

AMROBA[®]inc

ADVOCATE OF THE AVIATION MRO INDUSTRY

<p>Newsletter Date 6/11/2014</p>	<p>CASA's New DAS's Challenges</p>	<p>Volume 11, Issue 11 November – 2014</p>
<p>AVM Mark Skidmore has been appointed by the CASA Board for a period of 5 years. As many of our members have commented—obviously nobody in civil aviation are seen as appropriate or maybe nobody in civil aviation is willing to apply for the job. The job is not seen as attractive to overseas based ex-regulators either.</p> <p>This makes 4 successive DAS that have had their base training in the RAAF with various levels of civil aviation experience. Mark Skidmore has the least amount of civil aviation experience than his predecessors.</p> <p>This means that he will be totally influenced by his staff in how to provide regulatory oversight, how to develop and apply the regulations and how they are applied.</p> <p>Is this not the issue raised by many submissions to the ASRR?</p> <p>Though hopes for the industry were positive with the election of the LNP, they actually had an aviation policy that sounded positive and the Minister introduced a regulatory review that also made positive recommendations and had industry support, many have lost the trust they put in government.</p> <p>Of course, the new DAS may completely surprise us.</p> <p>At this stage, we do not know whether the Minister will endorse the recommendations from the ASRR Report, nor do we know when the vacancies on the CASA Board will be announced.</p> <p>Neither will make much difference UNLESS the government amends the Civil Aviation Act to provide the “head of power” and direction to implement the ASRR Report recommendations.</p> <p>The 3 tier system recommended in the ASRR Report, if done correctly, can return to a “rule of law” system that Australia is supposed to have.</p> <p>Civil Aviation Act—enables aviation to happen.</p> <p>CA/SJR—specifies how the legislation is applied.</p> <p>Standards—The Government gives force of law to standards, by including or referring to them in the Act or Regulations.</p> <p>The question is, can the new DAS get back to a system where what the industry comply with is specified in the Act, regulations and legislative standards?</p> <p>Compliance must be with the Act, Regulations and Standards NOT requirements contained elsewhere.</p> <p>Most employers in our association find the regulatory system a mess, complicated and confusing that is really dependent on the interpretation of the next CASA audit team or any other CASA officer.</p>	<p>Can DAS Skidmore overcome the issues identified in the ASRR Report so industry can prosper?</p> <p>One of the first challenges, if the government endorses the ASRR recommendations, is restructuring CASA so it aligns with industry clients. The ASRR provided guidance for a client based organisation but the “maintenance & production” sector was ignored.</p> <p>The Australian aviation industry is fundamentally five major operational departments as follows:</p> <ol style="list-style-type: none"> 1. Product Certification & Design 2. Maintenance & Production including training 3. Airspace & Aerodromes 4. General Aviation, Aerialwork & flight training 5. Air Transport operations 6. [Temporary] Regulatory Reform (3 years) <p>If the new DAS follows the intent of the ASRR, then the regulatory reform will be completed within 3 years and the individual departments would be responsible for:</p> <ol style="list-style-type: none"> A. Standard Setting including Corrective/Enforcement Programs. B. System Assessment including International Standards and Regulatory & Safety Promotion. C. Entry Control including Regulatory Services. D. Regulatory Oversight including monitoring of industry participants. <p>This approach is included in the ASRR Report and is intended to make the Head of each Department responsible for all aspects of their aviation sector reporting directly to the DAS.</p> <p>What AMROBA would like to see is the Civil Aviation Act to be amended so that CASA would forever be client based in its structure. If the Civil Aviation Act is not amended then the next DAS in 5 years time will restructure once again.</p> <p>Any civil organisation that has been restructured as many times as CAA/CASA has since its inception in 1988, would have the same difficulties as they face internally today.</p> <p>By far the largest challenge facing the new DAS is the finalising of the regulatory development into a 3 tier system SUITABLE for Australia. It must place safety responsibility on the industry and remove the current micro management approach contained in recent regulations and proposals. Aviation does not need to be so highly regulated to obtain safety.</p> <p>Implementing the ASRR Report Recommendations, if & when the Minister adopts, is a real challenge.</p>	

Determining Servicing Tasks

The Civil Aviation Regulations, 1988 defines 'servicing' as:

servicing, in relation to an aircraft, means preparing the aircraft for flight, and includes providing the aircraft with fuel and other fluids that are necessary for its operation, but does not include any work that is maintenance.

The Civil Aviation Act defines maintenance as:

maintenance means *any task required to ensure*, or that could affect, the continuing airworthiness of an aircraft or aeronautical product, including any one or combination of overhaul, repair, inspection, replacement of an aeronautical product, modification or defect rectification.

Under these two definitions, many servicing tasks can be classified as maintenance but this is not the intent of the legislation.

Servicing is approached differently depending on whether it is in private or commercial operations.

The legislation as applied to private operations enables the pilot to service the aircraft for a flight and other requirements that require the aircraft to be in a state for safe flight.

In addition, Schedule 8 details what is maintenance that the PiC can perform & certify completion in the appropriate record—technical log or log book.

For example, servicing includes fuelling, oil uplift, washing, polishing, etc. but does not prevent other tasks to prepare the aircraft for operations.

At times tyre pressures need to be adjusted and at other times, wheel wells and undercarriages need to be cleaned due to operating from remote airfields. Removal of debris around landing gear and wheel wells reduces later maintenance costs.

This subject always raises differences in opinion just as there are differences in defining maintenance, line maintenance and base/overhaul maintenance.

The purpose of servicing tasks is to enable a pilot to prepare the aircraft for flight (he may use help).

Besides fuelling the aircraft the pilot can top up fluids, engine oil, hydraulics, toilets, etc..

He may also pump up a tyre, remove all control locks and tie-downs and wash and/or polish the aircraft, including windows and windshields.

When commercial operations are involved, the operator should clearly identify that the PiC is responsible for servicing the aircraft and the level of servicing and maintenance the operator enables the PiC to perform.

For instance, in private operations, the PiC is capable of performing all maintenance specified in CAR 1988, Schedule 8 as well as servicing the aircraft. However, commercial operators need to define in their operations manual the levels of servicing and maintenance they permit their pilots to perform.

For instance, some operators will enable the same as Schedule 8, whilst others may restrict, depending on availability of maintenance personnel.

Some operators may want to include more maintenance tasks that the PiC can perform and this can be done under a system of maintenance. In these situations, there will need to be an approved system of training for the pilot.

This is very useful where an operator changes the role of the aircraft during its normal use. For instance, the aircraft may carry passengers to a location but may change to pax/cargo configuration to travel to the next location. This will require the PiC to certify the aircraft configured to pax/cargo configuration. In a small aircraft, this may only mean removal of some seats. Later, the pilot may have to certify aircraft has been re-configured to pax operations.

Improving Aviation Safety

To improve aviation safety, we must concentrate on people not regulations. Under the current working environment of distrust, dissatisfaction, confusion and a regulatory system that is a mess, our aviation safety has been maintained because of the people employed in this industry. We are in yellow flag territory awaiting possible incidents.

Improving safety beyond the regulatory system has always been pivotal to Australia's excellent safety record for many years.

Unlike many other professions where it is common for knowledge to be jealously guarded to improve one's position in that profession, aviation demands much higher levels of communications. This is not just within industry but includes regulators.

Multi-crew cockpit management has had enormous research to help reduce crew errors.

Maintenance continues to improve communications skills that clearly nurtures the person doing the task so that errors are not introduced.

Design data is crucial to maintenance—without clear guidelines to follow, a safe design can introduce flaws to a product.

AMEs realise there are failings in maintenance data, even some manufacturer's data has errors. What keeps aircraft safe is the proper interpretation of the maintenance data by the AME.

If the AME ever loses the skill to determine the correctness of data to make the aircraft or product air-worthy [safe for flight], then safety will not improve.

Small Business Growth

There is a saying that things will get worse before they get better or a pay rise for some means a job loss for someone else.

Most members once thought it couldn't get any worse but recent events seem to indicate that things may get worse before they get better.

Private and GA charter is the backbone of many of our members livelihood. A review of many pilot / owner websites identifies many pilots are leaving aviation because it is in such a mess.

We are aware of parents of young aviators that have funded their child to obtain a pilot licence only to find that there is no jobs available. This has left a bad impression of aviation today. In one case, the parent is a school teacher who now tells students that aviation is not a good career choice. She is not the only secondary school teacher saying this to their students.

However, we must face the facts, aviation has lost its lustre and private aircraft utilisation is low.

Private owners utilisation of their aircraft is very low when compared to the USA. The FAA is looking at ways to increase private aircraft utilisation.

CASA is not looking at ways to enable increased aircraft utilisation—low utilisation is a safety risk.

Proposed new regulations continue to add confusion and increasing regulatory burden. The future regulatory development is not based on sustainability.

CASR Part 61 has not been well accepted by the pilot community and most are lobbying for changes.

Like the introduction of the maintenance rules, the simplification of regulatory requirements have been totally ignored. The whole aviation regulatory system has become so confusing that most participants have no idea if they are compliant or not.

Would the industry be unsafe if half the regulations did not exist? Of course it wouldn't. Insurance and liability laws really limit anyone in society today.

Government regulations, many which small business are unaware exist, have grown so much that it has meant larger governments. Under the LNP, one would expect a concentration on reduction in the size of government and agencies.

Australia's aviation pilot training capability needs to be ramped up fairly urgently to take advantage of China's proposed growth in aviation.

Growth is dependent on demand and China is the next boom aviation economy.

BEIJING: *China's national civil aviation authority says the country will need to train about half a million civilian pilots by 2035, up from just a few thousand now, as wannabe flyers chase dreams of landing lucrative jobs at new air service operators.*

Taking training outside China is an option also favoured by China's biggest aircraft maker, Aviation Industry Corporation of China, which has invested in a flying school in South Africa.

Aviation Hall of Fame

Vision:

Honour for those individuals and organisations, whose outstanding contributions have advanced aviation significantly, in a national, Australian Aviation Hall of Fame thereby inspiring our future generations.

Mission:

To establish the Australian Aviation Hall of Fame, to formally induct into it, people and organisations that have made an outstanding contribution to civil aviation in Australia and Australians who have made an outstanding contribution internationally.

To honour all inductees with a public exhibition of their contribution both electronically via a web site and physically in a facility located in Wagga Wagga, New South Wales, Australia.

"To Honour The Past and Inspire the Future"

Website: <http://www.aahof.com.au/>

This year's inductees are: Sir Reginald Ansett, Ingo Renner, Harry Hawker, Col Pay, Horace Brinsmead, Senja Robey and the Australian Air Force Cadets.

Hall of Fame Logo:

Our Logo is based on the work of Australia's first pioneer of flight, Lawrence Hargrave. It proudly characterises the famous box kites developed by Hargrave and which lifted him into the air on 12 November 1894.

The inclusion of the Southern Cross represents Australia and the colours, blue, black and white represent Wagga Wagga.



AMROBA encourages people to become members so funding will eventually be obtained to build a public facility in Wagga—it is a worthwhile cause.

Become a Member

The adage "there is strength in numbers" is absolutely true when it comes to influencing government regulations and policy. No one company, no matter how big or successful, can keep up on all the regulatory issues directly impacting businesses.

AMROBA is dedicated to serving the businesses that are responsible for the in-service continuing airworthiness of aircraft and aeronautical products, including the manufacture of replacement parts for in-service aircraft. This segment of the industry has never had a dedicated advocate until now.

AMROBA membership form is available from the AMROBA website: <http://amroba.org.au/become-a-member/>

print the membership form http://amroba.org.au/images/docs/AMROBA_Membership_Application.pdf



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GA LAME NPRM

By now everyone should have read the NPRM and hopefully drawn the same conclusions.

This proposal is unworkable and therefore must be rejected unless some major changes are adopted.

CASA has not addressed the fundamental problem facing the aviation industry — a clear delineation between AME training and the LAME's responsibility.

AMROBA was involved in consultation with CASA on removing the ridiculous "exclusion" system and create a licence plus ratings just like CAR 31/CAO 100.90 series.

What was not discussed is the broad based training needed to underpin this aviation industry.

What is missing in aviation today is the previous broad based AME training system that provided AQF transportable qualifications.

CASA has not consulted on how this proposed AME licence and ratings will be integrated into the confusing CASR system.

Though the proposed licence and ratings, with some adjustments, will be better received by non airline maintenance organisations, there is real concerns with what CASA has highlighted in their "Key Proposal".

The first paragraph would mean that Schedule 6 ICAO responsibilities

would be replaced by CASR 42 LAME privileges & responsibilities.

Part 42 is about signing for maintenance tasks and signing the maintenance release. It is not about signing "COMPLETION" of maintenance that can be carried out by AMEs.

Nor does it require "stage" inspections and completion of mods, repairs, etc. i.e. coordination.

ICAO states "the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.

The removal of Schedule 6 responsibilities that are based on ICAO privileges and to overcome safety related issues with maintenance records in the past is not supported.

It works and enables AMEs to perform and certify maintenance tasks and the LAME to coordinate the maintenance.

Our safety record did not come about by accident. In the non-airline sector, the LAME is the quality control of maintenance.

CASA's proposal under the CASR's is to remove that privilege like they have done in the airline sectors.

Both EASA & FAA use the LAME (B1/2 or A&P/IA) as quality control.

The Aircraft Maintenance Engineers/Technician Creed

Worth Remembering

"UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a qualified aircraft maintenance engineer/technician. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge nor shall I allow any non qualified superior to persuade me to approve aircraft or equipment as airworthy against my better judgment, nor shall I permit my judgment to be influenced by money or other personal gain, nor shall I pass as airworthy aircraft or equipment about which I am in doubt either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a qualified aircraft maintenance engineer/technician, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation."