and the associated costs are an integral element of the Part 66 licensing system and are considered appropriate in that context to maintain an appropriate level of safety for the applicable aircraft types.

## Safety risk analysis

These amendments do not substantially alter existing regulatory arrangements, so a detailed safety risk assessment is not required.

The amendments that add new aircraft type certificate (TC) holders, and new aircraft type ratings to the lists of type rated aircraft under 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.

The affected aircraft types are certified in the transport category and have a level of size and complexity that warrants type rating and the associated additional training.

These amendments are considered to have a positive safety effect in that they require licence holders who will maintain and certify maintenance performed on these aircraft to undertake aircraft specific type training, which in turn will enhance aviation safety.

## Regulation impact statement

A Regulation Impact Statement (RIS) is not required as these amendments are covered by a standing agreement between CASA and OBPR under which a RIS is not required for 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 2023 (No. X)* should be submitted through the online response form by close of business 29 May 2023.