

From: s42
To:
Cc:
Subject: RE: FOR ACTION: Part 43 and ICAO - questions arising - s42
Date: Tuesday, 11 April 2023 7:10:23 AM

OFFICIAL

s42

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s42

From:
To:
Cc:
Subject: RE: FOR ACTION: Part 43 and ICAO - questions arising - s42
Date: Tuesday, 18 April 2023 4:51:27 PM

s42

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From: s42
To:
Subject: FW: FOR ACTION: Part 43 and ICAO - questions arisings42
Date: Friday, 21 April 2023 3:23:38 PM

s42

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Australian Government
Civil Aviation Safety Authority

OFFICE OF
25 OCT 2024
THE DIRECTOR

MINUTE

CASA Ref: D24/428920 – EC24-000998

To: Pip Spence, Chief Executive Officer and Director of Aviation Safety

Through: Jonathan Aleck, Executive Manager Legal, International and Regulatory Affairs

Matt Bouttell, Executive Manager, Regulatory Oversight

Andreas Marcelja, Executive Manager, Stakeholder Engagement

CC: Philippa Crome, Executive Manager, Corporate Services

Andrew Sparrow, Executive Manager, Air Navigation, Transformation & Risk

From: Steve Campbell, Executive Manager, National Operations and Standards

25-10-2024

Subject: Civil Aviation Legislation Amendment (Part 43 – Maintenance of Aircraft) Regulations 2024

Action Required by: 8 November 2024

Recommendations

1. That you approve the submission of the proposed CASR Part 43 Regulation Pack, which has been settled at the officer level with the Department, the Office of Parliamentary Counsel and the EXCO Secretariat, to the Department for Ministerial approval and subsequent EXCO process for making.

APPROVED / NOT APPROVED / PLEASE DISCUSS

Comments:

Pip Spence PSM

November 2024

27 October

Key Points:

1. The proposed *Civil Aviation Legislation Amendment (Part 43—Maintenance of Aircraft) Regulations 2024* (the proposed Regulations) have been prepared for making under the Act.
2. CASR Part 43 is an element of the broader ongoing program that is progressively transitioning the rules from the *Civil Aviation Regulations 1988* (CAR) to the *Civil Aviation Safety Regulations 1998* (CASR).

6. The proposed Regulations are based on the corresponding policies and regulations of the USA, but with a range of variations to ensure the policies and regulations provide appropriate outcomes in the contemporary Australian general aviation environment. These variations were adopted during the consultation process, including via the dedicated technical working group. Significant variations include that the proposed CASR Part 43 would only apply to the private and aerial work sectors. This requires most maintenance of transport category aircraft and turbine engines to be carried out by an approved maintenance organisation; whereas the US-FARs also apply to the commercial air transport sectors, and provide for most maintenance of transport category aircraft and turbine engines to be carried out by individual licence holders. These proposed variations are considered to improve the level of safety assurance.

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