



Australian Government

Civil Aviation Safety Authority

I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 5, 38, 43 and 50B, subregulations 2A (4), 50A (2) and 50C (1) and paragraphs 174B (2) (d) and 175A (1) (d) of the *Civil Aviation Regulations 1988*.

Shane Carmody
Director of Aviation Safety

[DATE]

Civil Aviation Order 100.5 Amendment Instrument 2017 (No. 1)

1 Name of instrument

This instrument is the *Civil Aviation Order 100.5 Amendment Instrument 2017 (No. 1)*.

2 Commencement

This instrument commences on the day of registration.

3 Amendment of Civil Aviation Order 100.5

Schedules 1 and 2 amend Civil Aviation Order 100.5.

Schedule 1 Amendments — general

[1] Paragraph 2.1 (after definition of *AMD*)

Insert:

approved design has the same meaning as in Part 42 of CASR 1998.

[2] Paragraph 2.1 (after definition of *CAR 1988*)

Insert:

CAR 30 maintenance organisation means the holder of a certificate of approval.
certificate of approval has the same meaning as in regulation 2 of CAR 1988.

[3] Paragraph 2.1 (after definition of *DOT*)

Insert:

MSG means the maintenance methodology, standards and principles documented and published by the Air Transport Association for America for the maintenance of transport category aircraft.

NAA means national aviation authority.

- [4] Paragraph 2.1 (definition of *SOM*)**
Repeal the definition, substitute:
approved SOM means a system of maintenance approved under regulation 42M of CAR 1988.
- [5] Paragraph 2.1 (definition of *STC*)**
Repeal the definition, substitute:
STC means supplemental type certificate.
- [6] Paragraph 2.1 (definition of *TAC*)**
Repeal the definition, substitute:
TAC means type acceptance certificate.
- [7] Paragraph 2.1 (definition of *TC*)**
Repeal the definition, substitute:
TC means type certificate.
- [8] Paragraph 2.1 (after definition of *time-in-service, in relation to an aircraft component*)**
Insert:
work documentation package means a record of the stages and details of maintenance that is carried out on an aircraft, aircraft components or aircraft materials made by a person performing the maintenance.
- [9] Paragraph 2.1 (definition of *Regulations*)**
Repeal the definition.
- [10] Amendment of listed provisions — *Regulations***
Omit “the Regulations” (wherever occurring) and substitute “CAR” in the following provisions:
- (a) paragraph 3.1;
 - (b) paragraph 4.2 (note);
 - (c) paragraph 5.1;
 - (d) paragraphs 6.1 and 6.2;
 - (e) subparagraph 6.5 (f);
 - (f) paragraphs 7.1 and 7.2;
 - (g) paragraph 8.1 (including the note).
- [11] Paragraph 3.3**
Omit “, and documents referred to in an aircraft’s log book,”.
- [12] Subparagraphs 5.2 (a) to (e)**
Repeal the subparagraphs, substitute:
- (a) in the case of a log book for an aircraft or a maintenance release — at all times until the end of a period of 1 year after the aircraft has been permanently removed from the Australian Civil Aircraft Register;

- (b) in the case of a log book for an aircraft engine or propeller — at all times until the end of a period of 1 year after the component has been permanently withdrawn from use;
- (c) in the case of a Major Assembly History Card and Component History Card — as the case requires:
 - (i) from the date of the last overhaul of a component to which the Card relates until certification is made for the next overhaul; or
 - (ii) for a period of 1 year after the component has been permanently withdrawn from use;
- (d) in the case of maintenance records containing data relating to a modification or repair — at all times until the end of a period of 1 year after the aircraft has been permanently removed from the Australian Civil Aircraft Register, unless the data is on public record or is otherwise publicly available;

[13] Subparagraph 5.2 (f)

Renumber as subparagraph 5.2 (e)

[14] Subparagraph 5.2 (g)

Renumber as subparagraph 5.2 (f)

[15] After paragraph 5.2

Insert:

5.2A In the case of a work documentation package being cited in a final certification in lieu of providing some or all of the detail required by paragraph 4.4 of Part 4 of Schedule 6 to CAR 1988 — a copy of the relevant sections of the work documentation package must be retained with the aircraft log book at all times until the end of a period of 1 year after the aircraft has been permanently removed from the Australian Civil Aircraft Register.

[16] After paragraph 5.3

Insert:

5A Maintenance records created by a CAR 30 maintenance organisation for maintenance of aircraft

5A.1 A CAR 30 maintenance organisation must, in relation to maintenance in the form of an inspection or a repair for which the CAR 30 maintenance organisation is responsible for ensuring certification for completion of the maintenance in accordance with regulation 42ZE of CAR 1988, retain work documentation packages for the maintenance for a period of 2 years commencing immediately after the date of final certification for the maintenance.

[17] Paragraph 6.4

Omit “certificate of approval holders”, substitute “CAR 30 maintenance organisation’s”.

[18] Subparagraph 6.5 (b)

Omit “certificate of approval holder”, substitute “CAR 30 maintenance organisation”.

[19] After paragraph 6.5

Insert:

- 6.6 For paragraph 6.5, a printed copy of required maintenance produced by a computerised maintenance tracking and management system may be permanently attached to the “Maintenance Required” section of the maintenance release.
- 6.7 Subparagraphs 6.5 (d), (e) and (f) are satisfied if:
- (a) the required information is recorded and kept up-to-date in accordance with a procedure included in an operator’s maintenance control manual for the aircraft the subject of the maintenance release; and
 - (b) the operator’s maintenance control manual has been prepared in accordance with the requirements for maintenance control manuals prescribed under regulation 42ZY of CAR 1988.

[20] Subsection 7A (heading)

Repeal the heading, substitute:

7A Structural maintenance of composite structure aircraft

[21] Paragraph 7A.1 (definition of CAR 30 maintenance organisation)

Repeal the definition.

[22] Paragraph 7A.1 (definition of *specialty qualified person*)

Repeal the definition, substitute:

specialty qualified person means a person who:

- (a) holds a category B1 licence issued under Part 66 of CASR 1998; and
- (b) is also 1 of the following:
 - (i) a person who at any time before 27 June 2011 was a Group 7 LAME, provided that the person’s licence had not been cancelled by CASA; or
Note The relevant rating may, or may not, have expired, and may, or may not, have been renewed as long as it had once been held and the licence has not been cancelled.
 - (ii) a person who holds at least 1 of the following:
 - (A) AQF qualification MEA405;
 - (B) a Transport Canada AME licence endorsed with an “S” rating;
 - (C) a New Zealand AME licence endorsed with an aeroplane Group 4 rating;
 - (D) another qualification approved in writing by CASA as an appropriate qualification for performing composite maintenance;
 - (E) an authorisation issued by CASA under subregulation 42ZC (6) of CAR 1988 to perform composite maintenance.

Note A category B1 licence holder is entitled to carry out an inspection of a composite structure aircraft to determine the airworthiness of that aircraft.

[23] Paragraph 7A.1 (definition of *specified aircraft*)

Repeal the definition.

[24] Paragraph 7A.2

Omit “specified aircraft”, substitute “composite structure aircraft”.

[25] Paragraph 7A.3

Omit “specified aircraft”, substitute “composite structure aircraft”.

[26] Paragraph 7A.3 (note)

Omit “specified aircraft”, substitute “composite structure aircraft”.

[27] After paragraph 7A.3, Table 1 — Specified composite structure aircraft

Repeal the table.

[28] Subsection 8A (heading)

Repeal the heading, substitute:

8A Maintenance of general aviation recovery device (GARD) equipment

[29] Paragraph 8A.1 (before the definition of *approved course of training*)

Insert:

airframe parachute means a parachute that is a component of GARD equipment.

[30] Paragraph 8A.1 (definition of *approved course of training*)

After “convey detailed knowledge of GARD equipment”, insert “(other than the airframe parachute)”.

[31] Paragraph 8A.1 (definition of *CAR 30 maintenance organisation*)

Repeal the definition.

[32] Paragraph 8A.1 (definition of *general aviation recovery device (GARD) equipment*)

Repeal the definition, insert:

general aviation recovery device (GARD) equipment means a recovery system that is installed on an aircraft and that, however it is activated and the parachute deployed, is designed to control the aircraft’s descent in an emergency such as engine failure or loss of aerodynamic control.

[33] Paragraph 8A.3

Repeal the paragraph, substitute:

8A.3 For regulation 38 of CAR 1988, CASA directs that if maintenance of GARD equipment or an airframe parachute is carried out by a CAR 30 maintenance organisation, the organisation must ensure that only the following persons, employed by or working under an arrangement with the organisation, may perform the maintenance:

- (a) for maintenance of GARD equipment, other than the airframe parachute — a specially qualified LAME;
- (b) for maintenance of the airframe parachute — a person who holds:
 - (i) a Packer B qualification granted by the Australian Parachute Federation (*APF*); or
 - (ii) a rigger qualification granted by the APF; or
 - (iii) a document evidencing successful completion of a parachute packer or rigger course of training approved in writing by CASA

- 8A.4 A person mentioned in sub-subparagraph 8A.3 (b) (i) is limited to inspecting and packing parachutes.
- 8A.5 Following completion of maintenance of an airframe parachute, a person mentioned in paragraph 8A.3 must certify for the completion of maintenance by signing the relevant maintenance record in the CAR 30 maintenance organisation's work documentation package.

[34] Paragraph 9.1

Repeal the paragraph, substitute:

- 9.1 For regulation 38 of CAR 1988, CASA directs the holder of a certificate of registration for an aircraft to comply with the mandatory maintenance requirements identified in the approved design of the aircraft, engine or propeller as the case requires, as 1 or both of the following:
- (a) the CMR;
 - (b) airworthiness limitations (AWL).

[35] Paragraph 9.1(note 1)

Repeal the note.

[36] Paragraph 9.1(note 2)

Omit "Note 2", substitute "Note".

[37] Paragraph 9A.1

Repeal the paragraph, substitute:

- (a) The operator, the pilot in command and any other flight crew member of an 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:
 - (i) without dismantling any part of the GNSS navigation equipment or removing any aircraft panels for access; and
 - (ii) in accordance with the instructions of the manufacturer of the GNSS navigation equipment.
- (b) For subparagraph (a), the operator of an aircraft 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.

[38] Subsection 11 (Additional maintenance requirements)

Repeal the subsection, substitute:

- 11.1 This subsection applies to the holder of a certificate of registration for an aircraft that uses 1 of the following as the aircraft's system of maintenance or maintenance schedule:
- (a) an approved SOM;
 - (b) the manufacturer's maintenance schedule;
 - (c) the CASA maintenance schedule.

- 11.2 For regulation 38 of CAR 1988, the holder of the certificate of registration for an aircraft is directed to ensure that the following additional maintenance is carried out on the aircraft by a person permitted under regulation 42ZC of CAR 1988:
- (a) any maintenance action set out in Appendix 1 that is not already required by the aircraft's system of maintenance or a maintenance schedule referred to in paragraph 11.1; and
 - (b) the maintenance set out in clauses 16 and 17 of Appendix 1.
- 11.3 Unless stated otherwise in this section, a maintenance action required by the approved SOM or a maintenance schedule for an aircraft component or aircraft system will prevail over any maintenance action required in Appendix 1 for that aircraft component or aircraft system.

[39] Subsection 12 (Transitional requirements for additional maintenance)

Repeal the subsection (including the heading), substitute:

12 Compliance time extensions for additional maintenance

- 12.1 This subsection applies to the following clauses of Appendix 1:
- (a) clause 3 (pitot-static systems);
 - (b) clause 4 (pressure altimeters and air data computers);
 - (c) clause 5 (airspeed indicators);
 - (d) clause 6 (fuel quantity gauges);
 - (e) clause 7 (propeller systems);
 - (f) clause 8 (feathering propellers);
 - (g) clause 9 (cockpit voice recording systems);
 - (h) clause 12 (towing release systems);
 - (i) clause 14 (ATC transponders);
 - (j) clause 18 (ADF systems);
 - (k) clause 19 (VOR systems); and
 - (l) clause 20 (VOR systems in I.F.R.).
- 12.2 If a time interval is specified for an additional maintenance requirement, that time interval (*original time interval*) may be extended by up to 10% of the flight hours or calendar days specified (as the case requires), subject to the following:
- (a) if the time interval is specified in flight hours — the interval may be extended by not more than 10 flight hours;
 - (b) if the time interval is specified in calendar days — the interval may be extended by not more than 60 days;
 - (c) a time interval may be extended once only (the extended time interval); and
 - (d) after the extended time interval, the next time interval for an additional maintenance requirement must be reduced by the difference in flight hours or calendar days (as the case requires) between the extended time interval and the original time interval.

[40] Subsection 13 (Approved SOM or maintenance schedules)

Repeal the subsection (including the heading).

[41] Paragraph 14.1

Repeal the paragraph (not including the note), substitute:

14.1 Subject to paragraph 14.2 and for subregulation 2A (4) of CAR 1988, instructions are approved for paragraph 2A (2) (e) of CAR 1988 if the instructions are:

- (a) about how maintenance on an aircraft, an aircraft component or aircraft material is to be carried out; and
- (b) in an advisory document, as it exists from time to time:
 - (i) compliance with which is not required by law; and
 - (ii) published by CASA, the European Aviation Safety Agency, or the NAA of a recognised country.

[42] Sub-subparagraph 14.1 (b) (iii)

Repeal the sub-subparagraph, substitute:

- (iii) not inconsistent with:
 - (A) the manufacturer's data – in which case the manufacturer's data will prevail to the extent of the inconsistency; or
 - (B) any other applicable AMD mentioned in regulation 2A of CAR 1988.

[43] Paragraph 14.2

Omit "relevant".

[44] Paragraph 14.3, note at the end of the definition of *recognised country*

Repeal the note.

[45] Paragraph 4.2 (b) of Appendix 1

Omit "of a recognised foreign national airworthiness authority (NAA) listed in regulation 21.012 of CASR 1998", substitute "of the NAA of a recognised country mentioned in regulation 21.010B of CASR 1998".

[46] Subclause 6.1 of Appendix 1

Repeal the subclause, substitute:

6.1 Subject to subclause 6.1A, this clause applies to an aircraft if the aircraft's fuel quantity indicating system:

- (a) relies on float type devices to measure tank fuel levels; or
- (b) does not have a self-test function incorporated into the system.

6.1A This clause does not apply to an aircraft that is maintained in accordance with a maintenance program that adheres to MSG-2 or MSG-3 principles, as in force from time to time.

[47] Subclause 10.5 of Appendix 1 (Intervals)

Repeal the heading and the subclause.

[48] Clause 12 of Appendix 1 (Towing release systems)

Repeal the clause, substitute:

12 Towing release systems

Application

- 12.1 This clause applies to an aircraft fitted with a towing release system that is not covered by a manufacturer's maintenance program.

Note A towing release system to which this clause applies may be supplied by the manufacturer of the aircraft, or a towing release system manufacturer.

Testing

- 12.2 Before commencement of the first flight on a day during which the aircraft is engaged in towing operations, the pilot in command or a holder of an aircraft maintenance engineer licence for the aircraft must:

- (a) ensure that the cockpit control for the towing release system has full and free movement; and
- (b) check that the release mechanism is clean; and
- (c) check for visible signs of damage or wear of the release mechanism; and
- (d) perform a functional check; and
- (e) certify that the testing mentioned in paragraphs (a) to (d) have been satisfactorily completed in column 2 of Part 3 of the maintenance release.

- 12.3 Before a maintenance release may be issued for the aircraft, the person performing the maintenance release inspection must:

- (a) clean and lubricate the hook mechanism;
- (b) check the beak and other parts for wear;
- (c) check the condition of operating levers, cables and pulleys; and
- (d) test the ability of the system mechanism to return to a safe over-centre position of with a return force, measured at the activating lever of the hook, of not less than 200 N (Newton) (20.4 kg force).

- 12.4 At intervals not exceeding the earlier of 100 hours' time in service or 1 year, the holder of a Part 66 licence in the B1.1 or B1.2 subcategories authorising maintenance on the aircraft, or the holder of an authority to carry out maintenance on aircraft under regulation 33B of CAR 1998, must:

- (a) remove and service the release assembly in accordance with the manufacturer's data and instructions; and
- (b) test that the pilot effort is less than 200 N (20 kg force) with a 4.5 kN (459 kg force) load applied to the release anywhere in a 30 degree cone.

Note Towing release mechanisms may be overhauled by a Gliding Federation of Australia (*GFA*)-approved Inspector in accordance with the requirements contained in the relevant Airworthiness Directives issued by the GFA from time to time. The overhaul status of the towing release assembly must be adequately documented.

[49] Paragraph 15.3 (b) of Appendix 1 (Compressed gas cylinders)

Repeal the paragraph, substitute:

- (b) after each hydrostatic expansion test and hydrostatic proof test, have its markings updated on the cylinder to reflect the compliance status of the cylinder.

[50] Before clause 16 of Appendix 1 (Combustion type cabin heaters)

Insert:

15A Replenishment of aircraft oxygen systems

Application

15A.1 This clause applies to aircraft to which this section applies that are fitted with oxygen systems for the use of operating crew and passengers.

Oxygen standards

15A.2 The following persons must replenish and maintain the oxygen dispensing units in an aircraft in accordance with the breathing oxygen standards specified in the approved design for the aircraft:

- (a) a person who holds a subcategory B1.1 or B 1.2 or category B2 aircraft maintenance engineer licence, with appropriate aircraft type rating (if applicable); or
- (b) a person who holds a maintenance authorisation for maintenance of aircraft oxygen systems.

15A.3 If the approved design does not specify the breathing oxygen standards for the aircraft, the oxygen dispensing units in the aircraft must be replenished and maintained in accordance with 1 of the following standards as they exist from time to time:

- (a) SAE AS8010C — Aviator’s Breathing Oxygen Purity Standard;
- (b) MIL-O-27210 Revision F — Oxygen, Aviator’s Breathing, Liquid and Gas;
- (c) a standard approved by CASA.

[51] Clause 16 of Appendix 1 (Combustion type cabin heaters)

Repeal the clause.

[52] Subclause 17.1 of Appendix 1 (fire protection in toilet areas)

Repeal the subclause, substitute:

17.1 This clause applies to an aeroplane that has 1 or more toilets equipped with receptacles for paper waste or used linen (a *receptacle*).

[53] Subclause 18.1 of Appendix 1 (ADF systems — periodic checking)

After “Australian aircraft”, insert “engaged in I.F.R. flight”.

[54] Paragraph 18.3 (b) of Appendix 1 (ADF systems — periodic checking)

Repeal the paragraph and the note, substitute:

- (b) after the application of corrections for any quadrantal errors, ensure that the maximum permissible residual error mentioned in a row of column 2 of the following table, for a check mentioned in column 1 of the same row, are not exceeded:

Checks required at (in degrees) (Column 1)	Maximum permissible residual error (Column 2)
0° and ± 15°	±5°
180° and ± 15°	±5°
Any other bearing	±6°

[55] Subclause 19.1 of Appendix 1 (VOR systems — periodic checking)

After “Australian aircraft”, insert “engaged in I.F.R. flight”.

[56] Clause 1 of Part 2 of Appendix 2 (Training)

Repeal the clause, substitute:

1 Training

The maintenance organisation must provide maintenance personnel with training on the concept of ASETPA standards and application of its requirements.

[57] Clause 2 of Part 2 of Appendix 2 (Maintenance System)

Repeal the clause, substitute:

2 Maintenance

The aeroplane must be maintained in accordance with an approved SOM and a reliability program designed in accordance with AC 42-3(0).

Schedule 2 Amendments — Maintenance Releases

[1] Subparagraph 7.1 (a)

Repeal the subparagraph and substitute:

(a) a maintenance release in the form set out at Attachment 1 to Appendix 3;

[2] Paragraphs 7.4 to 7.7

Repeal the paragraphs.

[3] After subsection 7

Insert:

7AA Maintenance releases to be completed in accordance with Appendix 3

7AA.1 For subsections 6 and 7, a maintenance release completed in the form set out at Attachment 1 to Appendix 3 must comply with the requirements set out in Appendix 3.

7AA.2 A form mentioned in paragraph 7.1 (b) must be completed in accordance with the requirements set out in Appendix 3 as if the form was a form mentioned in paragraph 7.1 (a).

Note The forms mentioned in paragraph 7.1 (b) are substantively identical to the form mentioned in paragraph 7.1 (a), with minor formatting differences.

[4] After Appendix 2

Insert:

Appendix 3

Directions for the issue and completion of maintenance releases

Part 1 Compliance requirements

1 Application

This Appendix applies to each of the following persons:

- (a) a person authorised to issue maintenance releases in accordance with regulation 43 of CAR 1988;
- (b) a person entering an endorsement on the maintenance release in accordance with regulation 47 of CAR 1988;
- (c) a person making a certification in accordance with regulation 48 of CAR 1988 in respect of an endorsement;
- (d) a person making a daily inspection certification or a pilot making the last flight of the day;
- (e) any other person who is not covered in paragraphs (a) to (d), who is responsible for completing Part 1 of the maintenance release.

Note 1 For paragraph (c), entering a clearing endorsement in the maintenance release for a corresponding endorsement will be treated as making a certification for that endorsement.

Note 2 For paragraph (c), a pilot may only make a clearing endorsement in the maintenance release if the rectification action required to clear the endorsement is maintenance that the pilot is permitted to carry out under paragraph 42ZC (3) (d), or subregulation 42ZC (4) and Schedule 8 of CAR 1988.

2 Definitions

In this Appendix:

MR means the maintenance release form approved by CASA at Attachment 1 to this Appendix, which is identifiable by a unique 6-digit serial number prefixed by a capitalised letter, and comprising of Parts 1, 2 and 3, including any supplementary pages attached in accordance with clause 8 of this Appendix.

3 Directions

- 3.1 The person mentioned in paragraph 1 (a) is directed to comply with:
 - (a) clause 4 of this Appendix before signing and issuing an MR for an aircraft;
 - (b) clause 5 of this Appendix when completing Part 1 of an MR for an aircraft; and
 - (c) clause 6 of this Appendix when completing Part 2 of an MR for an aircraft.
- 3.2 The person mentioned in paragraph 1 (b) is directed to comply with:
 - (a) clause 5 of this Appendix when completing Part 1 of an MR for an aircraft; and
 - (b) clause 6 of this Appendix when completing Part 2 of an MR for an aircraft.
- 3.3 The person mentioned in paragraph 1 (c) is directed to comply with:
 - (a) clause 6 of this Appendix when completing Part 2 of an MR for an aircraft
- 3.4 The person mentioned in paragraph 1 (d) is directed to comply with:
 - (a) clause 7 of this Appendix when making a daily inspection certification or recording aircraft time in service for Part 3 of an MR for an aircraft.

- 3.5 The person mentioned in paragraph 1 (e) is directed to comply with:
- (a) clause 5 of this Appendix when completing Part 1 of an MR for an aircraft.

Part 2 Maintenance release requirements

4 Issue of a maintenance release

- 4.1 Before signing and issuing an MR, the person must ensure that:
- (a) immediately after the completion of the nominated maintenance release inspection:
 - (i) all data related to aircraft component changes, which have been certified on the expired maintenance release, have been transferred to the appropriate maintenance record pages in the aircraft log book; and
 - (ii) any Major Assembly History Cards (CASA Form 956 or subsequent issue) and Component History Cards (CASA Form 946 or subsequent issue) relating to components that were replaced during the period that the expired maintenance release was in force have been transferred to the aircraft log book;
 - (b) each of the following entries, endorsements or ticks are entered on Part 1 of the MR:
 - (i) the aircraft type and registration;
 - (ii) the date, and total time-in-service of the aircraft, at which the MR expires;
 - (iii) the name and certificate number of the authorised person issuing the MR;
 - (iv) the total time in service of the aircraft at the time of issue of the MR;
 - (v) the time, date and place of issue of the MR;
 - (vi) the signature and licence/maintenance authority number of the authorised person signing the maintenance release;
 - (vii) if the aircraft is:
 - (A) equipped and is approved in the flight manual for I.F.R. flight — tick the “I.F.R.” checkbox; or
 - (B) not equipped and is not approved in the flight manual for I.F.R. flight — tick the “V.F.R. Night” checkbox, or the “V.F.R. Day” checkbox, as appropriate;
 - (viii) if an aircraft is an aeroplane that is intended to be operated in an aerial application operation conducted at night and the aeroplane is not equipped and certificated under Part 21 of CASR 1998 for night V.F.R. flight:
 - (A) strike through or crosshatch out the box containing the “I.F.R.”, “V.F.R. Night” and “V.F.R. Day” checkboxes; and
 - (B) enter the following words in the “operational category” box: “Application Operation – Night”;
 - (ix) the highest operational category of the aircraft of the following, where the category in (A) is the lowest category and the category in (D) is the highest category:
 - (A) private;
 - (B) flight training under Part 141 or Part 142 of CASR 1998;
 - (C) aerial work; or
 - (D) charter;

- (x) if an aircraft is approved for I.F.R. flight in the aircraft's flight manual and, at the time of the issue of the maintenance release, the aircraft has not been maintained to the I.F.R.-specific periodic inspection requirements set out in Schedule 5 of CAR 1988, the manufacturer's maintenance schedule or the approved SOM (as the case requires) — state: "Aircraft limited to V.F.R. flight until I.F.R. inspections certified" in Part 1 as a condition of the MR;
 - (xi) if the aircraft referred to in subparagraph (x) is subsequently restored to the I.F.R. maintenance standard and the maintenance inspection is entered and certified in the aircraft log book — a clearing endorsement in Part 1 after the maintenance inspection is entered and certified for in the aircraft log book;
 - (xii) in the "Maintenance required" column — other than daily and line inspections and maintenance release inspections, all requirements and conditions under CAR 1988 and the CAOs that will require maintenance to be carried out on the aircraft during the period that the maintenance release is to remain in force, including the total time-in-service of the aircraft or the date (as applicable) by which the maintenance or inspection must be carried out; and
 - (xiii) in the "Maintenance required" column — permissible unserviceabilities (MEL item) or conditions carried forward from the previous maintenance release.
- 4.2 For subparagraphs 4.1(b) (xii) and (xiii), the person may use a computer printout to detail the required maintenance for the period during which the maintenance release is to remain in force, but must ensure that:
- (a) the computer printout is securely attached to the MR; and
 - (b) the computer printout is updated in a timely manner so that a pilot is aware of whether any maintenance is due before commencing a flight or will become due during a flight.

5 Part 1 of the maintenance release

When completing Part 1 of an MR, the person must:

- (a) enter each of the following in the column titled "Maintenance required":
 - (i) other than daily inspections and maintenance release inspections, all scheduled maintenance required under CAR 1988 to be carried out on the aircraft before the maintenance release expiry date or before a specified total time-in-service for the aircraft, whichever is the earlier;
 - (ii) endorsements related to permissible unserviceabilities (refer to subregulation 43 (10) and regulation 49 of CAR 1988);
 - (iii) endorsements related to conditions, including maintenance flight tests (refer to subregulation 43 (9) and regulations 44 and 49 of CAR 1988);
- (b) enter clearing endorsements and certify, in the column titled "Complied with, entered & certified in Log Book or Part 2 of MR", for the completion of, or compliance with, each of the following:
 - (i) any scheduled maintenance entered in Part 1 of the MR;
 - (ii) any maintenance to clear a permissible unserviceability entered in Part 1 of the MR;
 - (iii) any maintenance to clear a condition entered in Part 1 of the MR;

- (iv) any Airworthiness Directives entered as maintenance required in Part 1 of the MR.

Note 1 For subparagraph (a)(i), a computer printout of required maintenance may be attached to Part 1.

Note 2 Subparagraphs (a)(ii) and (a)(iii) are requirements if a new maintenance requirement becomes applicable after the maintenance release has been issued.

6 Part 2 of the maintenance release

When completing Part 2 of an MR, the person must:

- (a) in the column titled “Endorsements” — enter any endorsements required to be entered under the regulations, including the following:
 - (i) defects and major damage for regulation 50 of CAR 1988;
 - (ii) a statement that the aircraft is unairworthy for regulation 47 of CAR 1988;
 - (iii) any requirement for a maintenance flight test of the aircraft, aircraft component or item of equipment fitted to the aircraft, the serviceability of which can only be established by a flight test;

Note Subparagraph (a)(iii) refers only to circumstances where certification has been made for the completion of maintenance which may have adversely affected the flight or operating characteristics of the aircraft.

- (b) sign and date each endorsement entered by the person;
- (c) when clearing an endorsement:
 - (i) in the column titled “Clearing endorsements” — record brief details of the maintenance, or record a reference to a log book entry or approved maintenance document; and
 - (ii) in the column titled “Clearing signature, licence/authority no. and date” — certify clearance of the endorsement by entering the person’s signature, date of the clearance and either the person’s pilot licence number, AME licence number or airworthiness authority number.

Note 1 For paragraph (c), a signature in the column titled “Clearing signature, licence/authority no. and date” indicates that all of the aircraft maintenance records and certifications for the completion of maintenance have been completed and will be taken to constitute certification for regulation 42ZE of CAR 1988.

Note 2 For paragraph (c), maintenance release inspections and all other maintenance that requires a co-ordination certification must be entered and certified in the aircraft log book — refer to Part 3 (Certification of co-ordination of maintenance) and Part 4 (Final Certification) of Schedule 6 of CAR 1988.

7 Part 3 of the maintenance release

When completing Part 3 of an MR, the person must:

- (a) if signing for completion of the daily inspection:
 - (i) enter the person’s signature in the column titled “Signature” and enter their pilot licence or AME licence number in the column titled “Licence no.”; and
 - (ii) make the signature and entry before the aircraft is first flown on a day;
- (b) if making the last flight of a day in an aircraft:
 - (i) enter in the column titled “Flight time” the number of hours flown during that day; and
 - (ii) enter in the column titled “Progressive total” the aircraft total time in service as the number of hours in the previous entry of the column plus the number of hours entered for subparagraph (i); and

- (iii) if any of the 3 subcolumns under the column titled “Cycle Totals, e.g. Landing/Start Pressurisation” are being used to record aircraft or aircraft component cycles (such as pressurisation/landings etc), hours of aerial application operations or hours of aerobatic operations — make an entry updating the total in the subcolumns as applicable having regard to the flights of the aircraft on the day; and
- (iv) make the entries after the last flight of a day and before the aircraft is next flown.

8 Supplementary pages of maintenance release

If there is insufficient space to record entries in Parts 1, 2 or 3 of an MR, any Part of the MR may be extended by attaching supplementary pages if:

- (a) the supplementary pages are either a photocopy of the relevant Part or a blank page drawn up to replicate the columns and headings of the Part; and
- (b) a notation is made at the bottom of each extended Part and each supplementary page of that Part stating that a supplementary page is attached; and
- (c) each supplementary page is identified with the unique serial number for the MR mentioned in Part 1 of the MR; and
- (d) each supplementary page is securely attached to the MR.

FOR CONSULTATION

