



Australian Government

Civil Aviation Safety Authority

I, TERENCE LINDSAY FARQUHARSON, Acting Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 145.015 of the *Civil Aviation Safety Regulations 1998*.

[Signed T. Farquharson]

Terry Farquharson
Acting Director of Aviation Safety

26 September 2014

Part 145 Manual of Standards Amendment Instrument 2014 (No. 1)

1 Name of instrument

This instrument is the *Part 145 Manual of Standards Amendment Instrument 2014 (No. 1)*.

2 Commencement

This instrument commences on the day after registration.

3 Amendment of Part 145 Manual of Standards (MOS)

Schedule 1 amends the Part 145 Manual of Standards (MOS).

Schedule 1 Amendments

[1] Section 145.A.01

substitute

145.A.01 Name of instrument

- (a) This instrument is the *Part 145 Manual of Standards*.
- (b) This instrument may also be cited as the Part 145 MOS.

[2] Section 145.A.12, Definitions

insert

AEL means an aircraft engineer licence as defined in the CASR 1998 Dictionary.

aircraft surface finishing means creation of an appropriate presentation finish on the exterior surface of an aircraft or an aeronautical product (the **surface**) without interfering with any operational part of the aircraft or aeronautical product except its exterior presentation surface and includes all of the following:

- 1. preparation of the surface;
- 2. stripping off previous finishes from the surface;
- 3. removal of light corrosion that is present only on the surface;

4. pre-treatment of the alloy surface of the aircraft or aeronautical product for other surface finishing;
5. application of paint and other specialist surface finishes to the surface;
6. sealing aircraft and aeronautical product exterior structural seams;
7. application of aircraft registration markings, national markings, organisational logos, decals or stencils;
8. polishing the surface.

complex maintenance, for paragraph 145.A.45 (e), means maintenance by an AMO for which the competency required is held by more than 1 AMO employee.

on-wing engine maintenance means aircraft engine maintenance (the *maintenance*) that meets each of the following requirements:

1. the engine remains fitted to the aircraft during the maintenance;
2. the maintenance is only carried out within the scope of the maintenance services that may be provided by an AMO with a category B rating;
3. the maintenance is not such that the AMO considers that the engine must be removed from the aircraft for the maintenance to be safely carried out;
4. the maintenance is only provided for in the maintenance data of the holder of the type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

Note For AMO category ratings, see Appendix I.

SMS implementation plan means an AMO's written plan:

1. for full implementation of the SMS:
 - (i) by a specified date; and
 - (ii) at all levels of the organisation; and
 - (iii) in accordance with the safety policy and objectives; and
2. containing at least the following:
 - (i) the specific goals to be met to achieve full SMS implementation by the specified date;
 - (ii) the timetable for meeting each of the specific goals;
 - (iii) the steps to be taken to achieve each of the specific goals;
 - (iv) the timetable for meeting each of the steps;
 - (v) details of the following, as agreed by CASA in writing for this subparagraph:
 - (A) the specified date for full implementation of the SMS;
 - (B) each specific goal, and its timetable, to achieve full SMS implementation by the specified date;
 - (C) each step to be taken, and its timetable, to achieve each of the specific goals within its timetable.

Note Under the definition of an **SMS implementation plan**, adjustments to dates, goals, steps or timetables must also be the subject of CASA's written agreement to ensure that the plan as a whole is always one agreed to by CASA.

[3] Section 145.A.12, definition of *main location*

substitute

main location, for an AMO, means each of the following locations:

1. except for the purpose of fitting a non-standard part to an aircraft in accordance with regulation 42.440 of CASR 1998 — a location that is permanently occupied by the AMO for the provision of maintenance services;
2. a location at which the AMO provides base maintenance services;
3. any other location stated by the AMO in its exposition to be a main location.

[4] Before paragraph 145.A.25 (a)

insert

(aa) In this section:

airborne means:

1. present in, or carried on, the air; or
2. propelled through the air by the wind, or by propellers, exhaust systems, ventilation systems, fans, brooms or similar equipment, systems, mechanisms or devices.

contamination includes any of the following foreign bodies:

1. moisture in any form;
2. dust, ash, soot and similar particulates;
3. any other matter in particulate form that could adversely affect the proper operation of an aircraft or an aeronautical product.

[5] After paragraph 145.A.25 (a)

insert

(ab) Wherever maintenance is carried out, including in the open air, if the facilities mentioned in paragraph (a) cannot provide an environment of the kind mentioned in subparagraph (a) 4 because of weather or other environmental conditions (***adverse conditions***), subparagraph (a) 4 does not apply provided the AMO has, and acts upon, written procedures that:

1. for subparagraph 145.A.65 (b) 3, have been specifically approved by CASA, in writing, as appropriate for adverse conditions; and
2. ensure that aircraft systems and aeronautical products whose proper operation could be affected by airborne contamination during the maintenance:
 - (i) are sealed before the airborne contamination results in visible surface contamination; and
 - (ii) remain sealed until there is no risk of visible surface airborne contamination.

[6] Subparagraph 145.A.25 (a) 4

substitute

4. keeps airborne contamination to a level that does not result in visible aircraft or aeronautical product surface contamination; and

[7] Paragraph 145.A.30 (e)

omit

maintenance,

insert

maintenance, maintenance training,

[8] Paragraph 145.A.30 (f)

substitute

Requirements for certifying employees

- (f) An AMO may authorise employees under subparagraph 145.A.35 (b) 3 for specialist maintenance tasks if:
1. the AMO's exposition includes standards and procedures for:
 - (i) qualifying the employee within a specialist field; and
 - (ii) training and authorisation of the employee in accordance with the requirements of this MOS; and
 2. the specialist maintenance is 1 or more of the following, and is specifically approved for the AMO in writing by CASA:
 - (i) non-destructive testing (**NDT**) (other than NDT that is a colour contrast dye penetrant inspection, carried out by a person who is qualified in accordance with paragraph 145.A.30 (k) to carry out the inspection);
 - (ii) welding;
 - (iii) sheet metal, wood, fabric or composite repairs;
 - (iv) aircraft surface finishing;
 - (v) specialist software management of an in-flight entertainment system;
 - (vi) on-wing engine maintenance;
 - (vii) borescope inspections;
 - (viii) general interior furnishing, trim and decor, including seat upholstery, seat cushions, seat trim, curtains, carpets, and panelling but not including:
 - (A) any structural or electrical maintenance; or
 - (B) any maintenance to seat mechanisms, seat floor fittings, seat tables or in-flight entertainment equipment; or
 - (C) any maintenance or matter otherwise mentioned in this subparagraph;
 - (ix) other maintenance approved as specialist maintenance by CASA for this sub-subparagraph.

[9] Paragraph 145.A.30 (k)

omit

the other provision of this MOS

insert

the provisions of this MOS

[10] Subparagraph 145.A.30 (k) 1

substitute

1. for a person who holds an AEL — the authorisation is limited by:
 - (i) the licence category or subcategory; and
 - (ii) any aircraft/engine combination specified in the licence;

[11] Sub-subparagraph 145.A.30 (k) 2 (i)

substitute

- (i) the person holds an ICAO Annex 1 Aircraft Maintenance Licence that has been issued by:
 - (A) the NAA for the location where the person is employed; or
 - (B) if there is more than 1 NAA for the country of the location where the person is employed — any NAA of the country; or

Note The Peoples' Republic of China has 3 official NAAs, including the Civil Aviation Department of the Hong Kong Special Administrative Region.

- (C) the NAA for the AMO's main location; and

[12] Sub-sub-subparagraph 145.A.30 (k) 2 (ii) (B)

omit all words before sub-sub-sub-subparagraph (1), insert

- (B) for a specific aircraft — the person has the type-specific training and experience required for the person's licence to cover a certification privilege that is equivalent to the certification privilege which, following requisite training and experience, would be added, in the form of a type rating for the specific aircraft, to a licence issued under Part 66 of CASR 1998, but which cannot be added to the person's licence in the form of an aircraft/engine combination or rating because:

[13] Paragraph 145.A.30 (l)

omit

(other than a main location of the AMO)

insert

that is not an AMO's main location, or that is an AMO's main location but one which does not normally provide maintenance services for the aircraft type,

[14] Paragraph 145.A.30 (n), the Note

omit

42G

insert

42.G

[15] Paragraph 145.A.35 (a)

omit

Before the issue

insert

Subject to paragraph (aa), before the issue

[16] After paragraph 145.A.35 (a)

insert

- (aa) Before the issue or reissue of a certification authorisation to an employee for specialist maintenance tasks, an AMO must ensure that the employee has:
1. if the maintenance task is for 1 or more of the matters mentioned in sub-subparagraphs 145.A.30 (f) 2. (i) to (iv), or (ix) if CASA so determines — an adequate understanding of:
 - (i) either:
 - (A) aircraft and aeronautical products generally referred to in their certification authorisation as being the subject of the certification authorisation; or
 - (B) the particular aircraft and aeronautical products referred to in their certification authorisation as being the subject of the certification authorisation; and
 - (ii) the AMO's procedures and exposition; or
 2. if the maintenance task is for 1 or more of the matters mentioned in sub-subparagraphs 145.A. 30 (f) 2. (v) to (viii), or (ix) if CASA so determines — an adequate understanding of:
 - (i) the particular aircraft and aeronautical products referred to in their certification authorisation as being the subject of the certification authorisation; and
 - (ii) the AMO's procedures and exposition.

[17] Subparagraph 145.A.35 (b) 1

omit

subparagraph (i) 1,

insert

subparagraph 145.A.30 (i) 1,

[18] Sub-subparagraph 145.A.35 (b) 1 (ii)

substitute

- (ii) where sub-subparagraph 145.A.30 (k) 2 (ii) applies to a person for a specific aircraft type — maintenance of that particular aircraft type, subject to any limitations or exclusions that apply to the person's licence;

[19] Subparagraph 145.A.35 (b) 3

omit

for the purposes of section 145.A.30,

insert

for the purposes of paragraph 145.A.30 (f),

[20] Sub-subparagraph 145.A.35 (b) 3 (ii)

substitute

- (ii) airworthiness implications and requirements relevant to any maintenance (including access and egress for performance of the maintenance) for which he or she is to certify; and

[21] After subparagraph 145.A.35 (b) 3

insert

- 4. for paragraph 145.A.30 (f) — a specialist maintenance certifying employee under paragraph 145.A.30 (f) who does not meet the requirements of sub-subparagraphs 3. (i) to (iii), on condition that:
 - (i) the maintenance is a stage of maintenance in accordance with subparagraph 145.A.45 (e) 6; and
 - (ii) the employee's certification authorisation is expressed to be for 1 or more of the stages; and
 - (iii) the AMO is satisfied that the employee is trained, assessed and qualified for the stage in accordance with standards and procedures included within the AMO's exposition; and
 - (iv) the employee has an adequate understanding of the regulations under which he or she will be providing the stage of maintenance; and
 - (v) the AMO's procedures ensure that all of the other stages are certified by persons holding appropriate certification authorisations for those stages.

[22] Paragraph 145.A.35 (n), first sentence

substitute

The holder of a category A aircraft maintenance licence may only be issued with a certification authorisation for the exercise of certification privileges for a specific type of aircraft if he or she has satisfactorily completed the relevant category A aircraft task training for the type, carried out by a Part 145 organisation or a maintenance training organisation.

[23] Paragraph 145.A.35 (o)

substitute

- (o) Subject to paragraph (r), the holder of a category B2 aircraft maintenance licence may only be issued with a certification authorisation for the exercise of the certification privileges described in sub-sub-subparagraph 66.A.20 (a) 6 (ii) (C) of the Part 66 Manual of Standards and in Appendix II of this MOS, for a specific aircraft type, if he or she:
 - 1. holds a category B2 aircraft maintenance engineer licence for the aircraft type; and
 - 2. has satisfactorily completed the relevant category A aircraft task training for the type; and
 - 3. has satisfactorily completed 6 months of documented practical experience for the type covering the scope of the tasks for which the authorisation is to be issued.

[24] Paragraph 145.A.35 (p)

substitute

- (p) For paragraphs (n) and (o), the relevant category A aircraft task training must include practical hands-on training, and theoretical training, appropriate for each task authorised. Satisfactory completion of task training must be demonstrated by an examination, workplace assessment or recognition of prior learning. The task training, examination, assessment or recognition of prior learning must be carried out by the AMO issuing the certification authorisation, or by a maintenance training organisation on behalf of the AMO.
- (q) For paragraph (p), ***recognition of prior learning*** means acceptance that previous learning through practical hands-on and theoretical training has delivered knowledge and competency at least equivalent to the knowledge and competency that must otherwise be demonstrated through examination or workplace assessment.
- (r) If an AMO has issued an employee with a certification authorisation for category A tasks on a specific aircraft type in compliance with paragraph (o), the AMO may issue the employee with a new certification authorisation for new or additional category A tasks on the same type in compliance with paragraph (o) but as if the requirement in subparagraph (o) 3 does not apply.

[25] Paragraph 145.A.37 (a)

omit

- (a) An AMO that

insert

Description in exposition

- (a) An AMO that

[26] Paragraph 145.A.37 (b)

omit

- (b) If an employee

insert

Permitted training

- (b) If an employee

[27] Sub-subparagraph 145.A.37 (b) 1 (i)

omit

specified under required by

insert

specified in a Manual of Standards for

[28] Subparagraph 145.A.37 (b) 2

substitute

- 2. for an aircraft type, aircraft system or subset of an aircraft system specified in a Manual of Standards for paragraph 66.015 (2) (o) of CASR 1998 — CASA has decided under subparagraph 66.100 (a) (ii) of CASR 1998 that the training and

assessment necessary for the removal of an exclusion is of a kind that may be provided by a AMO; and

[29] Paragraph 145.A.37 (c)

omit

(c) If an employee

insert

Permitted training — manufacturer's training for a rating

(c) If an employee

[30] Subparagraph 145.A.37 (c) 1

omit

required by

insert

specified in a Manual of Standards for

[31] Subparagraph 145.A.37 (c) 2

substitute

2. CASA has specified in a Manual of Standards for paragraph 66.015 (2) (p) an aircraft type, and decided that manufacturer's training and assessment may be provided by an AMO for the rating;

[32] Paragraph 145.A.37 (c)

omit

the AMO is satisfied that

[33] Paragraph 145.A.37 (d)

omit

(d) An AMO must

insert

Notice of completion of training and assessment

(d) Subject to paragraph (da), the AMO must

[34] After paragraph 145.A.37 (d)

insert

Provisional notice of completion of training and assessment

(da) An AMO is taken to comply with paragraph (d) if:

1. not later than 5 months after commencement of the employee's certification authorisation, the AMO gives the employee and CASA an electronic copy of the notice of completion of training and assessment under paragraphs (b) and (c) in a provisional form approved by CASA; and
2. not earlier than 3 working days before the day that is 6 months after commencement of the employee's certification authorisation, the AMO gives the

employee and CASA an electronic copy of a confirmation of completion notice in a form approved by CASA.

Note This procedure will give CASA time to make any appropriate changes to the employee's aircraft engineer licence, and return the licence to the employee on or before the 6 month period expires. This will allow the employee to continue to provide maintenance services that include the performing of maintenance certifications or the issuing of certificates of release to service for the same maintenance as under his or her expired certification authorisation.

[35] Paragraph 145.A.37 (e)

omit

(e) An AMO may

insert

Category A licence training syllabus, training and assessment

(e) An AMO may

[36] Paragraph 145.A.37 (f)

omit

(f) An AMO may

insert

Flight crew maintenance training syllabus, training and assessment

(f) An AMO may

[37] Paragraph 145.A.42 (a)

omit

42E

insert

42.E

[38] Paragraph 145.A.45 (c)

substitute

- (c) An AMO must have procedures in its exposition to ensure that:
1. if any procedure, practice, information, or maintenance instruction for an aircraft or an aeronautical product, as contained in the *Instructions for Continuing Airworthiness (relevant ICA content)* for use by the AMO, is identified as, or is reasonably believed to be, inaccurate, incomplete or ambiguous, then:
 - (i) the relevant ICA content is not used for maintenance until it is corrected or clarified through communications under this paragraph; and
 - (ii) the relevant ICA content is recorded, and communicated for correction or clarification to:
 - (A) the person identified in the ICA as the author of the relevant ICA content; or
 - (B) the continuing airworthiness management organisation (**CAMO**) responsible for the continuing airworthiness of the aircraft; and

2. the AMO keeps a record of all communications under sub-sub-subparagraph 1 (ii) (A) or 1 (ii) (B) until the person or CAMO has corrected or clarified the relevant ICA content.

Note Instructions for Continuing Airworthiness is defined in clause 10 of Part 3 of the CASR 1998 Dictionary.

[39] Paragraph 145.A.45 (e)

substitute

- (e) An AMO must comply with the following requirements:
1. the AMO must have an appropriate means of recording maintenance tasks, for example, on work sheets, work cards, or otherwise (***maintenance records***);
 2. if the AMO provides maintenance services to a registered operator who requires records of maintenance to be made on the registered operator's own maintenance records — the AMO must ensure correct completion of the operator's maintenance records;
 3. the AMO must ensure that maintenance data applicable to maintenance tasks is accurately recorded in the AMO's maintenance records, or the maintenance records must provide precise reference to maintenance tasks detailed in the maintenance data;
 4. if the AMO's maintenance records involve use of a system of computer-generated work cards or work sheets — the AMO must ensure that the system includes a back-up electronic database that is updated within 24 hours after any entry is made to the original electronic database;
 5. the AMO must ensure that:
 - (i) complex maintenance tasks are divided into stages; and
 - (ii) the maintenance records separately record the maintenance that is carried out in relation to each stage; and
 - (iii) each stage is covered by an appropriate maintenance certification by the person who is competent for the stage, whether the certification is for the stage, for groups of stages or for all stages;
 6. for subparagraph 145.A.35 (b) 4 — the AMO must ensure that maintenance tasks involving specialist maintenance, for which the competency required is held by more than 1 employee, are divided into separate stages, and that:
 - (i) the maintenance records separately record the maintenance that is carried out in relation to each stage; and
 - (ii) the maintenance certification of each stage is by the person who is competent for the stage;
 7. the AMO's exposition must set out procedures to ensure compliance with each of the requirements in subparagraphs 1 to 6.

[40] Paragraph 145.A.60 (a)

omit

“just culture”

insert

fair, open and effective

[41] After paragraph 145.A.60 (c)

insert

- (d) For paragraph (a), utilising ***fair, open and effective reporting principles*** means that the AMO has a formal written policy (the ***policy***) and an invariable practice that, subject to paragraph (e), a person who reports an internal occurrence which arose directly or indirectly from the person's ***behaviour*** will not be punished or otherwise treated adversely because of the internal occurrence or the person's reporting of it.
- (e) for paragraph (d):
 - 1. ***behaviour*** means any action, omission or decision of the person that:
 - (i) is commensurate with his or her experience and training; and
 - (ii) does not involve gross negligence, wilful violation of any rule, requirement or practice of the AMO, or a destructive act; and
 - 2. the report must be made as soon as required under the policy, and to the appropriate person in accordance with the policy; and
 - 3. a requirement by the AMO that the person undergo training in relation to the internal occurrence is not adverse treatment.

[42] Paragraph 145.A.65 (b)

omit

which include:

insert

including procedures for the following:

[43] After subparagraph 145.A.65 (b) 5

insert

- 5A. the training and assessment of an employee who is to receive any training and assessment mentioned in section 145.A.37, including training and assessment that is not provided by the AMO itself;

[44] Sub-subparagraph 145.A.65 (b) 8 (iii)

omit

completed the maintenance; and

insert

completed the maintenance.

[45] Subparagraph 145.A.65 (c) 5

omit

subcontractor (wherever occurring)

insert

Maintenance Services Subcontractor

[46] Subparagraph 145.A.65 (c) 5

omit

subcontractor's

insert

Maintenance Services Subcontractor's

[47] Sub-subparagraph 145.A.65 (d) 1 (iv)

substitute

(iv) an SMS implementation plan;

Note See the definition in section 145.A.12.

[48] Sub-subparagraph 145.A.65 (d) 2 (ii)

omit

or

insert

associated with

[49] Subparagraph 145.A.70 (a) 1

substitute

1. a statement signed by the accountable manager confirming that the exposition and any referenced associated documents demonstrate how the AMO will comply with this MOS;

[50] Subparagraph 145.A.70 (a) 8

substitute

8. the address of each location that is a main location, and a description of the facilities at the location;

Note See the definition of *main location* in section 145.A.12.

[51] Subparagraph 145.A.70 (a) 11

omit

notifying CASA

insert

seeking CASA approval

[52] Subparagraph 145.A.70 (a) 16

omit

used

insert

engaged

[53] After section 145.A.70

insert

145.A.73 Privileges of an AMO

For regulation 145.040 of CASR 1998, the privileges of an AMO include:

1. providing maintenance services for an aircraft or an aeronautical product for which the AMO is approved in accordance with Appendix I, at a location described in its exposition; and
2. for an aircraft or an aeronautical product mentioned in subparagraph 1 — issuing a certificate of release to service for completion of maintenance in accordance with section 145.A.50.

[54] Section 145.A.75, the heading

substitute

145.A.75 Additional privileges of an AMO

[55] Paragraph 145.A.75 (a)

substitute

1. arrange for maintenance services to be carried out on behalf of the AMO by a Maintenance Services Subcontractor approved under Part 145 of CASR 1998 as an AMO for the maintenance services (*approved*); and
- 1A. for maintenance services for which the AMO is approved — arrange for the maintenance services to be carried out by a Maintenance Services Subcontractor that is not approved under the control of the quality system of the AMO, provided:
 - (i) the Maintenance Services Subcontractor's facilities, personnel and procedures, meet the relevant requirements of Part 145 and this MOS for the contracted work; and
 - (ii) the arrangement is in accordance with procedures set out in the AMO's exposition designed to ensure that:
 - (A) the AMO confirms that the Maintenance Services Subcontractor meets the necessary standards for the maintenance; and
 - (B) any maintenance is carried out in accordance with Instructions for Continuing Airworthiness; and
 - (C) the AMO's procedures apply to the Maintenance Services Subcontractor; and
 - (D) any limitations on the kind of work that the Maintenance Services Subcontractor may perform are complied with; and
 - (iii) the maintenance services provided by the Maintenance Services Subcontractor do not include:
 - (A) a base maintenance check as set out in the maintenance program for an aircraft; or
 - (B) a complete workshop maintenance check or overhaul of an engine, engine module, or propeller.

[56] Paragraph 145.A.75 (b)

substitute

2. at a location, other than a line station described in the AMO's exposition, provide maintenance services for an aircraft that is unserviceable or requires line maintenance, but only if:
 - (i) the maintenance services are services for which the AMO is approved in accordance with Appendix I; and

- (ii) the location is capable of supporting the required maintenance; and
- (iii) the location has been identified and approved by the AMO as an appropriate temporary location for the maintenance in accordance with procedures set out in the AMO's exposition.

[57] Paragraph 145.A.75 (c)

substitute

- 3. provide maintenance services for line maintenance of an aircraft for which the AMO is approved in accordance with Appendix I, at any location identified under subparagraph 145.A.70 (a) 10 as capable of supporting line maintenance and the AMO's exposition both authorises the activity and lists the location.

[58] Paragraph 145.A.75 (d)

substitute

- 4. for maintenance services mentioned in this section — issue a certificate of release to service for completion of maintenance in accordance with section 145.A.50.

[59] Appendix I, clause 5

substitute

- 5 The category A rating means that the AMO may carry out aircraft maintenance, as specified in its approval certificate, in accordance with maintenance data for the aircraft. A category A rating also permits the AMO to provide maintenance services that are specialist maintenance, for aircraft for which it is approved under the category A rating, if the specialist maintenance is carried out in accordance with the relevant procedures set out in the AMO's exposition. Category A ratings are subdivided into base maintenance, or line maintenance, and the AMO may be approved for either base maintenance, or line maintenance, or both.

[60] Appendix I, clause 6

substitute

- 6 The category B rating means that the AMO may provide maintenance services, as specified in its approval certificate, which involve carrying out maintenance on an aeronautical product that is an engine, or an Auxiliary Power Unit (*APU*), in accordance with maintenance data for the engine or the APU. A category B rating also permits the AMO to provide maintenance services that are specialist maintenance, for an engine or an APU for which it is approved under the category B rating, if the specialist maintenance is carried out in accordance with the relevant procedures set out in the AMO's exposition.

[61] Appendix I, clause 7

substitute

- 7 The category C rating means that the AMO may provide maintenance services as specified in its approval certificate, which involve carrying out maintenance on an aeronautical product, other than an engine or an APU, in accordance with the maintenance data for the aeronautical product. A category C rating also permits the AMO to provide maintenance services that are specialist maintenance, for an aeronautical product for which it is approved under the category C rating, if the specialist maintenance is carried out in accordance with the relevant procedures set out in the AMO's exposition.

[62] Appendix I, clause 8

substitute

- 8 The category D rating means that the AMO may provide maintenance services on an aircraft or an aeronautical product without holding a category A rating for aircraft maintenance or a category B or C rating for aeronautical product maintenance, but only if the maintenance services are:
- (a) for specialist maintenance of the kind described in sub-subparagraphs 145.A. 30 (f) 2. (i) to (iv), or (ix) if CASA so determines; and
 - (b) specified in the AMO's approval certificate for the category D rating

[63] Appendix I, clause 10

omit

section of Table 1 describes

insert

sections of Table 1 and Table 2 describe

[64] Appendix I, after clause 11

insert

- 12 For an AMO with a rating mentioned in an item in a column headed "Rating" in Table 1 or Table 2 of this Appendix, reference in the corresponding item in the column headed "Limitation" to particular types of maintenance, NDT methods, welding processes, specialist maintenance functions, aeronautical products, processes or functions, means that the AMO's maintenance approval is limited to the particular maintenance, methods, processes, functions, or products that are specified in the AMO's approval certificate for the rating.

[65] Appendix I, Table 1, Aeronautical products other than complete engines or APUs

omit

C6 Equipment and Furnishings	25 – 38 – 45
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insert

C6 Equipment and Furnishings	25, 38, 44, 45, 46
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[66] Appendix I, Table 1, Aeronautical products other than complete engines or APUs

omit

C17 Pneumatic Systems	36 – 37
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insert

C17 Pneumatic Systems	36, 37, 47
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[67] Appendix I, Table 1, ATA Chapters, punctuation

omit the dashes between ATA Chapter numbers and insert commas

[68] Appendix II, after the last line of the heading

omit

This Appendix outlines the scope of authorisations that an AMO may issue to employees qualified under Part 66 of CASR 1998 as category A, to perform maintenance certification and issue certificates of release to service.

insert

This Appendix lists category A licence tasks.

[69] Appendix II, paragraph 3 (p)

omit

if the MEL application is one that CASA approves as a simple task; and

insert

if doing what the MEL requires as part of its application process is a task listed in the AMO's exposition as a simple task for this paragraph, and approved as such by CASA at the time CASA approves the exposition; and

[70] Appendix II, paragraph 3 (q)

substitute

- (q) any other line maintenance task for an aircraft type, if the task is:
- (i) specified in Appendix IV of this MOS as being a simple task for this paragraph; and
 - (ii) listed in the AMO's exposition as a simple task for this paragraph, and approved as such by CASA at the time CASA approves the exposition; and

[71] Appendix III, paragraph (d)

substitute

- (d) the individual must demonstrate:
- (i) for authorisation as a line maintenance certifying employee:
 - (A) 5 years' maintenance experience; or
 - (B) for an individual whose authorised tasks do not exceed those of a category A certifying employee for subparagraph 145.A.30 (g) 2 of the Part 145 MOS — 3 years' maintenance experience; and
 - (ii) for authorisation as a base maintenance certifying employee:
 - (A) 5 years' maintenance experience; or
 - (B) for an individual whose authorisation is to permit the issue of a Certificate of Release to Service from base maintenance under subparagraph 145.A.30 (h) 1 of the Part 145 MOS — 8 years' maintenance experience;

[72] Appendix III, paragraph (e)

omit

maintenance certifying employees

insert

each maintenance certifying employee authorised under paragraph 145.A.30 (k)

[73] Appendix III, after paragraph (e)

insert

Note Specialist maintenance certifying employees are dealt with under paragraph 145.A.30 (f) and subparagraph 145.A.35 (b) 3.

[74] After Appendix III

insert

Appendix IV

Simple tasks for paragraph 3 (q) of Appendix II

[Reserved]
