



Australian Government

Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under subregulation 308 (1) of the *Civil Aviation Regulations 1988*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

21 June 2011

Civil Aviation Order 100.5 Amendment Instrument 2011 (No. 1)

1 Name of instrument

This instrument is the *Civil Aviation Order 100.5 Amendment Instrument 2011 (No. 1)*.

2 Commencement

This instrument commences on 27 June 2011.

3 Amendment of Civil Aviation Amendment Order (No. R83) 2004

Schedule 1 amends Civil Aviation Amendment Order (No. R83) 2004.

Schedule 1 Amendments

[1] Section 1

substitute

1A Name of instrument

This instrument is *Civil Aviation Order 100.5 (General requirements in respect of maintenance of Australian aircraft) 2011*.

[2] Section 2

renumber as section 1B

[3] Section 3

omit

[4] Schedule 1, heading

omit

[5] **Schedule 1**

omit

SECTION 100.5

**GENERAL REQUIREMENTS IN RESPECT OF MAINTENANCE
OF ALL AUSTRALIAN AIRCRAFT**

[6] **New subsection 7A**

after subsection 7, insert

7A Maintenance certification for composite structures maintenance

7A.1 In this subsection:

CAR 30 maintenance organisation means an organisation engaged in the maintenance of aircraft, aircraft components or aircraft materials, that is, the holder of a current certificate of approval to carry out maintenance, issued under regulation 30 of CAR 1988.

CAR 1988 means the *Civil Aviation Regulations 1988*.

CASR 1998 means the *Civil Aviation Safety Regulations 1998*.

composite maintenance means maintenance of an aircraft's composite structures.

composite structure aircraft means an aircraft containing fibre reinforced plastic composite structures.

maintenance certification means a certification under regulation 42ZE of CAR 1988 for the completion of maintenance.

7A.2 A CAR 30 maintenance organisation may only allow its licensed aircraft maintenance engineers to provide a maintenance certification for the completion of composite maintenance, if they:

- (a) hold a category B1 licence issued under Part 66 of CASR 1998; and
- (b) are qualified in accordance with paragraph 7A.3.

7A.3 Composite maintenance on the aircraft specified in Table 1 must be carried out by:

- (a) the holder of an Airframe Group 7 rating, as described in Civil Aviation Order 100.91, that was current immediately before 27 June 2011; or
- (b) by the holder of one of the following qualifications:
 - (i) AQTF qualification MEA405B;
 - (ii) a Transport Canada AME licence endorsed with an "S" rating;
 - (iii) a New Zealand B1 category AME licence endorsed with a Group 4 rating;
 - (iv) any other aircraft composite structures qualification approved in writing by CASA as a suitable qualification for composite maintenance.

7A.4 To avoid any doubt, a person referred to in paragraph 42ZC (4) (b) of CAR 1988 must not carry out either composite maintenance or the maintenance referred to in Schedule 7 to CAR 1988.

Table 1 — List of composite structure aircraft

Aerodesign Pulsar	Extra 300/300S	Quickie Q1/Q2 Series
Buchanan BAC 204	Grob 520 Egrett	Quickie 200
Cirrus SR20/SR22	Grob G115	Rand KR2
CoZ Cosy	Gyroflug SCO1B-160	Rutan Defiant
Diamond DA 40	HOAC DV 20 Katana/ Diamond DA 20A1	Rutan Long Eze
Diamond DA 42	III SkyArrow 650	Rutan Vari Eze
Diamond DV22/DA22	Jabiru LSA	Stoddard Hamilton Glasair Series
Diamond HK-36	Lancair/Columbia Series	Stoddard Hamilton Glaster
Eagle X/XTS Series	Liberty XL2	Tecnam P92
