

## Explanatory Statement

### Civil Aviation Safety Regulations 1998

#### AD/B747/298 Amdt 2 — Thrust Reverser System Locks

Under section 98 of the *Civil Aviation Act 1988* (the *Act*), the Governor-General may make regulations for the Act and in the interests of the safety of air navigation. Under regulation 39.001 of the *Civil Aviation Safety Regulations 1998* (*CASR 1998*), CASA may issue an airworthiness directive (*AD*) for a kind of aircraft or aeronautical product. Under subsections 98 (5B) and (5BA) of the Act, an AD is a legislative instrument unless it is expressed to apply in relation to a particular person, a particular aircraft or a particular aeronautical product. Therefore, this AD is a legislative instrument.

Under subsection 33 (3) of the *Acts Interpretation Act 1901*, where an Act confers a power to make, grant or issue any instrument of a legislative or administrative character (including rules, regulations or by-laws), the power shall be construed as including a power exercisable in the like manner and subject to the like conditions (if any) to repeal, rescind, revoke, amend, or vary any such instrument.

Under Annex 8 to the Convention on International Civil Aviation, the State of Design has overall responsibility for continuing airworthiness of an aircraft type, and must provide any information necessary to ensure the continuing airworthiness of a type to appropriate States of Registry. ADs (and their equivalents) are the most common form of continuing airworthiness information, and are issued by most International Civil Aviation Organization Contracting States.

The State of Registry of an individual aircraft is responsible for its continuing airworthiness. Under Annex 8, the State of Registry must develop or adopt requirements to ensure the continuing airworthiness of aircraft. When a foreign State of Design issued an AD before 1 October 2009 for a type of aircraft on the Australian Register, CASA, as Australia's national airworthiness authority, must assess that information and, if appropriate, issue an Australian AD to mandate the requirements of the foreign State of Design. AD/B747/298 Amdt 2 applies to the Boeing 747 Series aircraft.

The United States of America Federal Aviation Administration (*FAA*) issued AD 2003-16-16 affecting Boeing 747 series aeroplanes in 2003. The United States of America is the State of Design for this aircraft type. CASA subsequently issued AD/B747/298 to mandate the requirements of FAA AD 2003-16-16. AD/B747/298 Amdt 1 was issued to correct editorial errors together with an omission in the Compliance statement of AD/B747/298. As a result of a request from industry, CASA has issued AD/B747/298 Amdt 2 to allow the use of later revisions of Service Bulletins approved by the United States Federal Aviation Administration (FAA) as Alternate Methods of Compliance (AMOCs) to FAA AD 2003-16-16 as acceptable for compliance with the equivalent requirements of AD/B747/298 Amdt 2. This AD repeals and replaces the previous AD on this subject.

**Consultation**

This AD is being made at the request of industry, in particular an operator of the Boeing 747 series aircraft. As this AD amendment is of a minor or machinery nature and does not substantially alter existing arrangements apart from allowing the use of later FAA approved revisions to referenced documents as alternate methods of compliance with the CASA AD, it is CASA's view that it was not necessary or appropriate to undertake any further consultation under section 17 of the *Legislative Instruments Act 2003*.

**Regulation Impact Statement**

A Regulation Impact Statement (*RIS*) is not required because ADs are covered by a standing agreement between CASA and the Office of Best Practice Regulation under which a RIS is not required for ADs.

**Statement of Compatibility with Human Rights**

A Statement of Compatibility with Human Rights is at Attachment 1.

**Making and commencement**

The instrument has been made by a delegate of CASA relying on the power of delegation under subregulation 11.260 (1) of CASR 1998 and subsection 94 (1) of the Act.

The instrument commences on 14 May 2014.

[Instrument number AD/B747/298 Amdt 2]

## **Statement of Compatibility with Human Rights**

*Prepared in accordance with Part 3 of the  
Human Rights (Parliamentary Scrutiny) Act 2011*

### **AD/B747/298 Amdt 2 – Thrust Reverser System Locks**

This legislative instrument is compatible with the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

#### **Overview of the legislative instrument**

The United States of America Federal Aviation Administration (**FAA**) issued AD 2003-16-16 affecting Boeing 747 series aeroplanes in 2003. The United States of America is the State of Design for this aircraft type. CASA subsequently issued AD/B747/298 to mandate the requirements of FAA AD 2003-16-16. AD/B747/298 Amdt 1 was issued to correct editorial errors together with an omission in the Compliance statement of AD/B747/298. As a result of a request from industry, CASA has issued AD/B747/298 Amdt 2 to allow the use of later revisions of Service Bulletins approved by the United States Federal Aviation Administration (FAA) as Alternate Methods of Compliance (AMOCs) to FAA AD 2003-16-16 as acceptable for compliance with the equivalent requirements of AD/B747/298 Amdt 2.

The primary purpose of this legislative instrument is to allow the use of later FAA approved revisions to referenced documents as alternate methods of compliance with the CASA AD.

#### **Human rights implications**

This legislative instrument does not engage any of the applicable rights or freedoms.

#### **Conclusion**

This legislative instrument is compatible with human rights as it does not raise any human rights issues.

**Civil Aviation Safety Authority**