

Industry asked to speak up on fault system

THE AVIATION industry is being asked for its views on CASA's Service Difficulty Reporting (SDR) system. As part of an ongoing review of SDRs, CASA has engaged consulting firm PricewaterhouseCoopers to conduct a confidential online survey during April and May.

The review aims to find ways to improve the effectiveness of the airworthiness fault reporting system.

The SDR system – previously known as the Major Defect Report system – is a key tool in CASA's efforts to keep aviation safe.

CASA requires timely and accurate aircraft and component fault reports in order to identify and monitor safety trends.

Understanding the cause of aircraft and component problems often leads to the issue of Airworthiness Directives or Bulletins that tell aircraft operators and maintenance organisations how to deal with faults.

CASA also brings problems to the attention of manufacturers in Australia and overseas. In recent months, CASA has alerted major international manufacturers

to emerging problems with their products, ahead of leading overseas safety regulators. Despite the system's success, reports by pilots, aircraft operators and maintenance organisations are dropping off, even though Australia's aircraft fleet is aging and aircraft numbers and hours flown are increasing.

Everyone is invited to complete the brief online survey at www.pwcglobal.com/au/surveys/casa/ It asks about the value of the current reporting system, CASA's feedback on faults, and ideas for improvement.



English testing to become mandatory

AEROPLANE and helicopter pilots and air traffic controllers will be assessed for English proficiency under new rules developed by the International Civil Aviation Organization (ICAO).

ICAO representative Paul Lamy said native English speakers and highly-proficient non-native speakers were considered to be at the expert level and could be assessed during a normal flight test. The test would ensure they spoke English using a dialect or accent understandable to the aeronautical community and would only need to be taken once.

Other people will have to be formally tested and will need to qualify to an "operational level" to be authorised to fly in airspace in which English is used. Their knowledge of English will need to be re-tested regularly. The rule will apply to all ICAO's 188 member states and is contained in an amendment to the organization's "International Standards and Recommended Practices for Personnel Licensing". The new rule will become a Recommended Practice on 28 November 2003 and an International Standard on 5 March 2008.

ORs for courses on the internet

AN ONLINE Response System (ORS) has been created to improve consultation in the Civil Aviation Safety Authority's Regulatory Reform Program.

The new electronic system enables people to respond to CASA's discussion papers and Notices of Proposed Rule Making (NPRMs) using an interactive form on the CASA website.

The traditional methods of responding to discussion papers and NPRMs – by free post, fax and email – continue.

Kim Cassell, CASA's Online Response System project manager, said the ORS aims to encourage a higher level of industry participation and enable CASA staff to better manage the data and feedback generated from discussion papers and NPRMs.

Ms Cassell said the new system would be especially useful in the preparation of Summary of Response documents. "The ORS will enable greater transparency in the consultation process and this should be reflected in the Summary of Responses," she said.

To comment on CASA's current proposals using the interactive online response form, visit www.casa.gov.au/avreg/newrules/casr/onlineform.htm



Online rules help

UNDERSTANDING and following Australia's current aviation safety rules is becoming easier as a result of new online information from the Civil Aviation Safety Authority.

CASA is publishing a series of aviation rulings on its web site to help people in the aviation industry continue to meet Australia's high air safety standards. The rulings set out CASA's policy on practical issues that are commonly raised by the aviation industry.

They use easy-to-understand language to explain CASA's policy and interpretation of the relevant aviation safety legislation and regulations. The rulings will also be used by CASA staff when reviewing activities by air operators, maintenance organisations and individuals.

The first six aviation rulings cover: classification of charitable operations, use of electronic documentation to comply with legal requirements for both air operators and maintenance organisations, classification of aerial baiting operations, issues relating to pilots carrying out maintenance, and the recognition of New Zealand aircraft maintenance engineer licences.

The rulings are on CASA's web site at: www.casa.gov.au/avreg/rules/Rulings/

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FLOT CONFERENCE 2003

REGULATORY EVOLUTION-SAFETY REGULATION FOR THE NEXT GENERATION



MORE THAN 1,000 people took part in the first Flight Crew Licensing, Operations and Training (FLOT) Conference, which opened in Sydney on March 3. Over 300 people attended the conference, at the Sydney Convention Centre, with more than 700 others participating via the internet.

The size of the combined audience and the high level of constructive participation made the FLOT Conference the biggest and most effective aviation summit ever held in Australia.

Under the microscope were the proposed new regulations covering flying operations, training and licensing.

The conference was run over three days, with half-day plenary sessions at the start and finish, and workshops for detailed discussions on the various regulatory parts in between.

This gave delegates a chance to hear the overview of discussions on all the proposed parts, and to participate in workshop sessions.

People logging in on the web could see and hear the plenary sessions and one workshop covering each part.

They also had the opportunity to ask questions and make comments as the conference progressed, using a dialogue "chat" box at the bottom of their computer screens.

"The feedback from industry people was fantastic and there was a great range of discussion," said Patrick Murray, who chaired the sessions on flight crew licensing.

"We had about 50 people participating

**“ Under the microscope
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in each session and the debate was vibrant and, at times, enlightening.

"The legal drafting style of many of the regulations was criticised, although it was generally recognised the proposed regulations are better than the ones we currently have."

Flying instructor, Bernie Sarroff, said he would happily take part in another conference on the new regulations.

"The three days were a great investment in getting better regulations in the future and I'd certainly do it again," he said.

"Both inside the formal sessions and during the breaks, the exchange of views was positive and worthwhile."

Devil in the detail: John Willis, who chaired the flight training sessions, said the conference was a useful part of the regulatory reform process.

"There were areas where we all violently disagreed with CASA and others where we were in violent agreement," Mr Willis said. "There was a common view that the proposed regulations present a simpler process for flight training certification than

presently available. But we are concerned that a lot of the detail has not yet been presented to us and the devil is always in the detail.

"Despite this there was a high level of discussion and very constructive suggestions and criticisms.

"I think CASA did a great job in organising the conference and it has moved the regulatory reform process ahead in a positive way."

Phil Hurst, of the Aerial Agriculture Association of Australia, agreed that it had been difficult to see the full details of the proposed regulations.

"In our sessions a lot of people had simply not seen the latest version of the draft regulations and so couldn't get across the details in the time available," he said.

See FLOT on the web

THE ONLINE broadcast of the Flight Crew Licensing, Operations and Training conference is now replayable through CASA's website. At <http://www.casa.gov.au/hotopics/seminars/fLOT.htm>, you can view the interactive web broadcast and download workshop papers and documents about the new regulations. The full broadcast includes video, audio, slide shows and interactive question and answer sessions.

A lower bandwidth broadcast is also available. It contains audio, slide shows and the question and answer sessions.



Clarifying classifications

Classifying operations is about to become a whole lot easier.

NEW CLASSIFICATIONS of aviation operations will make it easier for operators to work out whether they need to apply for, or keep, an Air Operators Certificate (AOC), according to CASA's head of operational standards.

As the classifications of operations project officer, Mike Adams prepared the new Notice of Proposed Rule Making (NPRM) which was released on 13 March. NPRM 0304OS seeks to amend Civil Aviation Regulation 206 to consolidate the four existing classifications of air service operations (regular public transport, charter, aerial work and private) into three operations: air transport, aerial work and general aviation.

The reclassification would ultimately see RPT charter operations included under air transport and all domestic cargo-only operations (in aeroplanes with a maximum take off weight equal to or less

than 5700kg, or in helicopters) reclassified as "aerial work".

Mr Adams said some operations were being over-regulated. The new rules focused on the risk associated with the activity being undertaken by the operator. These include risk to people on the ground and aircraft modifications.

"We've attempted to take out the guesswork," he said. "The NPRM table lists the activities for which you need an AOC (see diagram pages 60-61).

Mr Adams said the new classifications provided a "simpler, clearer method" of approaching the problem of classification.

"Under the current rules, if a police officer accompanies a prisoner on a medivac flight, when the officer returns alone, it becomes a charter flight. We've changed this in the new proposal. We've really tried to make it more logical and easy to understand."

Mr Adams believes CASA and industry will welcome the changes, but acknowledges there may be some contention about the proposed reclassification to aerial work of domestic cargo-only operations and the dropping of some operations from the current aerial work classification.

"The amendments to CAR 206 under consideration in the NPRM have been the subject of discussion between CASA and industry for a number of years," he said. "The proposed new air service operations classifications have been widely circulated in various discussion papers and NPRMs for the new operational CASR Parts."

The NPRM will be open for public comment until 12 May 2003. It can be viewed on the internet at <http://www.casa.gov.au/avreg/newrules/arc/nprm0304.htm> or phone 1800 687 342 for a copy. For more information, email adams_ma@casa.gov.au or phone 131 757.

Aviation activities and their current Australian classifications

TYPE OF ACTIVITY	CURRENT CLASSIFICATION	CURRENT REG	AOC REQUIRED?
Advertising			
• banner towing	Aerial Work	CAR 206 (1) (a) (v)	Yes
• dropping — see <i>Dropping</i>			
• light display	Aerial Work	CAR 206 (1) (a) (v)	Yes
• on aircraft	Aerial Work	CAR 206 (1) (a) (v)	Yes
• skywriting	Aerial Work	CAR 206 (1) (a) (v)	Yes
Aerial Advertising — see <i>Advertising</i>			
Aerial Animal Culling — see <i>Animal</i>			
Aerial Application — see <i>Agricultural</i>			
Aerial Photography — see <i>Photography</i>			
Aerial Spotting — see <i>Spotting</i>			
Aerial Stock Mustering — see <i>Animal</i>			
Aerial Surveying — see <i>Surveying</i>			
Aerobatic Display — see <i>Display</i>			
Air Display — see <i>Display</i>			
Agricultural			
• chemical spraying	Aerial Work	CAR 206 (1) (a) (iii)	Yes
• seeding	Aerial Work	CAR 206 (1) (a) (iii)	Yes
• solids application	Aerial Work	CAR 206 (1) (a) (iii)	Yes
• if on land owned and occupied by aircraft's owner	Private	CAR 2 (7) (d) (iii)	No
Airline — see <i>Passenger-carrying and Cargo- or Goods-carrying</i>			
Ambulance and Medical Services	Aerial Work	CAR 206 (1) (a) (vii)	Yes
Animal			
• aerial stock mustering	Aerial Work	CAR 206 (1) (a) (ix)	Yes
• aerial stock mustering if on land owned and occupied by aircraft's owner	Private	CAR 2 (7) (d) (viii)	No
• culling/anaesthetising	Aerial Work	CAR 206 (1) (a) (ix)	Yes
• live capture	Aerial Work	CAR 206 (1) (a) (ix)	Yes
• transport	Charter	CAR 206 (1) (a) (viii)	Yes
	Aerial Work	CAR 206 (1) (b) (i)	Yes
	Private	CAR 2 (7) (d) (v)	No
Medical — see <i>Ambulance and Medical Services</i>			
Parachuting*	Private	CAR 2 (7) (d) (viii)	No
Passenger-carrying			
• for hire or reward, fixed schedules/terminals/routes, for persons generally	RPT	CAR 206 (1) (c)	Yes
• for hire or reward, scheduled, not available to persons generally	Charter	CAR 206 (1) (b) (ii)	Yes
• non-scheduled, for hire or reward	Charter	CAR 206 (1) (b) (i)	Yes
• non-scheduled, no public notice, 6 POB max and all are "cost-sharing" flight costs (no other payments to crew)	Private	CARs 2 (7) (d) (va), 2 (7A)	No
• without charge	Private	CAR 2 (7) (d) (v)	No
• under CAR 262AM (7)	Unclassified	CAR 206 (1A)	No
Photography			
• low level filming	Aerial Work	CAR 206 (1) (a) (iv)	Yes
• media link transmission	Aerial Work	CAR 206 (1) (a) (iv)	Yes
• still and motion	Aerial Work	CAR 206 (1) (a) (iv)	Yes
• TV news	Aerial Work	CAR 206 (1) (a) (iv)	Yes
• if no remuneration received by pilot/owner/instigator	Private	CAR 2 (7) (d) (iv)	No
Police Operations — see <i>Surveying</i>			
Power Line			
• stringing	Aerial Work	CAR 206 (1) (a) (ix)	Yes
• maintenance	Aerial Work	CAR 206 (1) (a) (ix)	Yes
• cleaning	Aerial Work	CAR 206 (1) (a) (ix)	Yes
Rapelling — see <i>Hoisting/Winching/Rapelling</i>			
Search & Rescue (SAR) — see <i>Hoisting/Winching, Spotting, Surveying</i>			
Spotting			
• coastal surveillance — see <i>Surveying</i>			
• fauna	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• flood	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• flora	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• fire	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• marine life	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• pollution/oil spills	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• radio tracking	Aerial Work	CAR 206 (1) (a) (ii)	Yes
• if no remuneration received by pilot/owner/instigator	Private	CAR 2 (7) (d) (ii)	No

Cargo- or Goods-carrying

- for hire or reward, fixed schedules/terminals/routes, on behalf of persons generally RPT CAR 206 (1) (c) Yes
- for hire or reward, scheduled, not available to persons generally Charter CAR 206 (1) (b) (ii) Yes
- for hire or reward, non-scheduled Charter CAR 206 (1) (b) (i) Yes
- for trade and owned by pilot/owner/hirer, non-scheduled Aerial Work CAR 206 (1) (a) (viii) Yes
- carriage not charged Private CAR 2 (7) (d) (v) No
- not for trade Private CAR 2 (7) (d) (vi) No

Charter — see *Passenger-carrying and Cargo- or Goods-carrying*

Conversion Training — see *Training*

Customs Operations — see *Surveying*

Display Unclassified No

Dropping

- animal baiting — see *Agricultural*
- cloud seeding Aerial Work CAR 206 (1) (a) (ix) Yes
- food and fodder — see *Agricultural*
- forest ignition incendiaries (see also *Agricultural*) Aerial Work CAR 206 (1) (a) (ix) Yes
- marine environmental studies Aerial Work CAR 206 (1) (a) (ix) Yes
- messages (see also *Advertising*) Aerial Work CAR 206 (1) (a) (v) Yes
- parachutes equipment and personnel* Private CAR 2 (7) (d) (viii) No
- water and fire retardant (see also *Agricultural*) Private CAR 2 (7) (d) (viii) No
- **water and fire retardant (see also *Agricultural*)** Aerial Work CAR 206 (1) (a) (ix) Yes

Emergency Services — see *Ambulance and Medical Services, Search & Rescue (SAR), Dropping*

Environmental

- oil and chemical dispersants (see also *Agricultural*) Aerial Work CAR 206 (1) (a) (ix) Yes

External (Underslung) Loads — see *Cargo- or Goods-carrying*

Ferry Flight Private CAR 2 (7) (d) (viii) No

Freight — see *Cargo- or Goods-carrying*

Frost Dispersion Aerial Work CAR 206 (1) (a) (ix) Yes
 Private CAR 2 (7) (d) (viii) No

Hoisting/Winching/Rapelling (under a CAR 250 permission) Aerial Work CAR 206 (1) (a) (ix) Yes
 Private CAR 2 (7) (d) (viii) No

Surveying

- bushfire reconnaissance Aerial Work CAR 206 (1) (a) (i) Yes
- environmental studies Aerial Work CAR 206 (1) (a) (i) Yes
- fauna Aerial Work CAR 206 (1) (a) (i) Yes
- flora Aerial Work CAR 206 (1) (a) (i) Yes
- geo/magno/spectro/seismic Aerial Work CAR 206 (1) (a) (i) Yes
- geochemical/sampling Aerial Work CAR 206 (1) (a) (i) Yes
- **PAPI and instrument approach** Aerial Work CAR 206 (1) (a) (i) Yes
- pipeline inspection Aerial Work CAR 206 (1) (a) (i) Yes
- power line inspection Aerial Work CAR 206 (1) (a) (i) Yes
- **property survey** Aerial Work CAR 206 (1) (a) (i) Yes
- **river inspections** Aerial Work CAR 206 (1) (a) (i) Yes
- surveillance Aerial Work CAR 206 (1) (a) (i) Yes

Towing

- banner — see *Advertising*
- gliders Private CAR 2 (7) (d) (viii) No
- target Aerial Work CAR 206 (1) (a) (ix) Yes

Training

- Agricultural Aerial Work CAR 206 (1) (a) (vi) Yes
- Command Instrument Rating (CIR) Aerial Work CAR 206 (1) (a) (vi) Yes
- Commercial Pilot Licence (CPL) Aerial Work CAR 206 (1) (a) (vi) Yes
- conversion Private CAR 206 (1) (a) (vi) No
- instructor training Aerial Work CAR 206 (1) (a) (vi) Yes
- Night Visual Flight Rules (NVFR) Aerial Work CAR 206 (1) (a) (vi) Yes
- Private Pilot Licence (PPL) Aerial Work CAR 206 (1) (a) (vi) Yes
- Search and Rescue Aerial Work CAR 206 (1) (a) (vi) Yes
- sport Private CAR 2 (7) (d) (viii) No
- Stock mustering Aerial Work CAR 206 (1) (a) (vi) Yes
- under CAR 262AM (2) (g) or 262AP (2) (d) Aerial Work CAR 206 (1A) No
- under Experimental Certificate per CASR 21.195A Unclassified No

Transmission Line — see *Power Line*

Transportation

- of aircraft's owner Private CAR 2 (7) (d) (i) No
- of animals — see *Animals*

UAV (Unmanned Aerial Vehicle) Aerial Work CASR 101.270, CAR 2 (7B) Op.Cert.

Winching — see *Hoisting/Winching/Rapelling*

* Refer to previously-issued NPRM 01020S *Interim Reclassification of Operations Coloured* items above are reviewed in the new NPRM 03040S *Air Service Operations*