



AMROBA Approved Alternative Maintenance Release

AMROBA has an approved alternative maintenance release that its members may use as an alternative to the CASA maintenance release. It is supplied to its members in adobe .pdf format with the members' name on the maintenance release. The CASA personnel that approved the alternative maintenance release commented that it functions better than the CASA maintenance release. We also asked CASA what sort of approval did we need for a member to use the approved alternative maintenance release and the following advice was received:

"My reasons for this view is that as the AMROBA MR document will be approved as an alternative M/R form under CAR 43(1) the CAR 43 authorised person is at liberty to use any approved form that he or she prefers. Going one step back, CASA can not dictate to a CAR 30 AMO which of the approved MR forms the AMO has to use. This therefore becomes a matter between the AMO and the registered operator of the aircraft. If the RO wants to use the AMROBA M/R then it is the RO who must insist that that the AMO authorises the CAR 43 person, in its employ, to use that form. I have discussed this with Jonathan Aleck and he agrees with this view."

In other words, the use of the CASA maintenance release or an approved alternative is a decision made between the Registered Operator of the aircraft and the AMO.

So why did we develop an alternative?

The main aim was to have a loose leaf form so that additional Part 2 & 3 pages can be added if these pages were completed prior to meeting the due date/hours of the maintenance release. It grew from there and small but significant differences were added to the maintenance release certification, the flight and technical recording aspects and the instructions on its use.

- 1) The approved instructions can be printed and supplied with the M/R for the benefit of the RO:-
 - a) CASA instructions stay with the AMO's book of M/Rs.
 - b) Part 2 & 3 of the instructions are more applicable to the PiC.
 - c) Part 1 enables issue of IFR equipped aircraft in VFR mode until IFR inspections are carried out.
 - d) Cross references to current regulations included in the instructions.
- 2) The approved M/R flight & technical records aspects are slightly different to the CASA M/R:-
 - a) Cross references to regulations are included on the M/R for PiC information.
 - b) Additional Part 2 & 3 pages may be printed and added.
 - c) Can be printed in either A4 or Booklet depending on RO preference.

How does a member get to use the AMROBA Maintenance Release?

Very simple, all I need is an email requesting the use and we will provide an electronic copy with your name and CASA approval number in Adobe .pdf format including the approved instructions. We will also send you a disc with copies just in case you lose the electronic copies.

A copy of CASA Instrument Numbers 481/07 & 482/07 authorising the use of these forms are also attached to this information. Both these were signed by the CASA Group General Manager, General Aviation Operations in 2007.

Another advantage, there is no charge involved in the use of this M/R; it is part of AMROBA's service to its members.

AMROBA insists that it is printed on a colour laser printer, not an ink printer.

Ken R Cannane
Executive Director
AMROBA
ken@amroba.org.au



Australian Government
Civil Aviation Safety Authority

Instrument number CASA 481/07

I, GREGORY JEROME VAUGHAN, Group General Manager, General Aviation Operations, a delegate of CASA, make this instrument under subregulation 43 (1) of the *Civil Aviation Regulations 1988*.

A handwritten signature in black ink, appearing to read 'G. Vaughan', followed by a long horizontal line extending to the right.

Greg Vaughan
Group General Manager
General Aviation Operations

17 December 2007

Approval — maintenance release form

Approval

I approve the forms mentioned in Schedule 1 for the issue of a maintenance release.



Australian Government
Civil Aviation Safety Authority

Instrument number CASA 482/07

I, GREGORY JEROME VAUGHAN, Group General Manager, General Aviation Operations, a delegate of CASA, make this instrument under subregulation 43 (2) of the *Civil Aviation Regulations 1988*.

A handwritten signature in black ink, appearing to read 'G.J. Vaughan', written over a horizontal line.

Greg Vaughan
Group General Manager
General Aviation Operations

17 December 2007

Direction — information entered on maintenance release

1 Application

This instrument applies to information that must be entered on a maintenance release before it is issued.

2 Direction

I direct that the information in Schedule 1 must be entered on a maintenance release before it is issued.

1. The AMROBA® maintenance release (AMROBA® doc. 0104), including the flight & technical log, consisting of Parts 1, 2 and 3.

- (a) A signature in Part 1, 2 or 3 of the flight and technical recording sections of the maintenance release (M/R) document for the completion of maintenance related to an endorsement shall constitute a certification required by regulation 42ZE of the Civil Aviation Regulations (CARs).
- (b) Unless otherwise approved by CASA, expired maintenance release documents shall be retained as a permanent part of the aircraft maintenance records (log book or equivalent).

2. Maintenance Release Issue

- (a) The CASA approved maintenance organisation issuing the maintenance release must use a CAR 43 authorised person to sign this maintenance release.
- (b) The appointed CAR 43 authorised person shall sign the maintenance release immediately after the completion of the nominated maintenance release inspection and shall also ensure that:
 - (i) all data related to 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 and/or Component History Cards which relate to components that were changed during the period that the maintenance release document was in force have been transferred to the aircraft maintenance records (log book or equivalent).
- (c) The CAR 43 authorised person signing the maintenance release shall ensure the following entries and endorsements are made on Part 1 of the maintenance release document at the time of issue:
 - (i) the name and certificate number of the authorised person issuing the maintenance release;
 - (ii) the signature and licence/maintenance authority number of the person signing the maintenance release;
 - (iii) the place, date and time of issue;
 - (iv) the aircraft type and registration;
 - (v) the date and total time in service of the aircraft at which the maintenance release expires;
 - (vi) the total time in service of the aircraft at the time of issue;
 - (vii) the operational category of the aircraft (highest operational category);
 - (viii) if the aircraft is equipped and is approved in the flight manual for IFR flight delete 'VFR' and if the aircraft is not approved for IFR flight then delete 'IFR';
 - (ix) if an aircraft is approved in the flight manual for IFR flight and is being used in aeiwork or private and has not been maintained to the required IFR standard at the time of the M/R issue then enter the outstanding IFR maintenance inspections in Part 1 as a condition of the M/R issue including a statement "Aircraft limited to VFR flight until IFR inspections certified".
 - (x) if the aircraft referred to in paragraph (ix) is subsequently restored to IFR standard this must be indicated by a signed clearing endorsement in Part 1 after the maintenance inspection is entered and certified for in the aircraft log book or documents referred to in the log books;
 - (xi) all requirements and conditions under the CARs and CAOs that will require maintenance, other than daily/line inspections and maintenance release inspections, 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 and/or the date, as applicable, at which the maintenance/inspection is due for compliance; and
 - (xii) permissible unserviceabilities (MEL items) or conditions carried over from the previous maintenance release. (refer CARs 43(9) & (10)).
- (d) Photocopy Part 1 of the maintenance release after signing and retain in organisation records.

3. Part 1

- (a) Enter the following in the column entitled "Maintenance Required":
 - (i) All scheduled maintenance required by the Regulations, other than daily inspections and maintenance release inspections, to be carried out on the aircraft prior to the date and aircraft total time in service at which the maintenance release ceases to be in force;
 - (ii) Endorsements related to permissible unserviceabilities; (Refer CARs 43 (10) and 49.)
 - (iii) Endorsements related to conditions (includes maintenance flight tests & VFR endorsements). (Refer CARs 43(9), 44 and 49.)
- (b) Enter clearing endorsements and certify, in the column entitled "Clearing Endorsement", for the completion of or compliance with:-
 - (i) scheduled maintenance entered in Part 1;
 - (ii) maintenance to clear a permissible unserviceability entered in Part 1;
 - (iii) maintenance to clear a condition entered in Part 1; and
 - (iv) Airworthiness Directives entered as maintenance required in Part 1.

4. Part 2

- (a) Enter endorsements in the column entitled "Endorsements" for:
 - (i) recording defects and major damage; (Refer CAR 50.)
 - (ii) recording un-airworthy statement; (Refer CAR 47)
 - (iii) recording the requirement for a maintenance flight test of the aircraft, aircraft component or item of equipment fitted to the aircraft which the serviceability can only be established by a flight test.

NOTE: - Paragraph (iii) refers only to circumstances where certification has been made for the completion of maintenance that may have adversely affected the flight or operating characteristics of the aircraft.

- (b) Each endorsement is to be signed and dated by the person making the endorsement.
- (c) Enter endorsements and certify in the columns entitled "Clearing Endorsement etc." and "Clearing Signature, Licence/Authority No. and Date" to record and certify for:-
 - (i) the rectification of defects or damage other than defects or damage which must be rectified by a certificate of approval holder; (refer Schedule 7 of the CARs)

NOTE:- Maintenance release inspections and all other maintenance that requires disassembly of the aircraft must be entered and certified in the aircraft log book or approved alternative.

- (ii) the completion of maintenance listed as pilot maintenance in Schedule 8 of the CARs; or
- (iii) to make an endorsement cancelling an endorsement entered in the column entitled "Endorsements" by reference to the aircraft log book or approved maintenance document;
- (d) A signature in the column entitled "Clearing Endorsement etc." indicates that all of the aircraft maintenance records and certifications for the completion of maintenance have been completed.

5. Part 3

- (a) A signature, by a person authorised by the CARs, in this part for completion of the daily, or equivalent, inspection on the date shown adjacent to the signature shall constitute a certification required by Regulation 42ZE of the Civil Aviation Regulations.
- (b) Entries in Part 3 with respect to aircraft time in service shall be made at least at the end of each day the aircraft is flown.
- (c) The three columns beside the progressive total of landings shall be used to record aircraft or aircraft component cycles (pressurisation/landings etc.) or acrobatic hours, where applicable, and may be used for other purposes.

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CAR 43(2) Approval:

[Signature]
7.12.07