



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX50/24

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed P. Spence]

Pip Spence

Director of Aviation Safety

3 September 2024

CASA EX50/24 — Northern NSW Helicopter Rescue Service Limited (Engine Washes and Critical Control System Maintenance Verification and Record) Instrument 2024

1 Name

This instrument is *CASA EX50/24 — Northern NSW Helicopter Rescue Service Limited (Engine Washes and Critical Control System Maintenance Verification and Record) Instrument 2024*.

2 Repeal of instrument CASA EX09/22

Instrument *CASA EX09/22 — Northern NSW Helicopter Rescue Service Limited (Critical Control System Inspection and Engine Washes) Exemption 2022* is repealed.

3 Interpretation

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: **aircraft engineer licence**, **certificate of release to service**, **flight crew member**, **licensed aircraft maintenance engineer** and **Part 145 organisation**.

(1) In this instrument:

authorised and certifying employee LAME means a LAME who is:

- (a) a certifying employee of the relevant Part 145 organisation; and
- (b) authorised to perform maintenance certification for critical control system maintenance carried out on a relevant aircraft.

authorised pilot licence holder means the holder of a pilot licence who is authorised, in writing, by the NNHRS Quality Manager to carry out a critical control system verification and record.

critical control system maintenance has the meaning given by regulation 42.015 of CASR.

critical control system verification and record means:

- (a) a verification of matters mentioned in subregulation 42.345(1) of CASR;
and
- (b) a record, in writing, made in accordance with regulation 42.345.

critical control system verification and record competency statement, for an authorised pilot licence holder, means a written document issued by the relevant Part 145 organisation that:

- (a) in relation to critical control system maintenance carried out on a relevant aircraft to which the authorisation relates — mentions that the authorised pilot licence holder:
 - (i) has satisfactorily completed training, conducted by an authorised and certifying employee LAME, in carrying out a critical control system verification and record; and
 - (ii) is assessed by an authorised and certifying employee LAME as competent to carry out a critical control system verification and record; and
- (b) includes the following:
 - (i) the name, aircraft engineer licence number and signature of the authorised and certifying employee LAME who conducted the training and made the assessment;
 - (ii) the date of signature.

engine wash means:

- (a) an engine desalination wash carried out in accordance with the Pratt & Whitney *Maintenance Manual*, Part No. 3045332, Section 71-00-00, Subsection 6 — Engine Motoring Washes, A. Desalination Wash; or
- (b) an engine external wash carried out in accordance with the Pratt & Whitney *Maintenance Manual*, Part No. 3045332, Section 71-00-00, Subsection 7 — Engine External Wash, A. General.

exposition, for a Part 145 organisation, has the meaning given by regulation 145.010 of CASR.

independent individual has the meaning given by regulation 42.335 of CASR.

LAME means licensed aircraft maintenance engineer.

NNHRS means the Northern NSW Helicopter Rescue Service Limited, ARN 086990.

NNHRS Quality Manager means the individual appointed by the relevant Part 145 organisation as its quality manager.

pilot licence has the meaning given by regulation 61.010 of CASR.

quality manager has the meaning given by regulation 145.010 of CASR.

relevant aircraft means an Agusta AW-139 type helicopter with a PT6C-67C engine, for which NNHRS is the operator.

relevant Part 145 organisation means NNHRS, in its capacity as the Part 145 organisation for a relevant aircraft.

significant change, in relation to a Part 145 organisation, has the meaning given by regulation 145.010 of CASR.

trained category B2 LAME means the holder of a category B2 aircraft engineer licence who:

- (a) is employed by NNHRS; and
 - (b) has satisfactorily completed training for carrying out duties and performing functions as required under this instrument, in accordance with:
 - (i) the Pratt & Whitney *Maintenance Manual*; and
 - (ii) the exposition of the relevant Part 145 organisation; and
 - (c) is approved, in writing, as a trained category B2 LAME by the NNHRS Quality Manager.
- (2) A reference in this instrument to a provision of a manual or an exposition is a reference to that manual or exposition as it exists at the time this instrument commences.

Note See section 46AA of the *Acts Interpretation Act 1901*.

4 Application

This instrument applies in relation to the relevant Part 145 organisation.

5 Exemptions — relevant Part 145 organisation

- (1) The relevant Part 145 organisation is exempt from compliance with:
 - (a) subregulation 42.340(1) of CASR, to the extent that the subregulation applies in relation to critical control system maintenance on a relevant aircraft; and
 - (b) regulation 145.070 of CASR, to the extent that the regulation requires the relevant Part 145 organisation to provide maintenance services in accordance with subparagraphs 145.A.30(g) and (k) of the *Part 145 Manual of Standards* in relation to an engine wash, and performing maintenance certification of the engine wash, of a relevant aircraft.
- (2) The exemptions mentioned in subsection (1) are subject to the conditions in section 6.

6 Conditions — relevant Part 145 organisation

Approval of trained category B2 LAMEs

- (1) The relevant Part 145 organisation must ensure that the NNHRS Quality Manager does not approve an individual as a trained category B2 LAME unless the NNHRS Quality Manager is satisfied, on reasonable grounds, that the individual has satisfactorily completed the training mentioned in paragraph (b) of the definition of ***trained category B2 LAME***.

Critical control system verification and record

- (2) The relevant Part 145 organisation must, in relation to critical control system maintenance carried out on a relevant aircraft, ensure that an authorised pilot licence holder carries out a critical control system verification and record only if the following circumstances exist:
 - (a) the critical control system maintenance is not:
 - (i) scheduled maintenance of a relevant aircraft; or
 - (ii) carried out as a consequence of scheduled maintenance of a relevant aircraft;

- (b) the critical control system maintenance is carried out at a location other than the organisation's maintenance facilities at:
 - 1 Bavin Road
BROADMEADOW NSW 2292;
 - (c) neither of the following individuals is available at the location at which the critical control system maintenance is carried out:
 - (i) an individual to whom paragraphs (a) and (b) of the definition of ***independent individual*** in regulation 42.335 of CASR apply;
 - (ii) a trained category B2 LAME who did not perform maintenance certification for the critical control system maintenance carried out on the relevant aircraft;
 - (d) the individual who carried out or supervised the carrying out of the critical control system maintenance has carried out a critical control system verification and record in relation to the maintenance, as if the individual were an independent individual acting under subregulation 42.340(1) of CASR.
- (3) The relevant Part 145 organisation must ensure that a critical control system verification and record is carried out, in relation to critical control system maintenance on a relevant aircraft, before the organisation issues a certificate of release to service for the aircraft in relation to the maintenance, by one of the following:
- (a) an individual to whom paragraphs (a) and (b) of the definition of ***independent individual*** in regulation 42.335 of CASR apply;
 - (b) a trained category B2 LAME who did not perform maintenance certification for the maintenance, as if the LAME were an independent individual acting under subregulation 42.340(1) of CASR;
 - (c) if subsection (2) applies — an authorised pilot licence holder who did not perform maintenance certification for the maintenance, as if the authorised pilot licence holder were an independent individual acting under subregulation 42.340(1) of CASR.
- (4) The relevant Part 145 organisation must ensure that the NNHRS Quality Manager does not authorise an authorised pilot licence holder to carry out a critical control system verification and record unless:
- (a) the NNHRS Quality Manager is satisfied, on reasonable grounds, that the authorised pilot licence holder is:
 - (i) authorised under Part 61 of CASR to fly the relevant aircraft to which the authorisation relates; and
 - (ii) a flight crew member of the relevant aircraft to which the authorisation relates; and
 - (iii) in relation to critical control system maintenance carried out on a relevant aircraft — competent to carry out a critical control system verification and record; and
 - (b) the relevant Part 145 organisation has, for the authorised pilot licence holder, issued a critical control system verification and record competency statement.

Exposition content

- (5) The relevant Part 145 organisation must ensure that its exposition describes or refers to processes that ensure compliance with the conditions and directions in this instrument.

Note 1 Under subregulation 145.050(1) of CASR, a Part 145 organisation that proposes to make a significant change must apply to CASA for approval of the change. For requirements related to the form, content and timing of the application, as well as the effect of making a significant change without applying for approval in accordance with regulation 145.050, see the remainder of regulation 145.050 of CASR, including Notes 1 and 3, located immediately below subregulation 145.050(4).

Note 2 Under regulation 145.010 of CASR, **exposition**, for a Part 145 organisation means the document that is approved by CASA under regulation 145.030 in relation to the organisation, including, relevantly in paragraph (a), a change to the document approved by CASA under regulation 145.055. Under subregulation 145.055(2) of CASR, in approving a significant change under subregulation 145.055(1), CASA also approves the consequential changes to the applicant's exposition.

7 Directions – relevant Part 145 organisation – record retention and audit

- (1) The relevant Part 145 organisation must retain the following records for a minimum of 2 years from the date the related approval or authorisation expires:
- (a) a copy of each critical control system verification and record competency statement issued for an authorised pilot licence holder;
 - (b) a copy of each written authorisation mentioned in the definition of **authorised pilot licence holder**;
 - (c) a copy of records that demonstrate that a trained category B2 LAME has satisfactorily completed the training mentioned in the definition of **trained category B2 LAME**;
 - (d) a copy of each approval mentioned in the definition of **trained category B2 LAME**.
- (2) The relevant Part 145 organisation must provide to CASA, upon request, a copy of a record mentioned in subsection (1).

8 Exemptions — trained category B2 LAME

- (1) A trained category B2 LAME is exempt from compliance with regulation 66.120 and subregulations 66.135(1) and (2) of CASR, to the extent that those provisions apply in relation to an engine wash, and performing maintenance certification of the engine wash, of a relevant aircraft.
- (2) The exemptions mentioned in subsection (1) are subject to the conditions in section 9.

9 Conditions — trained category B2 LAME

- (1) A trained category B2 LAME must ensure that any engine desalination wash is carried out in accordance with paragraph (a) of the definition of **engine wash**.
- (2) A trained category B2 LAME must ensure that any engine external wash is carried out in accordance with paragraph (b) of the definition of **engine wash**.

10 Direction — trained category B2 LAME

A trained category B2 LAME must carry out each critical control system verification and record in relation to critical control system maintenance on a

relevant aircraft as if the trained category B2 LAME were an independent individual acting in accordance with subregulation 42.345(1) of CASR.

11 Directions — authorised pilot licence holder

An authorised pilot licence holder must:

- (a) carry out each critical control system verification and record in relation to critical control system maintenance on a relevant aircraft as if the authorised pilot licence holder were an independent individual acting in accordance with subregulation 42.345(1) of CASR; and
- (b) in addition to complying with the requirements for recording the information mentioned in subregulation 42.345(3) of CASR — record in the continuing airworthiness system for the relevant aircraft:
 - (i) the authorised pilot licence holder's pilot licence number; or
 - (ii) the reference number (if any) of the written authorisation to carry out a critical control system verification and record mentioned in the definition of *authorised pilot licence holder*.

12 Repeal of this instrument

- (1) Sections 5, 6 and 8 to 11 are repealed at the end of 31 July 2027.
- (2) This instrument is repealed at the end of 31 July 2029.

Note For regulation 11.250 of CASR:

- (a) the directions in sections 10 and 11 cease to be in force at the end of 31 July 2027; and
 - (b) the directions in section 7 cease to be in force at the end of 31 July 2029.
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