



Australian Government
Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 42.020 of the *Civil Aviation Safety Regulations 1998*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

21 June 2011

Part 42 Manual of Standards Amendment Instrument (No. 1) 2011

1 Name of instrument

This instrument is the *Part 42 Manual of Standards Amendment Instrument (No. 1) 2011*.

2 Commencement

This instrument commences immediately after commencement of the *Part 42 Manual of Standards Instrument 2011*.

Note The *Part 42 Manual of Standards Instrument 2011* commences on 27 June 2011.

3 Part 42 Manual of Standards (MOS)

Schedule 1 amends the *Part 42 Manual of Standards Instrument 2011*.

Schedule 1 Amendments

[1] Section 1

substitute

Chapter 1A Preliminary

1A Name of instrument

This instrument is the Part 42 Manual of Standards.

[2] Section 2

renumber as section 1B

[3] Section 3

omit

[4] Schedule 1, heading

omit

[5] Subsection 1.1.1

omit

Paragraph

insert

Paragraphs

[6] Subparagraphs 1.2.1 (c) (ii) and (iii)

substitute

(ii) continuing airworthiness manager, including any substitute continuing airworthiness manager;

(iii) each responsible manager;

[7] Section 1.4, the heading

substitute

1.4 Accountable manager [Commission Regulation M.A.706]

[8] Section 1.5, the heading

substitute

1.5 Responsible manager [Commission Regulation M.A.706]

[9] Subsection 1.5.2

omit

If the CAMO appoints more than 1 responsible manager, each

insert

Each

[10] Subsection 1.5.3

omit

If the CAMO is not an air transport AOC holder,

insert

Subject to subsection 1.5.4,

[11] Paragraph 1.5.5 (b)

omit

at least (second occurring)

insert

at least an additional

[12] Subsection 1.5.7

omit

a comprehensive

[13] Paragraphs 1.5.7 (b) and (c)

substitute

- (b) the aircraft's structure and systems, including the propulsion system, to a level that is at least equivalent to Level 1 as set out in Appendix III of the Part 66 MOS;
- (c) if applicable, the aircraft's minimum equipment list (MEL) and configuration deviation list (CDL);
- (d) if applicable, the relevant parts of the AOC holder's operations manual that have continuing airworthiness implications for the aircraft.

[14] Subsection 1.5.8

substitute

1.5.8 The CAMO must:

- (a) have copies of all documents that demonstrate that each responsible manager has the appropriate qualifications, experience and knowledge required under this section; and
- (b) keep the copies for at least 2 years after the responsible manager ceases to be a responsible manager.

[15] Section 1.6, the heading

substitute

1.6 Continuing airworthiness manager [Commission Regulation M.A.706]

[16] Subsection 1.6.3

omit

The continuing airworthiness manager must:

insert

Subject to subsection 1.6.6, the continuing airworthiness manager must:

[17] Paragraphs 1.6.3 (c) and (d)

substitute

- (c) have a qualification in aircraft maintenance at least at Certificate IV level; or
- (d) have a qualification in aviation maintenance management at least at diploma level; or
- (e) have an engineering qualification at least at diploma level in any of the following disciplines:
 - (i) aeronautical;
 - (ii) avionics;
 - (iii) mechanical;
 - (iv) electrical;
 - (v) electronics.

[18] Subsection 1.6.5

substitute

- 1.6.5 The continuing airworthiness manager must have the following:
- (a) a comprehensive knowledge of the regulations and standards applicable to airworthiness of aircraft authorised to operate under the AOC;
 - (b) knowledge of the CAMO's exposition;
 - (c) if applicable, knowledge of the relevant parts of the AOC holder's operations manual that have continuing airworthiness implications for aircraft authorised to operate under the AOC;
 - (d) knowledge of the CAMO's quality system.

[19] Subsection 1.6.6

substitute

- 1.6.6 Despite the requirements of subsection 1.6.3, an individual who is the maintenance controller for an operator is eligible to be appointed as the continuing airworthiness manager of the CAMO at the time the operator is approved as a CAMO.

Note To be appointed as the continuing airworthiness manager of the CAMO, the person must comply with the other applicable provisions of section 1.6.

[20] Subsection 1.6.7

omit

an acting

insert

a substitute

[21] Subsection 1.6.8

omit

acting

insert

substitute

[22] Subsection 1.6.9

omit

If the CAMO is an air transport AOC holder, the continuing airworthiness manager must

insert

The continuing airworthiness manager and the substitute continuing airworthiness manager must

[23] Subsection 1.6.10

substitute

1.6.10 The CAMO must:

- (a) have copies of all documents that demonstrate that the continuing airworthiness manager and the substitute continuing airworthiness manager each have the appropriate qualifications, experience and knowledge required under this section; and
- (b) keep the copies for at least 2 years after each person ceases to be the continuing airworthiness manager or the substitute continuing airworthiness manager, as the case may be.

[24] Subsection 1.7.3

after

be

insert

the continuing airworthiness manager or

[25] Paragraphs 1.7.4 (b) and (c)

substitute

- (b) knowledge of the regulations and standards applicable to continuing airworthiness of aircraft; and
- (c) successfully completed a course in quality management which is at least equivalent to the type of course required for a person to gain certification as a lead auditor; and

[26] After subsection 1.7.4

insert

1.7.5 The CAMO must:

- (a) have copies of all documents that demonstrate that the quality manager has the appropriate qualifications, experience and knowledge required under this section; and
- (b) keep the copies for at least 2 years after the quality manager ceases to be the quality manager.

[27] Section 1.8, the heading

substitute

1.8 Continuing airworthiness management employees [Commission Regulation M.A.706]

[28] Subsection 1.8.2

substitute

1.8.2 The CAMO must:

- (a) have written records of the qualifications of each employee involved in providing continuing airworthiness management services; and

- (b) keep the copies for at least 2 years after the employee ceases to be involved in providing continuing airworthiness management services.

[29] Subsection 1.9.5

substitute

- 1.9.5 An airworthiness review employee must have a comprehensive knowledge of regulations and standards applicable to the airworthiness of the aircraft for which the employee is authorised.

[30] Subsection 1.9.6

omit

comprehensive

[31] Paragraph 1.9.6 (b)

substitute

- (b) the aircraft's structure and systems, including the propulsion system, to a level that is at least equivalent to Level 1 as set out in Appendix III of the Part 66 MOS.

[32] Subsection 1.9.8

substitute

- 1.9.8 The CAMO must:

- (a) have copies of all documents that demonstrate that each airworthiness review employee has the appropriate qualifications, experience and knowledge required under this section; and
- (b) keep the copies for at least 2 years after the airworthiness review employee ceases to be an airworthiness review employee.

[33] Paragraphs 1.10.4 (c) and (d)

substitute

- (c) have a qualification in aircraft maintenance at least at Certificate IV level; or
- (d) have a qualification in aviation maintenance management at least at diploma level; or
- (e) have an engineering qualification at least at diploma level in any of the following disciplines:
 - (i) aeronautical;
 - (ii) avionics;
 - (iii) mechanical;
 - (iv) electrical;
 - (v) electronics.

[34] Paragraph 1.10.6 (a)

substitute

- (a) the regulations and standards applicable to the maintenance program for the aircraft for which the employee is authorised;

[35] Paragraph 1.10.6 (c)

substitute

- (c) the regulations and standards applicable to aircraft reliability programs, if applicable;

[36] Subsection 1.10.7

substitute

- 1.10.7 The maintenance program approval employee must have knowledge of the specifications and standards that have been used by the type certificate holder to develop regular maintenance requirements for the aircraft for which the employee is authorised.

[37] Paragraph 1.10.8 (b)

substitute

- (b) the aircraft's structure and systems, including the propulsion system, to a level that is at least equivalent to Level 1 as set out in Appendix III of the Part 66 MOS.

[38] Subsection 1.10.10

substitute

- 1.10.10 The CAMO must:
- (a) have copies of all documents that demonstrate that each maintenance program employee has the appropriate qualifications, experience and knowledge required under this section; and
 - (b) keep the copies for at least 2 years after the maintenance program employee ceases to be a maintenance program employee.

[39] Subsection 1.11.1

omit

continued

insert

continuing

[40] Subsection 1.12.2

omit

Part 42 and

[41] Section 1.13, the heading

substitute

1.13 Quality system [Commission Regulation M.A.712]

[42] Paragraph 1.13.3 (a)

omit

, Part 42 of CASR 1998 and this MOS

[43] After paragraph 1.13.3 (a)

insert

(aa) have knowledge of the regulations and standards applicable to continuing airworthiness of aircraft; and

[44] Paragraph 1.13.3 (b)

substitute

(b) have successfully completed a course in quality audit which is at least equivalent to the type of course required for a person to gain certification as a quality auditor.

[45] Paragraph 1.14.3 (b)

substitute

(b) have:

- (i) successfully completed a course in quality audit which is at least equivalent to the type of course required for a person to gain certification as a quality auditor; or
 - (ii) 3 years' experience in performing internal review of a CAMO.
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