
General Aviation Must Go Back to the Basics

Governments' 30 year regulatory reform has devastated a once buoyant general aviation.

General Aviation once had a resilient small aircraft transport system based on private pilots, independent licenced aircraft maintenance engineers, independent flight and ground instructors. Regulations, red tape and unnecessary costs introduced since the mid 1980s has all but shut down this sector of aviation. The basic core reduction is why the other sectors struggle to attract.

Small Aircraft Transportation Restoration

Removal of introduced restrictive requirements (1980-2018) that did not apply when aircraft were used for private and business transport in Australia, would see small aircraft utilisation growth simply by removing those regulative and red tape restrictions imposed since before CAA/CASA were created.

General Aviation – Basic is essentially dependent on:

- **Private pilots** with freedom to fly rights;
 - Adopt FAR Part 91;
 - Airports must encourage small aircraft access.
- **Independent flight/ground instructors;**
 - Adopt FAR Part 61;
 - May operate privately or under a business name or registered business.
- **Independent licenced aircraft maintenance engineer;**
 - Adopt FAR Part 43;
 - May operate privately or under a business name or registered business.
- **Re-adopt ICAO maintenance release procedures and practices;**
 - Repeal Schedule 7, paragraph 1.1 so independent LAME can once again issue a maintenance release;
 - Also repeal para 1.4, full jacking of aeroplane introduced at same time;
 - This will enable a CAR 41ZC(4)(b) LAME to perform the inspection to issue a maintenance release for Class B aircraft.
 - (b) *except where the maintenance is specified in Schedule 7, the person:*
 - (i) *holds:*
 - (A) *an aircraft engineer licence that permits him or her to perform maintenance certification for the maintenance; or*
 - (B) *an airworthiness authority or an aircraft welding authority covering the maintenance; and*
 - (ii) *either:*
 - (A) *is not an employee; or*
 - (B) *is employed by a person mentioned in subparagraph (i);*

Note: These provision were introduced in the mid 1980s and shifted a lot of work from independent LAMEs to AMOs. It had a similar effect as the removal of the independent flight instructor. Less LAMEs.

**Basic GA is founded on CASA licenced pilots, instructors and aircraft maintenance engineers.
There are no CASA approved operators or organisations required in Basic GA.**

Adoption of the Canadian Special Certificate of Airworthiness – Owner Maintenance for recreational purposes only is also recommended.

Lists of aircraft that have been determined to be eligible for owner-maintenance classification:
www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-a507sh-1837.htm and
www.tc.gc.ca/eng/civilaviation/standards/maintenance-aarpe-recreational-classification-2752.htm

Maintenance on owner-maintenance aircraft has to be performed in accordance with Canadian CAR 571.02, which calls for proper practices and use of the correct tools, manuals and instruments; records have to be kept in accordance with Canadian CAR 507.03 and 605.92. [Same as FAR Part 43]

History

The slide downwards in general aviation started with a Government moving the aviation regulator's head office from Melbourne to Canberra and a loss of experienced and globally recognised experts that did not move from Melbourne. The Regulator survived for a while by seconding experienced field managers to Canberra – that practice was short lived as CEO after CEO restructured HO and employed inexperienced regulatory managers.

Regulations and civil aviation orders that were workable but convoluted, when importing aircraft, that under-pinned a working industry that enabled individuals to take responsibilities, closer to the ICAO standards than today. In hindsight, the loss of those globally recognised experts' knowledge led to the creation of more and more red tape and practices.

Back to basics will be the only saviour of the general aviation small aircraft transport system.

Without doubt, “proactive” action is now needed to remove the legislation relating to GA that has been generated mainly by individual sectors of the aviation industry lobbying for protection. This lobbying has seen legislation and regulatory requirements that have added unnecessary red tape and introduced restrictive practices totally different to global standards that applies for all, not just one sector.

Reform has compartmentalised the industry instead of removing sector barriers.

1. It is time to adopt the ICAO standard definition of what a “maintenance release” is. FAR 43.9 needs to be adopted ASAP to help GA.

“ICAO Maintenance release. A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.”

Note: The document can be an aircraft log book, CASA Maintenance Release or flight and technical records.

- *FAR 43.9 (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.*

Note: The A&P mechanic can sign the return to service as can the A&P with an IA.

- There is no maintenance release period of validity related to ICAO, FAA, EASA, TCA or other NAA systems' maintenance releases. Current CAR interpretation is very unique to Australia.

Basic GA is basically a cottage industry that enables private owners' cost effective maintenance. It is also a way that the independent LAME can grow his/her business to the level needed prior to applying for a CASR Part 145 approval. The independent flight instructor or LAME may do so privately or under a registered trading name or business just like the unapproved FBOs in the USA.

FAR Part 43 has 12 maintenance rules covering maintenance. They are all written in plain English, as Australian regulation guidelines suggest but never succeed with aviation regulations.

Can you imagine having 12 maintenance rules that are written in plain English that covers maintenance from the recreational sector to airline operations?

Adopting FAR Part 91 would have similar effects for general aviation. FARs need little change.

AOPA's magazine recently had an excellent article on the Independent Flight Instructor in the USA system. Without the Independent Flight Instructors introducing students into flying, approved Flight Training Schools are in decline.

Failure to resurrect General Aviation as the foundation of aviation will mean the longer Australia will suffer shortages of Pilots and LAMEs. Rebuilding general aviation will take time before the whole aviation industry can return to a healthy prosperous situation.

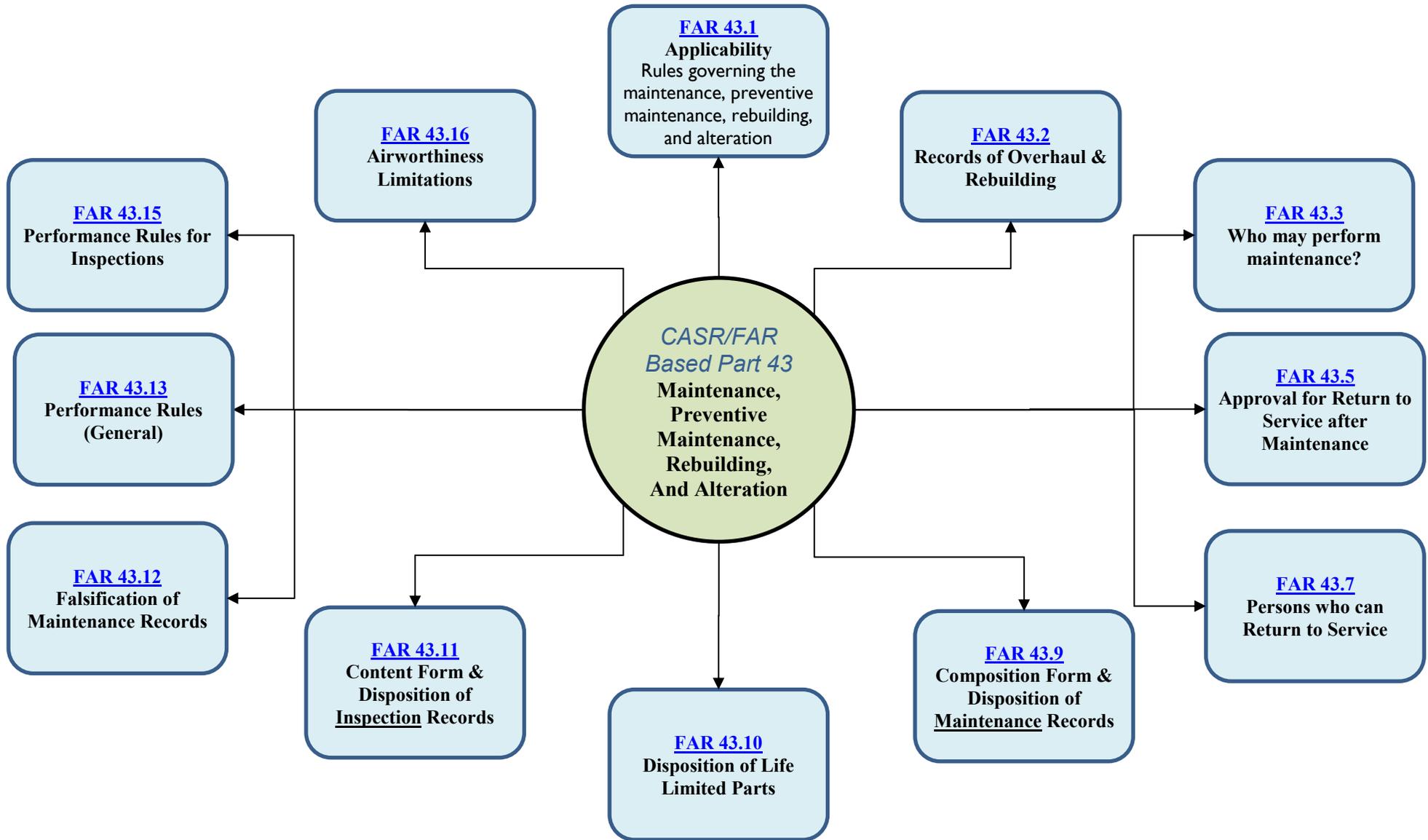
When will politicians, public service executives accept that they are responsible for the decline?

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(b) This part does not apply to any aircraft for which the FAA/CASA has issued an experimental certificate, unless the FAA/CASA has previously issued a different kind of airworthiness certificate for that aircraft.

(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.

(d) This part applies to any aircraft issued a special airworthiness certificate in the light-sport category except:

- (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/CASA approval;
- (2) Major repairs and major alterations for products not produced under an FAA/CASA 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

FAR 43.1 - Applicability

- (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—
 - (1) Aircraft having a ~~U.S.~~ **Australian certificate of 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~~ **these Regulations**; and
 - (3) Airframe, aircraft engines, propellers, appliances, and component parts of such aircraft.
- (b) This part does not apply to any aircraft for which ~~the FAA~~ **CASA** has issued an experimental certificate, unless ~~the FAA~~ **CASA** has previously issued a different kind of airworthiness certificate for that aircraft.
- (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.
- (d) This part applies to any aircraft issued a special airworthiness certificate in the light-sport category except:
 - (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~~ **CASA** approval;
 - (2) Major repairs and major alterations for products not produced under an ~~FAA~~ **CASA** 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~~ **CASA** approval.

[Return](#)*FAR 43.2 - Records of Overhaul and Rebuilding*

- (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—
 - (1) Using methods, techniques, and practices acceptable to the ~~Administrator~~ **CASA**, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and
 - (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~~ **CASA**, 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~~ **these Regulations**.
- (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.

[Return](#)*FAR 43.3 - Persons Authorized to Perform Maintenance, Preventive Maintenance, rebuilding, and alterations*

- (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 major alteration, a major repair, or preventive maintenance, are listed in appendix A.
- (b) The holder of a ~~mechanic certificate~~ **aircraft maintenance engineer licence** may perform maintenance, preventive maintenance, and alterations as provided in Part ~~665~~ of ~~this chapter~~ **these Regulations**.
- (c) The holder of a ~~repairman certificate~~ **maintenance authority** may perform maintenance, preventive maintenance, and alterations as provided in part ~~665~~ of ~~this chapter~~ **these Regulations**.

- (d) A person working under the supervision of a holder of a mechanic ~~LAME~~ or repairman certificate ~~maintenance authority~~ 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~~ **these Regulations** or any inspection performed after a major repair or alteration.
- (e) The holder of a repair station certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 145 of ~~this chapter~~ **these Regulations**.
- (f) The holder of an air carrier operating certificate or an air operating certificate issued under Part 121 or 135, may perform maintenance, preventive maintenance, and alterations as provided in Part 121 or 135.
- (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~~ **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.
- (h) Notwithstanding the provisions of paragraph (g) of this section, ~~the Administrator~~ **CASA** may approve a certificate holder under Part 135 of ~~this chapter~~ **these Regulations**, operating rotorcraft in a remote area, to allow a pilot to perform specific preventive maintenance items provided—
 - (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.
- (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~~ **these Regulations**, 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—
 - (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.
- (j) A manufacturer may—
 - (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-CASA-Parts Manufacturer Approval, or Product and Process Specification issued by the Administrator~~ **CASA**; and
 - (3) Perform any inspection required by Part 91 or Part 125 of ~~this chapter~~ **these Regulations** on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

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FAR 43.5 - Approval for Return to Service after Maintenance, Preventive Maintenance, Rebuilding, or Alteration

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—

- (a) The maintenance record entry required by §43.9 or §43.11, as appropriate, has been made;
- (b) The repair or alteration form authorized by or furnished by ~~the Administrator~~ **CASA** has been executed in a manner prescribed by ~~the Administrator~~ **CASA**; and

- (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~~ **these Regulations**.

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FAR 43.7 - Persons Authorized to Approve Aircraft for Return to Service [*maintenance release*]

- (a) Except as provided in this section and §43.17, no person, other than ~~the Administrator~~ **CASA**, 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.
- (b) The holder of a ~~mechanic certificate~~ **aircraft maintenance engineer licence** 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~~ **these Regulations**.
- (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~~ **these Regulations**.
- (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~~ **CASA**.
- (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~~ **these Regulations**, as applicable.
- (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).
- (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~~ **66** of ~~this chapter~~ **these Regulations**.
- (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).

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FAR 43.9 - Content, Form, and Disposition of Maintenance Records

- (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:
- (1) A description (or reference to data acceptable to ~~the Administrator~~ **CASA**) of work performed.
 - (2) The date of completion of the work performed.
 - (3) The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.
 - (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.
- (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~~ **these Regulations**, as appropriate.

- (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~~ **these Regulations**.
- (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.

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FAR 43.10 - Disposition of Life Limited Aircraft Parts

- (a) **Definitions used in this section.** For the purposes of this section the following definitions apply.
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. Life status means the accumulated cycles, hours, or any other mandatory replacement limit of a life-limited part.
- (b) **Temporary removal of parts from type-certificated products.** When a life-limited part is temporarily removed and reinstalled for the purpose of performing maintenance, no disposition under paragraph (c) of this section is required if—
- (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.
- (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:
- (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~~ **these Regulations** 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 from use on type certificated products, this permanent mark must be accomplished in accordance with the instructions under §45.16 of ~~this chapter~~ **these Regulations** in order to maintain the integrity of the part.
 - (5) **Segregation.** The part may be segregated using methods that deter its installation on a type-certificated product. These methods must include, at least—
 - (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.
 - (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.
 - (7) **Other methods.** Any other method approved or accepted by ~~the FAA~~ **CASA**.
- (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.

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FAR 43.11 - Content, Form, and Disposition of Records for Inspections

- (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:
- (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 aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof.
 - (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.”
 - (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.”
 - (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.”
 - (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.
- (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 discrepancies. For those items permitted to be inoperative under §91.213(d)(2) of ~~this chapter~~ **these Regulations**, 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.

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FAR 43.12 - Maintenance Records: Falsification, Reproduction, or Alteration

- (a) No person may make or cause to be made:
- (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.

- (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~~ **CASA**-Parts Manufacturer Approval, or Product and Process Specification issued by ~~the Administrator~~ **CASA** and held by that person.

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FAR 43.13 - Performance Rules (General)

- (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~~ **CASA**, 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 recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to ~~the Administrator~~ **CASA**.
- (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).
- (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~~ **CASA**, 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.

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FAR 43.15 - Additional Performance Rules for Inspections

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- (a) **General.** Each person performing an inspection required by part 91, 125, or 135 of ~~this chapter~~ **these Regulations**, shall—
- (1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and
 - (2) If the inspection is one provided for in part 125, 135, or §91.409(e) of ~~this chapter~~ **these Regulations**, perform the inspection in accordance with the instructions and procedures set forth in the inspection program for the aircraft being inspected.
- (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 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.
- (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.

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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 **CASA** under part 121 or 135, or an inspection program approved under §91.409(e).

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FAR 43 - Appendix A — Major Alterations, Major Repairs, and Preventive Maintenance

FAR 43 Appendix B — Recording of Major Repairs and Major Alterations

FAR 43 - Appendix E — Altimeter System Test and Inspection

FAR 43 Appendix F — ATC Transponder Tests and Inspections