

Benefits of CASR Pt132M

- No requirement to have a Certificate of Approval (C of A) to maintain a Lim Cat aircraft, the AA can approve a CAR 30 holder to maintain any aircraft for which it is the AA.
- If you hold a CAR 30 and maintain Lim Cat aircraft, CASA will have no jurisdiction over that part of your Certificate
- No requirement to maintain a CASA Maintenance Authority, the AA will issue the appropriate Certification Authorisations (CA)
- No additional approvals required for LAME's unless their certification requirements are outside the scope of their licence.
- Highly experienced, non-licenced persons can be easily issued a CA by the AA.
- The AA can quickly and easily approve persons to carry out component maintenance
- No audits unless there is substantiated evidence and/or intelligence of wrong doing.
- Registered Operators decide how they record their flight times and how maintenance is recorded
- The AA, assisted by CASA, will decide if CASA ADs and state of design ADs or equivalent are applicable to Lim Cat aircraft
- A LAME who only holds a piston engine aircraft licence (Sub-Cat B1.2) will be able to certify for airframe work on those aircraft fitted with jet engines and vice-a-versa (this is not available in the Standard Cat world)
- No approvals required to make or purchase equivalent special tools and equipment
- LAME's decide on how their tools are calibrated, by whom and at what period for re-cal.
- LAME's will make the serviceability decisions on surplus and salvaged components and parts
- No formal Part 1 WHR training required: task-based competency assessment of a CA holder may be carried out by CA holders approved to do so by the AA
- No requirement to have a maintenance release. The release to service provisions will eliminate 20 subregulations (CAR 42ZE to 42ZN) and 25 clauses in CASA Schedule 6.