

# AMROBA<sup>®</sup>inc

## ADVOCATE OF THE AVIATION MRO INDUSTRY

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### Maintenance Regulations

Volume 7, Issue 7

Over the last few days the “truth” about the proposed maintenance suite of regulations have started to be made public.

As we know, CASR Part 42 Applicability made the maintenance regulations applicable to all registered operators.

#### 42.010 Applicability of this Part

(1) On and after 1 November 2010 and before 1 November 2012,

this Part applies to:

- (a) a registered aircraft that is operated under an AOC issued for a purpose mentioned in paragraph 206 (1) (c) of CAR; and
- (b) an aeronautical product for an aircraft mentioned in paragraph (a).

**(2) On and after 1 November 2012, this Part applies to:**

- (a) a registered aircraft; and**
- (b) an aeronautical product for a registered aircraft.**

So what has happened to change this fact?

A visit to the Minister’s Office on the 24/11/2010 was the first time that it has been declared:

- Maintenance Suite will only apply to RPT
- They will not apply to Charter;
- They will not apply to GA.

We showed them the Applicability provision of the proposed Part 42 and they reiterated that they will not apply to charter or GA.

At a meeting of the Australian Aviation Associations Forum on the 30/11/2010, John McCormick, CEO CASA, attended and he also made the statement that the maintenance suite of regulations only applies to the airlines NOT charter and not GA.

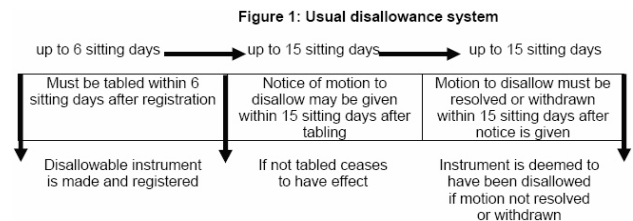
Our concern is that CASA’s project manager for the maintenance suite of regulations continually stated that they would only apply to RPT. However, the outcome was a proposed CASR Part 42 that would become applicable to GA.

Our problem is that ‘consultation’ is over and the next we see the regulations will be when they are tabled in Parliament even though the CASA project leader told all at the last SCC that the Maintenance Sub Committee would see the regulations prior to being made.

Obviously, transparency is no longer a desirable quality of CASA . It now looks like the next opportunity to comment on the proposed maintenance suite of regulations for RPT will be after they have been tabled in Parliament.

This will require political support to have the regulations sent to committee for review or other action if they are not workable.

The rules that apply to this method is as follows:



Though we are supportive for a move towards the FARs for GA and Charter, we are concerned that CASA will not make the final rules available for a last time prior to making.

McCormick’s opinion is enough consultation has been done and regulations must be made. The problem is that CASA has no corporate memory and are really just following whatever EASA does.

AMROBA will keep a watch for when the regulations are tabled in Parliament as well as trying to find out what CASA proposes for GA and charter.

McCormick stated that they would start the GA/ Charter suite of maintenance regulations next March. Whether he means in consultation or just CASA completing another suite of regulations and submitting to Parliament he did not explain. The only good point is that McCormick is in favour of the FAA system.

It is interesting that once again we have another CEO with their opinion on how the regulations should be drafted, based on whose style and what is best for Australian aviation.

Whatever happened to the government direction for aviation.

On our website is a document based on past CASA Deputy Director Bruce Gemmill’s Review of Regulatory Development and the fact that nothing has changed since the Report. First Byron and now McCormick changes.

[http://www.amroba.org.au/index.php/download\\_file/view/70/](http://www.amroba.org.au/index.php/download_file/view/70/)

If you step back and look at Australian aviation legislation, you can see the changing styles as CEOs change. Whatever happened to the aim to have a single regulatory style from start to finish?

# GA Associations Meeting (cont)

The following are draft recommendations as an outcome of the GA team putting a proposal together. Some will need redrafting. However, the basic trend is correct.

## Summary of Recommendations

- *Joint industry/government review of the Government's GA Industry Action Agenda which was published but never implemented.*
- *Review aviation management structures to ensure an appropriate part of government is representing GA interests.*
- *Joint industry/government review of the Civil Aviation Act with a view to including the words 'foster and promote' iaw the ICAO/FAA Model Aviation Act.*
- *Joint industry/government review of the Damage from Aircraft Act with a view to incorporating the principle of contributory negligence and exemptions for general aviation.*
- *Overhaul current Commonwealth aviation structures, including giving CASA's roles in safety promotion and regulatory development and consultation to ATSB and the Department of Infrastructure respectively, and establishing a truly independent aviation ombudsman reporting to the Minister - see Appendix I – A New Beginning for Aviation Regulation in Australia*
- *Harmonise the Australian [GA] regulations with the Pacific region.*
- *In the specific case of maintenance regulations for GA, adopt the NZ suite of regulations that already have widespread acceptance in the Pacific and with the US.*
- *Introduction of income averaging for seasonal sectors such as agriculture / firebombing*
- *Introduction of accelerated aircraft depreciation to encourage replacement of the aging aircraft fleet.*
- *Introduce access to HECS for aviation careers*
- *Amend the current rules for access to HECS to permit traditional aviation training providers (eg CASA approved training schools) to access the scheme.*
- *Establish a joint industry /CASA taskforce to identify and implement best practice management systems within CASA to reduce costs and turn-around times, especially for repetitive tasks.*
- *Remove the mandatory requirement for GA AOC holders to have a Drug and Alcohol Management Plan, but maintain CASA random testing.*
- *All GA operators should be exempt from the requirement to have a Transport Security Plan.*
- *ASIC card validity for GA personnel should be extended to five years.*
- *CASA should better delineate between airline type operations and GA in the classification of operations which in turn should drive a simplified approach to regulation of GA.*
- *Harmonise the Australian regulations with the Pacific region and the US.*
- *In the specific case of maintenance and maintenance licensing regulations for GA, adopt the NZ suite of regulations that already have widespread acceptance in the Pacific and with the US.*
- *Support for the development of and recognition of industry codes of practice that contribute to safer aviation outcomes in accordance with ICAO principles.*
- *CASA support of aviation safety initiatives from peak GA associations, including training, safety awareness and safety promotion activities.*

Much is to be done to complete the submission and members of the working group are still trying to put together a final proposal.

Basically, the FAA system for GA and charter will be an advantage—but we need minimal costs.

## CASR Part 90 At Last—commenced 1/12/2010

### Additional Airworthiness Requirements

#### Subpart 90.A General

- 90.005 Purpose of Part
- 90.008 Definitions for Part 90
- 90.010 Exclusions in relation to particular provisions
- 90.015 Operation of exclusions under regulation 39.004
- 90.020 Issue of Manual of Standards

#### Subpart 90.B General provisions

- 90.100 Applicability
- 90.105 Flight crew restraints
- 90.110 Occupant restraints — small aeroplanes
- 90.115 Occupant restraints — helicopters
- 90.120 Side-facing seats
- 90.125 Cabin crew seats
- 90.130 External doors
- 90.135 Emergency exits
- 90.140 Cargo and baggage compartment lighting
- 90.145 Thermal/acoustic insulation materials

#### Subpart 90.C Large aeroplanes engaged in air transport operations

##### Division 90.C.1 General

- 90.200 Applicability
- 90.205 Escape devices
- 90.210 Location of emergency exits
- 90.215 Access to emergency exits

##### Division 90.C.2 Emergency exits

- 90.220 Interior emergency exit marking
- 90.225 Interior emergency lighting
- 90.230 Floor proximity emergency escape path
- 90.235 Exterior emergency exit marking
- 90.240 Exterior emergency lighting
- 90.245 Over-wing escape routes
- 90.250 Cabin interiors — materials
- 90.255 Seat cushions — materials
- 90.260 Cargo compartment liners — materials
- 90.265 Cargo compartments for aeroplanes engaged in regular public transport operations
- 90.270 Toilets
- 90.275 Thermal/acoustic insulation materials
- 90.280 Seats
- 90.285 Pitot heat indication systems

##### Subpart 90.D Small aeroplanes engaged in air transport operations

- 90.400 Applicability
- 90.405 Cargo and baggage compartments
- 90.410 Emergency exits

##### Subpart 90.E Helicopters engaged in regular public transport operations

- 90.600 Applicability
- 90.605 Emergency exits

## LAME Apprenticeship Skills

The Manufacturing Industry Skill Council is reviewing the competencies in the training package to include skills needed for GA.

At a recent meeting, that are dominated by military, unions and representatives of Recognised Training Organisations (TAFE colleges), it was an eye opener how they package AME apprentice training.

For instance, there are separate competencies for VHF, UHF & HF radios. When it was suggested that an RF competency should be taught, as that is the basis of VHF, UHF & HF, it was immediately voted down because it would be a major rewrite and “blood” was on floor that separated the competencies. i.e. Union/Airline impasse on awards.

Another issue was oxygen system training in the mechanical stream. It does not appear in the AME Certificate IV level, it is in the additional units for the Certificate V (Diploma) for the LAME licence.

Even the Qantas representative cannot understand why it is not in Certificate IV considering they had an oxygen bottle failure that punched a hole through the side of the aircraft.

It could be done but it would be a **major** rewrite.

The current competency standards pathways were developed to support award claims, not what employers need in their AME to be skilled to work.

What frustrates is that the structure of the trade streams were created 30 years ago and even though they are being updated, they are still based on streams that are based on airline industrial awards rather than skills that employers need in an AME.

For instance, CAO 100.66 created the A, B & C licensing system for the airlines but what they really wanted was a line LAME, hangar LAME and a major maintenance supervisor. Because of CASA adopting the EASA system, they ended up with a half trained line LAME (A) that cannot do any troubleshooting. This cannot be efficient for the airlines.

The point that concerns AMROBA is that CASA “adopted” the EASA B1 & B2 LAME approach without obtaining government funding for the AME skills under the EASA system.

What happens at these skill meetings? Training is condensed to fit into the government AME funding model of 1800/1850 hours plus 400 hours for the Diploma. 200 hours short of EASA hours.

Compare that with EASA standards:—

**EASA has four certification categories:**

**Category A**-Requires minimum of **800 hours** instruction and the technician can perform scheduled line maintenance and simple defect rectification.

**Category B1** (Mechanical rating)- Requires minimum of **2,400 hours** instruction and the technician can perform maintenance on aircraft structure, powerplants and mechanical and electrical systems, as well as change out line-replaceable avionics units.

**Category B2** (Avionics rating) - Requires minimum of **2,400 hours** instruction and the technician can perform maintenance on avionics and electrical systems.

**Category C** (combines B1 and B2)-Requires minimum of **3,000 hours** of instruction, and the technician can perform maintenance on all aircraft systems.

Seeing that the Skills Council and CASA will not write to the Commonwealth Government to address this *anomaly*, AMROBA has written to the Minister for more funds to correct bureaucratic failures.

Milperra TAFE is proposing a change to the apprentice work record log that will be based more on task skills than on competencies understood by educators but fairly meaningless to employers. Why are they making a change? They listened to the employers of the apprentices they are training.

## Calibration Organisations

CASA is going through a stage of trying to find out how to improve regulatory oversight and setting standards. On the East Coast we may be suffering from a misunderstanding of what calibration means. Aviation MRO standards worldwide is ‘*calibrated to traceable standards*’. One of our members, Avionics and Calibration Services (ACS), at Perth Airport, went through this same issue a decade or so back. Talking with ACS Les Miscandlon the other day, he related issues about calibration that are confronting some of our members.

What CASA is demanding is how an AMO assures itself that the provider meets the appropriate standards and calibration is properly traceable.

CAR30 does not clarify this requirement but, OH&S provisions places a duty of care responsibility on any business to ensure contracted providers meet the appropriate standards.

Les’s past experience shows that clear and concise advisory material is needed. Considering that CASA does not have any safety issue that they are trying to address, it appears they are learning what a “standard” is and what “traceability” means.

AMROBA would be interested if any other member is being pressured by CASA regarding their calibration service provider. Sounds like it is their latest pet subject. It seems to go in cycles. Thanks Les for the history—is it repeating?

# An Ageing Fleet—Safety Concerns?

Ageing aircraft always creates a little bit of panic when owners and maintenance personnel hear that academia is looking at creating a risk model.

As experienced maintainers, many GA LAMEs know that old aircraft can be maintained safe with an appropriate inspection regime.

Of course, where one owner may find it uneconomic to maintain a particular aircraft for a commercial purpose, another owner may find it economically viable to maintain the same aircraft for another purpose or just private use.

The area of concern is, what is the appropriate inspection program so that aircraft's certificates of airworthiness remains valid?

When an aircraft is initially issued with a certificate of airworthiness,

two things have happened. Firstly, the aircraft has been inspected and certified by a LAME that it conforms to its type certificate. i.e. structurally sound, complies with its Type Certificate Data Sheet (TCDS) and is considered airworthy.

In addition CASA, or an authorised person, will review the aircraft records to ensure that nothing has been done that may have affected the TCDS. If it has, then approved data that permits the TCDS to be legally altered is available.

Once this has been completed the aircraft is issued with a certificate of airworthiness and, in Australia, this certificate is indefinite based on 'very unclear' inspection requirements.

ICAO [Annex 8] clearly requires CASA to promulgate a periodic inspection to ensure that the certificate remains valid—currently this is unclear. The annual "conformity review" is not only of the records, but a structural inspection for compliance with design standards.

With over 9000 FAA Type Certificated aircraft on our register it would make sense to copy what the FAA has mandated to support the validity of an indefinite certificate of airworthiness.

Only an A&P mechanic holding an Inspection Authorisation can inspect a FAA registered aircraft annually for this purpose. It is not an A&P maintenance inspection.

New Zealand has it spelt out in their legislation including the adopting of the US Inspection Authorisation training.

With many older LAMEs that grew up under the "major inspection" system retiring, and with an aircraft fleet getting older, it is time that CASA adopted the NZ approach and clarified the current 'annual inspection' so that Australian LAMEs working in GA realise their responsibilities.

Aircraft with progressive maintenance schedules include the "IA's" annual inspection requirements that satisfy the inspection to keep the certificate of airworthiness valid.

Manufacturers of larger aircraft and many helicopter maintenance requirements include the inspection system that keeps an aircraft certificate valid.

The area of concern are those aircraft that are normally privately owned and with low utilisation. The low utilisation can have serious consequences on aircraft, engines and propellers.

Though the regulatory requirements may not be clear, we must give credit to the LAMEs inspecting the older aircraft as CASA has not been able to state that there is a safety problem with these aircraft. Next week, AMROBA will be attending CASA's ageing aircraft meeting.



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## 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."