



From The Lefthand Seat

Tony Mathews
RAAA Vice-Chairman

The discussion paper on flight simulator training and checking by CASA has received a lot of interest and continues the discussion on the merits of simulator training.

In my view, the use of a simulator is not something that should only be taken up by those who operate larger regional airline aircraft. The Australian aviation industry has a large number of smaller aircraft operating at the same speed and height as the Saab, Dash 8, and Brasilia but with only one pilot.

This is contrary to the view of a pilot who stated, "Kingair pilots were not expected to be operating at the regional airline level". This comment completely misses the point that the task is made harder by operating as a single pilot. Accordingly, training needs to be equal to the level of training supplied by some of our regional operators in a simulator.

Reasons continue to flow why industry should not move into simulators. Some of the negative comments includes: "it's too hard to take staff offline", "it's too expensive", "training is not as per the real aircraft", and "it's cheaper in an aircraft".

In relation to costs, the majority of costing models I have seen for training in an aircraft do not give a clear indication of what it actually costs to train a pilot. This is very transparent in a simulator.

Another issue is that pilot's are initially uncomfortable to exposing themselves to realistic simulator failures.

Having been involved with the introduction of 2 simulators, a Dash 8 and a Kingair B200, I have seen the majority of issues for not getting involved.

Both introductions initially showed shortcomings in pilot ability to handle the more complex and higher risk emergencies that cannot be carried out in a real aircraft. With the increased number of checks carried out on each pilot in the simulator, the pilot's confidence in the training rose and so did their ability.

On introduction of the Dash 8 simulator, three 200 hour new commercial pilots were put through the whole endorsement process to fly as co-pilots in the Dash 8. The simulator allowed the training to take place without taking an aircraft off-line and putting it through the rigours of teaching very junior pilots. All 3 pilots are now Captains on 737 800s.

A distinct advantage of a simulator is the ability to factor in a test for an instrument rating or a base check ahead of time without wondering about aircraft availability. This not only gives certainty for the pilot and the check organisation but for your total operational planning.

Although the simulator industry continues to grow the aviation industry will find that some simulators will not be available in Australia for the aircraft we operate. In these instances we may need some assistance from Government to help with the training.

In conclusion, the benefits of training and checking in a simulator far outweigh other reasons or excuses why simulators should only be used as a last resort for pilot training. ✦

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From The Righthand Seat

Paul Tyrrell
RAAA CEO



The quiet industry optimism that was mentioned in the previous newsletter is growing steadily. The regional aviation industry is displaying its well-known and hard earned resilience after a very difficult 2009.

The complex award modernisation issues that soaked up so much of the RAAA's time last year have finally been settled. The forces that opposed us were powerful but by seeking the best advice and representation members were protected from the worst excesses. You can be assured that the RAAA will remain vigilant to ensure that unnecessary wage and condition costs are not imposed on the industry.

The daily work of the RAAA often involves discussing members' difficulties with the bodies that caused them, that is, the large government aviation bureaucracies. The problem can centre around government officers not understanding that RAAA members operate in a highly dynamic commercial environment. Decisions made in ignorance or on timelines that no business can tolerate can potentially cause serious harm to members.

At the operational level, ATM procedures that make life easier for the controllers rather than the aircraft operators are being challenged constantly. The same can be said for the sometimes outrageous charging by CASA with respect to a range of approvals, including engineering courses. Travel that is charged to members by government representatives must provide a tangible outcome to the operators. A recent incident where overseas, very expensive travel was deemed vital for an approval to be granted is being challenged vigorously.

CASA often states that it cannot take commercial considerations into account when making safety decisions. On the face of it this approach seems reasonable. However the same policy appears disingenuous when a member is asked to fork out for a government officer to take a seemingly unnecessary jaunt to the UK.

Government aviation staff are in operations, regulatory affairs or policy development to provide various services to industry. It is noted that some officers do an excellent job but a service culture has not yet deeply permeated the major aviation agencies. Whether it is being told to slow to minimum speed or held so that a controller can take a more leisurely approach, or being put through to six answering machines in the middle of the day, it is clear that 'public service' is still an oxymoron. This is not just this writer's opinion but is often reinforced when speaking with staff from other countries now working throughout our industry.

The preparations for the 2010 Convention at the Hyatt Coolum, 15-17 September are now in full swing and I urge as many of you as possible to attend. It is the 30th anniversary of our Association and a great line up of speakers is being organised. The event will be a real celebration of our past achievements and an opportunity to meet with the many people who have made significant contributions to the RAAA over the years. See you there. ✦



RAAA 2010 Events Calendar

The 2010 dates for RAAA meetings and events are:

- 24 May 2010 - *Darwin*
 - ✦ Technical Working Group
 - ✦ Board Meeting
- 06 August 2010 - *Canberra*
 - ✦ Technical Working Group
 - ✦ Board Meeting
- 15 - 17 September 2010
 - ✦ RAAA Annual Convention Hyatt Regency Coolum
- 1 December 2010 - *Sydney*
 - ✦ Annual General Meeting
 - ✦ Technical Working Group
 - ✦ Board Meeting
 - ✦ RAAA Christmas Dinner

Please mark these in your diary and we look forward to your attendance. ✦





Equal & Dignified Travel:

An overview of the AAWG

By Edward Barend

TECHNICAL UPDATE

Approx. 15 months ago the Hon Bill Shorten, Parliamentary Secretary for Disabilities and Children's Services, and The Hon Anthony Albanese, Minister for Infrastructure, Transport, Regional Development and Local Government (the Department), brought together representatives from the airline industry and disability community/sector to work together to discover solutions for problems being experienced by disabled persons in obtaining equitable and dignified air travel.

So began the birth of the Aviation Access Working Group (AAWG). Organisations currently represented on the AAWG are:

- ✈ The Department
- ✈ Attorney General's Department
- ✈ Australian Airports Association
- ✈ Australian Human Rights Commission
- ✈ Australian Federation of Disability Organisations
- ✈ BARA
- ✈ CASA
- ✈ Deafness Forum of Australia
- ✈ Department of Families, Housing, Community Services and Indigenous Affairs
- ✈ Flight Safety Foundation
- ✈ Jetstar
- ✈ National Disability Services
- ✈ Physical Disability Australia
- ✈ Qantas
- ✈ RAAA
- ✈ Regional Express
- ✈ Tiger Airways
- ✈ Transport Workers Union
- ✈ Virgin Blue

The first meeting of the AAWG was held on the 06 February 2009. This meeting was addressed by the Hon. Bill Shorten, MP who highlighted that:

- ✈ there are barriers for people with disabilities for using air travel
- ✈ access to air travel for people with disabilities has not improved since the introduction of the Disability Standards for Access to Public Transport
- ✈ the problems for people with disabilities are arbitrary / random and include:
 - lack of awareness on how to act with people with disabilities, especially round screening
 - requirements to travel with a companion
 - inadequate booking systems
 - inadequate information on what people with disabilities could expect when travelling by air in a dignified manner

✈ people with disabilities should receive equal access to air services.

The AAWG discussed the perspectives of the aviation industry, disabilities community/sector, and government stakeholders in terms of disability groups access to aviation. This was a significant learning experience for all parties concerned.

Although security screening was seen as a large problem, these initial meetings highlighted that problems existed at all stages of the disabled travel experience. These problems stem from either a lack of internal guidance for disabled travel or a lack of initial and ongoing staff training in how to respond to the needs of people with disabilities.

The questions therefore became: how do we ensure that the problems being experienced are resolved so that people with disabilities obtain equal and dignified air travel? Do we use legislative or some other means?

There was some argument to go the legislative road, so to guarantee a minimum standard, but the RAAA, with the help of Rex and industry, put forward a very strong case that using a legislative broad brush approach could not simply and concisely consider the variances involved.

Legislation could not effectively take into consideration the different sized aircraft used, the different facilities available at different airports, and the different resources available to different sized operators. Accordingly, legislation should only be used as a last measure if all else fails.





TECHNICAL UPDATE



Equal & Dignified Travel: An overview of the AAWG

Continued

After presentations from industry the Group agreed that the legislation path should only be used if other means did not reduce the current concerns of Government, the Australian Human Rights Commission, and the disabilities community/sector.

It was ultimately decided to use a voluntary plan structure that:

- ✈ meets international standards for disabled travel,
- ✈ communicates what is provided to people with disabilities in way of assistance, and
- ✈ is understood by everyone in the organisation providing the service.

The AAWG did attempt the use of sub working groups for different types of concern. However, after only one meeting of the subgroups they were disbanded due to practical and legislative issues being too intertwined.

From an operators perspective one of the first problems addressed was use of emergency exit rows by people with disabilities. CAO 20.16.3 was amended, along with the CAO being prescribed under section 47 of the Disability Discrimination Act (DDA), so that emergency exit rows could only be used by people able/willing to assist during an emergency.

Assistance Animals was also an area that needed further clarification. Although the aviation legislation mentioned seeing and hearing assistance animals there was no mention in relation to other assistance animals such as medical alert dogs. Currently these other animals must be individually approved by CASA.

Industry would ideally like to see a national register of accredited organisations where animals have been trained for the special conditions associated to being in an aircraft cabin.

At this time the issue is being further looked at by a joint State Government working group with Queensland doing some preliminary examinations. The AAWG is awaiting the results of their work.

Other issues currently under way include:

- ✈ aids available for people with disabilities both in the airport and cabin.
- ✈ personal briefing and associated cards wording can appear demeaning to people with disabilities.
- ✈ other potential conflicts between the aviation legislation and discrimination legislation are removed.
- ✈ awaiting the release of the Transport Standard Review commissioned by the Federal Government.

It is the intention that plans will be available to the disabled community via an operators website from 01 July 2010.

The plans, once completed by an operator, will be vetted by both CASA and the Australian Human Rights Commission (AHRC). The intention of this vetting process is to ensure that plans best reflect the intentions of both the aviation and discrimination legislation. Neither CASA or the AHRC can reject a plan, but it is intended that they provide operators with advice on where their plan potentially breaches the respective legislation.

The RAAA is developing a detailed template to assist its Members produce a Disability Access Facilitation Plan. A draft of this template was sent to Members in late April 2010 for comment. The intent of the RAAA template is to allow RAAA Members who have limited resources the ability to construct a detailed plan applicable to their situation.

It is not expected that the plans will remove all the complaints from the system. However, it is hoped that there will be a reduction due to people's expectation being met. Additionally, where a complaint is made, the AHRC will have an idea of an operator's capability and, therefore, whether to proceed with investigation. ✦





Aviation History Downunder:

Cessna C-34 Airmaster S/N 339

TECHNICAL UPDATE

The early years of the great depression saw the Cessna Aircraft Company nearly go out of business, along with the rest of the aviation industry.

By the mid-thirties the economy was starting to pick up again and Dwane Wallace, a new aeronautical engineer, and the nephew of Clyde Cessna, the originator of Cessna Aircraft in the 1920's, decided to build aeroplanes. As they designed the first Airmaster in 1934 it was designated C-34.

The C-34 borrowed some of its design from the earlier Cessna aeroplanes including a high mounted full cantilever wing structure and narrow band of cabin windows. The wing construction was wood and its fuselage was made of steel tubing with wooden stringers and formers. The tail surfaces were wooden covered in plywood.

Airmaster C-34 serial number 339 was the 41st of 42 Airmasters built between 1935-1936. 339 came off the production line on 31 December 1936 with its first flight on 01 January 1937, after which it was shipped to Australia. This was the first Cessna to fly in Australia.

Airmaster C-34 SN 399 - 1937



Airmaster C-34 SN 399 - 2010



The specifications of the C-34 are:

Production:	1935-36
Number Built	42
Wingspan	34ft 2in (10.4m)
Length	24ft 8in (7.5m)
Empty Wght	1380lbs (626kgs)
Take-off Wght	2250 lbs (1020kgs)
Consumption	37ltrs (10usg)/Hr
Stall Speed	46 kts
Cruising Speed	120 kts
Powered By	165 hp Warner Super Scarab seven cylinder radial engine through a Sensenich Fixed Pitch Wooden Propellor.

On 20 Mar 1937 Airflite Ltd at Mascot made an application for registration to the Department of Civil Aviation.

On 20 July 1937 Airmaster SN 339 was added to the Australian register as VH-UYG.

Between 1937 and today VH-UYG has had a rich flying history. It was operated from Mascot, Sydney until being imprest into RAAF service as a communications aircraft from July 1941 till May 1945.

After being released from the RAAF in 1945 it was operated by the Royal Flying Doctors Service (Western Australia) for a time in the late 1940's and had several owners until it was taken off the register 1973.

In 1977 it was purchased by Jim Williams who dismantled and stored the aircraft. In 1991 the aircraft was purchased by Kim Ryan who, with a couple of friends, restored the aircraft and reregistered it in 1993 - VH-UYG.

In 2000 the aircraft was purchased by Greg Cox who sold it to Steve Padgett on 17 December 2009.

The Cessna C-34 Airmaster SN 399 will continue to fly special aviation events as an important and active piece of Australian and Cessna aviation history. A glass showroom is being constructed at Aeromil Pacific to display the aircraft and ensure the long term protection of this beautiful aeroplane.

Brindabella Closes School

Rising costs and vanishing margins have forced Brindabella Airlines to make a difficult decision. The closure of Brindabella Flight Training.

Brindabella Airlines CEO, Jeff Boyd, said, "Once we close this business, there will be no flight training in the ACT". He added, "it is a reflection of the larger problem affecting the aviation industry, which is a failure at the government and policy level to have any concern for the industry in light of very negative changes over the past 15 years".

Brindabella Flight Training closed at the end of April with a small number of instructors kept on to the end of September to finalise training for particular clients. ✦

New RAAA Members

Since our last newsletter the RAAA has been joined by a new Associate Member and a new Affiliate Member.

Austbrokers ABS Aviation joined the Association in February 2010. It is intended that a full profile will appear in the next edition of the newsletter.

April saw the Griffith University - Aviation become an affiliate of the Association. Again, it is intended that a full profile will appear in the next edition of the newsletter.

I am sure all Members join the Board and office of the RAAA in welcoming Austbrokers ABS Aviation and Griffith University as Members of the RAAA. ✦

RAAA Scholarships - Don't Miss Out

People are reminded that the scholarship application forms for this year are available on the RAAA website.

Applications are available for the:

- ✦ Jeppesen Apprentice Scholarship
- ✦ Michelin Apprentice Scholarship, and
- ✦ Jeppesen Pilot Scholarship

Applications need to be received at the RAAA office by 30 June 2010. If you know someone eligible for a RAAA scholarship get them to download the documents and apply. ✦

ATR 42-600 Test Flight

On 04 March 2010 the ATR 42-600 pre-series aircraft successfully took to the sky for the first time.

The aircraft, powered by Pratt & Whitney 127M engines, completed a 2-hour flight, thus starting a flight test campaign of approx. 75 hours.

The high degree of commonality between the ATR 72 and the ATR 42 will enable the ATR 42-600 to benefit from certain tests completed by the ATR 72-600, whose 150-flight campaign started in July 2009.

Both the ATR 42-600 and ATR 72-600 are expected to entry into service in 2011. ✦



ATR 42-600

New Radar Commissioned

May 2010 saw Airservices Australia commission the second radar in its national \$80m Australian Mode S Terminal Area Radar (AMSTAR) upgrade project.

Located at Melbourne Airport it will improve surveillance of air traffic up to 256 nautical miles (474km). Located on Gellibrand Hill just outside the airport perimeter it replaces a 15-year-old system and significantly enhances the ability of air traffic controllers to monitor aircraft in all weather conditions.

The first system was commissioned at Mt Sommerville on Queensland's Gold Coast. ✦

Aviation Australia receives CASA Approval

Aviation Australia has recently gained approval from CASA that recognises training programs as an alternative to passing CASA examinations and gaining experience for the purpose of AME Licensing.

Aviation Australia's "Aviation Legislation" (Module 10) has been approved as an alternative to CASA's basic licensing subject "Airworthiness Administration". They have also gained CASA approval to deliver a range of aircraft composite programs, that have been developed to meet the industry needs in the performance of aircraft maintenance, as an alternative to CASA requirements.

To compliment these, Aviation Australia also obtained approval from CASA to deliver Bombardier Dash 8 - 100/200/300 Avionics aircraft type training. ✦

CASA Restructure

April saw CASA continue its restructure which stemmed from the improvements commenced in 2009.

Terry Farquharson has been appointed acting Deputy Director Aviation Safety, where he will support John McCormick in a range of strategic and executive functions.

A new position of Associate Director of Aviation Safety has been created which will be filled by CASA's former executive manager, legal services, Jonathan Aleck. Jonathan will work with Terry Farquharson to oversee further development of regulatory/governance policies and practices.

Further appointments include Greg Hood as executive manager, operations; Peter Fereday as executive manager, industry permissions; and Gary Harbour executive manager, corporate services.

ATSB New Commissioner

March 2010 saw the ATSB welcomed Ms Carolyn Walsh as the newest member to the ATSB Commission.

Most recently, Ms Walsh was Chief Executive of the Independent Transport Safety and Reliability Regulator in New South Wales. Ms Walsh will hold the part time Commissioner's position for the next 3 years.

The ATSB Chief Commissioner, Martin Dolan, welcomed the expertise and experience Ms Walsh brings to the Commission. ✦

Aon Survey

April 2010 saw respondents to the Aon Australia's 8th annual Australasian Risk Benchmarking Survey expect the insurance market to be less volatile this year, with premium levels forecast to rise by an average of 3% in 2010.

Aon Australia CEO Steve Neveit said, "the insurance market for 2010 is going to be less volatile than the past year and premium increases are expected to be moderate. There will be opportunities for single digit reductions on some lines of risks, while others, such as public and product liability, are likely to experience an increase of up to 5% resulting in a relatively flat market overall".

The 535 executives surveyed for the report rated the top ten insurers (in order) as QBE, Vero, ACE, Chubb, Zurich, Lloyd's, AIG, Allianz, CGU, and XL. ✦

Upgrade at Lord Howe Island

Airservices Australia has completed a major upgrade of air navigation on Lord Howe Island.

The commissioning of a new VHF radio and ADS-B satellite-based navigation will benefit both local traffic servicing the island and high capacity jet traffic to and from east coast airports.

The new equipment extends Airservices real time surveillance of air traffic right out to the boundary of Australia's Flight Information Region with New Zealand midway across the Tasman Sea. This will allow Airservices air traffic controllers to be able to positively identify, track and directly manage aircraft within a 250nm (around 460km) radius of Lord Howe Island ✦

Praise for Rex

Regional Express (Rex) has received more accolades from consumer group Choice.

Rex has been awarded second place in the nation's best domestic carrier with Virgin Blue receiving 1st place. Rex also scored the highest for in-flight service with many respondents praising Rex's old fashioned, personalised service.

Jetstar was dubbed "reliably unreliable" while Tiger earned last place because of flight delays. ✦

Jeppesen Receives Certification

Jeppesen has been granted certification by CASA to design, validate, and maintain instrument flight procedures.

The certification granted under CASR Part 173, authorises Jeppesen to create Performance Based Navigation (PBN) procedures such as Required Navigation Performance (RNP), Special Aircraft and Aircrew Authorisation Required (SAAAR), as well as conventional VOR, ILS and RNAV.

In order to qualify for certification, Jeppesen need to fully document its capabilities to CASA. This included submitting multiple examples of each procedure type and a review of training records and credentials ensuring Jeppesen's design staff met CASA's requirements.

This certification makes Jeppesen the only third-party provider able to deliver both PBN and conventional procedures in Australia. ✦

■ = Recent Activity

~~Strikethrough~~ = Item removed from list since last newsletter



The following is a list of active projects currently being undertaken by CASA based on information available on the CASA website.

Flight Operations

OS 10/05 - Carriage of AOC and associated specifications by international charter operators. (Commenced 14/01/2010 Priority Medium)

OS 10/04 - Early implementation of some proposed CASR Part 131 policies by CAO. (Commenced 14/01/2010 Priority Medium)

OS 10/01 - Flight data recorders. (Commenced 7/01/2010 Priority High)

OS 09/24 - Early implementation of some proposed CASR part 61 policies via CAO. (Commenced 22/12/2009 Priority Medium)

~~**OS 09/20** - Minor amendment to CAOs 82.1, 82.3 & 82.5 (Commenced 9/11/2009 Priority High)~~

OS 09/18 - Proposed minor change to CAO 20.18. (Commenced 13/10/2009 Priority Low)

OS 09/15 - Initiatives to provide flexibility for the provision of Human Factors training and assessment. (Commenced 17/09/2009 Priority Medium **Amend Terms of Reference 15/02/2010**)

OS 09/14 - Mandatory use of flight simulators. (Commenced 2/09/2009 Priority Medium, DP open 22/12/09)

OS 09/13 - Review of fuel and alternative requirements. (Commenced 21/08/2009 Priority High 12/03/2010 Objectives updated)

OS 09/09 - Improving the metric conversion accuracy of 19,000 pounds Maximum Take Off Weight (MTOW) in current and future Australian legislation. (Commenced 21/07/09 Priority Low)

~~**OS 09/03** - Amendment to CAO 20 - Refuelling with passengers onboard in an aircraft with less than 20 passengers. (Commenced 26/02/2009 Priority Medium)~~

OS 09/01 - Review of cabin crew ratios set out in CAO 20.16.3 (Commenced 17/02/2009 Priority High, **NPRM 0905OS 9/02/2010**)

OS 08/13 - Early implementation of certain proposed CASR Part 103 standards via CAO. (Commenced 26/09/2008 Priority Medium)

OS 08/07 - Proposed amendment to CAO 20.18 (paragraph 6) regarding flight data recorders (FDRs) and other matters. (Commenced 19/05/2008 Priority Medium)

AS 07/13 - Regulation of low visibility operations. (Commenced 2/10/2007 DP closed 15/09/2008, NPRM 17/12/2009)

OS 06/05 - Provide an approved person to conduct flight tests in relation to flight crew rating. (Commenced 3/03/2006)

OS 05/04 - Disclosure of certain issues associated with dormant AOCs. (No History Available)

AS 05/01 - AIP book legislative support. (Commenced 20/01/2005)

AS 03/03 - Circuit procedures at, and carriage and use of radio at, or in the vicinity of, non-towered aerodromes (involving amendment to CARs 166 and 166A. (Commenced 28/10/2003 Priority Medium Title amended 4/11/2003, CAR Amendments 20/10/2005, Title amended 23/12/2009, **NFRM 0908OS 09/04/2010**)

~~**OS 03/02** - Heads up guidance (HG's)/HUD operations standard. (Commenced 6/08/2003)~~

~~**OS 02/06** - Development of guidance for certification, airworthiness and operational electronic flight bag (EFB) computing device. (No History Available)~~

OS 02/03 - Fatigue Risk Management Systems. (Changes to consultation project 5/03/2004, FRMS Working Group Meetings 4/01/2008, Project updated 25/06/2008, FRMS Meetings 10/09/2008, Project Page Updated 29/01/2009)

OS 01/11 - CASR Part 135: Air transport operations - small aircraft. (Recent Changes: New website for international operators launched 27/01/2009)

OS 01/09 - Use of night vision goggles (NVGs)/Night vision devices (NVDs) by helicopter operators. (Commenced 6/07/2001, 21/01/2009 CAO 82.6 Night vision goggles became effective)

Flight Operations - Current CASR parts under review.

CASR Part 91 Subpart U - Navigation Approvals (NPRM 16/07/2004, NFRM 12/10/2009, NFRM 29/11/2005, Project AS 08/19 Post Implementation Review and Update underway 31/12/2008)

CASR Part 92 - Consignment and carriage of dangerous goods. (Commenced 28/08/2000, NPRM 11/10/2001, Updated draft regulations 24/09/2003, Final AC 1/12/2003, NFRM 4/12/2003, Final AC 20/08/2009, **Final AC 92-04(0) 10/03/2010**)

CASR Part 101 - Unmanned aircraft and rocket operations. (Commenced erway)

Flight Operations - CASR parts under development.

CASR Part 60 Subpart C - Basic instrument flight trainers. (No History)

CASR Part 91 - General operating and flight rules. (NPRM 29/11/2005, DRAFT CASR to SCC 10/05/2006, Meetings 26/07/2006, NPRM Carriage & use of radio and circuit procedures at, or in vicinity of, non-towered aerodromes 28/9/2009 - closed, AS 08/19 Post Implementation review 31/10/08, OS 99/08 - General Operating and Flight Rules)

Regulatory Roundup

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CASA Continued

CASR Part 103 - Sport & recreational aviation operations. (19/06/2006 Project CS 06/01, NPRM 15/02/2007 - closed, NPRM 26/04/2007 - closed, NPRM 5/07/2007 - Closed, Project OS 08/13 26/09/2008, Project CS 06/01 12/10/2009)

CASR Part 105 - Sports and recreational parachuting from an aircraft - certifications and operations. (NPRM 981 23/11/98, NPRM 0605OS 15/02/2007, NPRM 0605OS 26/04/2007, NPRM 0605OS 05/07/2007)

CASR Part 115 - Operations using sport aviation aircraft for non-recreational activities. (Draft Guiding Principles 7/03/2006, OS 00/08)

CASR Part 119 - Air Operator Certification management and systems. (Draft AC 7/10/2003, Draft AC 19/11/2003, Draft Manual 20/11/2003, New consultation project os 03/08 4/12/2003, NPRM 11/12/2008, OS 99/43)

CASR Part 121 - Passenger transport services and cargo operations - larger aeroplanes. (Update to CASR 4/04/2006, NPRM 0608C 21/09/2006, NFRM 11/12/2008, NPRM 0809OS 16/02/2009, OS 99/44)

CASR Part 129 - Air operator certification - foreign operators. (NPRM 20/09/2002, NPRM 11/12/2008, OS 00/04)

CASR Part 131 - Balloons used in non-recreational operations. (Commenced 1/02/2001, SCC Agreement 2/04/2004, Guiding Principles 1/08/2005, NPRM 0706OS 1/02/2008, NPRM 0807OS 11/12/2008, OS 10/04 - 14/1/2010)

CASR Part 132 - Air experience and joyflight activities - aeroplanes. (OS 03/04 4/11/2003, Air Experience and corporate operations 15/10/2008)

CASR Part 133 - Passenger transport services and international and heavy cargo operations - rotocraft. (draft regulations 18/10/2001, Draft Chapter 11 6/08/2002, NPRM 0301OS 27/03/2003, NPRM 0807OS 11/12/2008, NPRM 0811OS 6/05/2009, OS 99/45)

CASR Part 134 - air experience and joyflight activities - rotocraft. (OS 03/04 4/11/2003, Corporate, Business meetings 15/10/2008)

CASR Part 135 - Passenger transport services and international cargo operations - smaller aeroplanes. (DP 0202FS - 0205FS - 0206FS - 0207OS extension 21/06/2002, NPRM 0307OS 30/07/2003, 2 CASR parts renumbered 6/9/2004, NPRM 0807OS 11/12/2008, NPRM 0808OS 16/02/2009)

CASR Part 136 - Aerial work operations. (Draft regulations 6/07/2001, New draft regulations 13/09/2001, NPRM 0302OS 31/03/2003, OS 01/06)

CASR Part 149 - Recreational aircraft administration organisations. (NPRM 9805RP 30/06/1998, NPRM 0704OS 26/07/2007, MS 99/05)

Flight Crew Licensing

FS 09/08 - CAAP 5.14A-1(0) - Flight Instructor Training (Commenced 2/07/2009 Priority High)

FS 03/01 - Periodic review and ongoing amendments to include endorsements for new types and models introduced to Australia. (Commenced 10/06/03)

Flight Crew Licensing - Current CASR parts under review

CASR Part 67 - Medical. (NPRM 0111FS 12/06/2001, DP 0223FS 11/11/2002, SOR 0223FS 10/04/2003, SOR 0223FS 23/04/2003, Post implementation review 2/06/2004)

Flight Crew Licensing - CASR parts under development.

CASR Part 60 Subpart C - Basic instrument flight training. (No History)

CASR Part 61 - Flight crew licensing. (DP 0005FS 30/11/2000, NPRM 0309FS 18/07/2003, Industry consultation 19/08/2004, Project FS 06/02 29/05/2006, Project FS 99/02)

CASR Part 64 - Ground authorisations. (DP 0204FS 28/03/2002, NPRM 0310FS 24/07/2003, Project FS 00/07)

CASR Part 141 - Flight training operators. (NPRM 0311FS 22/07/2003, Updated draft manual 24/09/2003, Revised draft MOS 6/08/2004, Industry consultation 19/08/2004, FS 00/02)

CASR Part 142 - Training and checking officers. (NPRM 312FS 22/07/2003, Updated draft manual 24/9/2003, FS 00/03)

Maintenance/Maintenance Personnel

MS 10/10 - Amendment and update of the AAC 9.xx series with current policy guidance and data listings. (Commenced 14/04/2010 Priority Medium Draft AAC's 29/04/2010 Comments Close 13/05/2010)

~~**MS 10/05** - Adjustment of CAAP 30-5 to match CAO 100.66. (Commenced 29/01/2010 Priority Low)~~

~~**MS 09/23** - Minor update to CAO 100.16 Appendix 1. (Commenced 11/12/2009 Priority Low)~~

MS 09/22 - Amendments to CAAP 42W-1 and CAAP 42W-2. (Commenced 20/11/2009 Priority Medium Draft CAAP 42W-1(3) 28/04/2010 Comments Close 12/05/2010)

MS 08/20 - Amendment of CAO 100.5 to include mandatory maintenance requirements currently promulgated in Australian unique ADs. (Commenced 3/11/2008)



Regulatory Roundup

■ = Recent Activity

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CASA Continued

SS 05/01 - Maintenance regulations development project covering CASR Parts 42, 66, 145, and 147. (Draft Documents, NPRM 2004, NPRM 2006,)

Maintenance/Maintenance Personnel - Current CASR parts under review

CASR Part 45 - Display of nationality and registration marks and aircraft registration plates. (8/08/2000 Draft AC, AC 45.01(0) 28/08/2000, AC 45-01(1) 14/03/2008, ~~AC45-01(2) 16/03/2010~~)

CASR Part 47 - Registration of aircraft and related matters. (Project MS 05/03 4/04/2005, CASR Amendments 20/10/2005, Draft AC 47-01(2) 9/11/2006, Advisory Circular 22/11/2006, Final Advisory Circular 25/05/2007, Post implementation review 11/12/2007 Project MS 07/16)

Maintenance/Maintenance Personnel - Current CASR parts under development

CASR Part 42 - Continuing airworthiness. (Q&A 23/01/2005, Letter 30/05/2005, Project SS 05/01 14/10/2005, NPRM 0604MS 31/10/2006, DRAFT CAO 100.66 20/12/2006, NFRM CAO 100.66 27/4/2007, Project SS 05/01)

CASR Part 66 - Maintenance personnel licensing. (Letter 30/5/2005, Project SS05/01 14/10/2005, NPRM 0604MS 31/10/2006, Draft CAO 100.66 20/12/2006, NFRM CAO 100.66 27/4/2007, NPRM 0804MS 7/05/2009, Project SS 05/01)

CASR Part 90 - Additional airworthiness requirements. (NPRM 0305CS 17/04/2003, Draft MOS 10/04/2004, Project CS 99/03)

CASR Part 145 - Maintenance organisations. (Q&A 23/01/2005, Letter 30/5/2005, Project SS05/01 14/10/2005, NPRM 0604MS 31/10/2006, Draft CAO 100.66 20/12/2006, NFRM 27/04/2007, Project SS 05/01)

CASR Part 147 - Maintenance training organisations. (Q&A 23/01/2005, Letter 30/5/2005, Project SS 05/01 14/10/2005, NPRM 0604MS 31/10/2006, Draft CAO 100.66 20/12/2006, NFRM 27/4/2007, Project SS 05/01)

Certification

CS 10/09 - Review of Airworthiness Standards & Testing relating to aircraft altimeters. (Commenced 22/02/2010 Priority High)

CS 10/07 - Amend CAAP 51-2 "Detecting & Reporting Suspected Unapproved Parts" to address an ICAO audit finding and recommendation. (Commenced 05/03/2010 Priority High, Draft CAAP 51-2(1) 16 April 2010)

CS 09/16 - Amendments to CASR 21.303. (Commenced 2/10/2009 Priority High)

CS 09/10 - Airworthiness Directive TDR 94/94D Transponder Anomalies. (Commenced 4/08/2009 Priority High, ~~NPRM 1001OS 16/03/2010~~ ~~Comments Close 11/05/2010~~)

CS 08/21 - Amendment of restricted category airworthiness requirements and operating limitations to enhance the flexibility of the restricted category. (Commenced 3/11/2008 Priority High)

CS 08/11 - Proposed amendments to Advisory Circular 21-45 - Airworthiness approval of airborne automatic dependent surveillance broadcast equipment. (Commenced 24/07/2008 Priority High, ATSO-C 1004a 17/12/2009)

CS 05/01 - Certification requirements related to design, manufacturing and airworthiness of UAV's. (Factsheet 11/04/2005, New rulechange project 13/04/2005)

~~**CS 02/06** - Development guidelines for the certification, airworthiness and operational electronic flight bag (EFB) computing devices. (No History)~~

Certification - CASR parts under development

CASR Part 21 Subpart J - Approved design organisations (formerly CASR Part 146). (Revised title for CASR part 146 5/11/2003, Draft Regulations 19/12/2003 Revised draft regulations and new draft MOS 25/11/2004, Revised draft regulations and MOS 9/11/2005, Project CS 99/04)

CASR Part 90 - Additional airworthiness requirements. (NPRM 0305CS 17/04/2003, Draft MOS and regulations 10/8/2004, Project CS 99/03)

Airways and aerodromes

AS 10/02 - Clarification of compliance with flight rules. (Commenced 8/01/2010 Priority High)

AS 09/21 - Advisory circulars relating to Airspace Regulations (2007). (Commenced 20/11/2009 Priority High, Draft AC 2-5-1(0) 19/01/2010, ~~AC 2-5-1(0) 26/03/2010~~)

AS 09/19 - Amendments to CASR Part 172 Manual of Standards. (Commenced 15/10/2009 Priority High, ~~NPC 172/04 19/02/2010~~)

AS 09/17 - New advisory circulars - wildlife hazard management at aerodromes. (Commenced 6/10/2009 Priority Medium)

AS 08/19 - Subpart 91U - Navigation authorisations for Australian operators - post implementation review and update. (Commenced 31/10/2008)

AS 08/10 - Advisory circular - Strength rating of aerodrome pavements. (Commenced 18/07/2008 Priority Medium)

AS 08/08 - Amendment of CASR Part 139 and MOS Part 139 - Regulations for the control of vehicles operating and manoeuvring area of certain high density aerodromes. (Commenced 16/06/2008 Priority Medium, NPRM 0910AS 15/01/2010)

AS 07/13 - Regulations of low visibility operations. (Commenced 2/10/2007, DP 4/08/2008, NPRM 0906AS 17/12/2009)

■ = Recent Activity

~~Strikethrough~~ = Item removed from list since last newsletter



CASA Continued

AS 07/12 - Amendments to MOS Part 139, Chapter 9 - Visual aids provided by aerodrome lighting. (Commenced 28/09/2007, NPC 139/04 08/01/2008)

AS 06/13 - Conversion of CAAPs 891-1(2), 89R-1(1), and 89W-1(0) to ACs 139-12(0), 139-06(0), and 139-7(0). (Advisory circulars 18/10/2006)

AS 06/10 - New advisory circular (AC) 173-04(0) - Revalidation of instrument flight procedures and related aerodrome lighting facilities. (Commenced 3/08/2006)

AS 06/09 - Revision of Section 14.2 of the MOS for CASR Part 139 - Certified air/ground radio operators (CA/GRO). (Commenced 20/07/2006)

AS06/07 - Assessment of obstacles including wind turbines and exhaust plumes. (Commenced 19/7/2006, Assessment of obstacles 28/08/2006)

AS 05/02 - Standards for helicopter landing sites (HLS). (Commenced 26/04/2005)

AS 05/01 - AIP Book legislative support. (Commenced 20/01/2005)

AS 04/02 - Review of CASR Part 173 Manual of Standards (MOS) - Instrument flight procedure design. (Commenced 19/03/2004)

AS 03/03 - Circuit procedures at, and carriage and use of radi at, or in the vicinity of, non-towered aerodromes (involving amendments to CARs 166 and 166A). (Commenced 28/10/2003 Priority Medium, Title amended 4/11/2003 CAR Amendments 20/10/2005, Title amended 23/12/2009, **NFRM 0908OS 9/04/2010**)

AS 03/01 - Development and implementation of ground-based regional augmentation systems (GRAS) in Australia. (Commenced 30/01/2003)

AS 02/02 - Complete standards, approvals and associated training to allow GNSS NPAs. Stabilised NPAs using FMS, APV Baro-VNAV and GNSS based APV approach system on Norfolk Island. (Commenced 30/08/2002)

AS 99/05 - Special Category - 1 (SCAT 1) approach system for Norfolk Island. (Commenced 11/03/1999)

Airways and aerodromes - Current CASR parts under review

CASR Part 65 - Air traffic services licensing. (Draft AC 65-1(0) 13/03/2003, SOR 0228AS 16/04/2003, Project AS 04/04 10/08/2004, NPC 65/01 22/09/2004, NFC 65/01 23/01/2005, NPRM 0707AS 19/07/2007)

CASR Part 67 - Medical. (NPRM 0111FS 12/07/2001, DP 0223FS 11/11/2002, SOR 0223FS 10/4/2003, SOR 0111FS 23/04/2003, PIR 02/06/2004)

CASR Part 139 Subpart H - Aerodrome rescue and fire fighting service. (Draft Acs 18/02/2003, NPC 139H/01 9/06/2004, MOS Amendments effective 22/01/2005, NFC 139H/01 23/01/2005, Project AS 07/14 9/10/2007)

CASR Part 173 - Instrumental flight procedure design. (CASA RIS #0203 22/07/2003, Validation of procedures 3/08/2006, Draft AC 173-4(0) 12/10/2009, Final AC 173-4(0) 8/12/09, Project AS 09/12 14/12/09, NPRM 0906AS 17/12/2009)

Airways and aerodromes - Current CASR parts under development

CASR Part 175 - Aeronautical information services. (Under development 11/03/2008, NPRM 0901AS 7/10/2009)

Specials

SS 10/03 - Amendment of CASR Part 99 to authorise administrative action against aerodromes and other DAMP organisations under CASR Part 99. (Commenced 13/01/2010 Priority High)

SS 07/10 - CASR Part 13 Subpart K - Machinery changes to move items from CAR 1988 to CASR 1998. (Commenced 31/08/2007)

SS 07/09 - CASR Part 11 - Machinery changes to consolidate related procedural provisions on CAR 1988 and CASR 1998 in CASR Part 11. (Commenced 31/08/2007, NPRM 0806SS 2/02/2009)

SS 06/06 - CASA's industry sector Priorities and Classifications of civil aviation activities. (Presentation 21/11/2006, Draft policy notice 16/02/2007, CASA Policy Notice 20/4/2007, Q&A 11/05/2007, NPRM 0807OS 11/12/2008, CASA Policy Notice 30/4/2009)

OS 05/04 - Disclosure of certain issues associated with dormant AOCs. (No History)

SS 05/01 - Maintenance regulations development project covering CASR Parts 42, 66, 145, and 147. (NPRM 0407 Oct 04, NPRM 0604MS 27/11/2006, CAO 100.66) ✦



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