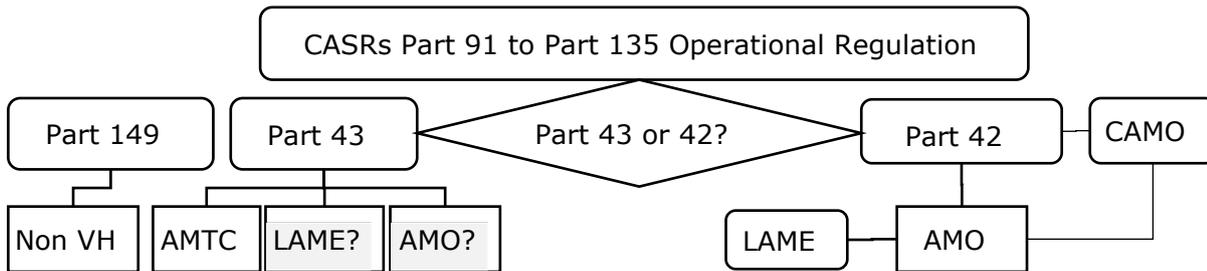


CASR Parts 42 and Part 43 Maintenance Environment

From 2022, aviation maintenance will operate in three different regulatory environments. It is obvious that CASA safety analysis and research has confirmed that the recreational, private, aerialwork, commerce and air transport sectors maintenance safety record supports the deregulation of the private and aerialwork sectors as they have done for the recreational sector. No more CASA approved AMOs? It is not the FAA system with its checks and balances. It is not the NZ system either it creates more bureaucracy.



Part 149 has already removed a large number of aircraft from CASA’s aircraft registry and CASA’s regulatory oversight. Part 43 maintained aircraft has the possibility to be maintained by CASA “authorised persons” in lieu of Part 66 LAMEs that bypass any formal trade training and AMOs. Part 42 will be the only sector complying with global standards, we hope.

“Safety is based on the competence of the trade skills of anyone working on aircraft and/or aeronautical products.”

[Read more.](#)

CASA’s new Aircraft Maintenance Technician Certificates

This a unique Australian system that is designed to bypass the use of trade trained LAMEs and AMOs for any operator seeking cheaper maintenance. There is no trade training standards stated that these CASA “authorised persons” must hold. CASA could issue the authorisation based on the assessed experience of the person. The competence of those persons assessed by CASA, iaw our obligation under the Convention, will be acceptable to the government.

In fact, we no longer have an avionic and mechanical trade training that meets the ICAO standards that we had pre regulatory reform started 30 years ago. [Read more.](#)

Can GA provide jobs in the future?

Unless we have small businesses, employment will continue to diminish. When the regulatory system does not support small businesses then the capability to provide jobs are reduced. In aviation, it is in the operations sector where small businesses and more cost effective private/aerialwork systems must be implemented. Adoption of FAR Part 91, in toto, is urgently required to bring back a workable system. The current aviation regulatory system is more confusing than the system government rejected when it created the CAR system. Maybe the A&P mechanic system would have been better for Australia. [Read more.](#)

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1. Part 42 (EASA) and Part 43 (FAR) systems

When the Liberal Party aviation policy was promulgated in 2013, it stated it would end the neglect of small businesses. They stated they understood small business and the vital contribution the sector makes to communities and our economy.

Regulatory changes made prior to this policy and post this policy has shown government and their departments don't understand small business, especially in aviation. How many aviation businesses, small and medium have closed. Some moved off-shore because other countries do not recognise the aviation system in Australia and government documentation.

Though the government has made regulations that have partially adapted and Australianised parts of the EASA system and is now proposing to make further regulations that will partially adapt and Australianise parts of the FAA system, the final regulatory framework will not provide a fully harmonised regulatory system. Provisions in Part 42 will also be in Part 43.

FAR Part 43 standards underpin the full FAA maintenance system, why doesn't it apply to all operational sectors in Australia as it does in the USA? Those recreational sectors listed in Part 43 are exempted from regulatory standards promulgated in Part 43.

Within CASR Part 43 there are three (3) pathways available to the aircraft registered operator. The use of the independent maintainer authorised by CASA (AMTCs), or the LAME or an AMO.

AMROBA recommends that any AMTC or independent LAME that provides these services do so under the cover of a registered business in our litigious society. The US requires this if you are providing the maintenance service on an airport.

Australia once had an 'avionic' and 'mechanical' VET trade training system, compliant with ICAO standards, that enabled those globally recognised AME tradespersons to be employed in any sector of aviation. That system needs to be resurrected so they have transportable qualifications that enables employment by any maintenance organisation, helicopter, aeroplanes or manufacturing. It would remove the deskilling system of today, restricting AME employment across the sector.

Future Reform

Without doubt, the regulatory reform will continue post the current government senior management moves on. It could be that Australia will never see a regulatory system that only needs limited updates. We have returned to disjointed regulations that conflict with each other.

CASR Part 42 and 43 must be combined into one CASA Part. Part 42 could be retained for the CAMO system of EASA if the large 'organisation' prefers.

Unlike the FAA system that seeks to confine an operator to one certificate to cover operations, maintenance and continuing airworthiness to keep costs under control, the EASA system seeks to separate into multiple certificates.

As our engineering design, maintenance and manufacturing sectors are more focused on trade with the USA, then it should be obvious to government, that the FAA system should be adopted. How does the majority of aviation, we exclude the airlines, support adoption of the FARs and this is not recognised by the politicians, government, departments and agencies?

"Those who cannot remember the past are condemned to repeat it" means that people who do not learn from the mistakes of the past are going to make the same mistakes."

The time the results of change materialises, there are new Government/CASA management who then set out to correct the issues without adopting rigors of adopted systems.

After all, AMROBA members are dedicated to safety first and foremost.

We prefer to see the consequences of change addressed before the change, as we do in industry

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2. Part 43 Aircraft Maintenance Technician Certificates

Why are AMOs and commercial operators required to risk analysis changes to ensure safety and CASA obviously not applying the same criteria when making regulatory changes?

“Safety is based on the competence of the trade skills of anyone working on aircraft and/or aeronautical product.”

“A competency assessment is the assessment of someone’s capabilities **against the requirements of their job**. Those requirements are defined in a “**competency model**”. To be valuable, “**competency models**” **should contain only tasks and skills that are critical to success in the role**, not every activity they perform in their job (which comes from a traditional job task analysis)”.

If a risk analysis was done, the competency model for each of these certificates should exist.

[CASA Risk Analysis](#) should have identified the training consequences if properly utilised.

CASA’s risk assessment should have demonstrated that aviation maintenance maintains a safe system of work, by being able to prove that all of the maintenance industry workers are competent to perform their tasks safely.

Each job “**competency models**” should have been a ‘consequence’ of a risk analysis prior to promulgating the proposal to introduce these AMTCs. It is standard practice in regulatory development. Done correctly, it ensures that the change harmonises with all other Australian legislative/regulatory requirements.

Government policy is in place to reduce isolation legislation/regulation. Aviation businesses and individuals work under the full legislative/regulative system, not just isolated to CASRs.

CASA made the same mistake when they introduced the Part 66 licencing requirements and a decade later the competence underpinning the Part 66 competency model for each licence category is still being developed.

CASA is seen as an isolation government agency that simply does not communicate or cooperate with other government departments and agencies very well. A proper risk analysis should have sent them to the Education Department requesting new “competency models” for each of these new jobs the new certificates will cover.

Federally, the Australian Skills Qualification Authority (ASQA) is the national regulator for Australia’s vocational education and training (VET) sector. To obtain a “competency model” CASA needs to negotiate with ASQA to provide the competency model so Australia’s education system can provide.

Why are other industry regulators able to work with ASQA and CASA can’t or won’t?

The marine industry is similar to the aviation regulatory system but they work with ASQA.

CASA creates authorised persons to perform a job but won’t work with ASQA to provide competency also models so the certificate holders have the competence to perform that job.

For those that have ever been involved in court relating to an aviation case, will attest to the need to hold qualifications that confirm you have the competence to perform your job.

In the 1990s, CAA/CASA committed to the Government’s policy for competency based training for all aviation maintenance and manufacturing jobs. CASA senior staff stated in conferences in the USA that aviation maintenance personnel skill training is competency based.

Self-study and AMTCs seem to be moving totally away from competency based workers.

NZ has had these jobs identified in their education system for years because their CAA(NZ) works closely with their Education Department. Is this change a step forward or backward?

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3. Can GA provide jobs in the future?

Though we would like to provide a positive prediction, the slow pace of regulatory reform to create a viable growth environment will impose restrictions of the potential to create jobs.

If government directs adoption of the FARs without CASA 'CASAerising' the FARs, their Orders and ACs when adopting, jobs will be created.

There is a great cloud over operators and organisations located at Metro and other airports more interested in non-aviation commercial development than aviation promotion.

The recent GAAN report stated:

"Review of the Civil Aviation Act 1988 to ensure that CASA and the regulations it creates do not impose unnecessary costs on industry while providing the capability for a modern approach to regulation of General Aviation including harmonisation with best international practice, outcome-based regulations, cooperation with industry to access expertise and to drive continuous improvement, improve CASA's governance and reduce the potential for impediments to innovation and economic harm;"

"Training pathways to ensure the ongoing availability of skills and competencies for the sector by dealing with student support programs, duplication between government agencies, better outcomes for trainees and reduced cost and complexity for industry;"

How many government reports have proposed similar changes but past governments never amended the controlling Acts to implement?

Reform cannot happen to implement these recommendations unless government amends the controlling Acts to enable proper regulatory reform/adoption of the FAR system.

Look at the difference between the USA aviation Act and our Act Sec 98.

One requires "minimum" regulations to ensure safety and the other requires regulations to cover all aspects of aviation.

Wonder why we are over-regulated? The Act requires regulations to be made to cover all aspects of aviation and that leads to ever increasing regulation and red tape.

The next DPM's Statement of Expectation to CASA Board & CASA must enable these changes.

The Minister must also direct his portfolio Department make the necessary changes to the Civil Aviation Act, especially Sec 98. Sec 98 continues to grow whereas the USA Aviation Act has had no change to create minimum safety regulations for a number of decades.

The USA regulatory framework adopted for GA has the possibility of creating **hundreds of jobs** as long as the Airports are legislatively made responsible for growing aviation at their airports.

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eBook Update

AMROBA has obtained a special rate for the Emperious eBook.

Members using it have given it a tick.

"I used the eBook and it provided excellent visual and knowledge that enabled me to pass the first 3 CASA examinations that I have sat."

The 'Emperious' eBook matches the system of learning that young employees have grown up with within schools.

<https://youtu.be/03t18Bq3Ibo>

<https://youtu.be/q9PDCV2bsY0>

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