



DIRECTORATE GENERAL TECHNICAL AIRWORTHINESS
Australian Defence Force

TAR POSITION PAPER 1/2008

TECHNICAL AIRWORTHINESS REGULATION 4.1.1.e

Introduction

1. Technical Airworthiness Regulation 4.1.1.e describes the circumstances in which maintenance of State Aircraft and Aeronautical Product can be performed by an organisation without a valid Maintenance Authority Certificate. The regulation, inter alia, allows AMOs, SDEs and MABs to authorise some maintenance. As the Technical Airworthiness Regulator, I intend to provide clarity on the type of maintenance that may be authorised under this Regulation.

Purpose

2. The purpose of this Position Paper is to describe the limitations that are placed on AMOs, MABs and SDEs in exercising their authority under Regulation 4.1.1.e.

Regulation 4.1.1.e.(1)

3. This regulation and its associated guidance will be amended to clarify that it does not apply to the maintenance of complete State Aircraft and complete engines. For a specific State Aircraft, there may also be some other types of Aeronautical Product that justify direct DGTA oversight of maintenance. DGTA will make this decision as part of its review of the Maintenance Support Network of organisations applying for AMO certification.

Regulation 4.1.1.e.(2)

4. This regulation and its associated guidance will be amended to clarify that it only applies to outsourced maintenance support services, rather than outsourcing scheduled maintenance or unscheduled rectifications. Types of outsourced maintenance support services include, but are not limited to, surface finishing, aircraft welding, aircraft machining, heat treatment and non destructive testing.

Regulation 4.1.1.e.(3)

5. This regulation and its associated guidance will be amended to clarify the extent to which the SDE can exercise this authority. SDEs are not to authorise organisations which maintain complete State Aircraft or complete engines. For a specific State Aircraft, there may also be some other types of Aeronautical Product that justify direct DGTA oversight of maintenance. SDEs are to discuss proposals for exercise of their authority under this regulation with OIC AMNTREG. They are also to notify OIC AMNTREG of their exercise of this authority. Further, SDEs are to take great care in considering authorisations for maintenance that appears to be temporary, or one-off, but which could potentially become a longer-term arrangement.

Regulation 4.1.1.e.(4)

6. This regulation and its associated guidance will be removed. This proposal was discussed at the 2006 SMM Conference and formally advised at AMNTREG/4078/02/01 (39) of 18 Apr 07. DGTA will authorise organisations to undertake maintenance as part of the transition to full AMO certification.

Regulation 4.1.1.e.(5)

7. No change to Regulation 4.1.1.e.(5) is currently under consideration.

Regulation 4.1.1.e.(6)

8. No change to Regulation 4.1.1.e.(6) is currently under consideration.

Legacy Maintenance

9. SDEs, MABs and AMOs are to advise OIC AMNTREG of any maintenance currently authorised under these regulations that would no longer be authorised given the limitations outlined in this Position Paper. OIC AMNTREG will advise, situation-by-situation, on how any of these 'legacy' maintenance arrangements will be managed.

Conclusion

10. This Position Paper clarifies the extent to which maintenance of State Aircraft and Aeronautical Product can be performed by organisations who are not AMOs. It describes the limitations placed on AMOs, MABs and SDEs in exercising their authority under Regulation 4.1.1.e.

11. During 2008, the content of this Position Paper will be published in the AAP 7001.053 after issue of a Notice of Proposed Rule Making and consideration of the responses. In the interim, if there is a need to clarify or amplify parts of this TAR Position Paper, revisions will be issued.



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27 Feb 08