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This compilation is in 5 volumes

Volume 1: regulations 1–60
Volume 2: regulations 5.01–5.147
Volume 3: regulations 77–343
Volume 4: Schedules
Volume 5: Endnotes

Each volume has its own contents

**This compilation includes a commenced amendment made by F2018L00599.
Amendments made by F2018L01030 have not commenced but are noted in the endnotes.**

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About this compilation

This compilation

This is a compilation of the *Civil Aviation Regulations 1988* that shows the text of the law as amended and in force on 8 November 2018 (the *compilation date*).

The notes at the end of this compilation (the *endnotes*) include information about amending laws and the amendment history of provisions of the compiled law.

Uncommenced amendments

The effect of uncommenced amendments is not shown in the text of the compiled law. Any uncommenced amendments affecting the law are accessible on the Legislation Register (www.legislation.gov.au). The details of amendments made up to, but not commenced at, the compilation date are underlined in the endnotes. For more information on any uncommenced amendments, see the series page on the Legislation Register for the compiled law.

Application, saving and transitional provisions for provisions and amendments

If the operation of a provision or amendment of the compiled law is affected by an application, saving or transitional provision that is not included in this compilation, details are included in the endnotes.

Editorial changes

For more information about any editorial changes made in this compilation, see the endnotes.

Modifications

If the compiled law is modified by another law, the compiled law operates as modified but the modification does not amend the text of the law. Accordingly, this compilation does not show the text of the compiled law as modified. For more information on any modifications, see the series page on the Legislation Register for the compiled law.

Self-repealing provisions

If a provision of the compiled law has been repealed in accordance with a provision of the law, details are included in the endnotes.

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Schedule 5—CASA maintenance schedule

(subregulation 2(1), definition of *CASA maintenance schedule*)

Part 1—Daily inspection

- 1.1 An inspection (in this Part called a *daily inspection*) must be carried out on the aircraft before the aircraft's first flight on each day on which the aircraft is flown.
- 1.2 A daily inspection must consist of the making of such of the checks set out in the table at the end of this Part as are applicable to the aircraft.

Table of checks included in a daily inspection

Section 1 General

- (1) *Check* that the ignition switches are off, the mixture control is lean or cut off, the throttle is closed and the fuel selector is on.
- (2) *Check* that the propeller blades are free from cracks, bends and detrimental nicks, that the propeller spinner is secure and free from cracks, that there is no evidence of oil or grease leakage from the propeller hub or actuating cylinder and that the propeller hub, where visible, has no evidence of any defect which would prevent safe operation.
- (3) *Check* that the induction system and all cooling air inlets are free from obstruction.
- (4) *Check* that the engine, where visible, has no fuel or oil leaks and that the exhaust system is secure and free from cracks.
- (5) *Check* that the oil quantity is within the limits specified by the manufacturer for safe operation and that the oil filler cap, dipstick and inspection panels are secure.
- (6) *Check* that the engine cowlings and cowl flaps are secure.
- (7) *Check* that the landing gear tyres are free from cuts or other damage, have no plies exposed and, by visual inspection, are adequately inflated.
- (8) *Check* that the landing gear oleo extensions are within normal static limits and that the landing gear doors are secure.
- (9) *Check* that the wing and fuselage surfaces are free from damage and that the inspection panels, flight control surfaces and flight control devices are secure.
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- (10) *Check that the interplane and centre section struts are free from damage and that the bracing wires are of the correct tension.*
 - (11) *Check that the pitot heads and static ports are free from obstruction and that the pitot cover is removed or is free to operate.*
 - (12) *Check that the fuel tank filler caps, chains, vents and associated access panels are secure and free from damage.*
 - (13) *Check that the empennage surfaces are free from damage and that the control surfaces control cables and control rods, where visible, are secure.*
 - (14) *Check that the canard surfaces are free from damage and that the control surfaces, control cables and control rods, where visible, are secure.*
 - (15) *Check that the flight controls, the trim systems and the high lift devices operable from the ground have full and free movement in the correct sense.*
 - (16) *Check that the radios and antennae are secure and that where visible, radio units and interwiring are secure.*
 - (17) *Check that the drain holes are free from obstruction.*
 - (18) *Check that there is no snow, frost or ice on the wings, tail surfaces, canards, propeller or windscreen.*
 - (19) *Check that each tank sump and fuel filter is free from water and foreign matter by draining a suitable quantity of fuel into a clean transparent container.*
 - (20) *Check that the windscreen is clean and free from damage.*
 - (21) *Check that the instruments are free from damage, legible and secure.*
 - (22) *Check that the seat belts, buckles and inertia reels are free from damage, secure and functioning correctly.*

Section 2 Additional items for agricultural aeroplanes

- (1) *Check that the agricultural equipment is secure.*
- (2) *Check that the dump and fan brake mechanisms are free from obstructions and operate correctly.*

Section 3 Additional items for seaplanes

- (1) *Check that the hull and floats are free from damage, corrosion and water accumulation.*
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- (2) *Check* that the float attachment struts, bracing wires and attachment fittings are secure and free from damage and corrosion.
 - (3) *Check* that the water rudder and its attachments are secure and free from damage and corrosion and that the water rudder has full, free and correct travel.
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Part 2—Periodic inspection

- 2.1 Subject to paragraph 2.2, an inspection (in this Part called a *periodic inspection*) must consist of the taking of the actions set out in the table at the end of this Part as applicable to the aircraft.
- 2.2 The holder of a certificate of registration for a class B aircraft may elect to have a section or sections of the periodic inspection carried out on the aircraft at a different time from the other sections.
- 2.3 A periodic inspection must be carried out on a private aircraft within the period of 1 year from:
- (a) the day on which the aircraft's current certificate of airworthiness was issued; or
 - (b) the day on which the most recent general maintenance inspection on the aircraft was completed;

whichever is the later.

Schedule 8—Maintenance that may be carried out on a Class B aircraft by a person entitled to do so under subregulation 42ZC(4)

(subregulation 42ZC(4))

Part 1—Maintenance on Class B aircraft other than balloons

1. Removal or installation of landing gear tyres, but only if the removal or installation does not involve the complete jacking of the aircraft.
 2. Repair of pneumatic tubes of landing gear tyres.
 3. Servicing of landing gear wheel bearings.
 4. Replacement of defective safety wiring or split pins, but not including wiring or pins in control systems.
 5. Removal or refitting of a door, but only if:
 - (a) no disassembly of the primary structure or operating system of the aircraft is involved; and
 - (b) if the aircraft is to be operated with the door removed—the aircraft has a flight manual and the manual indicates that the aircraft may be operated with the door removed.
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6. Replacement of side windows in an unpressurised aircraft.
 7. Replacement of seats, but only if the replacement does not involve disassembly of any part of the primary structure of the aircraft.
 8. Repairs to the upholstery or decorative furnishings of the interior of the cabin or cockpit.
 9. Replacement of seat belts or harnesses.
 10. Replacement or repair of signs and markings.
 11. Replacement of bulbs, reflectors, glasses, lenses or lights.
 12. Replacement, cleaning, or setting gaps of, spark plugs.
 13. Replacement of batteries.
 14. Changing oil filters or air filters.
 15. Changing or replenishing engine oil or fuel.
 16. Lubrication not requiring disassembly or requiring only the removal of non-structural parts, or of cover plates, cowlings and fairings.
 17. Replenishment of hydraulic fluid.
 18. Application of preservative or protective materials, but only if no disassembly of the primary structure or operating system of the aircraft is involved.
 19. Removal or replacement of equipment used for agricultural purposes.
 20. Removal or replacement of glider tow hooks.
 21. Carrying out of an inspection under regulation 42G of a flight control system that has been assembled, adjusted, repaired, modified or replaced.
 22. Carrying out of a daily inspection of an aircraft.
 23. Connection and disconnection of optional dual control in an aircraft without the use of any tools for the purpose of transitioning the aircraft from single to dual, or dual to single, pilot operation.
 24. Inspections or checks set out in the following documents in circumstances where the document clearly states that the maintenance may be carried out by the pilot of the aircraft and the maintenance does not require the use of any tools or equipment:
 - (a) the aircraft's approved maintenance data;
 - (b) the aircraft's flight manual or an equivalent document;
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(c) any instructions issued by the NAA that approved the type certificate for the aircraft.

25. For an aircraft that is installed with an oxygen system for the exclusive use of ill or injured persons on an aircraft used to perform ambulance functions—replenishing the oxygen system installed on the aircraft.

Schedule 9—Maintenance control manual and maintenance controller

(regulation 42ZV)

Part 1—Requirements for person who is a maintenance controller

- 1.1 To be the maintenance controller a person must:
- (a) know and understand the operator's maintenance control manual; and
 - (b) know and understand the requirements of these Regulations in relation to the maintenance of aircraft; and
 - (c) demonstrate the required knowledge and understanding for the purposes of being approved as the maintenance controller.

Part 2—Functions of maintenance controller

- 2.1 A maintenance controller must perform the following functions:
- (a) the control of all maintenance carried out on the aircraft, either scheduled or unscheduled;
 - (b) the development, organisation and supervision of all activities and procedures specified in the maintenance control manual;
 - (c) the transfer of an aircraft's maintenance records to a new Certificate of Registration holder for the aircraft;
 - (d) the investigation of all defects in the aircraft that come to the attention of the aircraft's maintenance organisation.
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