

Hang gliders: it's on the bag



SOMETIMES it takes a tragedy to galvanise people to action.

Keith Lush (pictured above), a former board member of the Hang Gliding Federation of Australia, had some misgivings about what he believed was narrowing of safety margins in the sport. Nothing specific, just a gut feel.

Then around 18 months ago, WA's senior hang gliding instructor died with his girlfriend in a weight-shift microlight accident. It was a shock to the whole sport, and a trigger to do something positive that has gained momentum in the past six months.

"I figured there had to be

some way to refocus attention on safety," Mr Lush says.

"The idea was to create a memory trigger that would help reinforce positive attitudes to safety."

What he came up with was a bright red helmet bag with the word "Airmanship" emblazoned across it.

The tote bag is being given to every WA member of the Hang Gliding Federation of Australia at a series of safety seminars across the State.

While airmanship is a word that has been around for a while, Mr Lush hopes to revitalise its meaning by stressing that the word contains the three main factors aviators should be thinking about before they fly:

- Air, the medium of flying - Is the weather OK? What airspace hazards exist?
- Man (all pilots, not meant to be gender specific) - Are you mentally focussed to fly? Are you flying within your limits?
- Ship - is your aircraft ready?

According to Mr Lush, the benefit of focussing on these three parts of airmanship immediately before flying is that it helps people to slow down and think about what they are doing so that they can have a good time ... safely.



Here comes the Olympics

A NEW web site has been set up to provide guidance on special procedures for the Olympics.

The web site, at www.flyingaustralia.com will detail where and when airspace will be restricted to take account of Olympic events.

Pilots wishing to operate near any Olympic event will need to familiarise themselves with the new procedures.

Meanwhile, the regulator has granted special permission for the carriage of dangerous goods allowing the Olympic torch and its fuel to be carried by air on its journey from Greece to Sydney.

In Australia, the Olympic flame will travel by air for more than 27 hours on aircraft ranging from 767s to a Squirrel helicopter. The lamp is carried in a special safety cradle, and cannot be refilled on board the aircraft. It will be supervised by a SOCOG representative who must be within arm's length of a fire extinguisher.

Deadline approaches for new aircraft flight manual procedures

FROM 16 August 2000 all certificate of registration (CoR) holders must comply with new rules for the administration of aircraft flight manuals (AFMs).

The new rules are designed to improve the complicated, slow and expensive system which had developed for AFMs.

Any CoR holder who allows an aircraft to fly without the required AFM after 16 August will be in breach of the Civil Aviation Regulations.

The key points are:

- All aircraft are required to have the AFM document (if one is required) that was issued by the type certificate (TC) holder.
- The AFM document must be kept current with amendments issued by the TC holder.
- To account for the configuration and operational role(s) of the aircraft, the appropriate approved AFM supplements must be included with the AFM issued by the TC holder.

At each change to the AFM or any of the AFM supplements, the local CASA office responsible for the aircraft file must be informed, in writing, so that the composition of the AFM and supplements can be established at any time.

Civil Aviation Advisory Publication CAAP 54-1(1) explains the process in detail.

Should you require help in identifying the required AFM document for your aircraft's model designation and serial

number, contact the TC holder (who is usually the manufacturer), the distributor or local agent for the aircraft.

CoR holders should begin the transition to the new system as soon as possible because there can be a significant delay in obtaining the appropriate AFM document from the TC holder.

For further information on the new system, contact your maintenance organisation or local CASA office.

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by Correspondence

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Concluded prosecutions

February

Unlicensed pilot: An individual flew an amateur built plane with one passenger on board without a pilot's licence. The defendant was convicted for performing duties during flight without holding a pilot's licence, and commencing a flight without a valid maintenance release. He was fined \$5,000. (In default six months' imprisonment.)

March

Conducting commercial operations without an air operators' certificate (AOC): A pilot and aircraft owner/operator who did not hold an AOC conducted 21 commercial flights. Five out of a total of twenty one counts were dropped due to the fact that the defendant believed he was covered under the AOC of another person. He pleaded guilty to the remaining 16 charges and was placed on a two-year \$2,000 good behaviour bond.

Operation of an aircraft in a careless or reckless manner: A private pilot was charged in relation to the damage of a vehicle and danger to a pedestrian which occurred while he attempted a take-off on a road in close proximity to a business area. The defendant pleaded guilty to both charges and was convicted and fined \$2,000.

Being knowingly concerned in the commission of a number of offences: A company director who was also the chief pilot of an operation was charged with offences related to operating international charter flights on an AOC which only allowed operations within Australia, excess flight and duty times, and the operation of an aircraft that took off when its gross weight exceeded its maximum take-off weight. The defendant pleaded guilty to eight charges and was fined a total of \$5,000, in default 4 months 16 days' imprisonment.

US turns off GPS selective availability

THE US announced last month that it has stopped intentional degradation of the Global Positioning System (GPS) signals available to the public.

The discontinuation of selective availability (SA) means that civilian users of GPS will be able to pinpoint locations up to ten times more accurately than they do now. No changes are needed to GPS units to take advantage of the improved signal.

The decision brings forward planned discontinuation of SA in 2006, which was announced in a March 1996 presidential decision directive.

The decision to discontinue SA is the latest measure in an ongoing effort to make GPS more responsive to civil and commercial users worldwide.

Last year, the US government announced plans to modernise



GPS is now 10 times more accurate.

GPS by adding two new civilian signals to enhance the civil and commercial service.

The US budget further advances modernisation by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production.

The decision to discontinue SA is coupled with a US plan to

upgrade the military utility of US systems that use GPS, and is supported by threat assessments which conclude that setting SA to zero at this time would have minimal impact on US national security.

The US retains the ability to selectively deny GPS signals on a regional basis. Originally developed by the US Department of Defense as a military system, GPS has become a global utility.

New licence wallets

NEW computer generated book-style aviation licences are expected to be issued by CASA in the next few months to replace current credit card licences.

The hard cover wallets for the new licences are now available from CASA area offices at a cost of \$10.

Are you adequately covered?

CASE NOTES

YOU'VE got your passenger charter air operator's certificate (AOC), the aircraft leasing arrangements are finalised and the insurance policies are issued – all systems are go. Right? Not necessarily. What about the *Carriers' Liability Act*?

Although operators authorised to engage in commercial passenger carrying operations are required to hold "an acceptable contract of insurance", some operators may not be aware of what makes a contract of insurance "acceptable".

A contract of insurance is unacceptable under the *Carriers' Liability Act* until CASA has issued a certificate of compliance to the operator in respect of the contract.

A failure to hold a certificate of compliance may result in heavy penalties. In such cases, CASA may suspend or cancel an operator's charter/RPT approval under the *Civil Aviation Act 1988*. In

addition, an operator that intentionally carries passengers without a current certificate may face fines or imprisonment under the *Act*. **Operator obligations:** Operators must ensure that CASA has notified them that the certificate of compliance has been issued.

Any changes to an insurance policy may require a new certificate of compliance and so should be notified to CASA.

It is the operator that must "hold" insurance – it is unacceptable for a body other than the operator to hold insurance to cover passengers.

Passenger liability insurance must cover every aircraft authorised on an AOC to carry passengers, even if some aircraft are not currently used to carry passengers (eg where aircraft have been sold, are unserviceable, and so on).

Operators are responsible for ensuring that a current certificate

of compliance is continuously in place while the operator conducts commercial passenger carrying operations.

To avoid having to delay operations when certificates come up for renewal, CASA recommends that operators submit their application for a new certificate to CASA no less than three business days before the expiry of an existing certificate. CASA's carriers' liability insurance unit will respond promptly during normal business hours to any application for the issue or renewal of a certificate.

For questions regarding carriers' liability insurance contact CASA's insurance helpline on 131 757.

* *The Civil Aviation (Carriers' Liability) Act 1959 and complementary legislation in each state imposes requirements to hold insurance on the operator of every commercial passenger carrying operation.*

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Cooma MBZ	✓			Emerald CTAF			✓
Deniliquin CTAF			✓	Gladstone MBZ			✓
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Glenbrook HLS		✓		Hughenden CTAF			✓
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Moruya CTAF			✓	Mt Isa MBZ			✓
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Wagga Wagga MBZ			✓	Rockhampton MBZ			✓
Victoria							
Bendigo CTAF		✓		Roma CTAF			✓
Horsham CTAF			✓	Toowoomba CTAF			✓
Latrobe Valley CTAF			✓	Townsville MBZ			✓
Lilydale CTAF			✓	Windsor CTAF			✓
Mildura MBZ			✓	Winton CTAF			✓
Portland CTAF			✓	Whitsunday MBZ			✓
Shepparton CTAF			✓	Western Australia/Indian Ocean			
Swan Hill CTAF			✓	Albany MBZ			✓
South Australia							
Cadney Homestead		✓		Broome MBZ			✓
Kingscote MBZ			✓	Christmas Is MBZ			✓
Leigh Creek CTAF			✓	Cocos Is MBZ		✓	
Moomba CTAF		✓		Derby MBZ			✓
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Olympic Dam CTAF			✓	Geraldton MBZ		✓	
Port Augusta CTAF			✓	Jandakot MBZ	✓		✓
Port Lincoln MBZ			✓	Kalgoorlie MBZ			✓
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Queensland							
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Blackall CTAF			✓	Troughton Is		✓	
Tasmania/Bass Strait							
				Devonport MBZ		✓	
				Hobart MBZ		✓	
				King Is MBZ		✓	
				Wynyard MBZ		✓	

To add your aerodrome to this list, or advise any changes, contact Brian Harris, ph 131757.

Amendments to CAOs

Aircraft equipment.

CAO 20.18. The amendment clarifies the required capabilities of certain automatic pilots, needed by aircraft engaged in specified classes of operations, as well as equipment required for flight under the Instrument Flight Rules. Commenced on 29 March 2000. **BAe Hawk Mk 127 – flight testing and flight acceptance testing.**

CAO 95.30. This section has been added to ensure British Aerospace and the RAAF are both responsible for the safe conduct in relation to the testing of the Hawk Mk 127 aircraft. Commenced on 22 April 2000.

Discussion papers

Commercial Air Transport Operations (Aeroplanes) – CASR Part 121A – Large Aeroplanes (DP00010S). Published 20 April 2000. Responses close 4 August 2000.

Notice of proposed rule making NPRM0006AS was published on 27 March titled the “Provision of information services at designated special traffic mix aerodromes as condition of an aerodrome licence”. Comments to this NPRM closed on 12 May. **Summary of responses**

None issued.

Amendments to CARs

No amendments.

Fuel contamination: Clear your tanks



CASA APPROVED procedures to clear aircraft from Ethylene diamine contamination include adding small amounts of Isopropyl Alcohol (IPA) to the aircraft fuel to scavenge residual water from the fuel system. IPA is approved by most aircraft and engine manufacturers.

However, CASA has been

advised of a few instances where IPA may have reacted with fuel system sealants and tank sloshing compounds.

Aircraft owners and operators should therefore operate their aircraft to consume fuel containing IPA, and return to normal fuel conditions within a reasonably short period of time.

Airworthiness release form to change

THE “Airworthiness tag/release Note” (form DA 1) is changing its name and format.

The new title for the form is “Authorised release certificate”. The current DA 1 form will be phased out by 1 September 2000 and the new authorised release certificate will be available for use after 1 September 2000.

The US Federal Aviation Administration 8130-3 form, the European Joint Aviation Admin-

istration form one, and others will also be changed at the same time.

The authorised release certificate will be used for the same purposes by all participating safety regulation authorities. It will still allow a release to service for manufactured products and return to service for products after maintenance.

CASA's advisory publication, CAAP 42W-2 will be changed to include amended instructions.

Australia hosts regional safety meeting

A SERIES of high level meetings of aviation leaders from across the Asia-Pacific region were held in Brisbane in March.

The meetings brought together civil aviation regulators and industry representatives from China, Japan, Indonesia, Malaysia, Singapore, New

Zealand, Australia and the US.

Issues included airline code sharing, surveillance of foreign carriers and the harmonisation of airworthiness approval tags.

The meetings were hosted by Australia's Civil Aviation Safety Authority and the US Federal Aviation Administration.

Consultative group on rule changes

A NEW group, the Standards Consultative Committee, has been set up to provide industry input to the regulator on the development of new regulations.

A total of 23 aviation related organisations are represented by

the advisory group including airlines, general aviation, aircraft engineers, pilots, airports, aircraft owners, flight instructors, sports aviation, helicopter operators, cabin crew and aviation insurers.