# Proposed Part 43 Legislation – Maintenance of aircraft in private and aerial work operations - (CD 2104SS)

# Overview

The general aviation (GA) industry has been asking for some years for less complex maintenance rules that reduce costs. We are moving to deliver on that this year as part of our GA workplan.

This includes finalising Part 43 of the Civil Aviation Safety Regulations (CASR) 1998 governing aircraft in private and aerial work operations.

Much work and consultation has already gone into this process, including input from a [technical working group](https://www.casa.gov.au/about-us/who-we-work/aviation-safety-advisory-panel/technical-working-groups/part-43-technical-working-group), [online consultation](https://consultation.casa.gov.au/regulatory-program/cd1812ss/), industry seminars and publication of over 20 information sheets on our website.

The aim was to base the new ruleset on existing overseas regulations, and we asked industry which of the several overseas regimes were appropriate. Almost 80% nominated the US Federal Aviation Regulations.

We took that advice, and we believe the result, Part 43, will simplify compliance, provide business opportunities, and reduce red tape for private and aerial work operators.

We are now seeking your feedback to ensure the final policy (consulted earlier) has been accurately reflected in the regulation, Manual of Standards (MOS), and associated advisory materials. All the details for the final policy are in the [Policy Decision Summary](https://consultation.casa.gov.au/regulatory-program/cd1812ss/results/annexatosoconcd1812ss-policydecisionsummary.pdf) in December 2020 linked below.

We understand that regulations can be difficult to read, so we’ve made it easier for you to have your say by publishing a draft Plain English Guide to Part 43. It is based on the regulation and MOS and is a great place to start. It explains how the agreed policy will work in practice.

**The proposed new rules**

Part 43 will apply to maintenance of aircraft engaged in private and aerial work operations and limited category aircraft. This includes aircraft engaged in flight training, mustering, firefighting and emergency service operations, search and rescue, aerial surveying and photography, towing, and private flying.

Part 43 will provide additional flexibility for the general aviation sector in various areas but does not change the rules that apply for aircraft used for air transport operations. Aircraft that are occasionally used in non-scheduled air transport will continue to be maintained by either a Civil Aviation Regulation (CAR) 30 approval holder or a Part 145 approved maintenance organisation, regardless of other general aviation uses.

More information about what a registered operator will need to consider is available in the draft information sheet “Transitioning an aircraft maintained under Part 43 to air transport operations”. See related documents section below to download and review.

Continuing airworthiness management and maintenance rules that are currently under development for [Part 133](https://www.casa.gov.au/search-centre/rules/part-133-casr-australian-air-transport-operations-rotorcraft) and [Part 135](https://www.casa.gov.au/search-centre/rules/part-135-casr-australian-air-transport-operations-smaller-aeroplanes) of CASR, will address maintenance of aircraft currently engaged in non-scheduled air transport operations.

Our aim is for Part 43 and its associated MOS to reflect US Federal Aviation Regulations (FAR).

We will incorporate the adopted US-FAR into CASR 1998 with as little amendment as possible.

Changes will only be made:

* where words, titles, phrases, or legal terminology are incompatible with Australian legal terms
* to clarify the current FAR including removing ambiguity or uncertainty
* to make necessary formatting, paragraph structure and numbering changes
* to incorporate any differences to the proposed policy outcomes that have been consulted with the GA sector.

### Main changes

The main changes that will be introduced by Part 43 and its associated MOS are:

* maintenance organisation approval will not be required for carrying out maintenance of aircraft, engines, or components other than repairs to instruments, major repairs or modifications to propellers and specified maintenance of aircraft certificated in the transport category. Note: Aircraft maintenance technician certificates (AMTC) will be an available alternative to maintenance organisation approvals for maintenance of propellers and instruments, subject to conditions set out in the MOS
* a new individual authorisation - Inspection Authorisation (IA)
* CAR 30 approval holders will have the option of:
	+ taking up a Part 43 AMTC authorisation, or
	+ continuing to do business under the licence privileges of licensed aircraft maintenance engineers, or
	+ transitioning to a future maintenance regime under the air transport continuing airworthiness (ATCA) maintenance rules **Note:** The ATCA maintenance rules are unrelated to Part 43 and are being developed under a separate CASA/industry project.
* annual or progressive inspections will form an essential component in the management of airworthiness of an aircraft.

### Planned events

We are planning 3 events in the coming weeks - one online Q&A session and 2 face-to-face information sessions - to enable you to ask questions about the proposed maintenance rules for general aviation. Check the events section below in the coming days for more information.

### Fact bank: Integrating the feedback

Feedback received on the consultation in 2018 identified several key themes, including:

* loss of business income
* reduced safety and safety standards
* type rating requirements
* lack of insurance cover for independent licensed aircraft maintenance engineers
* loss of B2 privileges
* costs associated with obtaining/maintaining an inspection authorisation
* requirement for an inspection authorisation
* inclusion of charter aircraft.

These have been considered as we’ve worked through drafting the legislation for consultation. You can view more details about these themes and the feedback on our [2018 consultation](https://consultation.casa.gov.au/regulatory-program/cd1812ss/).

### Fact bank: Previous consultations

In August 2018, we conducted an initial public consultation that sought the views of the aviation community on the current challenges associated with maintenance of aircraft involved in general aviation and AWK and to identify opportunities to improve Australia's regulatory system.

Our consultation also requested they consider how United States (US), New Zealand (NZ), Europe, and Canada approach GA maintenance, and comment on whether one or more of those regulation structures would be a suitable model for Australia.

Most respondents (78%) to the 2018 consultation indicated a preference for the United States – Federal Aviation Regulation’s (US-FAR) model. Of the 11% of respondents who indicated a preference for the New Zealand Civil Aviation Regulations (NZ-CAR), most indicated the FAR as their second choice.

CASA conducted a detailed technical review of the US-FARs and found them to be a well-established set of regulations. The policies are sound, and requirements are clear. There is scalability across a wide range of aircraft and operations, pathways for industry growth, and safety outcomes which are historically, slightly better than Australia.

A Technical Working Group (TWG) appointed by the Aviation Safety Advisory Panel met in September 2018 to review the consultation feedback and consider the policy options. The technical review and consultation and engagement with industry, confirmed the US-FAR as the best model on which to base the proposed new maintenance regulations for GA.

Prior to the release of this summary of proposed change, CASA has consulted widely via a new [Technical Working Group](https://www.casa.gov.au/about-us/who-we-work/aviation-safety-advisory-panel/technical-working-groups/part-43-technical-working-group) (TWG), consisting of representatives from CASA and the aviation industry. Alterations and additions were made to the draft CASR as a result.

Acting on the results of those consultations we published CD 1812SS - Part 43 of the Civil Aviation Safety Regulations (CASR) - Maintenance of aircraft, seeking public comment on our policy proposal that aimed to adopt the FARS. This consultation was open for comment from 7 December 2018 to 31 January 2019.

The policies covered every aspect of maintenance of aircraft engaged in private and aerial work operations including:

* the role of a B1 LAME including expanded privileges and limitations
* the role of a B2 LAME including expanded privileges and limitations
* provisions for an Inspection Authorisation (IA)
* the role, privileges and limitations of an IA holder
* provisions for an aircraft maintenance technician certificate (AMTC)
* the role, privileges and limitations of an AMTC holder
* the responsibilities of a registered operator
* performance rules for carrying out maintenance, preventive maintenance, inspections repairs, modifications and overhauls
* maintenance of light sport aircraft, limited category aircraft and amateur-built aircraft.

Throughout both consultations, the Aviation Safety Advisory Panel (ASAP) and its associated Part 43 Technical Working Group (TWG) were involved to oversee our processes and industry engagement to ensure the policy remained appropriate for the sector.

# Why your views matter

We are consulting to ensure that the proposed new Part 43 of CASR and MOS reflect the policy outcomes supported by the aviation industry and agreed by our Aviation Safety Advisory Panel. Your feedback will assist us in meeting our commitment to provide legislation that is accurately based on the agreed policy outcomes.

We welcome comments from every sector of the community. This includes the general public, government agencies and all sectors of the aviation industry, whether as an aviator, aviation consumer and/or provider of related products and services.

### Completing the survey

You can choose to comment on as many topics as you like. If you do not have enough time to complete the consultation in one go, don’t worry. You can save your input and come back later.

**Information for member-based organisations**

We look forward to receiving input from both organisations and individuals.

We welcome responses from member-based organisations but would also encourage them to promote this consultation and invite members to submit their own response. This will ensure all views are given equal consideration and available for everyone to see following consultation.

### Documents for review

All documents related to this consultation are in the ‘related’ section at the bottom of the page. This includes an MS Word copy of the online survey to make it easy for you to peruse or coordinate feedback within your organisation.

Please submit your feedback through the Consultation Hub using the survey provided. If you are unable to provide feedback this way, please contact us for advice through regulatoryconsultation@casa.gov.au

### What happens next

At the end of the response period, we will review each comment and submission received. We will make all submissions publicly available on the Consultation Hub unless you request your submission remain confidential. We will also publish a summary of consultation which summarises the feedback received and outlines next steps.

Relevant feedback that identifies divergences from the agreed policies will be considered and changes made as required to ensure an outcome that accurately embodies the agreed policies.

We have set a tentative date of September 2022 to make the proposed rules, some of which will come into effect by the fourth quarter of 2022. The feedback we receive from this consultation will also assist us in developing implementation and transition timeframes.

We propose a transition period of 12 months for maintenance authorisation holders to transition to aircraft maintenance technician certificates and a transition period of 36 months for CAR30 organisations to cease issuing maintenance releases for Part 43 aircraft. This will ensure industry has sufficient time to adapt to the new requirements. Timeframes may change depending on when the draft rules are signed, registered and implemented.

# **Give Us Your Views** [Appears on the overview page at the bottom]

[Online Survey](https://consultation.casa.gov.au/regulatory-program/pp1816us/consultation/) [This link is on the front page of the survey and takes you to the survey questions]

**Related**[This section is at the bottom of the front page and contains all the links to other sites and documents related to this consultation]

**Related Links**

List of links attached to the consultation

US-FARs [FAA Regulations](https://www.faa.gov/regulations_policies/faa_regulations/)

**Related Consultations**

List of links to consultations attached to this consultation

* [DP 1809SS - Proposal to develop a tailored set of maintenance regulations for general aviation](https://consultation.casa.gov.au/regulatory-program/dp1809ss/)
* [CD 1812SS - Part 43 - Maintenance of general aviation and aerial work aircraft](https://consultation.casa.gov.au/regulatory-program/cd1812ss/)
* [Part 43 - Information sheets](https://www.casa.gov.au/search-centre/rules/part-43-casr-maintenance-aircraft-private-and-aerial-work-operations%22%20%5Ct%20%22_blank)

**Related documents**

List of documents to attach to the consultation

* Summary of proposed change on CD 2104SS
* Exposure Draft - Civil Aviation Legislation Amendment (Part 43—Maintenance of Aircraft) Regulations 2022
* Consultation Draft - Part 43 (Maintenance of Aircraft) Manual of Standards 2022
* Draft Part 43 Plain English Guide (PEG) - Maintenance of aircraft in private and aerial work operations
* Draft AC 43-01 v1.0
* Draft AC 43-02 v1.0
	+ Draft Annex A to AC 43-02 v1.0 - Part 43 Annual and 100 hour inspections - checklist preparation guide
* Draft - Information Sheet - Transitioning an aircraft maintained under Part 43 to air transport operations

## **Audience & Interest groups**

**Audience**

* CASA staff
* Flight training operators
* Manufacturers
* Pilots
* Sports aviation operators
* Traveling public / passengers
* Amateur/kit-built aircraft owners and builders
* Part 147 of CASR Maintenance training organisations
* Parachute operators
* Sport and recreational aircraft maintainers
* Sport aviation bodies & prospective ASAOs
* Aircraft owner/operator
* Part 145 of CASR approved maintenance organisations (AMO)
* Regulation 30 of CAR maintenance organisations (CAR 30)
* Licensed aircraft maintenance engineers (LAME)
* Aircraft maintenance engineers (AME)
* Aerial work operator
* Part 142 operators
* Part 141 operators

**Interest**

* Sport and recreational aviation
* Licensing
* Limited category aircraft
* Private operations
* Amateur/kit-built aircraft
* Airworthiness/maintenance (CAR 30 and CASR Part 145 maintenance orgs)
* Self administration aviation activities

# Page. Consultation Contents

**Proposed policy - maintenance regulations for aircraft in private and aerial work operations**

This consultation is seeking feedback as to whether the draft legislation for Part 43 of CASR and the Part 43 MOS accurately reflects the agreed policies as published in the Part 43 policy decision summary (PDS).

The proposed legislation contained in this consultation sets out the desired outcomes in 3 main topic areas and will provide a clear explanation of the responsibilities that will apply under the new rules to:

* an aircraft operator
* a person doing maintenance and
* a pilot of an aircraft.

This consultation comprises 7 pages. The first 2 pages contain questions that are administrative in nature, enabling us to protect your privacy and ensure we have obtained feedback from all stakeholders. The next 5 pages requests feedback on the proposed Part 43 of CASR and its associated MOS. These 5 pages are as identified below.

Fact-banks have been provided throughout the survey to assist you in your consideration of each policy proposal before providing a response.

**Plain English Guide**

The Part 43 Maintenance of Aircraft in Private and Aerial Work Operations Plain English Guide (PEG) is based on the regulation and its associated MOS. It will assist you to understand the rules associated with each question in the pages below. The relevant section of the PEG is available as a Fact bank alongside that of the regulation.

The survey has been designed to give you the option to provide feedback on the survey in its entirety or to provide feedback on the policy topics applicable to you.

When you have completed the sections on which you wish to provide feedback, select the **‘Finish’** button at the bottom right of this page.

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| Page | Table of content |
| 1 | Personal information (required) |
| 2 | Consent to publish submission (required) |
| 3 | Maintainer privileges and responsibilities |
| 4 | Responsibilities of the registered operator  |
| 5 | Maintenance performance rules |
| 6 | Consequential amendments to legislative instruments |
| 7 | General comments |

# Page 1. Personal information

## First name

*(Required)*

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## Last name

*(Required)*

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## Email address

*If you enter your email address you will automatically receive an acknowledgement email when you submit your response.*

Email

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## Do your views officially represent those of an organisation?

## *(Required)*

*Please select only one item*

[ ]  Yes, I am authorised to submit feedback on behalf of an organisation

[ ]  No, these are my personal views.

If yes, please specify the name of your organisation. Please note your submission may be considered as one response.

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## Which of the following best describes the group/s you represent?

*Please select as many items as apply*

[ ]  Aircraft owner/operator

[ ]  Pilot

[ ]  Maintenance engineer

[ ]  Maintenance authorisation holder

[ ]  CAR 30 approval holder

[ ]  Part 145 approval holder

[ ]  Other

Please specify “Other” if selected.

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# Page 2. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual or
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments

We **will not** include any other personal or demographic information in a published response.

Information about how we consult and how to make a confidential submission is available on the [**CASA website**](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public).

Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

[ ]  Yes - I give permission for my response/submission to be published.

[ ]  No - I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

[ ]  I am a CASA officer.

# Page 3. Maintainer privileges and limitations

**Question 1.** Do you have any suggestions for how we can more clearly reflect the expanded LAME privileges, conditions and limitations in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 2, Appendix 1

**Fact bank:** Divisions 2.1, 2.2, and 2.3 Part 43 MOS

**Link:** Information Sheet[- Role of the B1 LAME under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/role-b1-lame-proposed-under-part-43.pdf)

**Link:** Information Sheet- [Role of the B2 LAME under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/role-b2-lame-proposed-under-part-43.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 2.** Do you have any suggestions for how we can more clearly reflect the provisions relating to grant of an Inspection Authorisation and the associated conditions and limitations in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 2

**Fact bank:** Division 2.4 Part 43 MOS

**Link:** Information sheet - [Inspection authorisation – Proposed under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/inspection-authorisation-proposed-under-part-43.pdf%22%20%5Ct%20%22_blank)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 3.** Do you have any suggestions for how we can more clearly reflect the provisions for grant of an aircraft maintenance technician certificate and associated privileges, limitations and conditions in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 2

**Fact bank:** Division 2.5 Part 43 MOS

**Link**: Information sheet - [Aircraft Maintenance Technician Certificates – Proposed under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/aircraft-maintenance-technician-certificates-proposed-under-part-43.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 4.** Do the draft MOS provisions above accurately reflect the agreed policy decisions as set out in the summary of proposed change on CD 2104SS.

*Radio buttons*

[ ]  Yes

[ ]  No (please explain why below)

[ ]  Undecided /not sure

Comments

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# Page 4. Responsibilities of the registered operator

**Question 1.** Do you have any suggestions for how we can more clearly reflect the responsibilities of the registered operator (RO) for a light sports aircraft (LSA) in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 1, Chapter 3

**Fact bank:** Division 3.2 Part 43 MOS

**Link:** Information sheet – [Maintenance of Amateur-built Aircraft and Light Sport Aircraft](https://www.casa.gov.au/sites/default/files/2021-11/maintenance-amateur-built-light-sport-aircraft.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 2.** Do you have any suggestions for how we can more clearly reflect the requirements relating to aircraft maintenance in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 3

**Fact bank:** Division 3.3 Part 43 MOS

**Fact bank:** PEG Appendix 2 (covers MOS Schedules 5 and 6)

**Fact bank:** Schedule 5 Part 43 MOS

**Fact bank:** Schedule 6 Part 43 MOS

**Fact bank:** Draft Advisory Circular 43-01 – Registered operators, responsibilities under Part 43

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 3.** Do you have any suggestions for how we can more clearly reflect the provisions relating to aircraft inspections in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 3, Appendix 2

**Fact bank:** Division 3.4 Part 43 MOS

**Fact bank:** PEG Appendix 2 (covers MOS schedules 1 and 2)

**Fact bank:** Schedule 1 Part 43 MOS

**Fact bank:** Schedule 2 Part 43 MOS

**Fact bank:** Draft Advisory Circular 43-02 – Inspection of aircraft-Requirements

**Link:** Information sheet – [Aircraft inspections – Proposed under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/aircraft-inspections-proposed-part-43.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 4.** Do you have any suggestions for how we can more clearly reflect the provisions relating to testing of aeronautical products in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Appendix 2 (covers MOS Division 3.5 and schedules 3 and 4)

**Fact bank:** Division 3.5 Part 43 MOS

**Fact bank:** Schedule 3 Part 43 MOS

**Fact bank:** Schedule 4 Part 43 MOS

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 5.** Do you have any suggestions for how we can more clearly reflect the provisions relating to aircraft maintenance records in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 1, Chapter 3

**Fact bank:** Division 3.6 Part 43 MOS

**Link:** Information sheet - [Requirements for maintaining records](https://www.casa.gov.au/sites/default/files/2021-11/requirements-for-maintaining-records.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 6.** Do the draft MOS provisions above accurately reflect the agreed policy decisions as set out in the summary of proposed change on CD 2104SS.

*Radio buttons*

[ ]  Yes

[ ]  No (please explain why below)

[ ]  Undecided /not sure

Comments

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# Page 5. Maintenance performance rules

**Question 1.** Do you have any suggestions for how we can more clearly reflect the provisions relating to overhauling and rebuilding aircraft, or aeronautical products in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Appendix 2

**Fact bank:** Section 4.03 Part 43 MOS

**Link:** Information sheet – [Piston engine overhaul – Proposed under Part 43](https://www.casa.gov.au/sites/default/files/2021-11/piston-engine-overhaul-proposed-under-part-43.pdf)

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 2.** Do you have any suggestions for how we can more clearly reflect the provisions relating to persons who can carry out maintenance and how it is to be carried out in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 2, Chapter 3

**Fact bank:** Section 4.04 to 4.11 Part 43 MOS

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 3** Do you have any suggestions for how we can more clearly reflect the provisions relating to aircraft maintenance records in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 1, Chapter 3

**Fact bank:** Sections 4.12 to 4.17 Part 43 MOS

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 4.** Do you have any suggestions for how we can more clearly reflect the provisions relating to performance rules for inspections in the regulation, MOS or Plain English Guide?

**Fact bank:** PEG Chapter 3

**Fact bank:** Sections 4.18 to 4.21 Part 43 MOS

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 5.** Do you have any suggestions for how we can more clearly reflect the provisions relating to airworthiness limitations in the regulation, MOS or Plain English Guide?

**Fact bank:** Section 4.24 Part 43 MOS

*Radio buttons*

[ ]  No, I am satisfied

[ ]  Yes (please provide any alternative suggestions below)

[ ]  Undecided /not sure

Comments

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**Question 6.** Do the draft MOS provisions above accurately reflect the agreed policy decisions as set out in the summary of proposed change on CD 2104SS.

*Radio buttons*

[ ]  Yes

[ ]  No (please explain why below)

[ ]  Undecided /not sure

Comments

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# Page 6. Consequential amendments to legislative instruments

**Compensatory instruments**

The Civil Aviation Regulations (CAR) comprised regulations and legislative instruments. The proposed Part 43 of CASR will be a comprehensive one stop regulation and MOS that will remove the complexities and deficiencies that necessitated the various compensatory instruments.

## **Civil Aviation Orders (CAOs)**

The Maintenance Civil Aviation Orders which set out matters that are either included in the new Part 43 MOS or not applicable to Part 43 maintenance will no longer apply. For Orders that will no longer apply please see fact bank below.

**Fact bank:** CAOs that will no longer apply.

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| *Content:***Table:** Civil Aviation Orders that will no longer apply

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| **CAOs affected** | **Proposed change** | **Reason for change** |
| [CAO 95.56](https://www.legislation.gov.au/Details/F2006L00838)  Exemption, light sport aircraft | Disapply to Part 43 | Relevant information and requirements are set out in the Part 43 MOS |
| [CAO 100.5](https://www.legislation.gov.au/Details/F2021C01280) General requirements in respect of maintenance of Australian aircraft | Disapply to Part 43 |
| [CAO 100.7](https://www.legislation.gov.au/Details/F2021C01234)  Weight requirements for aircraft | Disapply to Part 43 |
| [CAO 104.0](https://www.legislation.gov.au/Details/F2015C00471) (Certificates of approval — application, grant and conditions) | Disapply to Part 43 |

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## **Airworthiness Directives (ADs)**

The following general Airworthiness Directives will no longer apply to Part 43 aircraft.

* AD/GENERAL/29 - Wooden Aircraft-Airframe structural inspection
* AD/GENERAL/87 - Primary flight control cable terminals -detailed visual inspections
* AD/ENG/4 - Piston Engine Continuing Airworthiness Requirements
* AD/ENG/5 - Turbine Engine Continuing Airworthiness Requirements
* AD/ENG/7 - Replacement of Life Limited Turbine Engine Components
* AD/PROP/1 - Propellers - Overhaul
* AD/PROP/2 - Feathering Propellers - Functional Check

For reasons as to why this is the case, please refer to the table in the fact bank below.

**Fact bank:** Why certain Airworthiness Directives will no longer apply.

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| *Content:***Table:** Airworthiness Directives that will no longer apply and why

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| **Airworthiness Directives affected** | **Proposed change** | **Reason for change** |
| [AD/GENERAL/29](https://services.casa.gov.au/airworth/airwd/ADfiles/AIRGEN/GEN/GEN-029.pdf)- Wooden Aircraft-Airframe structural inspection | Disapply to Part 43 | The inspection requirements are set out in Part 43 MOS and the technical information is covered in guidance material (FAA AC 43-13) |
| [AD/GENERAL/87](https://services.casa.gov.au/airworth/airwd/ADfiles/AIRGEN/GEN/GEN-087.pdf)- Primary flight control cable terminals -detailed visual inspections | Disapply to Part 43 | The inspection requirements are set out in Part 43 MOS and the technical information is covered in aircraft manufacturers instructions supplemented by guidance material (FAA AC 43-13) |
| [AD/ENG/4](https://services.casa.gov.au/airworth/airwd/ADfiles/ENGGEN/ENG/ENG-004.pdf)- Piston Engine Continuing Airworthiness Requirements | Disapply to Part 43 | The engine inspection and testing requirements are set out in the Part 43 MOS |
| [AD/ENG/5](https://services.casa.gov.au/airworth/airwd/ADfiles/ENGGEN/ENG/ENG-005.pdf)  - Turbine Engine Continuing Airworthiness Requirements | Disapply to Part 43 | The engine inspection and testing requirements are set out in the Part 43 MOS |
| [AD/ENG/7](https://services.casa.gov.au/airworth/airwd/ADfiles/ENGGEN/ENG/ENG-007.pdf)  - Replacement of Life Limited Turbine Engine Components | Disapply to Part 43 | The requirements for replacement of life limited components are set out in the Part 43 MOS |
| [AD/PROP/1](https://services.casa.gov.au/airworth/airwd/ADfiles/EQUIP/PROP/PROP-001.pdf) - Propellers – Overhaul | Disapply to Part 43 | Propeller overhaul requirements are set out in the Part 43 MOS |
| [AD/PROP/2](https://services.casa.gov.au/airworth/airwd/ADfiles/EQUIP/PROP/PROP-002.pdf) - Feathering Propellers - Functional Check | Disapply to Part 43 | Functional checks are set out in Part 43 MOS |

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In disapplying the ADs, any matters considered essential to safety have been incorporated either in the regulation or the MOS.

Comments

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# Page 7: General comments

Do you have any additional comments about the proposed policy?

Please include any **impact** this change may have on you or your operation which has not already been covered in this consultation.

Comments

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