

AWB 02-4 Issue 1 - Transit Authorisations

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Transit Authorisations

Applicability

This AWB applies to:

All persons who have been authorised under CAR 6 (authorised person) to authorise persons (maintenance personnel) to carry out specific maintenance under CAR 42ZC; and
Approved Maintenance Organisations (AMO) using such a person.

Purpose

The purpose of this AWB is to ensure that the authorised persons and AMOs are aware of the intent of this type of authorisation and to indicate the scope of the maintenance permitted. It describes conditions that should be met before maintenance personnel are permitted to carry out the maintenance. These include the AMO's procedures, personnel qualifications, experience and training.

It also describes the class of person within an AMO who would be appropriate to hold the authorisation.

Background

CAR 42ZC(3)(d) permits a person to perform maintenance on Class A aircraft if they are authorised by CASA or an authorised person. These authorisations include what is often described as a "Transit Authorisation" or some similar term. Transit Authorisations permit an LAME to carry out specific maintenance on specific aircraft for which they do not hold a type/category rating.

Generally, the authorisation ("Transit Authorisation") should permit a Licensed Aircraft Maintenance Engineer (LAME) working for an AMO to carry out defined tasks, for which the LAME has received appropriate training, with a view to permit a serviceable aircraft to be transited through any port within the Operator's domestic network.

Note: For the purposes of this AWB, a serviceable aircraft includes one that has had MEL action properly invoked.

Scope Of Permitted Maintenance Under CAR 42ZC(7)

Authorisation of maintenance personnel should be specified for the aircraft type/model (as operated by a specific Air Operator) for which the training has been completed, and be limited to;

Daily/Turnaround/Transit or equivalent manufacturers' inspections, with no rectification of defects, and Cabin configuration change, where no tools are required, such as fitting of section dividers, stretchers, portable oxygen bottles and the like.

The maintenance personnel should not be authorised to carry out the following:

Scheduled maintenance

Checks to the aircraft's systems (other than checks such as brake wear, fluid pressure checks, etc. and checks that are associated with the servicing and replenishment functions being carried out)

Rectification of defects (this includes replacing wheels and brakes, changing computer software, and clearance of defects resulting from electronic diagnostic checks).

Maintenance required to comply with an Airworthiness Directive, or

Any modification or repair to the aircraft.

Class Of Persons That Should Be Permitted To Carry Out The Maintenance

To be eligible to be permitted to carry out the maintenance a person should be a LAME and hold a licence rated in the airframe, engine, electrical or instrument category for the aircraft in question or an aircraft of similar complexity. He or she must have successfully completed CASA approved training from the AMO or an appropriate training provider, in the tasks to be performed.

Training And Experience

To be eligible for approval a training programme must include a course plan including:

A list showing each subject and the topics covered in the subject.

The objectives and learning outcomes.

A description of the facility or facilities at which the training will be conducted.

A description of the assessment methods and the assessment criteria.

A description of:

the way or ways in which training is conducted (for example: lecture, computer-based training or practical training); and

the equipment and data that are required for the training

A list showing the prerequisites (if any) for each subject.

A statement showing the number of hours of training that are necessary for each topic and for the whole course.

The minimum student attendance requirements for each subject and a description of the way in which

students' attendance is checked and recorded.

For each subject (where applicable), a copy of:

- the course notes that are to be given to students and

- any examination paper that is to be used or any examination question bank that is to be used.

A list showing the qualifications that must be held by each:

- Instructor; and

- Assessor.

The purpose of the training and assessment is to establish that the person is competent to perform the intended function/task(s). To this end, the development of the training should consider:

- The scope of the intended authorisation - each and every task that it is intended the person will be authorised to perform, must be trained and assessed. This includes, for example, where inspections involve accessing data via a MCDU/CDU the students will need to establish competence to power up systems safely etc.

- The qualifications and experience of the trainer(s) and assessors(s) to perform their roles - is the trainer qualified/experienced at small group training? Is the assessor competent to perform assessments?

- The type of records appropriate to this activity and how they are to be kept.

Class Of Person Who Should Be Authorised By CASA To Authorise Other Persons To Carry Out Maintenance

The person authorised by CASA under CAR 6 for the purposes of CAR 42ZC(7) must be an employee of an AMO and must hold a responsible position in the AMO such as Quality Manager, Chief Engineer, Maintenance Control Manager etc. He or she must:

- Ensure that each person is authorised in writing;

- Ensure that a register is maintained of all persons in the AMO currently authorised for CAR 42ZC(3)(d) maintenance of this kind;

- Ensure that a record is maintained of all persons who have been so authorised within the AMO;

- Ensure that the records of training leading to such an authorisation are kept for all authorised persons within the AMO; and

- Ensure that a monthly return is forwarded to CASA indicating the activity relating to their CAR [6] authorisation for CAR 42ZC(7).

AMO's Procedures

The AMO's procedures manual should detail the authorisation process, including-

The required training programmes;

The identification of the person(s) authorised to invoke CAR 42ZC(7) and to issue authorisations for CAR 42ZC(3)(d) maintenance of this kind;

The class of person(s) who may be authorised;

The limitation(s) of the authorisations; and

The scope of the authorisations.

Recommendation

AMO's and Authorised Persons should ensure that the procedures used to authorise maintenance personnel to carry out tasks outside their licence category comply with the intent of this AWB.

Enquires

If you require more information on this issue, please contact CASA by email

to: AirworthinessBulletin@casa.gov.au