

# Consultation Document

## Amendment of the Part 61 Manual of Standards for instrument rating and ATPL flight test standards

### Summary of MOS Amendment

July 2016

#### **Introduction**

CASA made an amendment to the Part 61 Manual of Standards (Part 61 MOS) on 24 May 2016. This amendment changed the flight test standards for the instrument rating and the air transport pilot licence with aeroplane category rating (ATPL(A)), which are prescribed in Schedule 5 of the Part 61 MOS.

#### **Purpose and scope of the amendment**

The purpose of the *Part 61 Manual of Standards Amendment Instrument 2016 (No. 1)* is to remove references to the mandatory use of azimuth guidance from certain flight test requirements under Schedule 5 of the Part 61 MOS. The requirements formerly appeared in Appendices K.1 and K.2 for ATPL aircraft category rating flight tests, and Appendix M.1 for instrument rating flight tests. The requirements are removed because approximately half of the navigation infrastructure is being progressively decommissioned from 26 May 2016 by the Navigation Rationalisation Project of Airservices Australia, which will significantly reduce the opportunity to conduct instrument approach operations using azimuth guidance indicators.

#### **Previous consultation**

Much of the public consultation on the Navigation Rationalisation Project has been carried forward with the aviation community by Airservices Australia. The consequences of the withdrawal of navigation infrastructure on flight training and flight testing have also been the subject of consultation by CASA through the Regional Airspace and Procedures Advisory Committees. CASA has consulted with various flight training operators, including at Moorabbin on 29 March 2016, when access and safety concerns regarding the reduction in infrastructure were discussed, in particular the anticipation of significant congestion at certain locations. CASA also consulted with industry operators in Tasmania and Queensland in April and May 2016, again focusing on the same access and safety concerns.

#### **Requirement for formal consultation**

Subpart 11.J of the *Civil Aviation Safety Regulations 1998 (CASR)* sets out the requirement for consultation before CASA issues a Manual of Standards (MOS). Normally, the consultation process must take place before the MOS is made; however, in certain circumstances the

CONSULTATION DRAFT FOR AMENDMENT OF THE PART 61 MANUAL OF STANDARDS FOR  
INSTRUMENT RATING AND ATPL FLIGHT TEST STANDARDS

Director of Aviation Safety may make a Determination in writing that it is necessary to issue the MOS as soon as practicable in the interests of aviation safety.<sup>1</sup> The Director of Aviation Safety made such a [determination](#) in relation to the aforementioned Part 61 MOS amendment.

CASA is required by subregulation 11.275 (3) of CASR to publish a notice about the MOS, within 28 days of making the determination, giving the information required by paragraphs 11.280 (2)(a) – (d) of CASR. This consultation document, along with the following information about the MOS, is issued for the purpose of providing such notice and complying with regulation 11.275.

The Part 61 MOS is made under regulation 61.035 of CASR and contains standards for authorisations that are granted under Parts 61 and 64 of CASR. Standards are prescribed for aeronautical knowledge, aeronautical knowledge examinations, practical competencies, flight tests, proficiency checks, flight reviews and flight tolerances. An [information sheet](#) is available on the CASA website, providing a detailed explanation of the requirements of the Part 61 MOS.

The [Part 61 Manual of Standards Amendment Instrument 2016 \(No. 1\)](#) was registered on the Federal Register of Legislation on 25 May 2016 and is also provided as Annex A to this consultation.

Annex B uses change bars to show how the amendments affect the provisions of Schedule 5. A [compiled version of the Part 61 Manual of Standards](#), which includes the incorporated amendments, is available on the Federal Register of Legislation.

Consultation on the *Part 61 Manual of Standards Amendment Instrument 2016 (No. 1)* is open for 28 days. Comments should be sent to the [Part 61 project team](#).

## Impact on industry

With the removal of many non-directional beacons (NDBs), flight tests that require approaches using azimuth guidance will become progressively less and less practicable. Such tests may even become unsafe as a result of congestion around the diminishing number of NDBs.

Before Part 61 of CASR commenced on 1 September 2014, requirements for the grant of an instrument rating did not require competency in conducting instrument approach operations using azimuth guidance indicators. A person could obtain an instrument rating using only a VOR or an NDB. The MOS amendment removes any specific requirement for flight testing to involve instrument approach operations using azimuth guidance. While this is likely to result in fewer pilots being tested for competency in approach operations using azimuth guidance, pilots are also less likely to have to rely on azimuth guidance as a primary navigation aid due to the withdrawal of NDBs.

The amendment does not remove the requirement for pilots to demonstrate competency in conducting particular kinds of instrument approach procedures. Thus, under subregulation 61.860 (5) of CASR, a pilot would only be authorised to conduct an approach using an NDB (as an example of a system which normally uses azimuth guidance) if they had received training and demonstrated competency in performing such an approach procedure.

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<sup>1</sup> Paragraph 11.275 (1) (a) of the *Civil Aviation Safety Regulations 1998*.

**Regulation impact statement**

The Office of Best Practice Regulation (OBPR) assessed the amendment and did not require the preparation of a Regulation Impact Statement (OBPR id: 20933).

**Closing date for comment**

CASA will consider all comments received as part of this consultation process. Comments on the *Part 61 Manual of Standards Amendment Instrument 2016 (No. 1)* should be forwarded to the [Part 61 project team](#) by close of business **3 August 2016**.