

Safety & Oversight

(front page link)

Government & Industry Safety at all Levels A Global Partnership for Aviation Safety

Maintenance organisations, manufacturers, designers, air operators, industry sector association and CASA all work together to ensure aviation safety.

Maintenance organisations are approved (i.e., licensed) and regulated by the Civil Aviation Safety Authority (CASA) which derives its authority from the Civil Aviation Act, Civil Aviation Safety Regulations, Civil Aviation Regulations, and amended frequently, establishes the legal mandate for CASA to promulgate Manual of Standards affecting civil aviation safety and security.

Regulations and CASA promulgated Standards made under the Civil Aviation (Safety) Regulations which control – among other things – the design, production, sales, operation and maintenance of civil aviation aircraft, products and articles. Other countries have created similar regulatory infrastructures and parallel civil aviation authorities (CAA) to oversee the industry.

Regulation

Maintenance organisations are regulated under CASR Part 145 & CAR 30 which is why maintenance organisations are often referred to as CASR 145 or CAR 30 organisations. To be approved by CASA, they must demonstrate to CASA that they possess the facilities, equipment, personnel, and data and quality control systems necessary to perform maintenance in an airworthy manner. A maintenance organisation is licenced to perform certain types of maintenance, based on demonstrating capability. The standards, and the related organisation's capability, reflect the reality that maintenance organisations perform maintenance that ranges in size and complexity.

Oversight & International Relations

Oversight obligations, however, are not limited to CASA or other CAAs. In addition to regular inspection visits and audits by CASA, maintenance organisations receive frequent audits by their airline customers, third party quality organizations, and the maintenance organisations' own quality assurance personnel. Collectively, industry and government work together to provide consistent oversight to ensure continued quality and safety.

Oversight is also international. Bilateral Air Safety Agreements (BASAs) are government-to-government arrangements that regulate the operation of international air services between two countries. BASAs allow for cooperation in

a range of areas including design, production, flight operations, environmental certification, and maintenance.

While Australia has concluded a number of BASAs with various governments, only a few involve maintenance. Industry see a need for a maintenance agreement with the United States of America (FAA), New Zealand (CAA(NZ)) and countries in the Asia/Pacific Region.

BASAs aim is to reduce regulatory duplication and provide greater market access for maintenance organisations. Generally, BASAs remove regulatory obstacles by allowing the domestic aviation authority to perform audits and make findings on behalf of the foreign authority, thereby avoiding duplication and government waste, and making it easier for maintenance organisations to serve foreign customers. For example, under the BASA between the United States and EU, U.S. repair stations can obtain approval to work on EU-registered products based on a valid FAA part 145 certificate and compliance with certain other conditions.

For the benefit of Australia's maintenance industry, government and CASA must apply considerable effort to opening up foreign markets, especially with Asia/Pacific Rim countries.

You can access agreements listed by CASA [HERE](#)

There are agreements with: United States, China, New Zealand, Singapore, Korea, Brazil, Papua New Guinea and EASA.

They haven't benefited the maintenance industry, the design industry or manufacturing industry to any great effect.