

NOTICE OF PROPOSED RULE MAKING NPRM DGTA 03-07

REGULATION 4.5.10

INTRODUCTION

Applicability

1. This proposal is applicable to all Authorised Maintenance Organisations involved in the maintenance of State Aircraft and Aeronautical Product.

Purpose

2. The purpose of this NPRM is to advise stakeholders of a proposal to change and improve regulation 4.5.10 contained in AAP 7001.053 (AM1) Technical Airworthiness Management Manual (TAMM). This NPRM outlines proposed changes to regulation 4.5.10 and seeks stakeholder comment and endorsement prior to the amendment of the affected regulation.

3. The proposed amendment is expected to:

- a. retain and bolster the current Human Factors related regulation clauses relating to the need to have a documented system for notification and management of human factors that affect maintenance; and
- b. introduce specific Maintenance Error Management Systems related regulation clauses that comply, where applicable, with recently released Defence Human Factors and Aviation Maintenance Error Management policy contained in DI(G) OPS 40-5.

4. The process to develop the HF/MEM policy and identify, initiate and conduct relevant training has taken a considerable amount of time and has already involved DGTA, DDAAFS, RSTT and FEG representatives. Even though some commercial AMOs have preceded the ADF effort to prepare for and introduce HF/MEM Systems and associated training, promulgation of a revised regulation in the coming TAMM amendment is considered to be the best time and means to coordinate and shape the emerging HF/MEM systems across all AMOs.

5. TAMM Regulation 1.1.2 requires that interested persons participate in regulation drafting proceedings. The aim of this NPRM is to promulgate the background and details of the proposed changes. Advice on how petitions on this proposal are to be presented to the TAR is also provided.

PROPOSAL

Background

6. The original Human Factors in Maintenance clauses were essentially restricted to having a documented system which focussed on fatigue management. Over time, experience has shown the original clauses to be inadequate in meeting contemporary Maintenance Error Management practise; therefore update of the regulation was required. Considerable progress has already been made in developing associated Human Factor and Maintenance Error Management systems and training and it is now time to support that effort with regulation. Additionally, one of the Aircraft Maintenance Improvement Program team's tasks was to develop and promulgate the ADF Human Factors and Maintenance Error Management policy

released at DI(G) OPS 40-5. Finally, the Sea King Board of Inquiry recommended that the ADF develop and release upgraded Human Factors and Maintenance Error Management Systems regulations.

Objective

7. This NPRM proposes changes to Regulation 4.5.10 and to implement the new policy and related recommendations detailed at paragraph 6.

8. **Outcome.** DGTA has developed proposed regulatory changes to satisfy each of the nominated background reasons. The NPRM will not introduce additional requirements in any other regulations.

New or amended regulations

9. The detailed changes to Regulation 4.5.10 are presented at annex A. The amendments are highlighted by a change bar adjacent to the affected text. The guidance to support these changes will be developed prior to the revised regulations being published.

HOW TO SUBMIT COMMENTS ON THIS NPRM

Format

10. Responses to the NPRM are to be submitted electronically using the NPRM Response Sheet as published on <http://www.defence.gov.au>. Hardcopies of the NPRM Response Sheet are not required.

Timing

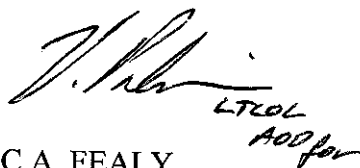
11. Comments to NPRM DGTA 03-07 are to be received by close of business 9 November 2007.

Additional information

12. Additional information concerning this NPRM is available from Mr Steve Everett (03) 9256 3686 or Stephen.everett@defence.gov.au

DISPOSITION OF COMMENTS RECEIVED

13. A summary of responses will be prepared and published on <http://www.defence.gov.au/dgta/NPRM.htm>. AMNTREG will not respond to individual comments or submissions; however, the names of all contributors will be acknowledged in the summary of responses.



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5 Oct 07

Annexes:

A. Proposed changes to Regulation 4.5.10

**NOTICE OF PROPOSED RULE MAKING NPRM DGTA 03-07
PROPOSED CHANGES TO REGULATION 4.5.10**

Regulation 4.5.10. Human Factors and Maintenance Error Management

- a. The AMO shall establish and maintain a system for the appropriate identification, recording, investigation, notification, reporting and management of human factors and maintenance errors affecting maintenance in order to minimise effects on airworthiness.
- b. The system and procedures for human factors and maintenance error management shall be documented, either directly or by reference, in the MMP.
- c. The Accountable Manager shall ensure that periodic cultural surveys of the AMO are conducted biennially to assess the effectiveness of the HF/MEM system.
- d. The AMO shall ensure, as part of the process to assess and authorise, and reassess and reauthorise, maintenance personnel that all maintenance personnel have completed applicable HF/MEM awareness training, and that a record of that training is retained at the AMO.
- e. The AMO shall ensure that only trained and competent persons investigate maintenance related incidents and make reports using incident investigation and reporting tools acceptable to the TAR.
- f. The Accountable Manager shall ensure that management review of maintenance incidents is conducted to ensure feedback is provided to continuously improve the AMO's maintenance management system.
- g. The Accountable Manager shall ensure that personnel do not perform maintenance on State aircraft or aeronautical product when their performance would be impaired.
- h. AMO personnel shall be responsible for informing the Accountable Manager or their delegate, when they are subject to psychological or physiological factors that would impair, or might impair, their ability to perform maintenance.