

SIMPLIFIED REGULATORY CHANGE METHODOLOGY.

FAR/CASR Part 43 - Maintenance, Preventive Maintenance, Rebuilding and Alterations

The following utilises the same approach as was taken in converting FAR Part 21, *Certification Procedures for Products and Parts* to CASR Part 21. Only minimum changes have been made to change reference to the FAA/Administrator and to include automatic recognition of NAA design data from country of design of aircraft and aeronautical products. This is obligatory because of the automatic acceptance of aircraft and parts under CASR Part 21. Includes cross references to CASR Part 21 where appropriate. A general change has been done to replace *airframe, aircraft engine, propeller, appliance, or component part* with Act defined *aeronautical product*. Automatic adoption of FAA supporting documentation should be made in the Act to prevent unique approaches to applying these rules. Some further cross referencing may be needed if FAR Operational rules not adopted. **In summary, to adopt this regulation it is imperative that the appropriate provision from FAR Part 91, 121, 135 and 129 be adopted as well.** Changes are in red.

FAR Part 43 - Maintenance, Preventive Maintenance, Rebuilding and Alterations

43.1 - Applicability

43.2 - Records of overhaul and rebuilding

43.3 - Persons authorized to perform maintenance

43.5 - Approval for return to service after maintenance

43.7 - Persons authorized to approve aircraft for return to service

43.9 - Content, form, and disposition of maintenance records

43.10 - Disposition of life-limited aircraft parts

43.11 - Content, form, and disposition of records for inspections

43.12 - Maintenance records: Falsification, reproduction, or alteration

43.13 - Performance rules (general)

43.15 - Additional performance rules for inspections

43.16 - Airworthiness limitations

43.17 - Maintenance performed by certain Canadian persons

Appendix A to Part 43 - Major Alterations, Major Repairs, and Preventive Maintenance

Appendix B to Part 43 - Recording of Major Repairs and Major Alterations

Appendix C to Part 43 [Reserved]

Appendix D to Part 43 - Scope and Detail of Items (as Applicable to the Particular Aircraft) To Be Included in Annual and 100-Hour Inspections

Appendix E to Part 43—Altimeter System Test and Inspection

Appendix F to Part 43—ATC Transponder Tests and Inspections

No Change
Same Index
except 43.17 not
needed unless
NZ reciprocates

**11 regulations
covers all
maintenance.**

Massive reduction
in regulations and
red tape.

FAA enforces
these very easy.

Responsibility is
placed fully on
industry entities.

Would reduce
CASA numbers
and enable them
to oversight.

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Federal Aviation Regulation	CASR Part 43 (Applicability Only)	Comment
<p>FAR 43.1 - Applicability</p> <p>(a) Except as provided in paragraphs (b) and (d) of this section, this part prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration of any—</p> <ol style="list-style-type: none"> (1) Aircraft having a U.S. airworthiness certificate; (2) Foreign-registered civil aircraft used in common carriage or carriage of mail under the provisions of Part 121 or 135 of this chapter; and (3) Airframe, aircraft engines, propellers, appliances, and component parts of such aircraft. <p>(b) This part does not apply to any aircraft for which the FAA has issued an experimental certificate, unless the FAA has previously issued a different kind of airworthiness certificate for that aircraft.</p> <p>(c) This part applies to all life-limited parts that are removed from a type certificated product, segregated, or controlled as provided in §43.10.</p> <p>(d) This part applies to any aircraft issued a special airworthiness certificate in the light-sport category except:</p> <ol style="list-style-type: none"> (1) The repair or alteration form specified in §§43.5(b) and 43.9(d) is not required to be completed for products not produced under an FAA approval; (2) Major repairs and major alterations for products not produced under an FAA approval are not required to be recorded in accordance with appendix B of this part; and (3) The listing of major alterations and major repairs specified in paragraphs (a) and (b) of appendix A of this part is not applicable to products not produced under an FAA approval. 	<p>Civil Aviation Safety Regulation Part A 43.1 - Applicability</p> <p>(a) Except as provided in paragraphs (b) and (d) of this section, this part prescribes regulations governing the maintenance, preventive maintenance, rebuilding, and alteration of any—</p> <ol style="list-style-type: none"> (1) Aircraft having an Australian airworthiness certificate; (2) Foreign-registered civil aircraft used in common carriage or carriage of mail under the provisions of Part 121 or 135 of this chapter; and (3) Airframe, aircraft engines, propellers, appliances, and component parts of such aircraft. <p>(b) This part does not apply to any aircraft for which CASA or an authorised person has issued an experimental certificate, unless CASA has previously issued a different kind of airworthiness certificate for that aircraft.</p> <p>(c) This part applies to all life-limited parts that are removed from a type certificated product, segregated, or controlled as provided in ASS43.10.</p> <p>(d) This part applies to any aircraft issued a special airworthiness certificate in the light-sport category except:</p> <ol style="list-style-type: none"> (1) The repair or alteration form specified in ASS43.5(b) and 43.9(d) is not required to be completed for products not produced under a Part 21M approval; (2) Major repairs and major alterations for products not produced under a Part 21M approval are not required to be recorded in accordance with appendix B of ASS 43; and (3) The listing of major alterations and major repairs specified in paragraphs (a) and (b) of appendix A of this ASS is not applicable to products not produced under a Part 21M approval. 	<p>Aligns with CASR Part 21</p> <p>Airworthiness certificate definition required in CASR Dictionary.</p> <p>Means aircraft CofA (aircraft) as well as ARC (aeronautical product).</p> <p>Retains US standards for Light Sport Aircraft</p>
	<p>Part B of this Part should include proper criminal provisions like the US. E.g. Deliberately fitting an unapproved part is a criminal provision.</p>	

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	Proposed Australian “Civil” Aviation Safety Standard under Sec 9(1)(c) of the Act. Adopt FAR provisions as ASS	
<p>FAR 43.2 - Records of Overhaul and Rebuilding</p> <p>(a) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being overhauled unless—</p> <p>(1) Using methods, techniques, and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and</p> <p>(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under §21.305 of this chapter.</p> <p>(b) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.</p>	<p>ASS 43.2 - Records of Overhaul and Rebuilding</p> <p>(a) No person may describe in any required maintenance entry or form an aircraft, or aeronautical product as being overhauled unless—</p> <p>(1) Using methods, techniques, and practices acceptable to CASA or NAA responsible for design of the aircraft or aeronautical product, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and</p> <p>(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to CASA or NAA responsible for design of the aircraft or aeronautical product, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under CASR 21.305 or NAA responsible for design of the aircraft or aeronautical product.</p> <p>(b) No person may describe in any required maintenance entry or form an aircraft, or aeronautical product as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.</p>	<p>Amend to include both CASA or a NAA responsible for design of aircraft, airframe, aircraft engine, propeller, appliance, or component part. Insert Act definition of “aeronautical product” to “cover airframe, aircraft engine, propeller, appliance, or component part” wherever mentioned. Aligns with ICAO</p>
<p>FAR 43.3 - Persons Authorized to Perform Maintenance, Preventive Maintenance, rebuilding, and alterations</p> <p>(a) Except as provided in this section and §43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which this part applies. Those items, the performance of which is a</p>	<p>ASS 43.3 - Persons Authorised to Perform Maintenance, Preventive Maintenance, rebuilding, and alterations</p> <p>(a) Except as provided in this section and ASS43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, or aeronautical product to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in appendix A of this ASS.</p>	<p>Amend CASR Part 66 to include an AME licence based on the US A&P and IA by</p>

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<p>major alteration, a major repair, or preventive maintenance, are listed in appendix A.</p> <p>(b) The holder of a mechanic certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 65 of this chapter.</p> <p>(c) The holder of a repairman certificate may perform maintenance, preventive maintenance, and alterations as provided in part 65 of this chapter.</p> <p>(d) A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorize the performance of any inspection required by Part 91 or Part 125 of this chapter or any inspection performed after a major repair or alteration.</p> <p>(e) The holder of a repair station certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 145 of this chapter.</p> <p>(f) The holder of an air carrier operating certificate or an operating certificate issued under Part 121 or 135, may perform maintenance, preventive maintenance, and alterations as provided in Part 121 or 135.</p> <p>(g) Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part 121, 129, or 135 of this chapter. The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.</p>	<p>(b) The holder of an aircraft maintenance engineer licence may perform maintenance, preventive maintenance, and alterations as provided in CASR Part 66.</p> <p>(c) The holder of an aircraft maintenance engineer qualification may perform maintenance, preventive maintenance, and alterations as authorised by an approved maintenance organisation.</p> <p>(d) A person working under the supervision of a holder of a licence aircraft maintenance engineer or an aircraft maintenance engineer authorised by an approved maintenance organisation may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorised to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorise the performance of any inspection required by Part 91 or Part 125 of these Regulations or any inspection performed after a major repair or alteration.</p> <p>(e) The holder of an approved maintenance organisation certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 145 of these Regulations.</p> <p>(f) The holder of an air carrier operating certificate or an operating certificate issued under Part 121 or 135, may perform maintenance, preventive maintenance, and alterations as provided in Part 121 or 135.</p> <p>(g) Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part 121, 129, or 135 of these Regulations. The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.</p>	<p>aligning with NZ system that adopted the FAA A&P plus IA.</p> <p>Enable AMO to authorised qualified tradesperson to perform maintenance. This maintains the current CAR30 capability.</p> <p>This is a major change from CASA – it enables AOC holders to do maintenance</p>
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<p>(h) Notwithstanding the provisions of paragraph (g) of this section, the Administrator may approve a certificate holder under Part 135 of this chapter, operating rotorcraft in a remote area, to allow a pilot to perform specific preventive maintenance items provided—</p> <ol style="list-style-type: none"> (1) The items of preventive maintenance are a result of a known or suspected mechanical difficulty or malfunction that occurred en route to or in a remote area; (2) The pilot has satisfactorily completed an approved training program and is authorized in writing by the certificate holder for each item of preventive maintenance that the pilot is authorized to perform; (3) There is no certificated mechanic available to perform preventive maintenance; (4) The certificate holder has procedures to evaluate the accomplishment of a preventive maintenance item that requires a decision concerning the airworthiness of the rotorcraft; and (5) The items of preventive maintenance authorized by this section are those listed in paragraph (c) of appendix A of this part. <p>(i) Notwithstanding the provisions of paragraph (g) of this section, in accordance with an approval issued to the holder of a certificate issued under part 135 of this chapter, a pilot of an aircraft type-certificated for 9 or fewer passenger seats, excluding any pilot seat, may perform the removal and reinstallation of approved aircraft cabin seats, approved cabin-mounted stretchers, and when no tools are required, approved cabin-mounted medical oxygen bottles, provided—</p> <ol style="list-style-type: none"> (1) The pilot has satisfactorily completed an approved training program and is authorized in writing by the certificate holder to perform each task; and (2) The certificate holder has written procedures available to the pilot to evaluate the accomplishment of the task. <p>(j) A manufacturer may—</p> <ol style="list-style-type: none"> (1) Rebuild or alter any aircraft, aircraft engine, propeller, or appliance manufactured by him under a type or production certificate; (2) Rebuild or alter any appliance or part of aircraft, aircraft engines, propellers, or appliances manufactured by him under a Technical Standard Order Authorization, an FAA-Parts Manufacturer 	<p>(h) Notwithstanding the provisions of paragraph (g) of this section, CASA may approve a certificate holder under Part 135 of these Regulations, operating rotorcraft in a remote area, to allow a pilot to perform specific preventive maintenance items provided—</p> <ol style="list-style-type: none"> (1) The items of preventive maintenance are a result of a known or suspected mechanical difficulty or malfunction that occurred en route to or in a remote area; (2) The pilot has satisfactorily completed an approved training program and is authorized in writing by the certificate holder for each item of preventive maintenance that the pilot is authorized to perform; (3) There is no certificated mechanic available to perform preventive maintenance; (4) The certificate holder has procedures to evaluate the accomplishment of a preventive maintenance item that requires a decision concerning the airworthiness of the rotorcraft; and (5) The items of preventive maintenance authorised by this section are those listed in paragraph (c) of appendix A of this part. <p>(i) Notwithstanding the provisions of paragraph (g) of this section, in accordance with an approval issued to the holder of a certificate issued under CASR Part 135, a pilot of an aircraft type-certificated for 9 or fewer passenger seats, excluding any pilot seat, may perform the removal and reinstallation of approved aircraft cabin seats, approved cabin-mounted stretchers, and when no tools are required, approved cabin-mounted medical oxygen bottles, provided—</p> <ol style="list-style-type: none"> (1) The pilot has satisfactorily completed an approved training program and is authorised in writing by the AOC holder to perform each task; and (2) The AOC holder has written procedures available to the pilot to evaluate the accomplishment of the task. <p>(j) A manufacturer may—</p> <ol style="list-style-type: none"> (1) Rebuild or alter any aircraft, aircraft engine, propeller, or appliance manufactured by him under a type or production certificate; (2) Rebuild or alter any appliance or part of aircraft, aircraft engines, propellers, or appliances manufactured by him under a CASA or NAA Technical Standard Order Authorisation, an CASA or NAA-Parts Manufacturer Approval, or Product and Process 	<p>This only applies if Airline does not have a Part 145 approval.</p>
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<p>Approval, or Product and Process Specification issued by the Administrator; and</p> <p>(3) Perform any inspection required by Part 91 or Part 125 of this chapter on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.</p>	<p>Specification issued by CASA or NAA responsible for design of the aircraft or aeronautical product; and</p> <p>(3) Perform any inspection required by Part 91 or Part 125 of these ASSs on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.</p>	
<p>FAR 43.5 - Approval for Return to Service after Maintenance, Preventive Maintenance, Rebuilding, or Alteration</p> <p>No person may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance, that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless—</p> <p>(a) The maintenance record entry required by §43.9 or §43.11, as appropriate, has been made;</p> <p>(b) The repair or alteration form authorized by or furnished by the Administrator has been executed in a manner prescribed by the Administrator; and</p> <p>(c) If a repair or an alteration results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed in §91.9 of this chapter.</p>	<p>ASS 43.5 - Approval for Return to Service after Maintenance, Preventive Maintenance, Rebuilding, or Alteration</p> <p>No person may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance, that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless—</p> <p>(a) The maintenance record entry required by ASS 43.9 or ASS 43.11, as appropriate, has been made;</p> <p>(b) The repair or alteration form 337 authorised by or furnished by CASA has been executed in a manner prescribed by CASA; and</p> <p>(c) If a repair or an alteration results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed in CASR or ASS 91.9.</p>	
<p>FAR 43.7 - Persons Authorized to Approve Aircraft for Return to Service</p> <p>(a) Except as provided in this section and §43.17, no person, other than the Administrator, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration.</p> <p>(b) The holder of a mechanic certificate or an inspection authorization may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 65 of this chapter.</p>	<p>ASS 43.7 - Persons Authorised to Approve Aircraft for Return to Service</p> <p>(a) Except as provided in this section and ASS43.17, no person, may approve an aircraft, or aeronautical product for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration.</p> <p>(b) The holder of an aircraft maintenance engineer’s licence or an inspection authorisation may approve an aircraft, or aeronautical product for return to service as provided in Part 66.</p>	<p>The days of CASA authorising aircraft to return to service after maintenance is long past – this is an industry responsibility.</p>

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<p>(c) The holder of a repair station certificate may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 145 of this chapter.</p> <p>(d) A manufacturer may approve for return to service any aircraft, airframe, aircraft engine, propeller, appliance, or component part which that manufacturer has worked on under §43.3(j). However, except for minor alterations, the work must have been done in accordance with technical data approved by the Administrator.</p> <p>(e) The holder of an air carrier operating certificate or an operating certificate issued under Part 121 or 135, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 121 or 135 of this chapter, as applicable.</p> <p>(f) A person holding at least a private pilot certificate may approve an aircraft for return to service after performing preventive maintenance under the provisions of §43.3(g).</p> <p>(g) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may approve an aircraft issued a special airworthiness certificate in light-sport category for return to service, as provided in part 65 of this chapter.</p> <p>(h) The holder of at least a sport pilot certificate may approve an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category for return to service after performing preventive maintenance under the provisions of §43.3(g).</p>	<p>(c) The holder of a maintenance organisation certificate may approve an aircraft, or aeronautical product for return to service as provided in CASR Part 145.</p> <p>(d) A manufacturer may approve for return to service any aircraft, or aeronautical product which that manufacturer has worked on under ASS43.3(j). However, except for minor alterations, the work must have been done in accordance with technical data approved by CASA or NAA responsible for design of the aircraft or aeronautical product.</p> <p>(e) The holder of an AOC issued under Part 121 or 135, may approve an aircraft, or aeronautical product for return to service as provided in CASR Part 121 or 135, as applicable.</p> <p>(f) A person holding at least a private pilot certificate may approve an aircraft for return to service after performing preventive maintenance under the provisions of ASS43.3(g).</p> <p>(g) The holder of a certificate (light-sport aircraft) with a maintenance rating may approve an aircraft issued a special airworthiness certificate in light-sport category for return to service, as provided in CASR 66.</p> <p>(h) The holder of at least a sport pilot certificate may approve an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category for return to service after performing preventive maintenance under the provisions of ASS43.3(g).</p>	
<p>FAR 43.9 - Content, Form, and Disposition of Maintenance Records</p> <p>(a) Maintenance record entries. Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component part shall make an entry in the maintenance record of that equipment containing the following information:</p> <p>(1) A description (or reference to data acceptable to the Administrator) of work performed.</p>	<p>ASS 43.9 - Content, Form, and Disposition of Maintenance Records</p> <p>(a) Maintenance record entries. Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, or aeronautical product shall make an entry in the maintenance record of that equipment containing the following information:</p> <p>(1) A description (or reference to data acceptable to CASA) of work performed.</p>	

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<p>(2) The date of completion of the work performed.</p> <p>(3) The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.</p> <p>(4) If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.</p> <p>(b) Each holder of an air carrier operating certificate or an operating certificate issued under Part 121 or 135, that is required by its approved operations specifications to provide for a continuous airworthiness maintenance program, shall make a record of the maintenance, preventive maintenance, rebuilding, and alteration, on aircraft, airframes, aircraft engines, propellers, appliances, or component parts which it operates in accordance with the applicable provisions of Part 121 or 135 of this chapter, as appropriate.</p> <p>(c) This section does not apply to persons performing inspections in accordance with Part 91, 125, §135.411(a)(1), or §135.419 of this chapter.</p> <p>(d) In addition to the entry required by paragraph (a) of this section, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in appendix B, by the person performing the work.</p>	<p>(2) The date of completion of the work performed.</p> <p>(3) The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.</p> <p>(4) If the work performed on the aircraft, or aeronautical product has been performed satisfactorily, the signature, certificate number, and kind of licence or certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.</p> <p>(b) Each holder of an AOC issued under Part 121 or 135, that is required by its approved operations specifications to provide for a continuous airworthiness maintenance program, shall make a record of the maintenance, preventive maintenance, rebuilding, and alteration, on aircraft, or aeronautical products which it operates in accordance with the applicable provisions of CASR Part 121 or 135, as appropriate.</p> <p>(c) This section does not apply to persons performing inspections in accordance with CASR Part 91, 125, ASS135.411(a)(1), or ASS135.419.</p> <p>(d) In addition to the entry required by paragraph (a) of this section, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in appendix B of this ASS, by the person performing the work.</p>	
<p>FAR 43.10 - Disposition of Life Limited Aircraft Parts</p> <p>(a) Definitions used in this section. For the purposes of this section the following definitions apply.</p> <p>Life-limited part means any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.</p> <p>Life status means the accumulated cycles, hours, or any other mandatory replacement limit of a life-limited part.</p> <p>(b) Temporary removal of parts from type-certificated products. When a life-limited part is temporarily removed and reinstalled for the purpose</p>	<p>ASS 43.10 - Disposition of Life Limited Aircraft Parts</p> <p>(a) Definitions used in this section. For the purposes of this section the following definitions apply.</p> <p>Life-limited part means any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.</p> <p>Life status means the accumulated cycles, hours, or any other mandatory replacement limit of a life-limited part.</p> <p>(b) Temporary removal of parts from type-certificated products. When a life-limited part is temporarily removed and reinstalled for the purpose</p>	

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<p>of performing maintenance, no disposition under paragraph (c) of this section is required if—</p> <ol style="list-style-type: none"> (1) The life status of the part has not changed; (2) The removal and reinstallation is performed on the same serial numbered product; and (3) That product does not accumulate time in service while the part is removed. <p>(c) Disposition of parts removed from type-certificated products. Except as provided in paragraph (b) of this section, after April 15, 2002 each person who removes a life-limited part from a type-certificated product must ensure that the part is controlled using one of the methods in this paragraph. The method must deter the installation of the part after it has reached its life limit. Acceptable methods include:</p> <ol style="list-style-type: none"> (1) Record keeping system. The part may be controlled using a record keeping system that substantiates the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, the record must be updated with the current life status. This system may include electronic, paper, or other means of record keeping. (2) Tag or record attached to part. A tag or other record may be attached to the part. The tag or record must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, either a new tag or record must be created, or the existing tag or record must be updated with the current life status. (3) Non-permanent marking. The part may be legibly marked using a non-permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product, or if the mark is removed, another method in this section may be used. The mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part. (4) Permanent marking. The part may be legibly marked using a permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product. Unless the part is permanently removed 	<p>of performing maintenance, no disposition under paragraph (c) of this ASS is required if—</p> <ol style="list-style-type: none"> (1) The life status of the part has not changed; (2) The removal and reinstallation is performed on the same serial numbered product; and (3) That product does not accumulate time in service while the part is removed. <p>(c) Disposition of parts removed from type-certificated products. Except as provided in paragraph (b) of this section, after January 1, 2017 each person who removes a life-limited part from a type-certificated product must ensure that the part is controlled using one of the methods in this paragraph. The method must deter the installation of the part after it has reached its life limit. Acceptable methods include:</p> <ol style="list-style-type: none"> (1) Record keeping system. The part may be controlled using a record keeping system that substantiates the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, the record must be updated with the current life status. This system may include electronic, paper, or other means of record keeping. (2) Tag or record attached to part. A tag or other record may be attached to the part. The tag or record must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, either a new tag or record must be created, or the existing tag or record must be updated with the current life status. (3) Non-permanent marking. The part may be legibly marked using a non-permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product, or if the mark is removed, another method in this section may be used. The mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part. (4) Permanent marking. The part may be legibly marked using a permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product. Unless the part is permanently removed
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<p>from use on type certificated products, this permanent mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part.</p> <p>(5) Segregation. The part may be segregated using methods that deter its installation on a type-certificated product. These methods must include, at least—</p> <ul style="list-style-type: none"> (i) Maintaining a record of the part number, serial number, and current life status, and (ii) Ensuring the part is physically stored separately from parts that are currently eligible for installation. <p>(6) Mutilation. The part may be mutilated to deter its installation in a type certificated produce. The mutilation must render the part beyond repair and incapable of being reworked to appear to be airworthy.</p> <p>(7) Other methods. Any other method approved or accepted by the FAA.</p> <p>(d) Transfer of life-limited parts. Each person who removes a life-limited part from a type certificated product and later sells or otherwise transfers that part must transfer with the part the mark, tag, or other record used to comply with this section, unless the part is mutilated before it is sold or transferred.</p>	<p>from use on type certificated products, this permanent mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part.</p> <p>(5) Segregation. The part may be segregated using methods that deter its installation on a type-certificated product. These methods must include, at least—</p> <ul style="list-style-type: none"> (i) Maintaining a record of the part number, serial number, and current life status, and (ii) Ensuring the part is physically stored separately from parts that are currently eligible for installation. <p>(6) Mutilation. The part may be mutilated to deter its installation in a type certificated produce. The mutilation must render the part beyond repair and incapable of being reworked to appear to be airworthy.</p> <p>(7) Other methods. Any other method approved or accepted by the FAA.</p> <p>(d) Transfer of life-limited parts. Each person who removes a life-limited part from a type certificated product and later sells or otherwise transfers that part must transfer with the part the mark, tag, or other record used to comply with this section, unless the part is mutilated before it is sold or transferred.</p>	
<p>FAR 43.11 - Content, Form, and Disposition of Records for Inspections</p> <p>(a) Maintenance record entries. The person approving or disapproving for return to service an aircraft, airframe, aircraft engine, propeller, appliance, or component part after any inspection performed in accordance with part 91, 125, §135.411(a)(1), or §135.419 shall make an entry in the maintenance record of that equipment containing the following information:</p> <ul style="list-style-type: none"> (1) The type of inspection and a brief description of the extent of the inspection. (2) The date of the inspection and aircraft total time in service. (3) The signature, the certificate number, and kind of certificate held by the person approving or disapproving for return to service the 	<p>ASS 43.11 - Content, Form, and Disposition of Records for Inspections</p> <p>(a) Maintenance record entries. The person approving or disapproving for return to service an aircraft, airframe, aircraft engine, propeller, appliance, or component part after any inspection performed in accordance with CASR Part 91, 125, ASS135.411(a)(1), or ASS135.419 shall make an entry in the maintenance record of that equipment containing the following information:</p> <ul style="list-style-type: none"> (1) The type of inspection and a brief description of the extent of the inspection. (2) The date of the inspection and aircraft total time in service. (3) The signature, the certificate number, and kind of licence or certificate held by the person approving or disapproving for 	

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<p>aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof.</p> <p>(4) Except for progressive inspections, if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement—“I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition.”</p> <p>(5) Except for progressive inspections, if the aircraft is not approved for return to service because of needed maintenance, noncompliance with applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement—“I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator.”</p> <p>(6) For progressive inspections, the following or a similarly worded statement—“I certify that in accordance with a progressive inspection program, a routine inspection of (identify whether aircraft or components) and a detailed inspection of (identify components) were performed and the (aircraft or components) are (approved or disapproved) for return to service.” If disapproved, the entry will further state “and a list of discrepancies and unairworthy items dated (date) has been provided to the aircraft owner or operator.”</p> <p>(7) If an inspection is conducted under an inspection program provided for in part 91, 125, or §135.411(a)(1), the entry must identify the inspection program, that part of the inspection program accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.</p> <p>(b) Listing of discrepancies and placards. If the person performing any inspection required by part 91 or 125 or §135.411(a)(1) of this chapter finds that the aircraft is unairworthy or does not meet the applicable type certificate data, airworthiness directives, or other approved data upon which its airworthiness depends, that persons must give the owner or lessee a signed and dated list of those</p>	<p>return to service the aircraft, or aeronautical product, or portions thereof.</p> <p>(4) Except for progressive inspections, if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement—“I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition.”</p> <p>(5) Except for progressive inspections, if the aircraft is not approved for return to service because of needed maintenance, noncompliance with applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement—“I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator.”</p> <p>(6) For progressive inspections, the following or a similarly worded statement—“I certify that in accordance with a progressive inspection program, a routine inspection of (identify whether aircraft or components) and a detailed inspection of (identify components) were performed and the (aircraft or components) are (approved or disapproved) for return to service.” If disapproved, the entry will further state “and a list of discrepancies and unairworthy items dated (date) has been provided to the aircraft owner or operator.”</p> <p>(7) If an inspection is conducted under an inspection program provided for in part 91, 125, or §135.411(a)(1), the entry must identify the inspection program, that part of the inspection program accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.</p> <p>(b) Listing of discrepancies and placards. If the person performing any inspection required by CASR Part 91 or 125 or ASS 135.411(a)(1) finds that the aircraft is unairworthy or does not meet the applicable type certificate data, airworthiness directives, or other approved data upon which its airworthiness depends, that persons must give the owner or lessee a signed and dated list of those discrepancies. For</p>	
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<p>discrepancies. For those items permitted to be inoperative under §91.213(d)(2) of this chapter, that person shall place a placard, that meets the aircraft's airworthiness certification regulations, on each inoperative instrument and the cockpit control of each item of inoperative equipment, marking it "Inoperative," and shall add the items to the signed and dated list of discrepancies given to the owner or lessee.</p>	<p>those items permitted to be inoperative under ASS91.213(d)(2), that person shall place a placard, that meets the aircraft's airworthiness certification standards, on each inoperative instrument and the cockpit control of each item of inoperative equipment, marking it "Inoperative," and shall add the items to the signed and dated list of discrepancies given to the owner or lessee.</p>	
<p>FAR 43.12 - Maintenance Records: Falsification, Reproduction, or Alteration</p> <p>(a) No person may make or cause to be made:</p> <ol style="list-style-type: none"> (1) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part; (2) Any reproduction, for fraudulent purpose, of any record or report under this part; or (3) Any alteration, for fraudulent purpose, of any record or report under this part. <p>(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking the applicable airman, operator, or production certificate, Technical Standard Order Authorization, FAA-Parts Manufacturer Approval, or Product and Process Specification issued by the Administrator and held by that person.</p>	<p>ASS 43.12 - Maintenance Records: Falsification, Reproduction, or Alteration</p> <p>(a) No person may make or cause to be made:</p> <ol style="list-style-type: none"> (1) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part; (2) Any reproduction, for fraudulent purpose, of any record or report under this part; or (3) Any alteration, for fraudulent purpose, of any record or report under this part. <p>(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking the applicable airman, operator, or production certificate, CASA Technical Standard Order Authorisation, CASA-Parts Manufacturer Approval, or Product and Process Specification issued by CASA and held by that person.</p>	
<p>FAR 43.13 - Performance Rules (General)</p> <p>(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in §43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is</p>	<p>ASS 43.13 - Performance Rules (General)</p> <p>(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to CASA or NAA responsible for the design of the aircraft or aeronautical product, except as noted in ASS43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with</p>	<p>It is seen as important to refer back to the NAA responsible as many issue documentation</p>

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<p>recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.</p> <p>(b) Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).</p> <p>(c) Special provisions for holders of air carrier operating certificates and operating certificates issued under the provisions of Part 121 or 135 and Part 129 operators holding operations specifications. Unless otherwise notified by the administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the manual of the holder of an air carrier operating certificate or an operating certificate under Part 121 or 135 and Part 129 operators holding operations specifications (that is required by its operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.</p>	<p>accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to CASA or the NAA responsible for the design of the aircraft or aeronautical product.</p> <p>(b) Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).</p> <p>(c) Special provisions for holders of AOC issued under the provisions of CASR Part 121 or 135 and Part 129 operators holding AOCs. Unless otherwise notified by CASA, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the manual of the holder of an AOC under CASR Part 121 or 135 and Part 129 operators holding operations specifications (that is required by its operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.</p>	<p>demonstrating how compliance can be achieved.</p>
<p>FAR 43.15 - Additional Performance Rules for Inspections.</p> <p>(a) General. Each person performing an inspection required by part 91, 125, or 135 of this chapter, shall—</p> <p>(1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and</p> <p>(2) If the inspection is one provided for in part 125, 135, or §91.409(e) of this chapter, perform the inspection in accordance with the instructions and procedures set forth in the inspection program for the aircraft being inspected.</p>	<p>ASS 43.15 - Additional Performance Rules for Inspections.</p> <p>(a) General. Each person performing an inspection required by CASR Part 91, 125, or 135, shall—</p> <p>(1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and</p> <p>(2) If the inspection is one provided for in CASR Part 125, 135, or ASS91.409(e) of these Regulations, perform the inspection in accordance with the instructions and procedures set forth in the inspection program for the aircraft being inspected.</p>	<p>Virtually no change</p>

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(b) **Rotorcraft.** Each person performing an inspection required by Part 91 on a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned:

- (1) The drive shafts or similar systems.
- (2) The main rotor transmission gear box for obvious defects.
- (3) The main rotor and center section (or the equivalent area).
- (4) The auxiliary rotor on helicopters.

(c) **Annual and 100-hour inspections.**

(1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected or one obtained from another source. This checklist must include the scope and detail of the items contained in appendix D to this part and paragraph (b) of this section.

(2) Each person approving a reciprocating-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations of—

- (i) Power output (static and idle r.p.m.);
- (ii) Magnetos;
- (iii) Fuel and oil pressure; and
- (iv) Cylinder and oil temperature.

(3) Each person approving a turbine-engine-powered aircraft for return to service after an annual, 100-hour, or progressive inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations.

(d) **Progressive inspection.**

(1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections must be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or

(b) **Rotorcraft.** Each person performing an inspection required by **CASR** Part 91 on a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned:

- (1) The drive shafts or similar systems.
- (2) The main rotor transmission gear box for obvious defects.
- (3) The main rotor and center section (or the equivalent area).
- (4) The auxiliary rotor on helicopters.

(c) **Annual and 100-hour inspections.**

(1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected or one obtained from another source. This checklist must include the scope and detail of the items contained in appendix D to this **ASS** and paragraph (b) of this section.

(2) Each person approving a reciprocating-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations of—

- (i) Power output (static and idle r.p.m.);
- (ii) Magnetos;
- (iii) Fuel and oil pressure; and
- (iv) Cylinder and oil temperature.

(3) Each person approving a turbine-engine-powered aircraft for return to service after an annual, 100-hour, or progressive inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations.

(d) **Progressive inspection.**

(1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections must be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or

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<p>check of the appliances, the aircraft, and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purposes of this subparagraph, the overhaul of a component or system is considered to be a detailed inspection.</p> <p>(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated mechanic, a certificated repair station, or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.</p>	<p>check of the appliances, the aircraft, and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purposes of this subparagraph, the overhaul of a component or system is considered to be a detailed inspection.</p> <p>(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated mechanic, a certificated repair station, or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.</p>	
<p>FAR 43.16 - Airworthiness Limitations Each person performing an inspection or other maintenance specified in an Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness shall perform the inspection or other maintenance in accordance with that section, or in accordance with operations specifications approved by the Administrator under part 121 or 135, or an inspection program approved under §91.409(e).</p>	<p>ASS 43.16 - Airworthiness Limitations Each person performing an inspection or other maintenance specified in an Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness shall perform the inspection or other maintenance in accordance with that section, or in accordance with operations specifications approved by CASA under CASR Part 121 or 135, or an inspection program approved under ASS91.409(e).</p>	
<p>FAR 43.17 - Maintenance Performed on U.S. Aeronautical Products by Certain Canadian Persons (a) Definitions . For purposes of this section: Aeronautical product means any civil aircraft or airframe, aircraft engine, propeller, appliance, component, or part to be installed thereon. Canadian aeronautical product means any aeronautical product under airworthiness regulation by Transport Canada Civil Aviation. U.S. aeronautical product means any aeronautical product under airworthiness regulation by the FAA. (b) Applicability. This section does not apply to any U.S. aeronautical products maintained or altered under any bilateral agreement made between Canada and any country other than the United States.</p>	<p>ASS 43.17 - Maintenance Performed on NZ Aeronautical Products by Certain NZ Persons Not applicable unless reference is changed to NZ as long as NZ reciprocates.</p>	<p>This could put in legislation open recognition of NZ system and remove CASA specific conditions.</p>

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<p>(c) Authorized persons .</p> <p>(1) A person holding a valid Transport Canada Civil Aviation Maintenance Engineer license and appropriate ratings may, with respect to a U.S.-registered aircraft located in Canada, perform maintenance, preventive maintenance, and alterations in accordance with the requirements of paragraph (d) of this section and approve the affected aircraft for return to service in accordance with the requirements of paragraph (e) of this section.</p> <p>(2) A Transport Canada Civil Aviation Approved Maintenance Organization (AMO) holding appropriate ratings may, with respect to a U.S.-registered aircraft or other U.S. aeronautical products located in Canada, perform maintenance, preventive maintenance, and alterations in accordance with the requirements of paragraph (d) of this section and approve the affected products for return to service in accordance with the requirements of paragraph (e) of this section.</p> <p>(d) Performance requirements . A person authorized in paragraph (c) of this section may perform maintenance (including any inspection required by Sec. 91.409 of this chapter, except an annual inspection), preventive maintenance, and alterations, provided—</p> <p>(1) The person performing the work is authorized by Transport Canada Civil Aviation to perform the same type of work with respect to Canadian aeronautical products;</p> <p>(2) The maintenance, preventive maintenance, or alteration is performed in accordance with a Bilateral Aviation Safety Agreement between the United States and Canada and associated Maintenance Implementation Procedures that provide a level of safety equivalent to that provided by the provisions of this chapter;</p> <p>(3) The maintenance, preventive maintenance, or alteration is performed such that the affected product complies with the applicable requirements of part 36 of this chapter; and</p> <p>(4) The maintenance, preventive maintenance, or alteration is recorded in accordance with a Bilateral Aviation Safety Agreement between the United States and Canada and associated Maintenance Implementation Procedures that provide a level of</p>		
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<p>safety equivalent to that provided by the provisions of this chapter.</p> <p>(e) Approval requirements.</p> <p>(1) To return an affected product to service, a person authorized in paragraph (c) of this section must approve (certify) maintenance, preventive maintenance, and alterations performed under this section, except that an Aircraft Maintenance Engineer may not approve a major repair or major alteration.</p> <p>(2) An AMO whose system of quality control for the maintenance, preventive maintenance, alteration, and inspection of aeronautical products has been approved by Transport Canada Civil Aviation, or an authorized employee performing work for such an AMO, may approve (certify) a major repair or major alteration performed under this section if the work was performed in accordance with technical data approved by the FAA.</p> <p>(f) No person may operate in air commerce an aircraft, airframe, aircraft engine, propeller, or appliance on which maintenance, preventive maintenance, or alteration has been performed under this section unless it has been approved for return to service by a person authorized in this section.</p>		
<p>FAR 43 - Appendix A Major Alterations, Major Repairs, and Preventive Maintenance AS READ EXCEPT TO PROVISION UNDER PROPOSED RULE</p>	<p>ASS 43 - Appendix A Major Alterations, Major Repairs, and Preventive Maintenance Adopt with general statement “reference to the FAA or Administrator” to be read as reference to “CASA or NAA responsible for design of aircraft or aeronautical product.”</p>	
<p>FAR 43 - Appendix B Recording of Major Repairs and Major Alterations</p> <p>(a) Except as provided in paragraphs (b), (c), and (d) of this appendix, each person performing a major repair or major alteration shall—</p> <ol style="list-style-type: none"> (1) Execute FAA Form 337 at least in duplicate; (2) Give a signed copy of that form to the aircraft owner; and (3) Forward a copy of that form to the FAA Aircraft Registration Branch in Oklahoma City, Oklahoma, within 48 hours after the 	<p>ASS 43 - Appendix B Recording of Major Repairs and Major Alterations</p> <p>(a) Except as provided in paragraphs (b), (c), and (d) of this appendix, each person performing a major repair or major alteration shall—</p> <ol style="list-style-type: none"> (1) Execute CASA Form 337 at least in duplicate; (2) Give a signed copy of that form to the aircraft registered operator; <p style="text-align: center;">and</p>	

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<p>aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service.</p> <p>(b) For major repairs made in accordance with a manual or specifications acceptable to the Administrator, a certificated repair station may, in place of the requirements of paragraph (a)—</p> <p>(1) Use the customer's work order upon which the repair is recorded;</p> <p>(2) Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least two years from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, or appliance;</p> <p>(3) Give the aircraft owner a maintenance release signed by an authorized representative of the repair station and incorporating the following information:</p> <p>(i) Identity of the aircraft, airframe, aircraft engine, propeller or appliance.</p> <p>(ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area.</p> <p>(iii) If an airframe, aircraft engine, propeller, or appliance, give the manufacturer's name, name of the part, model, and serial numbers (if any); and</p> <p>(4) Include the following or a similarly worded statement— "The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Order No. _____, dated _____ . Signed _____ (signature of authorized representative) (Repair station name) (Certificate No.) (Address)"</p> <p>(c) Except as provided in paragraph (d) of this appendix, for a major repair or major alteration made by a person authorized in §43.17, the person who performs the major repair or major alteration and the person</p>	<p>(3) Forward a copy of that form to CASA Civil Aircraft Registration in Canberra within 4 working days after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service.</p> <p>(b) For major repairs made in accordance with a manual or specifications acceptable to CASA or NAA responsible for the design of the aircraft or aeronautical product, an approved maintenance organisation may, in place of the requirements of paragraph (a)—</p> <p>(1) Use the customer's work order upon which the repair is recorded;</p> <p>(2) Give the aircraft registered operator a signed copy of the work order and retain a duplicate copy for at least two years from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, or appliance;</p> <p>(3) Give the aircraft registered operator a maintenance release signed by an authorised representative of the maintenance organisation and incorporating the following information:</p> <p>(i) Identity of the aircraft, airframe, aircraft engine, propeller or appliance.</p> <p>(ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area.</p> <p>(iii) If an airframe, aircraft engine, propeller, or appliance, give the manufacturer's name, name of the part, model, and serial numbers (if any); and</p> <p>(4) Include the following or a similarly worded statement— "The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations and ASS and is approved for return to service. Pertinent details of the repair are on file at this maintenance organisation under Order No. _____, dated _____ . Signed _____ (signature of authorised representative) (Maintenance Organisation name) (CASA Certificate No.) (Address)"</p> <p>(c) Except as provided in paragraph (d) of this appendix, for a major repair or major alteration made by a person authorised in ASS43.17, the person who performs the major repair or major alteration and the person</p>
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<p>authorized by §43.17 to approve that work shall execute an FAA Form 337 at least in duplicate. A completed copy of that form shall be—</p> <p>(1) Given to the aircraft owner; and</p> <p>(2) Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, AFS–750, Post Office Box 25504, Oklahoma City, OK 73125, within 48 hours after the work is inspected.</p> <p>(d) For extended-range fuel tanks installed within the passenger compartment or a baggage compartment, the person who performs the work and the person authorized to approve the work by §43.7 shall execute an FAA Form 337 in at least triplicate. A completed copy of that form shall be—</p> <p>(1) Placed on board the aircraft as specified in §91.417 of this chapter;</p> <p>(2) Given to the aircraft owner; and</p> <p>(3) Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, AFS–751, Post Office Box 25724, Oklahoma City, OK 73125, within 48 hours after the work is inspected.</p>	<p>authorized by ASS43.17 to approve that work shall execute a CASA Form 337 at least in duplicate. A completed copy of that form shall be—</p> <p>(1) Given to the aircraft owner; and</p> <p>(2) Forwarded to the Civil Aviation Safety Authority, Civil Aircraft Registration section, within 4 working days after the work is inspected.</p> <p>(d) For extended-range fuel tanks installed within the passenger compartment or a baggage compartment, the person who performs the work and the person authorised to approve the work by §43.7 shall execute a CASA Form 337 in at least triplicate. A completed copy of that form shall be—</p> <p>(1) Placed on board the aircraft as specified in §91.417 of this chapter;</p> <p>(2) Given to the aircraft owner; and</p> <p>(3) Forwarded to the Civil Aviation Safety Authority, Aircraft Registration Section, Civil Aircraft Register CASA, GPO Box 2005 Canberra ACT 2601, within 4 working days after the work is inspected.</p>	
<p>FAR 43 - Appendix D Scope and Detail of Items to be Included in Annual and 100 Hour Inspections</p>	<p>ASS 43 - Appendix D Scope and Detail of Items to be Included in Annual and 100 Hour Inspections No Change</p>	
<p>FAR 43 - Appendix E Altimeter System Test and Inspection</p>	<p>ASS 43 - Appendix E Altimeter System Test and Inspection No Change</p>	
<p>FAR 43 - Appendix F ATC Transponder Tests and Inspections</p>	<p>ASS 43 - Appendix F ATC Transponder Tests and Inspections No Change</p>	