

Explanatory Statement

Civil Aviation Safety Regulations 1998

CASA ADCX 001/25 — Repeal of Airworthiness Directives AD/TB10/31, AD/TB20/37 and AD/TB 200/4 Instrument 2025

Legislation

Under section 98 of the *Civil Aviation Act 1988* (the *Act*), the Governor-General may make regulations for the purpose of carrying out and giving effect to the provisions of the Convention on International Civil Aviation relating to safety, amongst other things. Under regulation 39.001 of the *Civil Aviation Safety Regulations 1998* (*CASR*), the Civil Aviation Safety Authority (*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.

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. Regulation 39.001A of CASR, defines “airworthiness directive” to include foreign State of Design ADs issued on or after 1 October 2009. Accordingly, when a foreign State of Design issues an AD for a type of aircraft on the Australian Register, that AD applies to Australian aircraft. However, CASA may grant an exclusion from the AD or approve an acceptable means of compliance other than that set out in the AD.

Background

The French Civil Aviation Authority issued French AD F-2001-002(A) in January 2001 and CASA issued AD/TB10/31, AD/TB20/37 and AD/TB 200/4 to mandate the requirement of this AD for Australian operators.

The European Aviation Safety Authority (EASA) has revoked French AD F-2001-002(A) by issuing AD 2025-0160 which is automatically adopted by CASA under Part 39 of CASR. This foreign AD applies to Daher Aerospace (Socata / Aerospatiale) TB 9, TB 10, TB 20, TB 21, and TB 200 Aeroplanes.

Repeal

This instrument repeals 3 Australian airworthiness directives.

AD/TB10/31- Rudder Bearings (*AD/TB10/31*) is repealed because the requirements of AD/TB10/31 have been superseded by EASA AD 2025-0160 issued on 25 July 2025 with an effective date of 8 August 2025.

This instrument also repeals AD/TB20/37 - Rudder Bearings (*AD/TB20/37*), because the requirements of AD/TB20/37 have been superseded by EASA AD 2025-0160 issued on 25 July 2025 with an effective date of 8 August 2025.

This instrument also repeals AD/TB 200/4 - Rudder Bearings (*AD/TB 200/4*), because the requirements of AD/TB 200/4 have been superseded by EASA AD 2025-0160 issued on 25 July 2025 with an effective date of 8 August 2025.

The ADs will be repealed on 12 September 2025.

Consultation

No public or other consultation has taken place on the repeal of AD/TB10/31, AD/TB20/37 and AD/TB 200/4 because the requirements of ADs AD/TB10/31, AD/TB20/37 and AD/TB 200/4 have been superseded by EASA AD 2025-0160, which must be complied with from its effective date because it is a foreign State of Design AD. For this reason, it is CASA's view that it is not necessary or appropriate to undertake any consultation under section 17 of the Legislation Act 2003 (LA).

Office of Impact Analysis (OIA)

An Impact Analysis (IA) is not required because ADs are covered by a carve out by the Office of Impact Analysis under which an IA is not required for Australian or foreign airworthiness directives (OIA23-06244).

Sunsetting

As the instrument relates to aviation safety and is made under CASR, Part 4 of Chapter 3 of the LA (the ***sunsetting provisions***) does not apply to the instrument (as per item 15 of the table in section 12 of the *Legislation (Exemptions and Other Matters) Regulation 2015*). However, this instrument will be repealed in accordance with section 48A of the LA, which will occur before the sunseting provisions would have repealed the instrument if they had applied. Therefore, the exemption from sunseting does not affect parliamentary oversight of this instrument.

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 and subsection 94 (1) of the Act.

The instrument commences on 12 September 2025.

Attachment 1**Statement of Compatibility with Human Rights**

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

**CASA ADCX 001/25 - Repeal of Airworthiness Directives
AD/TB10/31, AD/TB20/37 and AD/TB 200/4 Instrument 2025**

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 purpose of this legislative instrument is to repeal 3 airworthiness directives (ADs) that are no longer required because they mandated requirements of a French airworthiness directive that has recently been revoked by the European Aviation Safety Authority (EASA), and EASA has issued a new foreign AD that is automatically adopted by CASA under Part 39 of CASR.

The repealed ADs relate to inspection and rectification or maintenance of specified aircraft or aeronautical products.

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