



Australian Government
Civil Aviation Safety Authority

CIVIL AVIATION ADVISORY PUBLICATION CAAP 42ZV-01 v1.1



Maintenance controller

Date	October 2022
File ref	D22/402581

This Civil Aviation Advisory Publication (CAAP) provides guidance, interpretation and explanation on complying with the Civil Aviation Regulations 1988 (CAR) or a Civil Aviation Order (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

Civil Aviation Advisory Publications should always be read in conjunction with the relevant regulations/orders.

Audience

This Civil Aviation Advisory Publication (CAAP) applies to:

- The operators of a Class A aircraft
- A person nominated or appointed for the position of maintenance controller for an operator.

Purpose

CAR 42ZV requires an operator of a class A aircraft to appoint a person to be the maintenance controller for the aircraft. The CAR also requires that the person's appointment as the maintenance controller must be approved by CASA.

The purpose of this CAAP is to give information on how to become an approved maintenance controller.

For further information

For further information on this CAAP, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Status

This version of the CAAP is approved by the Branch Manager, Airworthiness and Engineering.

Note: Changes made in the current version are not annotated. The document should be read in full.

Version	Date	Details
v1.1	October 2022	Administrative review only.
(0)	March 1997	Initial CAAP.

Contents

1	Reference material	4
1.1	Definitions	4
1.2	References	4
	General	5
	Maintenance controller approvals	6
	Maintenance Controller Level 1	6
	Maintenance Controllers level 2	6
	Maintenance Controllers level 3	6
	Who can become a maintenance controller	7
	Approval requirements for individuals	8
	General requirements	8
	Specific requirements	8
	Approval requirements for body corporate	11
	How to apply	12
	Prerequisites	12
	Application	12
	Application charges	12
	Continued validity of the approval	13
	Maintenance controller for multiple operators	14

1 Reference material

1.1 Definitions

Terms that have specific meaning within this CAAP are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this CAAP and the civil aviation legislation, the definition in the legislation prevails.

Term	Definition
a person	means an individual or an officer nominated by a body corporate.
maintenance controller	means a person nominated by an operator of a class A aircraft and approved by CASA to control the continuing airworthiness of an aircraft on behalf of the operator.

1.2 References

Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Document	Title
Regulation 42ZV(1) of CAR	Maintenance controllers
Regulation 42ZW of CAR	Approval of maintenance controllers
Schedule 9 of CAR	Maintenance control manual and maintenance controller

General

In accordance with regulations 39 & 40 of the CARs, a Certificate of Registration (CofR) holder of an aircraft is responsible for the aircraft's airworthiness and maintenance control and for ensuring that all maintenance on the aircraft is carried out when required by the maintenance program approved by CASA.

However, CAR 42ZV requires an operator of a Class A aircraft to appoint a person to control the maintenance of the aircraft in accordance with the operator's maintenance control manual (MCM) accepted by CASA. For more information on the maintenance control manual refer to the current issue of CAAP 42 ZV-1.

The maintenance controller appointed by the operator of a Class A aircraft must be approved by CASA.

The approval of a maintenance controller, to perform the airworthiness control functions for an operator, is granted by CASA after ascertaining that the appointed person has:

the prerequisite qualifications; and

has successfully passed CASA's written examination for a maintenance controller in the appropriate level; and

has successfully passed CASA's oral examination related to the operator's maintenance control manual.

Maintenance controller approvals

Maintenance controller approvals are based upon the aircraft's certificate of type approval and passenger seating capacity, as follows:

Maintenance Controller Level 1

A person approved by CASA as maintenance controller level 1 may undertake duties as the maintenance controller of an aircraft, which is:

- an aircraft having a Certificate of Type Approval (CTA) in the Transport Category; and
- an aircraft having a passenger seating capacity greater than 38 seats; or
- similar aircraft used for freight operations.

Maintenance Controllers level 2

A person approved by CASA as the maintenance controller level 2 may undertake duties as maintenance controller of an aircraft, if the aircraft which:

- has a passenger seating capacity between 10 and 38 seats or similar aircraft used for freight operations; and/or
- is pressurised; and/or
- is fitted with turbine engine(s).

Maintenance Controllers level 3

A person approved by CASA as the maintenance controller level 3 may undertake duties as the maintenance controller of an aircraft, if the aircraft having a CTA in other than the Transport Category:

- having a passenger seating capacity of 10 seats or less, or similar aircraft used for freight operations; and
- is unpressurised; and
- aircraft is fitted with piston engine(s).

Who can become a maintenance controller

An operator of a Class A aircraft may appoint any of the following as maintenance controller of his/her aircraft:

- an individual meeting CASA requirements for the approval of appointment as maintenance controller in the level sought;
- an approved maintenance organisation:
 - whose certificate of approval covers the maintenance of that aircraft type; and
 - who has in employment person(s) who have passed the CASA examination, for the appropriate level.

Approval requirements for individuals

General requirements

To obtain the approval of your appointment as a maintenance controller in any level you should:

- have or have had a working background within the civil aviation industry;
- have a broad exposure to aviation maintenance management techniques, airworthiness control activities and quality system auditing over a minimum period of five years;
- be able to demonstrate a working knowledge of the pertinent CARs, the Act and airworthiness requirements governing continued airworthiness of the aircraft or aircraft fleet;
- be able to demonstrate adequate technical understanding of the maintenance control requirements of aircraft operated by the operator, including the ability to assess Instructions for Continued Airworthiness issued by the aircraft, engine and component manufacturers;
- have knowledge and understanding of the operator's maintenance control manual;
- have ability and experience to liaise within the operator's organisation, with contracting maintenance organisation(s), manufacturers of aircraft, engine, components and with CASA, on matters governing airworthiness; and
- have a proven working knowledge of aircraft maintenance planning/scheduling.

Specific requirements

In addition to the above general requirements, you should also meet the following requirements:

Maintenance Controller Level 1

You should have a proven aircraft maintenance engineering background as:

- a supervisory licensed aircraft maintenance engineer; or
 - a professional engineer with experience in the civil aviation industry; and
 - Have attended a aircraft type maintenance familiarisation course for the aircraft;
- or
- Have a level of experience acceptable to CASA to indicate sufficient familiarisation with the aircraft;
 - Have a proven working knowledge of aircraft maintenance planning/scheduling of Transport Category aircraft;
 - Have a demonstrated knowledge and understanding of aircraft maintenance program development techniques e.g. successful completion of courses such as:
 - MSG-3; or Reliability Centred Maintenance (RCM);
- or
- proven record of in-depth experience of MSG-3 or RCM; and
 - Be familiar with operator's aircraft, engine and aircraft component performance and maintenance reliability programs; and

- Have the capability to establish an operator's engineering support structure for aircraft maintenance control; and
- Have successfully passed a CASA "Maintenance Controller Level 1 written examination"; and
- Have successfully passed a CASA oral examination on the contents of the operator's maintenance control manual.

Note 1: If you already hold a valid approval as a maintenance controller of an operator for a particular type of aircraft, and apply for approval as a maintenance controller of another operator for the same type of aircraft, you need only to undertake a CASA oral examination on the contents of the other operator's maintenance control manual.

Maintenance Controller Level 2

You should have a proven aircraft maintenance engineering background as any of the following:

- a supervisory licensed aircraft maintenance engineer;
 - a professional engineer with experience in the civil aviation industry;
 - an appropriately type rated commercial pilot licence holder; or
 - other aviation experience comparable to the above; and
 - Have attended a aircraft type maintenance familiarisation course for the aircraft;
- or
- Have a level of experience acceptable to CASA to indicate sufficient familiarisation with the aircraft; and
 - Have successfully passed a CASA "Maintenance Controller Level 2 written examination"; and
 - Have successfully passed a CASA oral examination, on the contents of the operator's maintenance control manual (See Note 3).

Note 2: If a person or organisation already holds a valid approval as a maintenance controller of an operator for a particular type of aircraft, and applies for approval as a maintenance controller of another operator for the same type of aircraft, that person or an employee of that organisation need only to undertake a CASA oral examination on the contents of the new operator's maintenance control manual .

Note 3: If a person or organisation already holds a valid approval as maintenance controller level 1 of an operator for any type of aircraft, and applies for approval as maintenance controller level 2 of the same or another operator, that person or an employee of that organisation need only to undertake a CASA oral examination on the contents of the operator's maintenance control manual subject to complying with the requirement of a type familiarisation course.

Maintenance Controller Level 3

You should have a proven aircraft maintenance engineering background as any of the following:

- a supervisory licensed aircraft maintenance engineer;
 - a professional engineer with experience in the civil aviation industry;
 - an appropriately type rated commercial pilot licence holder; or
 - other aviation experience comparable to the above; and
 - Have attended a aircraft type maintenance familiarisation course for the aircraft;
- or
- Have a level of experience acceptable to the CASA to indicate sufficient familiarisation with the aircraft; and

- Have successfully passed a CASA "Maintenance Controller Level 3 written examination" (See Note 4) ; and
- Have successfully passed a CASA oral examination on the contents of the operator's maintenance control manual.

Note 4: If a person or organisation already holds a valid approval as maintenance controller level 1 or 2 of an operator for any type of aircraft, and applies for approval as maintenance controller level 3 of the same or another operator, that person or an employee of that organisation need only to undertake a CASA oral examination on the contents of the operator's maintenance control manual subject to complying with the requirement of a type familiarisation course.

Approval requirements for body corporate

Where an operator of a Class A aircraft has appointed a body corporate to undertake duties as maintenance controller of his/her aircraft, the appointment may be approved by CASA if:

- the body corporate has an officer in employment who meets the requirements for approval as a maintenance controller at the appropriate level; and
- procedures manual of the body corporate detailing the procedures in respect of the aircraft by the registration mark to ensure that the operator's maintenance control manual is complied with.

How to apply

Prerequisites

- Evidence of passing CASA written examination for the appropriate level within the last 24 months; or
- exercise the privileges of maintenance controller in the last 5 years; and
- a written nomination from an operator.

Application

If you intend to apply for approval of your appointment as maintenance controller for a Class A aircraft, then prepare a written application and send it to your nearest CASA District Office. With this application you should:

- include your personal or personnel's details, Aviation Reference Number (ARN), qualifications and experience;
- include documentary evidence that support your qualifications and experience claims, such as employment records;
- attach the letter from the operator stating that he/she has nominated you as the maintenance controller for the type(s) of aircraft; and
- attach documents to support your experience with the specific requirements for the level of the maintenance controller applied for.

Application charges

CASA charges a fee based on cost recovery basis for this assessment including the oral examination and approval as a maintenance controller.

Note 5: An application for approval of appointment may cover one or more type(s) of aircraft.

Continued validity of the approval

Unless the approval of your appointment as the maintenance controller has previously been surrendered by you or suspended/cancelled by CASA or the appointment to which it relates ends, the continued validity of approval of your appointment is dependent upon satisfactory performance of your functions as maintenance controller of that aircraft.

CASA Aviation Safety & Surveillance Program (ASSP) will monitor the performance of the maintenance controller.

Maintenance controller for multiple operators

A person may be appointed as a maintenance controller:

- by one or more operators of the same aircraft; and/or
- for more than one type of aircraft; but
- only one person can be appointed as the maintenance controller for an aircraft.

Where a person has been approved as the maintenance controller of an aircraft which is to be used by more than one operator, separate approvals for the same person as the maintenance controller of each operator are required.

Where a class A aircraft is operated by a CofR holder (or a primary operator) and a maintenance controller has already been approved then other persons intending to operate the aircraft must follow the procedures detailed in the CofR holder's (or a primary operator's) maintenance control manual to:

- appoint the same maintenance controller; and
- appoint a competent person to liaise with the maintenance controller. This person should know and understand the requirements of the regulations in relation to the maintenance of the aircraft and contractual arrangements for airworthiness and maintenance control between the CofR holder (or a primary operator) and other operator(s).

Where an aircraft is operated by more than one operator, each operator's maintenance control manual will need to include procedures that permit the maintenance controller to adequately control the airworthiness of the aircraft.

Note 6: The liaison person's appointment by the other operator(s) does not require approval by CASA.

Note 7: The airworthiness and maintenance control obligations of the operator should be specified in the operator's maintenance control manual.