



Australian Government

Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 66.015 of the *Civil Aviation Safety Regulations 1998*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

19 June 2012

Part 66 Manual of Standards Amendment Instrument 2012 (No. 2)

1 Name of instrument

This instrument is the *Part 66 Manual of Standards Amendment Instrument 2012 (No. 2)*.

2 Commencement

This instrument commences on the day after registration.

3 Amendment of Part 66 Manual of Standards

The Part 66 Manual of Standards is amended as set out in Schedule 1.

Schedule 1 Amendments

[1] Paragraph 66.5 (b)

insert

practical consolidation training (PCT) means a practical training course:

1. conducted by a maintenance training organisation in accordance with section 66.A.50 and Appendix III; and
2. that has all the elements of a PCT program described in CASA document *Advisory Circular 147-1 Practical Consolidation Training*; and
3. that is approved in writing by CASA.

[2] Sub-sub-subparagraph 66.A.20 (a) 4. (ii) (B)

before

replacement

insert

unless the licence is specifically subject to an avionics LRU exclusion,

[3] After sub-sub-subparagraph 66.A.20 (a) 6. (ii) (B)

add

- or (C) as line maintenance of a kind mentioned in Appendix II of the Part 145 MOS within the limits of tasks specifically endorsed on the certification authorisation referred to in subparagraph 145.A.35 (b) 1 of the Part 145 MOS. This certification privilege is restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and is limited to the type ratings for a large aircraft endorsed in the B2 licence; or
- (D) unless the licence is specifically subject to an avionics LRU exclusion, replacement of an avionic line replaceable unit that only requires simple tests to prove its serviceability;

[4] Section 66.A.20, Table 1, Transitional Privileges, paragraph 2. (2) (a)

omit

structural, powerplant, mechanical, electrical and avionics systems on

[5] After paragraph 66.A.25 (g)

insert

- (h) The relevant basic knowledge courses, examinations and units of competency must be passed or gained within the 5 years immediately before the application for an aircraft maintenance licence or the addition of a category or subcategory to an aircraft maintenance licence.

[6] Paragraph 66.A.30 (c)

omit

paragraph

insert

section

[7] Paragraph 66.A.45 (bb)

omit

(a)

insert

1.

[8] Paragraph 66.A.45 (bb)

omit

(ii)

insert

2.

[9] Subparagraph 66.A.45 (d) 3.

omit

within a subcategory

[10] Paragraph 66.A.45 (h)

omit

An

insert

In spite of paragraph (c), an

[11] Paragraph 66.A.50 (b)

substitute

- (b) Practical training must be of fixed content and duration and, except in the case of PCT, can be conducted by either an MTO or an appropriately approved AMO. In the case of PCT, only an MTO approved to conduct PCT may deliver and assess the training. Where practical training is conducted by an appropriately approved maintenance organisation, the practical training must be first approved by CASA. The practical training must be supported by a detailed syllabus or practical worksheets/logbook showing content and duration of training.

[12] Paragraph 66.A.55 (a)

omit

in any category or subcategory

[13] Paragraph 66.A.55 (b)

substitute

- (b) OJT, other than that normally required as part of a PCT course, is not required in the case of a second or subsequent type rating if the practical training for the second or subsequent type rating (in the same or any other category or subcategory) is delivered using PCT.

[14] Section 66.A.70

substitute

66.A.70 Limitations

- (a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and apply to the aircraft in its entirety.
- (b) Exclusions annotated on a category can be removed by gaining the section 66.A.25 basic knowledge and competency requirements relevant to the exclusion removal.
- (c) Exclusions annotated on a rating can be removed by CASA after satisfactorily completing, as required:
1. paragraph 66.A.45 (d) training and examination; with
 2. section 66.A.50 practical training and assessment; or
 3. section 66.A.55 on the job training and assessment.

The training, assessment and examination may be provided by an MTO or, if described in its Part 145 AMO exposition, by an AMO if the exclusion removal has been permitted under subparagraph 66.100 (b) (ii) of CASR 1998, using a training and assessment regime provided in accordance with paragraph 145.025 (3) (c) of CASR 1998.

- (d) For the purposes of subregulation 66.095 (2), and Subpart 202.GG, of CASR 1998, exclusions on type ratings, that an AMO may be authorised to provide training, assessment and authorisations for, are set out in Appendix VII.

[15] Appendix I, Part 3, Module 2, paragraph 2.3 (b), column A

omit

1

insert

—

[16] Appendix I, Part 3, Module 5, subclause 5.8, column A

insert

—

[17] Appendix I, Part 3, Module 5, subclause 5.8, column B1

insert

—

[18] Appendix I, Part 3, Module 6, subclause 6.7, column A

omit

1

insert

—

[19] Appendix I, Part 3, Module 9, subclause 9.1, column A

omit

2

insert

1

[20] Appendix I, Part 3, Module 9, subclause 9.2, column A

omit

2

insert

1

[21] Appendix I, Part 3, Module 9, subclause 9.8, column A

omit

2

insert

1

[22] Appendix I, Part 3, Module 9, subclause 9.9, column A

omit

2

insert

1

[23] Appendix I, Part 3, Module 10, subclause 10.1

after

Parts

insert

21,

[24] Appendix I, Part 3, Module 10, subclause 10.4

substitute

10.4 Air operations	1	1	1
Air Operators' Certificates; Operators' responsibilities, in particular regarding continuing airworthiness and maintenance; Aircraft maintenance program; MEL/CDL; Documents to be carried on board; Aircraft placarding (markings).			

[25] Appendix I, Part 3, Module 10, subclause 10.5

substitute

10.5 Certification of aircraft, parts and appliances	—	2	2
<i>(a) General</i> General understanding of Parts 21, 23, 25, 27 and 29 of CASR 1998;			
<i>(b) Documents</i> Certificates of Airworthiness; Restricted Certificates of Airworthiness; Special Flight Permits; Certificates of Registration; Noise Certificates; Weight Schedules; Radio Station Licences and Approvals.			

[26] Appendix I, Part 3, Module 10, subclause 10.6

substitute

10.6 Parts 21 and 42	2	2	2
(a) Detailed understanding of Part 21 of CASR 1998 provisions relating to continuing airworthiness;			
(b) Detailed understanding of Part 42 of CASR 1998.			

[27] Appendix I, Part 3, Module 10, subclause 11.4.3

after

Cabin pressure controllers

insert

; Heating systems

[28] Appendix I, Part 3, Module 11, paragraph 11.8 (b), column B1.1/B1.2

omit

3

insert

1

[29] Appendix I, Part 3, Module 11, subclause 11.19

after

temperature monitoring

insert

, core system, network components

[30] Appendix I, Part 3, Module 13, paragraph 13.7 (a), column B2

omit

1

insert

2

[31] Appendix I, Part 3, Module 13, subclause 13.14

after

Emergency pressure generation;

— — 3

Insert

Filters;

— — 3

[32] Appendix I, Part 3, Module 13, subclause 13.15, column B2

omit

3

insert

[33] Appendix I, Part 3, Module 13, subclause 13.16

add at the end

; Air-ground sensing

3

[34] Appendix I, Part 3, Module 13, subclause 13.17, column B2

omit

1 (wherever occurring)

insert

3

[35] Appendix II, subclause 1.7

add at the end

The number of consecutive attempts for each module is 3. Further sets of 3 attempts are allowed, with a minimum 1 year waiting period between sets.

[36] Appendix III, Part 2, clause 3 (Duration)

omit all words before

Minimum participation time

insert

3 Duration:

The theoretical training minimum tuition hours are contained in the following table:

	Category	Hours
Aeroplanes with a maximum take-off mass above 30 000 kg	B1.1	150
	B1.2	120
	B2	100
	C	30
Aeroplanes with a maximum take-off mass equal to, or less than, 30 000 kg and above 5 700 kg	B1.1	120
	B1.2	100
	B2	100
	C	25
Large helicopters	B1.3	120
	B2	100
	C	25

- (a) For the purpose of the table above, **tuition hour** means 60 minutes of teaching and excludes any breaks, examination, revision, preparation and aircraft visits.
- (b) Hours prescribed in the table above apply only to theoretical courses for complete aircraft/engine combinations according to the type rating as defined by CASA.

[37] Appendix III, Part 2, clause 5 (Content), syllabus of training, Introductory elements of training — all aircraft (ATA chapter 08)

omit from the row that refers to ATA chapter 08

3 (wherever occurring)

insert

1

[38] Appendix III, Part 2, clause 5 (Content), syllabus of training, Introductory elements of training — all aircraft, Helicopters

omit

27A	Flight control surfaces (all)	3	1	3	1	—	—	—	—	1
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[39] Appendix III, Part 2, clause 5 (Content), syllabus of training — all aircraft, Aircraft structures

before the reference to ATA chapter 51, insert

27A	Flight control surfaces (all)	3	1	3	1	—	—	—	—	1
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[40] Appendix III, Part 3, clauses 1-4 (inclusive)

substitute

- 1 The representative cross-section of maintenance activities mentioned in section 66.A.50 may include training in maintenance of the aircraft, rigging, adjustments, replacement of line replaceable units, troubleshooting, rectification of minor defects and testing of systems covering each element of the course.
- 2 The practical element of the type training may be conducted simultaneously with the conduct of the theoretical element or provided separately as a stand-alone element.
- 3 Options for practical training include:
 - (a) practical on course training satisfying section 66.A.50; or
 - (b) PCT; or
 - (c) structured OJT performed according to a type-specific program.
- 4 The structured OJT practical element of type training may include targeted experience recorded within a schedule of experience or competency-based assessment of a schedule of practical tasks.
- 5 Irrespective of how the practical training element is conducted, it must consist of the performance of representative maintenance tasks drawn from the type training and examination syllabus, at the indicated level, and their assessment in order to meet the following objectives:
 - (a) ensure safe performance of maintenance, inspections and routine work according to the maintenance manual and other relevant instructions and tasks as appropriate for the type of aircraft, for example, troubleshooting, repairs, adjustments, replacements and functional checks;

- (b) correctly use all technical literature and documentation for the aircraft;
- (c) correctly use specialist and special tooling and test equipment, perform removal and replacement of components and modules unique to type, including any on-wing maintenance activity.

[41] Appendix III, Subpart 4, clause A, paragraph (g)

omit all words from and including

The pass mark

insert

When the type training examination is split into several examinations, each examination must be passed with at least a 75% pass mark. For it to be possible to achieve exactly a 75% pass mark, the number of questions in the examination must be a multiple of 4.
