



Australian Government
Civil Aviation Safety Authority

CASA Regulatory Reform



May 2008



What is Regulatory Reform?

- Consolidation of Civil Aviation Regulations and Civil Aviation Orders in new Civil Aviation Safety Regulations (CASRs)
- Updated and modern rules set comprised of 2 tiers: Civil Aviation Act and CASRs
- Performance based regulations supplemented by Acceptable Means of Compliance (AMCs) and Guidance Material (GM) – EASA model



Status of CASR Parts

- 32 CASR Parts made or partially made
- 12 CASR Parts in legal drafting
 - Alcohol and other Drugs Testing
 - Maintenance rules
- 16 CASR Parts under development
 - Operational rules
 - Flight Crew Licensing rules



Consultations

- CASA/Industry project teams
- Standards Consultative Committee – joint CASA/industry forum
- Notices of Proposed Rule Making



Regulatory Policies/Principles

- Government and/or CASA policies that regulations should:
 - Give priority to passenger-carrying activities
 - Be risk based
 - Specify safety outcomes and only be prescriptive where necessary for safety
 - Be aligned with international standards, unless Australian differences required
 - Provide for efficient allocation of industry and CASA resources
 - Not impose unnecessary costs
 - Be clear and concise



Classification of Activities Policy

- Updated April 2007
- Focuses on activities and who or what is being carried in the aircraft
- Risk based approach, with particular emphasis on consequences of an accident (and public expectations)
- 3 kinds of aircraft occupants: passengers, task specialists and (informed) participants
- 3 broad classes of activities: Passenger Transport, Aerial Work, General and Freight-only Activities
- Implementation of Policy will result in fewer activities requiring AOCs than at present (mainly in the Aerial Work grouping)



Maintenance CASRs

- Include
 - Part 66 Maintenance Personnel Licensing
 - Part 147 Maintenance Training Organisations
 - Part 42 Continuing Airworthiness
 - Part 145 Maintenance Organisations
- Expected to be made by end 2008
- Implementation over 3 years



Operational CASRs

- Include
 - Part 91 General Operating and Flight Rules
 - Part 119 Operator Management Systems and Certification
 - Part 121 Air Transport Operations (large aeroplanes)
 - Part 135 Air Transport Operations (small aeroplanes)
 - Part 133 Helicopter Operations (Air Transport and Aerial Work)
 - Part 132 Corporate Operations (need to be confirmed)
 - Part 136 Aerial Work Operations
 - Part 137 Aerial Applications (already made)



Operational CASRs (cont.)

- Key Parts for passenger operations in aeroplanes are Parts 91, 119, 121 and 135 – legal drafting of Parts 91 and 121 is almost complete
- Operational CASRs will effectively amalgamate RPT and Charter into a single class
 - Part 121 for aeroplanes configured with 10+ seats
 - Part 135 for aeroplanes configured with <10 seats
 - Operators will be certified under Part 119