



WELLINGTON NEW ZEALAND

PURSUANT to Section 30 of the Civil Aviation Act 1990

I, WILLIAM ROBSON STOREY, Minister of Transport,

HEREBY MAKE the following ordinary rules.

SIGNED AT Wellington

this *6th* day of *September* 1993

by WILLIAM ROBSON STOREY

William Robson Storey
Minister of Transport

Civil Aviation Rules

**Part 145
Amendment No.1**

**Certification -
Aircraft Maintenance Organisations**

Docket Nr. 1060

**Civil Aviation Rules
Part 145
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RULE OBJECTIVE, EXTENT OF CONSULTATION, AND COMMENCEMENT

The objective of Part 145 Amendment No. 1 is to amend the criteria for maintenance organisation certification under Part 145, to provide for changes made by the Civil Aviation Amendment Act 1992 and to provide consistency with other aviation service provider rule Parts in the expression of standard clauses.

A draft document incorporating the proposed changes to Part 145 was developed by the Standards Development Branch of the Civil Aviation Authority in consultation with the aviation industry. The informal draft document was distributed in July 1992 and a further period of informal industry consultation followed. Following this consultation a Notice of Proposed Rulemaking (NPRM) 92-6 was published under Docket No. 1060 on 25 November 1992. The publication of the notice was advertised in the daily newspapers in the five main provincial centres on 25 November 1992. The notice was mailed to members of the Regulatory Review Consultative Group and to other parties within the industry who were considered to be affected by the proposal.

A period of 60 days was provided for formal comment on the proposed Amendment. Eighteen written submissions were received from industry in response to the NPRM. These submissions were considered and where appropriate the proposed rules were amended to take account of the comments made. The rules as amended were then referred to and signed by the Minister of Transport.

Part 145 Amendment No. 1 comes into force 28 days after the date of its notification in the New Zealand Gazette.

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Part 145 Amendments

Title

The title of Part 145 is amended by omitting the words “**Certification - Aircraft Maintenance Organisations**” and substituting the words “**Aircraft Maintenance Organisations - Certification**”.

List of Rules

“145.3 Definitions” is omitted from the List of Rules.

“145.5 Certificate Required” is amended by omitting the words “Certificate Required” and substituting the words “Requirement for Certificate”.

“145.17 Safety audit” is amended by omitting the word “Audit” and substituting the words “Inspections and Audits”.

“145.111 Privileges of a Certificated Maintenance Organisation” is amended by omitting the words “a Certificated Maintenance Organisation” and substituting the words “Certificate Holder”.

“145.113 Limitations on a Certificated Maintenance Organisation” is amended by omitting the words “a Certificated Maintenance Organisation” and substituting the words “Certificate Holder”.

“145.115 Changes to a Certificated Maintenance Organisation” is amended by omitting the words “a Certificated Maintenance Organisation” and substituting the words “Certificate Holder’s Organisation”.

“Appendix 1 List of Ratings” is amended by omitting the words “Appendix 1 List of Ratings” and substituting the words “Appendix A Certificate Ratings”.

“Appendix 2 Major Maintenance” is omitted from the List of Rules.

145.1 Applicability

145.1(a) is revoked and replaced by the following paragraph:
“(a) This Part prescribes rules governing the certification and operation of aircraft maintenance organisations.”.

145.1(b) is amended by omitting the word “Authority” and substituting the word “Director”.

145.3 Definitions

145.3 is revoked.

145.5 Certificate Required

145.5 is revoked and replaced by the following civil aviation rule:
“**145.5 Requirement for Certificate**

- (a) No person shall perform maintenance on or release to service -
- (1) an aircraft engaged in air transport operations that has a MCTOW of more than 5700 kg or that has a seating configuration, excluding pilot seats, of more than 9 seats; or
 - (2) an aircraft component fitted or intended to be fitted to such an aircraft -
except under the authority of, and in accordance with the provisions of, a maintenance organisation certificate issued under this Part.
- (b) No person shall perform any of the following kinds of maintenance on any aircraft or aircraft component, except under the authority of, and in accordance with the provisions of, a maintenance organisation certificate issued under this Part:
- (1) overhaul of an aircraft component:
 - (2) maintenance on an aircraft or aircraft component where the relevant airworthiness data requires the use of a jig that is approved or certified by

the manufacturer or that is approved by the Director:

- (3) maintenance on an aircraft component where the maintenance involves the disturbance of any parts of the aircraft component that are supplied as bench tested units, except where -
 - (i) the disturbance is for the replacement or adjustment of a part or of parts normally replaceable or adjustable in service; and
 - (ii) subsequent functioning of the part or parts disturbed can be proved without the use of test apparatus that is additional to the test apparatus used for normal functioning checks:
- (4) maintenance on an aircraft engine where the maintenance involves -
 - (i) dismantling and assembly of a piston engine except where this is to obtain access to the piston or cylinder assembly; or
 - (ii) dismantling and assembly of any main casing or main rotating assembly of a turbine engine, except where this is for the replacement of a main casing or rotating assembly (whether comprising the whole or part of a rotating system), and the maintenance manual for the engine provides instruction for the replacement, and the removal from the engine is achieved solely by disconnecting the flanges of main casings; or
 - (iii) disturbance of reduction gear:
- (5) aircraft propeller balancing other than in situ dynamic propeller balancing in accordance with the aircraft manufacturer's instructions:
- (6) maintenance on a rotorcraft where the maintenance involves the dismantling of any transmission gearbox, except where this is for separation of casings to obtain access for the purpose of internal inspection in accordance with the rotorcraft manufacturer's instructions.

(c) No person shall release to service an aircraft or aircraft component that has undergone maintenance as specified in paragraph (b)(1), (2), (3), (4), (5) or (6) except under the authority of, and in accordance with the provisions of, a maintenance organisation certificate issued under this Part.

(d) Nothing in paragraphs (b) or (c) shall apply in respect of any amateur-built

aircraft, microlight aircraft, glider, powered glider or balloon.”.

145.7 Application and Issue

145.7 is revoked and replaced by the following civil aviation rule:
“**145.7 Application and Issue**

(a) An application for the grant of a maintenance organisation certificate shall be made on form CAA 24145/01 and submitted to the Director with the exposition required by 145.63.

(b) Subject to 145.1(b), an applicant is entitled to a maintenance organisation certificate if -

- (1) the applicant, and the applicant’s senior person or persons required by 145.53(a)(1) and (2) are fit and proper persons; and
- (2) the applicant pays any applicable fees or charges prescribed by regulations made under the Act; and
- (3) the applicant provides an exposition that is acceptable to the Director and the applicant meets all other requirements of Subpart B; and
- (4) the granting of the certificate is not contrary to the interests of aviation safety.”.

145.11 Display of Certificate

145.11 is revoked and replaced by the following civil aviation rule:
“**145.11 Display of Certificate**

The holder of a maintenance organisation certificate shall display the certificate in a prominent place, generally accessible to the public at the holder’s principal place of operation and shall produce the certificate to the Director upon request.”.

145.13 Duration of Certificate

145.13(a) is amended by omitting the word “five” and substituting the numeral “5”.

145.13(b) is revoked and replaced by the following paragraph:
“(b) A maintenance organisation certificate remains in force until it expires or is suspended or revoked.”.

145.13(c) and (d) are amended by omitting the word “Authority” where it appears

and in each case substituting the word “Director”.

145.15 *Renewal of Certificate*

145.15 is revoked and replaced with the following civil aviation rule:
“145.15 *Renewal of Certificate*

(a) An application for the renewal of a maintenance organisation certificate shall be made on form CAA 24145/01.

(b) The application shall be submitted to the Director before the application renewal date specified in the certificate or, if no such date is specified, not less than 30 days before the certificate expires.”.

145.17 *Safety Audit*

145.17 is revoked and replaced by the following civil aviation rule:
“145.17 *Safety Inspections and Audits*

Each holder of a maintenance organisation certificate is required under the Act to permit persons duly authorised by the Director to carry out inspections and audits of the holder’s facilities, documents and records in accordance with the Act, to determine compliance with this Part.”.

145.19 *Exemptions*

145.19 is amended by omitting the word “Authority” and substituting the word “Director”.

145.51 *Facility Requirements*

145.51(a) is amended by inserting after the words “Each applicant for” the words “the grant of” and by inserting after the words “carried out by the” the word “applicant’s”.

145.51(b) is amended by omitting the words “its maintenance activities” and substituting the words “the maintenance carried out” and by omitting the words “its quality” and substituting the words “the applicant’s quality”.

145.51(c) is amended by omitting the words “it provides” and substituting the word “provided”.

145.51(d) is amended by inserting before the word "organisation" the word "applicant's".

145.53 Personnel Requirements

145.53(a) is amended by omitting the words "Each applicant for a maintenance organisation certificate shall have in its employment the following personnel:" and substituting the words "Each applicant for the grant of a maintenance organisation certificate shall engage, employ or contract:".

145.53(a)(1) is revoked and replaced by the following:
"(1) A senior person identified as the Chief Executive who is acceptable to the Director, and who has the authority within the applicant's organisation to ensure that all activities undertaken by the organisation can be financed and carried out in accordance with the requirements prescribed by this Part:".

145.53(a)(2) is revoked and replaced by the following:
"(2) A senior person or group of senior persons who are acceptable to the Director, and who are responsible for ensuring that the applicant's organisation complies with the requirements of this Part. Such nominated person or persons shall be ultimately responsible to the Chief Executive:".

145.53(a)(3) is amended by omitting the word "work" and by inserting before the word "organisation" the word "applicant's".

145.53(b) is amended by omitting the word "its" and substituting the word "those" and by omitting the words "all maintenance work carried out" and substituting the words "maintenance undertaken by the applicant's organisation".

145.55 Equipment, Tools and Material

145.55(a) is amended by inserting after the words "Each applicant for" the words "the grant of" and by omitting the word "its" where it occurs and substituting in each case the words "the applicant's".

145.55(b) is amended by omitting the word "Authority" and substituting the word "Director".

145.57 Airworthiness Data

145.57(a) is amended by inserting after the words "Each applicant for" the words "the grant of".

145.57(a)(1) is amended by omitting the word "Authority" and substituting the word "Director".

145.57(b) is amended by omitting the words "The Authority" and substituting the words "The Director".

145.59 Maintenance Procedures

145.59(a) is amended by inserting after the words "Each applicant for" the words "the grant of".

145.61 Internal Quality Assurance

145.61(a) is amended by inserting after the words "Each applicant for" the words "the grant of".

145.63 Maintenance Organisation Exposition

145.63(a) is amended by omitting the words "Each applicant for" and substituting the words "An applicant for the grant of" and by omitting the word "Authority" where it appears first and substituting the word "Director".

145.63(a)(1) is amended by inserting before the word "organisation" where it appears first, the word "applicant's".

145.63(a)(3) is amended by inserting before the words "the Authority" the words "the Director or".

145.63(a)(5) is amended by omitting the words "organisation's human resources" and substituting the words "applicant's staffing structure at each of the locations listed under paragraph (a)(6)".

145.63(a)(6) is amended by omitting the words "organisation intends to conduct" and substituting the words "applicant conducts".

145.63(a)(7) is amended by omitting the words "to be undertaken by the organisation" and substituting the words "undertaken by the applicant".

145.63(a)(8) is amended by omitting the word "organisation's" and substituting the word "applicant's".

145.63(a)(8)(i) through (xv) are amended by omitting the words "in respect of" where they occur and substituting in each case the word "regarding".

145.63(b) is amended by omitting the word "organisation's" and substituting the word "applicant's" and by omitting the word "Authority" and substituting the word "Director".

145.101 Continued Compliance

145.101 is revoked and replaced by the following civil aviation rule:
“145.101 Continued Compliance

Each holder of a maintenance organisation certificate shall -

- (1) hold at least one complete and current copy of their exposition at each work location specified in their exposition; and
- (2) comply with all procedures detailed in their exposition; and
- (3) make each applicable part of their exposition available to personnel who require those parts to carry out their duties; and
- (4) continue to meet the standards and comply with the requirements of Subpart B prescribed for certification under this Part.”.

145.103 Certification of Maintenance

145.103(a) is amended by inserting after the words “A certificate of release to service” the words “for aircraft or aircraft components required to be maintained by an organisation certificated under this Part”.

145.103(a)(1) is amended by omitting the words “certificated maintenance organisation” and substituting the words “holder of a maintenance organisation certificate”.

145.103(c) is amended by omitting the word “organisation” and substituting the words “holder of a maintenance organisation certificate” and by omitting the words “meeting the qualification requirements of Part 65 D & E” and substituting the words “who are qualified in accordance with Part 65 D and E”.

The transitional note to 145.103(c) is amended by omitting the word “comply” and substituting the words “be qualified in accordance”.

145.103(d) is amended by omitting the word “organisation” and substituting the words “holder of a maintenance organisation certificate” and by omitting the words “meeting paragraph (c)” and substituting the words “qualified in accordance with Part 65 D and E”.

145.105 Record of Certifying Staff

145.105(a) is amended by omitting the words “certificated maintenance organisation” and substituting the words “holder of a maintenance organisation certificate” and by omitting the word “its” and substituting the words “the holder’s”.

145.105(b) is amended by omitting the word “two” and substituting the numeral “2” and by omitting the word “organisation” and substituting the words “certificate holder”.

145.105(c) is amended by omitting the word “organisation” and substituting the words “certificate holder”.

145.107 Maintenance Records

145.107(a) is revoked and replaced by the following paragraph: “(a) Each holder of a maintenance organisation certificate shall record details of all maintenance the holder carries out. The certificate holder shall establish a procedure for recording the maintenance details.”.

145.107(b) is amended by omitting the word “organisation’s” and substituting the words “certificate holder’s”.

145.107(c) is revoked and replaced by the following paragraph: “(c) The certificate holder shall retain a copy of those maintenance records for 2 years from the date the aircraft or aircraft component to which the work relates was released to service. The certificate holder shall establish a procedure for retention of such maintenance records.”.

145.109 Reports on Defects or Unairworthy Conditions

145.109(a) is revoked and replaced by the following paragraph: “(a) Each holder of a maintenance organisation certificate shall report to the Director, and to the appropriate design organisation, any defect or condition of an aircraft or aircraft component that could hazard the aircraft. The certificate holder shall establish a procedure for reporting such defects or conditions.”.

145.109(b) is amended by omitting the words “certificated maintenance organisation” and substituting the words “certificate holder” and by omitting the word “organisation” and substituting the word “holder”.

145.111 Privileges of a Certificated Maintenance Organisation

145.111 is revoked and replaced by the following civil aviation rule:
"145.111 Privileges of Certificate Holder

- (a) The holder of a maintenance organisation certificate may maintain any aircraft or aircraft component for which the holder is certificated.
- (b) A certificate holder may certify for release to service any aircraft or aircraft component for which the holder is certificated.
- (c) A certificate holder may carry out maintenance at any location specified in the holder's exposition.
- (d) A certificate holder may carry out maintenance at locations other than those specified in the holder's exposition if -
 - (1) the need for the maintenance arises solely from unserviceability of the aircraft; or
 - (2) the maintenance is minor scheduled maintenance -

and the certificate holder complies with a procedure in the holder's exposition for carrying out that maintenance."

145.113 Limitations on a Certificated Maintenance Organisation

145.113 is revoked and replaced by the following civil aviation rule:
"145.113 Limitations on Certificate Holder

- (a) The holder of a maintenance organisation certificate may not maintain an aircraft or aircraft component for which the holder is not certificated.
- (b) A certificate holder may not maintain an aircraft or aircraft component for which the holder is certificated unless the holder has available all the facilities, equipment, tooling, airworthiness data and certifying staff necessary to maintain the aircraft or aircraft component in accordance with the holder's exposition and this Part."

145.115 Changes to a Certificated Maintenance Organisation

145.115 is revoked and replaced by the following civil aviation rule:
“145.115 Changes to Certificate Holder’s Organisation

(a) Each holder of a maintenance organisation certificate shall ensure that their exposition is amended so as to remain a current description of the holder’s organisation.

(b) The certificate holder shall ensure any amendments made to the holder’s exposition meet the applicable requirements of this Part and comply with the amendment procedures contained in the holder’s exposition.

(c) The certificate holders shall provide the Director with a copy of each amendment to the holder’s exposition as soon as practicable after its incorporation into the exposition.

(d) Where a certificate holder proposes to make a change to any of the following, prior notification to and acceptance by the Director is required:

- (1) the Chief Executive;
- (2) the listed senior persons;
- (3) the locations at which maintenance is carried out;
- (4) the ratings for which the certificate is granted;
- (5) the organisation’s internal quality assurance system.

(e) The Director may prescribe conditions under which a certificate holder may operate during or following any of the changes specified in paragraph (d).

(f) Where any of the changes referred to in this rule requires an amendment to the certificate, the certificate holder shall forward the certificate to the Director as soon as practicable.

(g) The certificate holder shall make such amendments to the holder’s exposition as the Director may consider necessary in the interests of aviation safety.”.

Appendix 1

The title of Appendix 1 is amended by omitting the words “**Appendix 1 : Rating of Organisations**” and substituting the words “**Appendix A Certificate Ratings**”.

A3 of Appendix 1 is revoked.

The note to Appendix 1 is amended by omitting the words “organisations capability will be included in the introduction to the exposition” and substituting the words “organisation's capability must be included in their exposition (see 145.63(a)(7))”.

Appendix 2

Appendix 2 is revoked.

Part 1 Amendments

1.1 General Definitions

1.1 is amended by omitting from the definition of the term “**maintenance**” the words “component; and includes minor maintenance and major maintenance”, and substituting the word “component”.

1.1 is amended by revoking the definition of the term “**major maintenance**”.

1.1 is amended by revoking the definition of the term “**minor maintenance**”.

1.1 is amended by inserting after the definition of the term “**Operate**”, the following definition:

“**Overhaul**”, in relation to an aircraft or aircraft component, means to perform a major work operation which involves dismantling and complete testing to specification and renewal of operational life:”.

CONSULTATION DETAILS

*This statement does not form part of the rules contained in Part 145.
It provides details of consultation undertaken in making the rules.*

Background to the Rules

In April 1988 the Swedavia - McGregor Report on Civil Aviation Regulation in New Zealand was completed. This report concluded that aviation safety should be a joint responsibility of both the Authority and the participants in the civil aviation system. There was widespread agreement that a complete overhaul of the civil aviation regulatory system was necessary. As a result, the Government enacted the Civil Aviation Act 1990 to implement the first stage of the report's recommendations. To implement the remaining recommendations of the report the Civil Aviation Authority is undertaking a complete review and rewrite of all existing civil aviation legislation.

Considerable research was carried out to decide the format for the new legislation. The Authority decided that the most suitable legislative framework should incorporate the best features from the existing United States of America Federal Aviation Administration (FAA) regulatory system and from the system being developed by the European Joint Aviation Authorities (JAA). The European Joint Aviation Requirements (JAR) are being structured similarly to the Federal Aviation Regulations (FAR) of the FAA and aim to achieve maximum harmonisation while allowing for national variations. It is also essential in the present trans Tasman open skies environment that our new legislation is compatible with that of Australia.

New Zealand's revised requirements will be published, in several Parts, as Civil Aviation Rules (CAR). Each Part will set out a series of individual rules that relate to a particular aviation activity.

Accompanying each Part of the CAR will be at least one associated Advisory Circular (AC). These will expand, in an informative way, specific requirements of the CAR Part and show an acceptable means of compliance. For example, an AC will contain the minimum acceptable practice or practices that will be necessary to meet the rules.

The CAR numbering system is based on the FAR Part numbering system. As a general principle the subject matter of a CAR Part will harmonise with the FAR, although the title may differ to suit New Zealand terminology. Where a proposed CAR Part does not readily equate with a FAR number code, a number has been selected that does not conflict with any existing FAR Part.

The FAR has been used as the start point for the development of many CAR, but there are likely to be differences in the content of each Part of the Rules. The structure and content of Part 145 generally follows the content of the FAR. Changes have been made to conform to New Zealand legal practices and terminology.

The Swedavia - McGregor Report concluded that the objective of the new rules system must be to strike a balance of responsibility between the State Authority and those who provide services and exercise privileges in the civil aviation system. This balance must enable the State Authority to maintain continuing regulatory control and supervision while providing the maximum flexibility for participants to develop their own means of compliance.

Section 7 of the Civil Aviation Act 1990 (the Act) allows the Civil Aviation Rules to require participants to hold an aviation document to carry out particular civil aviation activities. Section 12 of the Act requires the holders of documents to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices.

Notice of proposed Rule making

To provide public notice of, and opportunity for comment on, the proposed rule amendment, the Authority, on 25 November 1992, issued Notice of Proposed Rule Making 92-6 under Docket Number 1060. This Notice proposed the amendment of Civil Aviation Rules Part 145.

Supplementary information

All comments made on the Notice of Proposed Rule Making are available in the rules docket for examination by interested persons. A report summarising each substantive contact with the Civil Aviation Authority contact person concerning this rule making has been filed in the docket.

Summary of comments to Docket 1060 NPRM 92-6

Approximately 250 copies of the proposed amendment were mailed to persons and organisations who had indicated an interest or who are engaged in activities affected by the rule. Eighteen responses were received by the closing date. Most of the organisations which responded also completed the tear off questionnaire in the covering letter on the subject of Part 145 certification. Ten organisations indicated their intention to apply for Part 145 certification.

Eleven commenters indicated that they were in favour of the overall policy direction in the new Rules. This gives greater responsibility to participants in the aviation system. None indicated disagreement.

One commenter expressed complete support for the proposal and looked forward to gaining the benefits from its implementation.

Two commenters were against the proposal to institute a weight break to exclude some air transport aircraft (those below 5700kg or of seating capacity less than nine) from the requirement to be maintained by an organisation certificated under Part 145. It was their opinion that all air transport aircraft should be maintained by a Part 145 organisation.

CAA response: The Authority considers that this issue has already been consulted in the initial rulemaking process for Part 145. The principle of having two organisational levels for those providing maintenance services has been established. The issue in this proposal is at what level should this division be set.

Two commenters, whilst not disagreeing with the proposal, were concerned that standards should be maintained by increased surveillance of maintenance providers.

CAA response: The Authority is convinced that the proposed new rules system will greatly increase the safety levels in respect of aircraft maintenance by emphasising individual responsibility. The Authority's Audit and Monitoring Branch carries out planned audits of all organisations holding certificates. It also carries out spot checks of industry activities both by means of physical checks of aircraft and facilities and by document checks. The information gained from these checks, as well as being used to require corrective actions, is used to provide a "barometer" of compliance and safety. The CAA Aviation Safety Monitoring System receives all of the reports provided by these auditing and inspection activities together with all accident, incident and occurrence reports. The system provides reports and analysis which allow the Authority to measure industry performance. Corrections to the level of monitoring or to the prescribed standards can be made on the basis of these analyses.

Two commenters requested that consideration be given under the proposed Part 43 (General Maintenance Rules) to vest privileges of minor modification approval in the Inspection Authorisation.

CAA response: It is proposed that this extension of the privileges of the Inspection Authorisation will occur under the proposed Part 65E of the new rules.

One commenter requested further clarification of the demarcations between minor and major maintenance.

CAA response: This has been addressed in revisions to Advisory Circular 145 and will be further addressed in the development and consultation process for proposed Parts 43 and 65.

One organisation suggested that consideration be given to extending the time for full compliance with Part 145.

CAA response: It is considered that the time allowed for compliance with Part 145, 15 months from its coming into force, was more than adequate.

One organisation requested minor revisions to the Appendices to NZCAR F6.

CAA response: This proposal will be retained on file for action during the consultative process on the proposed Part 43 General Maintenance Rules.

The remaining commenters had either no comment or were supportive of the general direction and process of the new rules.

Conclusion

The Authority concludes from this consultation that on balance the industry participants are in favour of the proposal. The low number of responses suggests that the majority had no strong feelings against the proposal. Of the 2 commenters who were against the proposal one is an active airline maintenance organisation which has consistently maintained this view, the other is an industry consultant producing documentation for certificated organisations which could be said to have a vested interest to maintain the status quo.