

## **SECTION 11.2 AUTHORISATION OF PERSONS TO PERFORM & CERTIFY FOR MAINTENANCE**

### **11.2.1 INTRODUCTION**

Aircraft operated in accordance with CAO's 95.10, 95.32 and 95.55 are exempt from certain Civil Aviation Regulations listed in those orders. RAAus has responsibility for authorising suitably qualified and experienced individuals to perform & certify for maintenance on recreational aircraft.

Any maintenance task on an LSA aircraft, with the exception of specialist maintenance functions listed in subsection 2.2 and 2.3, must be conducted by a person appropriately authorised by RAAus that has the knowledge and competency nominated within the maintenance manuals for the aircraft by the manufacturer.

For the requirements for the performance & recording of maintenance on Group G LWA refer to Section 15 of the manual.

### **11.2.2 RAAus MAINTENANCE AUTHORITIES**

Five levels of RAAus Maintenance Authorisations exist. To exercise any of these privileges except for certain specialist maintenance activities listed in 2.2 and 2.3 below, a current membership of RAAus must be retained.

**Pilot Maintenance (LM):** Pilot Certificate holders. Perform and record basic maintenance tasks listed in Section 12.7 of this manual (similar to the CASA Schedule 8 pilot permitted items). Pilots are reminded that they need to be competent to carry out the tasks.

**Level One (L1):** Pilot Certificate holders. Perform and record maintenance activities carried out only on their own aircraft, excluding a Group G aircraft, which are not used for hire and/or flying training. Completion of the RAAus online Level 1 training course is required.

**Level Two (L2):** L2 privileges may be issued as RESTRICTED (in terms of the work they can perform) or UNRESTRICTED. Refer to para 3.3 for entry requirements. Perform and record maintenance activities on privately owned and operated aircraft, and aircraft used for hire and/or flying training, excluding a Group G aircraft.

**Level Four (L4) ABI (Amateur-Built inspector):** Persons holding Level 2 accreditation, and a LAME Licence or holding an appointment via CASA Instrument. L4 privileges are that of an L2 and include amateur built aircraft pre-flight inspections.

The HAM may make a determination for persons who do not fulfil the requirements. The HAM will apply to CASA for consideration. See paragraph 3.5 for further details. CASA will make the final decision on whether to issue the applicant with an ABI Approval.

Specially qualified CASA Part 66 Licensed Aircraft Maintenance Engineer (LAME) engaged specifically for the purposes of:

- a) parachute and deployment system maintenance on aviation recovery devices (ARDs) fitted to RAAus aircraft; or
- b) inspecting and/or repairing aircraft composite structures and components; or
- c) installing, inspecting and/or repairing or testing aircraft pitot-static systems; or
- d) installing, inspecting and/or repairing or testing aircraft pressure altimeters, air data computers and automatic altitude reporting equipment; or
- e) installing, inspecting and/or repairing or testing airspeed indicators, fuel quantity gauges, inflight adjustable propeller systems, ATC transponders, engine monitoring systems, and auto pilot systems.

A qualified CASA Part 11 Authorised Person specifically engaged for the purposes of:

- a) aircraft weighing (CASA Weight Control Authority holder); and
- b) aircraft welding (CASA Aircraft Welding Authority holder); and
- c) non-destructive testing (CASA NDT Authority holder).

### **11.2.3 ISSUE AND RETENTION OF MAINTENANCE AUTHORITIES**

#### **PILOT MAINTENANCE (PM)**

A RPC holder is automatically authorised to conduct Pilot Maintenance subject to the conditions outlined within section 12.7 of this manual.

#### **LEVEL ONE (L1) Maintenance Authority**

Pilot Certificate holders (non-student) may be issued with an L1 Maintenance Authority following successful completion of the RAAus training and assessment available through the L1 Maintainer Training and Assessment Site within the RAAus website. A membership lapse, of more than 2 years will require the re-validation of the maintenance authority by undertaking the course again.

See Section 11.3 of this manual for more information.

Evidence of completion of a SAFA Engine & Airframe course (as applicable for weight shift aircraft) and the SAAA maintenance procedures course is acceptable to RAAus for Level 1 accreditation.

#### **LEVEL TWO (L2) Maintenance Authority**

L2 may be applied for via TECH FORM 015 – L2 APPLICATION and may be issued based on qualifications and experience of the applicant. L2 privileges are valid for two years and are subject to renewal via TECH FORM 012 – LEVEL 2 re-appointment. To renew these privileges, an L2 must conduct at least two annual or 100 hourly inspections or a combination within a two-year period.

Applicants that cannot satisfy the L2 maintenance authority renewal requirements will not have their authority reinstated and will be advised by RAAus in writing.

If an applicant cannot satisfy the renewal requirements of 3.3.1 due to extenuating circumstances, the applicant may apply to the HAM for an L2 renewal approval by providing at least six months maintenance activities through the supply of the applicant's Level 2 Maintenance Authority Diary.

The holder of an expired L2 maintenance authority that is within 24 months from the date of expiry may apply to the HAM for reinstatement of a L2 maintenance authority by supplying evidence to the HAM of completing at least one annual inspection or at least one 100 hourly, supervised by a current L2 within the preceding six months of application. Beyond 24 months post expiry the applicant will need to reapply for an L2 maintenance authority as per 3.3.1

A person holding a valid LAME license may apply for and be issued with a perpetual L2 maintenance authority, subject to continued validity of the CASA LAME license. No L2 renewal is required whilst holding a valid LAME license.

If a member's LAME license is suspended or cancelled, they must notify RAAus within 7 days and will be required to renew their L2 as per section 3.3.1.

**RESTRICTED Level Two** - holders are restricted to perform certain types of maintenance only. Restrictions are recorded in the RAAus database and are advised to the L2 in the L2 appointment document.

**These restrictions may include, but are not limited to:**

- a) line maintenance only
- b) specific types of aircraft only
- c) specific types of construction only
- d) specific engines only

**All L2 must maintain a log of aircraft maintenance and other aircraft technical work undertaken. Such a log is to state:**

- a) the registration number of the aircraft on which work was completed; and
- b) a description of the work completed; and
- c) the date work was completed.

The **L2 Maintainers Diary** excel spreadsheet available through the RAAus website satisfies this requirement.

The HAM may at any time request copies of logbooks or maintenance records to conduct a desktop audit.

**Level 2 maintenance accreditation categories are:**

<b>LM</b>	Allows line maintenance as defined in Section 12.7
<b>SM</b>	Allows scheduled maintenance plus Recreational Aircraft Condition Reports on specified aircraft types.
<b>SMR</b>	Allows scheduled maintenance, Recreational Aircraft Condition Reports, and minor repairs on specified aircraft types.
<b>UL</b>	Allows unlimited maintenance, repair, and Recreational Aircraft Condition Reports on specified aircraft types.

**Aircraft types:**

<b>W</b>	Wood and fabric
<b>RT</b>	Rag and tube
<b>M</b>	Metal
<b>C</b>	Composite
<b>AT</b>	All aircraft types
Individual type(s) as specified (e.g., <b>JABIRU</b> , <b>TECNAM</b> etc.)	

**Systems:**

<b>E</b>	Engine
<b>A</b>	Airframe
<b>AV</b>	Avionics/Electrics
<b>FP/GAIFP</b>	Propellers. Fixed Pitch, ground adjustable-inflight adjustable

For example, a Level 2 approved to carry out scheduled maintenance on metal and composite airframes, but not engines, would be accredited L2, SM, M, C, A

**Minimum requirements for the issue of Level 2 maintenance categories:**

**LM** – Demonstrated reason i.e. Instructor at flying school, supported by Two referees attesting to the applicant's ability to carry out the tasks listed at section 12.7.

**SM** – Demonstrated two years practical maintenance experience through supply of a schedule of experience recommended by LAME/ unrestricted L2; or demonstrated one year practical maintenance experience and supply of a tertiary maintenance qualification or relevant trade.

**SMR** – Demonstrated three years of practical maintenance experience through supply of a schedule of experience recommended by LAME/ unrestricted L2; or demonstrated two years of practical maintenance experience and supply of a tertiary maintenance qualification or relevant trade.

**UL** – Demonstrated four years of practical maintenance experience through supply of a schedule of experience recommended by LAME/ unrestricted L2; or demonstrated three years practical maintenance experience and supply of a tertiary maintenance qualification or relevant trade.

Aircraft types and systems will be awarded based on the supply of evidence of qualification and/or experience such as:

- a) Aircraft fabrication and construction.
- b) Tertiary maintenance qualifications.
- c) Defence Force qualifications.
- d) International Part 66 equivalent qualifications from an ICAO contracting state.
- e) Trade or an equivalent in a relevant field.
- f) Supply of a schedule of experience.

### **LEVEL THREE (L3) Maintenance Authority (Reserved)**

#### **LEVEL FOUR (L4) Maintenance Authority**

A Level Four ABI Authority may be applied for by a L2 who meets the minimum criteria in Subsection 11.6.2. TECH FORM 016 - L4 APPLICATION must be completed and submitted with all supporting documentation and the RAAus application fee.

L4 appointment is perpetual, (subject to retaining a Level 2 Maintenance Authority) unless surrendered by the holder or cancelled by the HAM. Refer to Subsection 11.6.3.

NOTE: A RAAus L4 ABI approval does not confer the authority to undertake maintenance of a LWA (Group G) unless the holder of the L4 also holds a relevant CASA issued Part 66 LAME license.

The HAM may make a determination for persons who do not fulfil the above requirements. This application must be based on a specific local need where the services of other L4 (ABI) are not available within a reasonable distance. The applicant must demonstrate at least four years recreational aircraft maintenance experience for the HAM to submit their application to CASA for consideration. CASA will make the final decision on whether to issue the applicant with an ABI Approval in the form of an instrument that will name the individual.

#### **11.2.4 MAINTENANCE AUTHORITY RESTRICTION, SUSPENSION, CANCELLATION, NON-ISSUE.**

The RAAus HAM may restrict, suspend, or cancel a Maintenance Authority, or not issue an authority, based on the information provided in an application, or discovered during an investigation into poor maintenance related practices, breaches of the Technical Manual, withholding of information, or breaches of CASA Regulations. Appeals may be heard in accordance with the RAAus occurrence and complaints handling process.