

Manufacturing regs to open up export markets

OVER 100 AUSTRALIAN aircraft and aeronautical product makers are working with CASA to move over to new rules designed to open up US and international markets for exports.

The new certification rules – parts 21-35 – came into effect in 1998, and gave a five-year transition period for existing manufacturers. Manufacturers who want to move to the new regulatory regime have until 30 November 2003 to make the transition.

The new rules are aligned with international standards, and govern the design, certification, manufacture, export and import of aircraft and aircraft components and products.

CASA is negotiating bilateral agreements with the US, Canada, the UK and Germany to recognise Australian products manufactured under the new rules. Plans are being

drawn up to begin talks with China and a number of South American nations.

CASA surveyed 270 certificate of approval holders involved in aircraft parts manufacturing to find out which businesses need guidance to move over to the new rules.

The survey identified 107 businesses wanting to make the transition. They cover the entire spectrum of production, from makers of metal brackets through to manufacturers of complex products. Tailored workshops will be run over the next two months to help businesses make the transition.

For advice on moving to the new rules, call 131 757 (local call) and ask for one of CASA's senior manufacturing specialists: Alan Plumridge (Victoria, Tasmania, SA and WA), Wayne Moore (ACT and NSW) or Barry Ogier (NT and Queensland).

Extra time for flight manuals

AIRCRAFT REGISTRATION holders have been granted a six-month moratorium by CASA to comply with new aircraft flight manuals rules that came into force on 16 August this year.

The moratorium on enforcement action by CASA applies until 31 January 2003. After that date, aircraft registration holders and pilots flying aircraft that do not comply with the new rules can be penalised.

The new rules require registration holders to provide the maker's flight manual in their aircraft, and to subscribe to the maker's flight manual amendment service.

Under the former system, some aircraft were supplied with unique Australian flight manuals (the old civil Mark 1 and 2 manuals) and CASA supplied amendments to these. Civil Mark 1 and 2 flight manuals will no longer be issued, updated or approved by CASA.

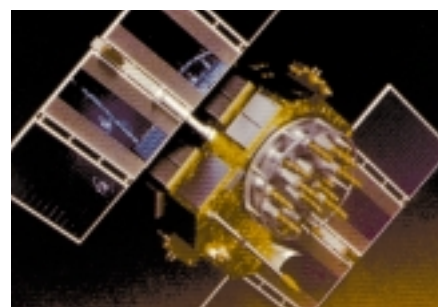
CASA will no longer notify registration

holders whenever there is a change to a flight manual. The responsibility for keeping flight manuals current now lies squarely with registration holders.

The new system speeds up the delivery of any changes to the flight manual concerning the aircraft's limitations, operating procedures and performance. More than 270 aircraft models do not need a flight manual because the aircraft were approved to a design standard that required only information placards.

The moratorium was granted because some people were having problems getting flight manuals from overseas makers in the required timeframe. Until the maker's flight manual arrives, the old flight manual can be used during the moratorium.

Guidance on how to comply with the new system is available on www.casa.gov.au/avreg/business/flightman/index.htm or by calling CASA's aircraft flight manual hotline on 1800 113 323.



New GPS standard

A NEW TECHNICAL standard for GPS units has been developed by US regulatory authorities, paving the way for GPS to be used as a sole means of navigation.

CASA has accepted the new technical standard order TSO-C146 for use in Australia. This builds on the 1993 standard, TSO-C129, which allowed for the development of a range of supplemental navigation approvals for GPS. First of type approval for new TSO-C146 GPS units in the USA is expected by end 2002.

The new standard is designed to improve accuracy, integrity and availability by using satellite based wide area augmentation systems. These are based on a series of geostationary satellites being developed by the US (WAAS), Europe (EGNOS) and Japan (MSAS).

The US WAAS system is expected to be declared operational by mid-2003. CASA specialists are researching use of the new standard as a possible long-term replacement for ADF/NDB.

GPS for IFR & night VFR

NEW STANDARDS have been approved by CASA for the use of TSO-C129 certified GPS as a substitute for DME in a range of IFR operations, and instead of ADF/NDB or VOR for night VFR.

The approvals follow a study commissioned by CASA from research and development consultants, MITRE Corporation.

Details of the approvals are being published in the AIP and associated GPS CAAP due at the end of November 2002.

For further information on GPS developments, see Flight Safety Australia's coverage on page 36.



Wrestling with the regs

After over a decade of activity with little result, the programme to reform Australia's outdated civil aviation regulations is gathering pace.

Staff writers

AUSTRALIA'S CIVIL AVIATION regulations are a mess. They have been added to and tinkered with over decades to the point where they are seen by many in industry as a near impenetrable labyrinth.

That's the key message from a survey last year by AC Nielson of some 1,500 pilots, LAMEs and aerodrome operators. The survey found that nearly half of the aviation industry people interviewed (49 per cent) had difficulty finding and understanding relevant material in the rules.

Those surveyed rated "ease of understanding" as the greatest benefit of a rewrite of the regulations, followed by removal of ambiguity.

When CASA's Deputy Director of Aviation Safety, Bruce Gemmell, was charged last year with reviewing the programme to rewrite the rules, he was prepared for the worst.

The programme had attracted strong criticism, and there were calls from some quarters for it to be disbanded altogether.

If necessary, Gemmell was prepared to recommend the rewrite be stopped.

But Gemmell's consultations with industry opinion leaders, coupled with the results of industry surveys, convinced him that the rewrite process had to continue. Australia's aviation safety rules could not remain as they were – overly prescriptive, ambiguous and difficult to interpret.

The case for continuing with the re-

write was firmly established. And a consensus had emerged about what the rewrite should deliver.

Gemmell's report recommended new regulations be guided by a simple principle, "safety through clarity". That is, the new rules should be clear, concise and unambiguous. All other objectives would be secondary.

Examining the pace of the rule rewrite, the review team was dismayed to find that the reform of the regulations had been underway since 1990 – over a decade of activity with little result.

First there was a programme to harmonise with New Zealand regulations. This was discontinued after three years. Then there was the regulatory structure validation project, which aimed to bring

could overtake the rule change process.

Not surprisingly, industry was keen that CASA get on and deliver something, even if the regulator adopted an ambitious timeframe.

Consistent with industry views, Gemmell decided to recommend the rule drafting be accelerated with a target end date of December 2003.

The CASA Board endorsed the Deputy Director's approach. But there were some industry sceptics. Could CASA really deliver on rule change proposals by the end of 2003 when it had been at it already for at least a decade with no substantial outcomes?

The results speak for themselves. Some 12 months after Gemmell's review of the programme, complete drafting of proposed rules is on track for completion by the target date.

On track: Since the Gemmell review report was endorsed in the middle of last year, 30 discussion papers and notices of proposed rule making have been released.

“ **Industry consultation has been stepped up with the appointment of an industry advocate to provide an additional avenue to raise issues.** ”

Some in industry are now complaining about an “avalanche” of proposed rules.

Gemmell is aware of the concerns, but is keen to remain on track: “We aim to deliver as planned. While some might complain, they should realise that regulatory reform is needed, and that the vast majority of industry want to see Australia's aviation safety rules brought up to date. We can't allow this process to drag on forever.

“There will be adequate time for consultation, and implementation will be staged to allow industry sufficient time to adapt.”

In response to industry concerns, the consultation period for a series of proposed rules was recently extended for 30-60 days.

These included proposals for pilot licensing (part 61), flying training and flight crew training and checking organisations (141 and 142), air operator certification (119) and air transport operations – large aeroplanes and small aeroplanes (121A and 121B).

Industry consultation has been stepped up with the appointment of an industry advocate to provide an additional avenue to raise issues about proposed new rules.

The industry advocate is Bruce Byron, who was manager of operations for Kendell Airlines and formerly manager of regulatory compliance for the Ansett group. Contact him on 0418 690 005 or e-mail, bbyron@bigpond.com.au.


The appointment adds to existing industry consultation processes that include: the Aviation Safety Forum, a group of industry participants who provide strategic advice to the CASA Board and the Director of Aviation Safety, and the Standards Consultative Committee system, which incorporates a wide range of industry representative bodies and organisations.

Proposed rules also go through a series of steps which provide opportunities for individuals and organisations to make submissions about proposed rules. These include discussion papers and notices of proposed rule making.

New rules are also subject to parliamentary scrutiny.

Any rules that require significant change by industry and the regulator will involve a transition period of at least 12 months.

CASA will tailor transition to industry needs. This will include use of a “case management” approach in which CASA specialists will work with individual organisations to agree on a staged transition process. CASA will also provide extensive education and guidance to industry on how best to comply.



all of the relevant legislation together in the numbering format in use in the USA. It lasted for three years before being replaced by the Regulatory Framework Programme (RFP).

The RFP set about a complete review of all regulations, guided by a programme advisory panel of industry representatives. This too lasted for three years before new management became concerned that the expanding scale of the RFP was eating into high priority safety surveillance activities.

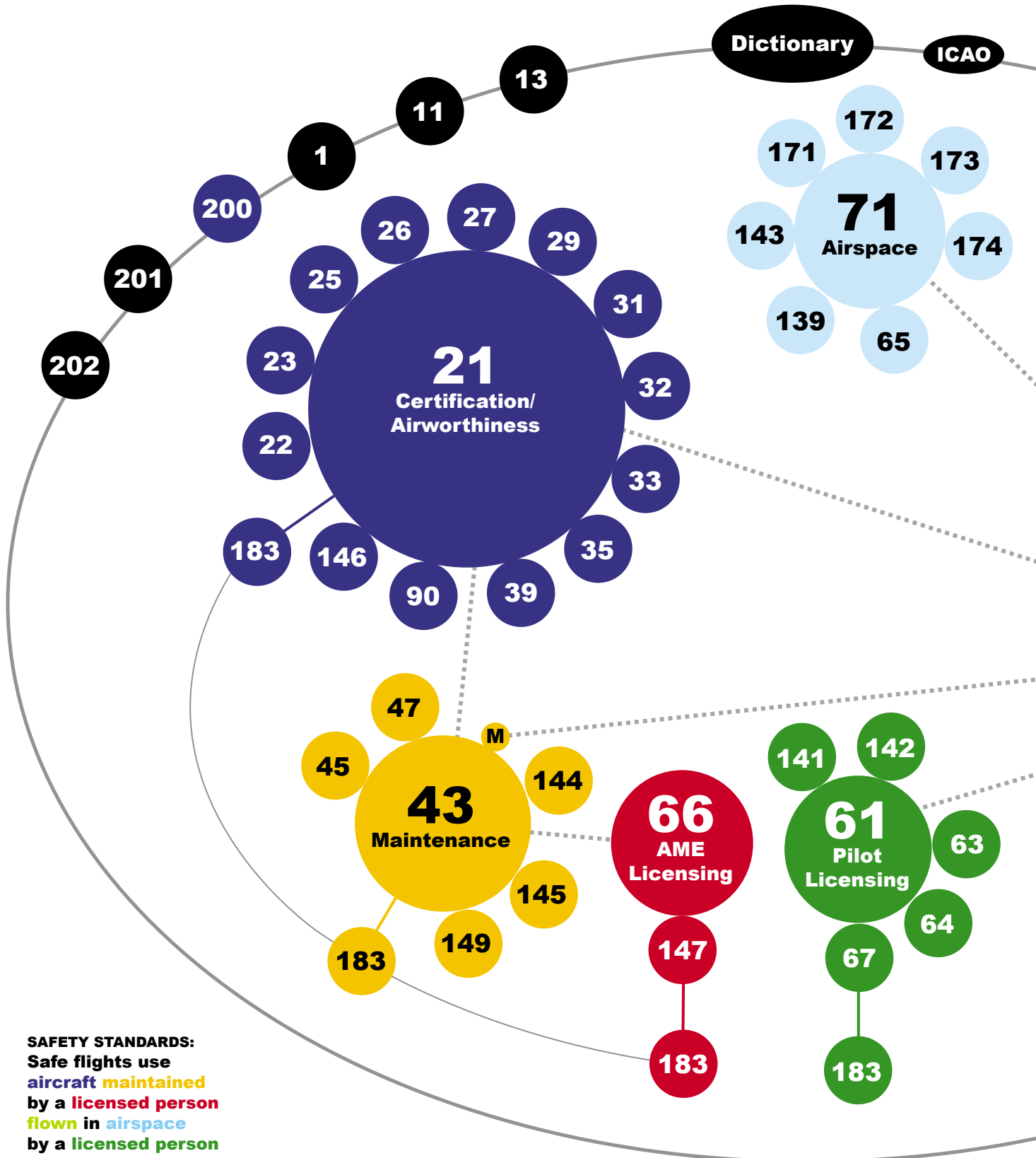
So the Regulatory Reform Programme (RRP) was born in 1999.

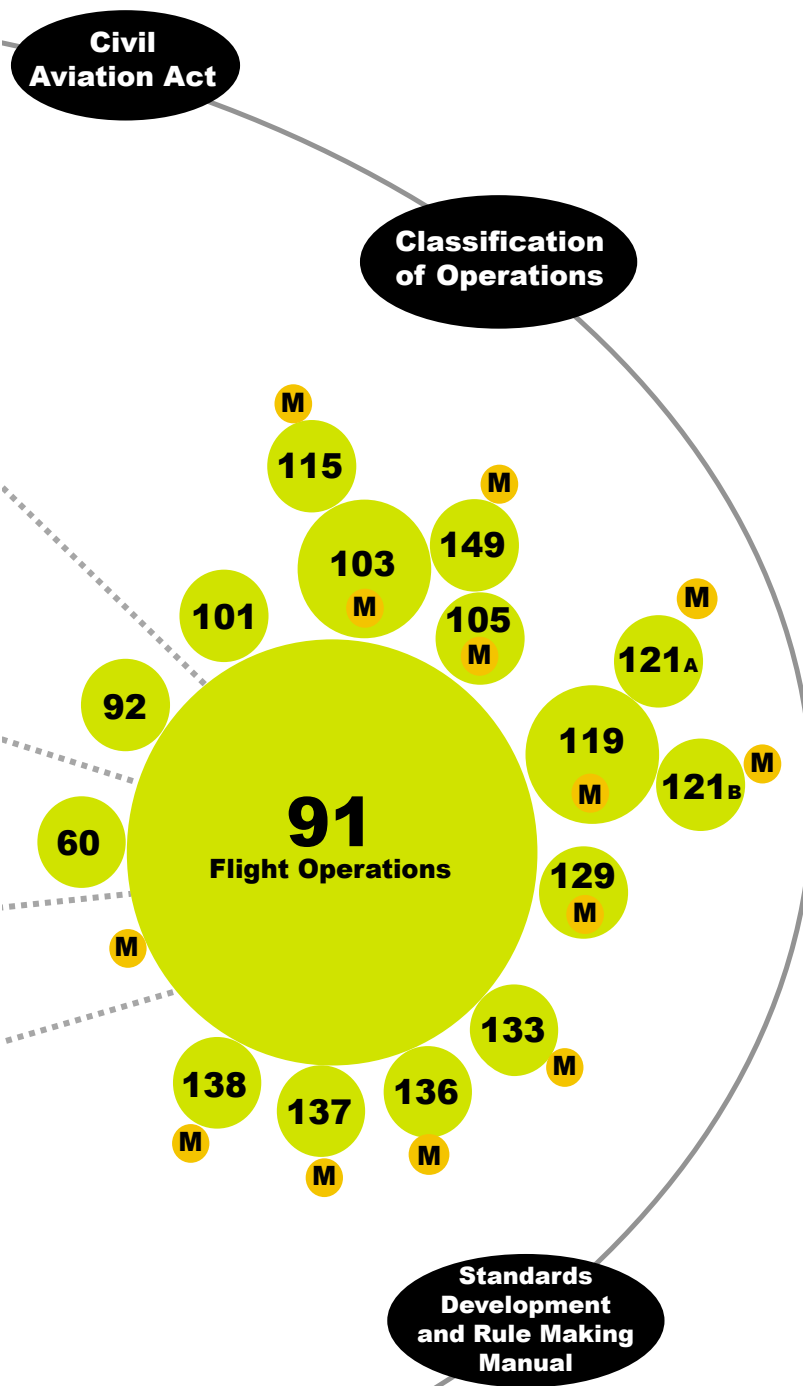
Gemmell says he noticed a disturbing pattern in the history of the regulatory review process – every two or three years a review would come along and change the direction of the programme. No wonder regulatory change had taken over a decade so far. The emphasis on clarity would focus the work already done, and provide guidance to the process.

But what about the pace of the programme? Another three years of regulatory discussion would run the risk of further policy and industry change that

Structure of the new rules

The groups of related parts reflect the US numbering system





CASR No.	Title
Part 11	Regulatory administrative procedures
Part 13	Enforcement
Parts 21-35	Certification and airworthiness requirements/standards for aircraft and parts
Part 24	Airworthiness standards for sport aviation aircraft
Part 39	Airworthiness directives
Part 43	Maintainers' responsibilities
Part 45	Display of nationality and registration marks
Part 47	Registration of aircraft and related matters
Part 60	Synthetic training devices
Part 61	Pilot licensing
Part 63	Flight crew licensing (other than pilots)
Part 64	Ground authorisations
Part 65	Air traffic services licensing
Part 66	Maintenance personnel licensing
Part 67	Medical
Part 71	Airspace
Part 90	Additional airworthiness requirements
Part 91	General operating and flight rules, plus subpart M (airworthiness and maintenance control)
Part 92	Consignment and carriage of dangerous goods
Part 101	Unmanned aircraft and rocket operations
Part 103	Sport and recreational aviation operations
Part 105	Sport and recreational parachuting from an aircraft - certification and operations
Part 115	Operating sport and recreational aviation aircraft in non-recreational activities
Part 119	Air operator certification - air transport
Part 121A	Air transport operations - large aeroplanes, plus subpart M (airworthiness and maintenance control)
Part 121B	Air transport operations - small aeroplanes, plus subpart M (airworthiness and maintenance control)
Part 129	Air operator certification - foreign operators
Part 133	Air transport and aerial work operations - rotorcraft, plus subpart M (Airworthiness maintenance control)
Part 136	Aerial work operations (excluding those covered by 133, 137, 138, 141 & 142), plus subpart M (Airworthiness maintenance control)
Part 137	Aerial agriculture operations (excluding those covered by Part 133), plus subpart M (Airworthiness and maintenance control)
Part 138	Search and rescue operations, plus subpart M (Airworthiness maintenance control)
Part 139	Aerodromes, plus subpart H - Aerodrome rescue and fire fighting service
Part 141	Flight training organisations
Part 142	Training and checking organisations
Part 143	Air traffic services training providers
Part 144	Product distribution organisations
Part 145	Maintenance organisations
Part 146	Design approval organisations
Part 147	Maintenance training organisations
Part 149	Recreational aviation administration organisations
Part 171	Aeronautical telecommunication service and radio navigation service providers
Part 172	Air traffic service providers
Part 173	Instrument flight procedure design
Part 174	Aviation meteorological services
Part 183	Authorised representatives (airworthiness, engineering, medical)

New rules for old

The list of corresponding Civil Aviation Regulations (CARs) and Civil Aviation Orders (CAOs) that are brought together under the new rules is not necessarily complete. Only the main applicable CARs and CAOs are shown.

New rules

The main existing rules

Part 11 Regulatory Administrative Procedures	CAR 1988: 2, 4, 5, 5A, 6, 7, & 308
Part 13 Enforcement	CAR 1988: Parts: 16, 17, 18, 19 Regulations: 33, 5.38, 5.39, 107, 117,
Part 21-35 Certification and Airworthiness	In relation to design standards, certificates of type approval, certificates of airworthiness Requirements / Airworthiness Standards CAR 1988: 20A - 28 Associated CAOs In relation to certificates of approval for manufacturing of aircraft and aircraft components CAR 1988: 30, 30A & 30B, CAO: 95 series
Part 39 Airworthiness Directives	CAR 1988: 37A Division 7 Provisions for exemptions and variations
Part 43 Maintainer's Responsibilities	CAR 1988: 2, 6, 35, 36, 42, 43, 57, 283 Schedule: 5 - CASA Maintenance, 6 - CASA System of Certification, 7 - Maintenance that must not be carried out on a Class B Aircraft by a person referred to in Para 42ZC (4) (b) & 8 - Maintenance that may be carried out on a Class B Aircraft by a pilot entitled to do so under sub-regulation 42ZC (4) CAO: 20.18, 100.5, 100.7, 100.90, 108.56 CAAP: 42W-1 AD's: AD/INST/9 & AD/RAD/47
Part 45 Display of Nationality and Registration Marks	CAR 1988: Part 3: Registration and Marking of Aircraft
Part 47 Registration of Aircraft and related matters	CAR 1988: 7A, 8, 9, 10, 11, 12, 13, 13A, 13B, 13C, 13E, 13F, 13G, 13H, 13I, 13L, 13M, 13N, 13O, 13P, 13Q, 13R, 13S, 13T, 14
Part 60 Synthetic Training Devices	CAO: 45.0
Part 61 Pilot Licensing	CAR 1988: Part:5: Qualifications of Flight Crew CAO: 40.0.0, 40.1.0, 40.2.1, 40.2.2, 40.2.3, 40.3.0, 40.3.7, 40.4.0, 40.4.2, 40.4.3, 40.6, 40.7, 40.8.3
Part 63 Flight Crew Licensing (other than pilots)	CAR 1988: Part 5: Qualifications of Flight Crew CAO: 40.3.0, 40.3.1
Part 64 Ground Authorisations	CAR 1988: Part 8: Radio Systems for use in, or in connection with, Aircraft CAO: 20.22, CAAP Airways – 3(0)
Part 65 Air Traffic Services Licensing	CAR 1988: 102, 103, 104, 106 – 114, 116 – 118, 263 (1)(d) & (e)
Part 66 Maintenance Personnel Licensing	CAR 1988: 2, 31, 32, 33, 299, 302, CAO: 100.23, 100.24, 100.27, 100.28, 100.91,
Part 67 Medical	CAR 1988: Part 6: Medical Schedule 1: Medical Standards
Part 71 Airspace	Part 71 is a new Part
Part 90 Additional Airworthiness Requirements	CAO: 105. AD/GENERAL schedule
Part 91 General Operating and Flight Rules	CAR 1988: 3, 5, 21, 35, 50, 82, 92, 93, 99, 100, 133, 138, 139, 140, 141, 143, 144, 145, 147, 149, 150, 151, 153, 155, 156, 157, 158, 159, 161, 162, 163, 166, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 186, 187, 188, 191, 192, 193, 195, 196, 206, 207, 208, 215, 221, 224, 225, 230, 231, 232, 233, 234, 238, 239, 241, 243, 244, 248, 249, 250, 251, 252, 253, 255, 256, 257, 262, 291, 299, 309, 321. CAO: 20.2, 20.3, 20.4, 20.7, 20.9, 20.11, 20.13, 20.16, 20.18, 29.4, 29.5, 40, 95.7 105/AD/GEN65 CAR/FAR 23, 25 CAR (1998) Pt 21 ICAO & Regional Agreement, Annex 6 AIP's, ENR 1.1 & 1.2 ANA Part 2A
Part 91 Subpart M General Operating and Flight Rules - Airworthiness and Maintenance Control	CAR 1988: 37, 38, 39, 41, 42, 42A, 42B, 42C, 42CA, 42CB, 42J, 42M, 42L, 42R, 42ZD, 42ZE, 42ZN, 43B, 48, 50, 50A, 133, 233. CAO: 100.5. Schedule: 5 - CASA Maintenance Manual. 8 - Maintenance that may be carried out on a Class B Aircraft by a pilot entitled to do so under sub-regulation 42ZC (4) AD/ENG/4
Part 92 Consignment and Carriage of Dangerous Goods	CAR 1988: Part 15: Dangerous Goods Regulations: 262A to 262V Civil Aviation Act 1988: Section 23B
Part 101 Unmanned Aircraft and Rocket Operations	CAR 1988: 137, 260, 296 CAO: 95.14, 95.15, 95.21
Part 103 Sport and Recreational Aviation Operations	CAR 1988: 58, 200, 259 CAO: 95.4, 95.8, 95.10, 95.32, 95.54, 95.55, 100.17
Part 105 Sport and Recreational Parachuting from an Aircraft – Certification and Operations	CAR 1988: 152 CAO: 29.1.0, 29.1.1, 29.1.2, 29.1.3
Part 115 Operations using Sport Aviation Aircraft for Non-Recreational Activities	CAR 1988: 58 CAO: 95.4.1, 95.53
Part 115 Subpart M Operations using Sports Aviation Aircraft for Non-Recreational Activities – Airworthiness and Maintenance Control	Currently commercial balloon operators are required to maintain their aircraft as a Class B aircraft.
Part 119 Air Operator Certification – Air Transport	CAR 1988: 42ZV, 42ZW, 42ZX, 42ZY, 42ZZ, 42ZZA, 206, 207, 212, 213, 215 CAO: 82.0, 82.1, 82.5, 82.7
Part 121A Air Transport Operations - (Large Aeroplanes)	CAR 1988: 2, 5, 21, 36, 37, 50, 92, 120, 138, 139, 171, 172, 174, 175, 176, 177, 178, 179, 181, 196, 198, 215, 216, 217, 220, 221, 224, 227, 228, 232, 233, 235, 238, 239, 241, 244, 249, 253, 254, 255, 257, 259, 262, 286, & 309 CAO: 13.3, 16.1, 20.4, 20.7, 20.9, 20.11, 20.16, 20.18, 29.8, 29.16, 40.1, 48, 82.0, 82.1, 82.3, 82.5, 100.5, 100.7, 103.19 AAC 1-116 Act 23A AD/GEN/2.2, AD/GEN/61, AD/GEN/65, AD/GEN/69, AD/GEN/4B, AIP ENR 1.1, 1.2, 1.4, 1.5, 1.10, 1.13, & 1.14. AIP 2.2, AIP GEN 1.5 ANA Article 29, 2A ANRs: 25, 33, 38, & 39 ACOM CAAPs: 92A-1, 215-1, RNP 10-1, 234-1, & 235-1 ERS A GEN.

121A Subpart M Air Transport Operations (Large Aeroplanes) – Airworthiness and Maintenance Control	CAR 1988: 37, 38, 39, 40, 42J, 42L, 42M, 42Q, 42R, 42T, 42ZC, 42ZD, 42ZE, 42ZN, 42ZV, 42ZY, 42ZW, 43, 49, 50, 50A, 50D, 51, 51A, 51B, 52, 133, 214, 248, CAO: 20.18, 100.5, 100.7 Schedule 9: Maintenance Control Manual and Maintenance Controller
Part 121B Air Transport Operations (Small Aeroplanes)	CAR 1988: 2, 15, 21.176, 36A, 37, 92, 92A, 120, 138, 139, 172, 174A, 174B, 175A, 176A, 177, 178, 179, 181, 181A, 196, 198, 208, 215, 216, 217, 218, 219, 221, 224, 227, 228, 232, 233 (1)(h), 235, 238, 239, 241, 242, 244, 249, 254, 255, 257, 302, CAO: 5.106, 5.107, 5.167, 5.168, 20, 20.4, 20.7, 20.8, 20.9, 20.11, 20.11.5, 20.11.7, 20.11.8, 20.11.14.6, 20.16, 20.16.1, 20.16.3.4.3, 20.16.3.6, 20.16.3.9, 20.16.3.15, 20.18 including Appendices I, II, & V, 20.18.1(e), 20.18.4, 20.18.6, 20.18.7, 20.18.8, 20.18.9, 26.3.12, 26.3.14, 26.3.15, 29.16.3.9, 40.1.0, 40.1.5, 40.3.0, 48, 82, 82.0 Appendix 1, 82.0.3A, 82.0.4, 82.1, 82.2.2, 82.3, 82.3 Appendix 1, 82.3.2, 82.3.5, 82.3.5B, 82.3.6, 82.3.8, 82.3.9, 100.7, 105 AD/GEN/4B, AIP/GEN/1.5.1, AIP/GEN/1.5.2, AIP/GEN/1.5.4, AD/GEN/65, AD/GEN/69, AIP ENR 1.1.69, 1.1.69.2.1, 1.1.69.11, 1.4, 1.5, 1.5.4.2.2, 1.10.2, 1.10.2.18, 1.14 AAC 1-116, AOCM, ANR 25, 33 CAAP RNP 10-1, 92A-1, 234-1, 235-1
Part 121B Subpart M Air Transport Operations (Small Aeroplanes) – Airworthiness and Maintenance Control	CAR 1988: 37, 38, 39, 40, 42, 42J, 42L, 42M, 42R, 42T, 42ZC, 42ZD, 42ZE, 42ZN, 42ZV, 42ZY, 42ZW, 43, 49, 50, 50A, 50D, 51A, 51B, 52, 133, 214, 248 CAO: 20.18, 100.5, 100.7 Schedule 9 – Maintenance Control Manual and Maintenance Controller
Part 129 Air Operator Certification – Foreign Operators	CAR 1988: 29
Part 133 Air Transport and Aerial Work Operations (Rotorcraft)	CAR 1988: 37, 42J, 42K, 42L, 42M, 42N, 42P, 42Q, 42R, 42S, 50A, 50B, 50C, 50D, 51, 51A, 51B, 52, 52A, 52B, 53, 78, 79, 80, 92, 120, 138, 139, 177-205A, 215, 217, 218, 219, 220, 221, 233, 235, 251, 256, 301 CAO: 20.9, 20.10, 20.11, 20.16, 20.18, 20.21, 29.6, 29.11, 40.3, 82, 95.7, 95.7.2, 95.7.3
Part 133 Subpart M Air Transport and Aerial Work Operations (Rotorcraft) – Airworthiness and Maintenance Control	CAR 1988: 37, 39, 38, 40, 42, 43, 50, 51, 52, 133, 248, 214, CAO: 20, 100, Schedule 9 – Maintenance Control Manual and Maintenance Controller AD/ENG/5
Part 136 Aerial Work Operations (excluding those covered by Part's 133, 137, 138, 141 & 142)	CAR 1988: 37, 42J, 42K, 42L, 42M, 42N, 42P, 42Q, 42R, 42S, 50A, 50B, 50C, 50D, 78, 79, 80, 139
Part 136 Subpart M Aerial Work Operations (excluding rotorcraft) – Airworthiness and Maintenance Control	(As for Part 91M) CAR 1988: 37, 38, 39, 41, 42, 42A, 42B, 42C, 42CA, 42CB, 42J, 42M, 42L, 42R, 42ZD, 42ZE, 42ZN, 43B, 48, 50, 50A, 133, 233, CAO: 100.5, Schedule: 5 - CASA Maintenance Manual 8 – Maintenance that may be carried out on a Class B Aircraft by a pilot entitled to do so under sub-regulation 42ZC (4)AD/ENG/4
Part 137 Aerial Agriculture Operations (other than rotorcraft)	CAR 1988: 37, 42J, 42K, 42L, 42M, 42N, 42P, 42Q, 42R, 42S, 78, 79, 80, 139 CAO: 20.21, 29.3, 29.1.0
Part 137 Subpart M Aerial Agriculture Operations (excluding those covered by Part 133) – Airworthiness and Maintenance Control	CAR 1988: Part 39 AD/ENG/5 (As for Part 91M) Civil Aviation Regulations (CAR) 1988: 37, 38, 39, 41, 42, 42A, 42B, 42C, 42CA, 42CB, 42J, 42M, 42L, 42R, 42ZD, 42ZE, 42ZN, 43B, 48, 50, 50A, 133, 233, Schedule: 5 - CASA Maintenance Manual 8 – Maintenance that may be carried out on a Class B Aircraft by a pilot entitled to do so under sub-regulation 42ZC (4) AD/ENG/4
Part 138 Search and Rescue Operations	CAR 1988: 37, 42J, 42K, 42L, 42M, 42N, 42P, 42Q, 42R, 42S
Part 138 Subpart M Search and Rescue Operations – Airworthiness and Maintenance Control	(As for Part 91M) CAR 1988: 37, 38, 39, 41, 42, 42A, 42B, 42C, 42CA, 42CB, 42J, 42M, 42L, 42R, 42ZD, 42ZE, 42ZN, 43B, 48, 50, 50A, 133, 233, CAO: 100.5, Schedule: 5 - CASA Maintenance Manual 8 – Maintenance that may be carried out on a Class B Aircraft by a pilot entitled to do so under sub-regulation 42ZC (4) AD/ENG/4
Part 139 Aerodromes	CAR 1988: 88, 89, 89A, 89B, 89C, 89D, 89E, 89F, 89G, 89H, 89I, 89J, 89K, 89L, 89M, 89N, 89O, 89P, 89Q, 89R, 89S, 89T, 89U, 89V, 89W, 89X, 89Y, 89Z, 89ZA, 89ZB, 89ZC, 235A CAO: 92.1, 92.2, 92.3 Schedule 10 – Particulars to be included in an Aerodrome Manual Schedule 11 – Aerodrome Safety Inspections
Part 139 Subpart H Aerodrome Rescue and Fire Fighting Service	Draft Regulatory Arrangements and Standards (LIP) ICAO Annex 14, Ch 9 (Standards and Recommended Practices) ICAO Airports Services Manual, Part 1, rescue and fire fighting ICAO Training Manual, Part E-2, Aerodrome fire service personnel Airways Operations Instructions Vol. 1, Facs 4-1, Domestic, Establishment & disestablishment criteria for ARFFS
Part 141 Flight Training Organisations	CAO: 80.1 series.
Part 142 Training and Checking Organisations	CAR 1988: 217
Part 143 Air Traffic Services Training Providers	Part 143 is a new Part
Part 144 Product Distribution Organisations	CAR 1988: 30 CAO: 101.16, 104.0, 104.1
Part 145 Maintenance Organisations	CAR 1988: 2, 30, 30A, 30B, 42ZC, 42ZD, 42ZE, 42ZN, 51, 51A, 51B, 282, 301, CAO: 100.5, 100.16, 104.0, 104.1 Schedule 6: - CASA System of Certification of Completion of Maintenance
Part 146 Design Approval Organisations	CAR 1988: 30 (in relation to design organisations and authorisation for design approvals)
Part 147 Maintenance Training Organisations	CAR 1988: 2, 30, 30A, 30B, 282, 298A, 298B, 298C, 301 CAO: 100.5, 104.0, CAAP 30-1 (advisory material)
Part 149 Recreational Aviation Administration Organisations	No current legislation in place, however the existing organisations are identified in the 95 series CAOs
Part 171 Aeronautical Telecommunications and Radio navigation Service Providers	Part 171 is a new Part
Part 172 Air Traffic Services Providers	Part 172 is a new Part
Part 173 Instrument Flight Procedure Design	CAR 1988: 178
Part 174 Aviation Meteorological Services	CAR 1988: 120
Part 183 Authorised Representatives (Airworthiness / Engineering)	CAR 1988: 6, 6A, 7