




Australian Government
Civil Aviation Safety Authority

Instrument number CASA 149/11

I, PETER WILLIAM BOYD, Executive Manager, Standards Development and Future Technology Division, a delegate of CASA, make this instrument under subregulation 42ZC (6) of the *Civil Aviation Regulations 1988 (CAR 1988)*.


Peter Boyd
Executive Manager
Standards Development and Future Technology Division

15 June 2011

Authorisation — pilot of Class B aircraft with optional dual controls

1 Commencement

This instrument commences on 27 June 2011.

2 Revocation

Instrument CASA 130/11 is revoked.

3 Application

This instrument applies to the pilot of a Class B aircraft if:

- (a) the pilot carries out maintenance, being the removal or installation of optional dual controls (*ODC*) for the aircraft (*the maintenance*); and
- (b) the maintenance is only for transitioning the aircraft from single to dual, or from dual to single, pilot operations.

4 Authorisation

For paragraph 42ZC (4) (e), I authorise a pilot to whom section 3 applies to carry out the maintenance mentioned in section 3.

5 Conditions

The authorisation in section 4 is subject to the conditions mentioned in Schedule 1.

Schedule 1 Conditions

- 1 The maintenance must not be carried out by the pilot if, under the approved maintenance data for the aircraft, the maintenance requires the use of tools.
Note Tools includes tools of any description, including small hand tools.
- 2 In carrying out the maintenance, the pilot must not use a tool of any description.
Note Tools includes tools of any description, including small hand tools.
- 3 The pilot must hold a pilot endorsement, other than a student pilot endorsement, for the aircraft type.
- 4 The pilot must have completed, in accordance with Schedule 2, relevant initial training given by a person (the *aircraft engineer*) who holds a category B1 aircraft engineer licence applicable for the aircraft type.
- 5 At intervals of not more than 2 years after the initial training, the pilot must complete recurrent training given by an aircraft engineer in accordance with Schedule 2.
- 6 The initial and recurrent training undertaken by the pilot must be recorded and signed by the relevant aircraft engineer, as an annotation in the pilot's log book.
- 7 The maintenance must be carried out in accordance with the approved maintenance data for the aircraft.
- 8 The pilot must perform a control system check after each occasion on which he or she carries out the maintenance and before the aircraft is flown.
- 9 The pilot must ensure that the maintenance is recorded on the aircraft's maintenance release and certified in accordance with subregulation 42ZE (1) of CAR 1988.

Schedule 2 Initial and recurrent training

Initial and recurrent training must include the following:

- (a) a review of all approved maintenance data for the aircraft that is relevant to the maintenance;
 - (b) reinforcement of the prohibition on the use of tools of any description;
Note Refer to clause 2 in Schedule 1.
 - (c) the practical process of carrying out the maintenance;
 - (d) the correct way to certify and record completion of the maintenance.
-