

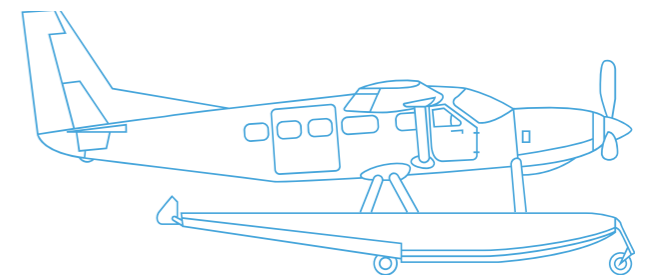
Updates to DDH & 146 scope framework



Current state of DDH delegations



- The current delegations are a variety of exclusion and inclusion based scopes
- No standardised framework exists for defining what category of products and what aspects of those products a DDH can be granted scope for
- The CAA is currently transitioning DDHs from exclusion based scopes to inclusion based scopes as delegations are renewed



Current State of 146 DO Scopes



- Part 146 rule only defines D1, D2, and D3
- DOs propose their scope during initial certification
- Scope of work is contained in the expositions
- No standardised framework exists for defining what category of products and what aspects of those products a 146 DO is authorized to work on

Case for Change



- Desire to reduce interpretation discussions between DDHs and CAA
- Lack of standardisation around the DDH and 146 DO scope definitions has led to a lack of consistency in how the scopes are defined. This has caused confusion among DDHs under the same DO
- There is dissimilar language used between the DDH scopes and the 146 DO scopes
- Opportunity to harmonise with other NAAs
- Improved clarity on eligibility for FOC on an STC and eligibility for a one-off major design change
- Opportunity to add more clear criteria for expansion of scopes

Review of other NAA delegation scope framework



- FAA, EASA, and CASA all have a basic scope framework for their delegated organisations and persons
- These are generally based on product type and engineering discipline
- All use inclusion based systems
- All allow some amount of tailoring for specialised work as applicable

What changes is CAA considering?



- We are looking to adopt an inclusion based framework for DDH and 146 DO scopes roughly based on the EASA framework used
- There will be some adjustments made to reflect the NZ aviation system and accommodate for future technologies (electric or hybrid propulsions, multi-rotor systems, etc)

How will this be implemented?



- We have a draft framework that be incorporated into AC 146-1
- We will review comments received during public consultation
- After the updated AC is published, the transition timeline and details will be sent to DDHs & 146 DOs.

Draft product scope



- Large aeroplane (high speed/low speed)
- Small aeroplane
- LSA
- Microlight
- Large rotorcraft
- Small rotorcraft
- Balloons
- Engines (Gas turbine, piston, electric, hybrid, APU)
- UAS
- Propeller

Draft engineering scopes



- Structures (Metallic, Composite, AM, Static, F&DT)
- Propulsion (Turbine, piston, APU, propeller)
- Avionics
- Electrical systems (Power generation, distribution)
- Cabin Interiors (flammability, emergency egress)
- Rotors & Drive systems
- Mechanical systems
- Flight
- Acoustical
- Software development