

UNCLASSIFIED

By way of introduction my name is Simon Fauchon and I am an Airworthiness Inspector (Surveyor as per CAA UK) based in Brisbane, Queensland. I am one of the Airworthiness Inspectors in the Certificate Management Team (CMT) that oversees RPT airlines with large transport category aircraft and business jet operators.

Since June 2013, the Australian aviation legislation has been under reform. The major difference being aircraft operating under regular public transport (RPT) as per regulation 206 (1)(c) of the Civil Aviation Regulations (CAR) 1988, are required to be maintained by approved maintenance organisation (AMO) under regulation 145 of the Civil Aviation Safety Regulations (CASR) 1998. Therefore all overseas AMO's wishing to maintain Australian registered aircraft operating under RPT must hold a CASA CASR Part 145 AMO approval.

All other Australian registered aircraft operating under 'Private' or 'Charter' category are authorised to use maintenance organisations in an ICAO contracting state as per regulation 42ZD of the CAR 1988.

So to answer your question, as AMO holds an EASA Part 145 approval and based are based in an ICAO contracting state, AMO are eligible to carry out maintenance on Australian registered aircraft operating under private or charter categories without the need for an Australian approval.

The only issued being if the maintenance inspection is a Maintenance Release (MR) inspection. Under the CAR 1988, aircraft must operate under a current MR, meaning the operator is required to identify the MR period in the approved system of maintenance (SOM) or maintenance plan. A business jet is typically 400 hours. An MR is similar to a CRS with the difference being the period of time issued whereas a CRS is for each flight.

If at the end of the 15/30 month check an MR needs to be issued, this must be issued by an Australian Licence Aircraft Maintenance Engineer (LAME) working under a maintenance organisation authorised under regulation 30 of the CAR 1988 or Part 145 of the CASR 1998.

Or, CASA can issue a once off maintenance authority (MA) for a type rated LAME to issue the MR. The involves making an application to CASA and paying an estimate of costs.

The registered operator of the aircraft would be aware of these requirements however. Also Class A aircraft (above 5700 kg) such as a Global Express operating privately are required to list a person by name as a maintenance scheduler in the SOM who is responsible for managing continuing airworthiness. This person would also be aware of these requirements.

Please do not hesitate to contact me if you have any further questions or concerns.

Regards

Simon Fauchon

Airworthiness Inspector

Eastern Region

CASA \ Safety Assurance \ Aviation Group

p: +61(0) 7 3144 7601 m: +61(0) 477 341 038

12 – 14 The Circuit, Brisbane Airport, QLD 4009

GPO Box 2005, Canberra ACT 2601

www.casa.gov.au

