



**Civil Aviation  
Advisory Publication**

**August 1997**

# Maintenance release

***This publication is only advisory. It gives the preferred method for complying with the Civil Aviation Regulations.***

***It is not the only method, but experience has shown that if you follow this method you will comply with the Civil Aviation Regulations.***

***Always read this advice in conjunction with the appropriate regulations.***

## Contents ...

General	2
Maintenance release procedures	3
Issue outside Australian territory	4
Period of validity of maintenance release	4
Endorsements	5
Retention of maintenance releases and copies	5

## The relevant regulations

Civil Aviation Regulation(CAR)43 Maintenance releases in respect of Australian aircraft.

- CAR 133

## Who this CAAP applies to

- Licensed Aircraft Maintenance Engineers
- Certificate of Approval Holders
- Certificate of Registration Holders

## Why this CAAP was written

This CAAP describes a method of complying with the directions specified in the CARs for the issue and use of aircraft maintenance releases.

## Status of this CAAP

This is the second issue of CAAP 43-1. It has been amended by deletion of one paragraph to remove reference to the pilot in command issuing and signing a maintenance release outside Australian territory under an instrument of appointment. The procedure has never been utilised or authorised and may cause confusion.

This is an interim amendment to rectify this aspect of the CAAP only. CASA's extensive regulatory review process may result in further changes to this and other CAAPs.

## For further information

Contact the CASA District Office closest to you.

## General

Subregulation 133 (1) (c) of the CARs directs that an aircraft shall not commence flight unless there is in force a valid maintenance release covering the period of that proposed flight. This is to ensure that the pilot-in-command is made aware that all required maintenance on the aircraft has been completed and certified, that no maintenance is scheduled to take place during the proposed flight and of all defects in the aircraft.

A maintenance release is required to be issued by an authorised person for the purpose of regulation 43 (1) of the CARs, using the CASA Maintenance Release Form, or an approved alternative, at the completion of the required maintenance release inspection.

Authorised persons for the issue of a maintenance release in Australian territory are the holders of certificates of approval for the maintenance of aircraft, subject to those aircraft being covered by their certificates. The person signing the maintenance release is doing so on behalf of that authorised person.

The instructions for the issue and use of the maintenance release, contained in the CASA Maintenance Release pad, the operator's system of maintenance or maintenance control manual, must be complied with. Alternative maintenance releases and maintenance release issue procedures must be approved by CASA. Guidance for the format and content of an alternative maintenance release may be obtained from any CASA District Office.

The identity of the maintenance release inspection will be found in the aircraft's Log Book Statement Part 1, the operator's system of maintenance or maintenance control manual and this inspection must be performed by the holder of an appropriate certificate of approval.

A maintenance release is to be signed, prior to its issue, by:

- the person certifying for co-ordinating the maintenance release inspection;
- where all required inspection certifications have been made by one person, that person;
- an employee who is the holder of an appropriate AME licence; or
- a person who has been authorised under procedures approved by CASA.

A maintenance release will be issued for the time-in-service or calendar period specified in the Log Book Statement Part 1 for the aircraft, or 12 months, whichever is the earlier, or for the periods specified in the operator's approved system of maintenance or maintenance control manual. When using alternative maintenance records to the CASA Aircraft Log Book, the maintenance release will be issued for the time-in-service specified in the operator's approved alternative records, system of maintenance or maintenance control manual. The calendar period is not to exceed 12 months.

### **Maintenance release procedures**

The procedures for the issue of a maintenance release will be such that they will ensure that a maintenance release is not issued unless:

- it is issued in accordance with the requirements of the CARs;
- in respect of any endorsement made on the last maintenance release in force referring to the aircraft having suffered damage or developed a defect:
  - a certification has been made for the completion of all maintenance required to rectify the defect;
  - a certification, to the effect that the damage or defect is not major damage or a major defect or is within airworthiness limitations, is made by a person permitted to make such a certification;
  - the endorsement has been cancelled; or
  - the damage or defect has been approved as a permissible unserviceability;
- where an endorsement refers to the aircraft having suffered abnormal flight or ground loads or a lightning strike:
  - a certification has been made for the completion of all maintenance required to check whether there had been any damage to or defect in the aircraft; and
  - in respect to any defect or damage found, the requirements of the previous paragraph have been complied with.

The person signing a CASA Form DA 741 maintenance release is to ensure that the Maintenance Release Issue instructions are complied with at the time of issue.

When issuing a maintenance release for a private class B aeroplane below 5700 kg, the person signing the maintenance release is to list all calendar time based maintenance due in the next 12 months as well as an estimate, based on previous operation of the aeroplane, of time-lifed maintenance that is expected to fall due within the next 12 months. This maintenance is to be endorsed on the Maintenance Required Section of the maintenance release. It is the responsibility of the Certificate of Registration holder to ensure that any extra maintenance required during the period of validity of the maintenance release is endorsed on the maintenance release.

Provision has been made on the CASA Form DA 741 maintenance release for the recording of all acrobatic flight hours and pressurisation cycles.

As the operational category of the aircraft may require the installation of certain equipment it is important that the person signing the maintenance release is aware of that category to ensure that the aircraft has the correct equipment fit and that the equipment is serviceable.

**Issue outside  
Australian territory**

Where maintenance, requiring the issue of a maintenance release, is performed outside Australian territory, the Certificate of Registration holder shall ensure that in addition to the requirements for issue in Australian territory, the maintenance release is issued by an authorised person in accordance with the requirements of Regulation 43 of the CARs and (if applicable) using procedures contained in the operator's system of maintenance or maintenance control manual.

Before the maintenance release is issued, it needs to be signed by a person who would be permitted to sign a maintenance release being issued in accordance with the requirements of the Contracting State in which that person is employed, as if the aircraft was registered in that State.

**Period of validity of  
maintenance release**

A maintenance release ceases to be in force when:

- an endorsement required by Regulation 47 of the CARs has been made on the maintenance release;
- the time-in-service or date at which the maintenance release is expressed to remain in force has expired;
- or
- the inspection for the issue of a new maintenance release has commenced.

**Endorsements**

Where a component or system specified in CAO 20.8 or CAO 20.18 for IFR flight is unserviceable and its condition and security does not affect the ability of the aircraft to be flown safely in VFR operations, or the unserviceability does not contradict an MEL condition, and:

- was found as a result of of an inspection subsequent to which a maintenance release is to be issued or during the life of a current maintenance release; or
- was subject to an endorsement made on the last maintenance release; and
- the maintenance required to rectify the damage or defect has not been performed;

details of the unserviceability are to be endorsed on the maintenance release and the maintenance release also endorsed 'for VFR operations only'.

Where a component is installed in an aircraft and maintenance will be required to be performed on that component during the period the maintenance release is expressed to remain in force, the person certifying for the installation of the component will ensure an endorsement with respect to the required maintenance is made on the maintenance release. If there is in place an approved alternative procedure to ensure that the due maintenance is carried out then that procedure will be followed.

**Retention of maintenance releases and copies**

If you are the person issuing a maintenance release you are required to retain a copy of the maintenance release or that part of the maintenance release upon which endorsements have been made for a period of 12 months from the date of issue. If there is in place an approved alternative procedure for the issue and retention of a Maintenance Release then that procedure will be followed.

As maintenance certifications may be endorsed on the CASA Form DA741 maintenance release the holder of the Certificate of Registration for the aircraft is responsible for ensuring that all expired DA741 maintenance releases are permanently retained in the aircraft log book or approved alternative.