



Australian Government  
Civil Aviation Safety Authority

# General Aviation Workplan

2022

ISBN: 978-1-921475-92-4 (Print)  
ISBN: 978-1-921475-97-9 (PDF)

© Commonwealth of Australia 2022

Creative Comms licence



With the exception of the Coat of Arms and all photos and graphics, this publication is licensed under a Creative Commons Attribution 4.0 International Licence. The Creative Commons Attribution 4.0 International Licence is a standard form licence agreement that allows you to copy, distribute, transmit and adapt this publication provided that you attribute the work. The full licence terms are available from: [www.creativecommons.org/licenses/by/4.0/](http://www.creativecommons.org/licenses/by/4.0/).

All images: © Civil Aviation Safety Authority, unless otherwise captioned.

The Civil Aviation Safety Authority asserts the right to be recognised as the author of the original material in the following manner:

The document must be attributed as the Civil Aviation Safety Authority General Aviation Workplan 2022.

Requests and enquiries should be directed to:

Section Manager, Government & Parliamentary Services  
Civil Aviation Safety Authority  
GPO Box 2005, Canberra ACT 2601 AUSTRALIA

This content is accurate as of 1 May 2022.

2203.4396

# Contents

<b>Overview of the workplan</b>	<b>2</b>
Priorities for general aviation.....	3
Proposals and timelines.....	3
<b>Improving pilot licensing rules</b>	<b>4</b>
Overview of reforms and timeframes .....	4
Improve the competency standards for flight examiners .....	5
Expand delivery of examiner proficiency checks to industry .....	5
Expand delivery of flight examiner rating course delivery to industry .....	5
Expand privileges for Grade 1 training endorsement holders.....	6
Establish a multi-engine helicopter 'class rating'.....	6
Create a tailored pathway for task specialist pilot endorsements .....	6
Review the requirement to notify CASA of a flight test .....	7
Ongoing review of licensing and flight training regulations.....	7
Simplified and fast-tracked application and assessment process for independent flight instructors.....	7
<b>Streamlining airworthiness and maintenance</b>	<b>8</b>
Overview of reforms and timeframes .....	8
Establish new Part 43 maintenance regulations which are specifically for general aviation .....	9
Consider more progressive, less onerous maintenance licence pathways tailored for light aircraft.....	9
Create generic maintenance training requirements for legacy helicopters .....	10
Reconsider the mandatory applicability of Cessna Supplemental Inspection Documents (SIDS) .....	10
Update Part 21 regulations and manual of standards to align with international best practices.....	10
Implement proportionate continuing airworthiness regulations for non-scheduled air transport operators.....	10
<b>Simplifying health arrangements</b>	<b>11</b>
Overview of reforms and timeframes .....	11
Review Part 67 of CASR aviation medical policy.....	12
Refine CASA aviation medical policies for decision-making and certification.....	12
Amend fatigue management rules for the aerial application sector .....	12
<b>Increasing sport and recreational opportunities</b>	<b>13</b>
Overview of reforms and timeframes .....	13
Proposal to remove 'stall speed limit' for light weight aeroplanes that can be administered by ASAO .....	13
Proposal to increase access to Class C and Class D airspace for sport and recreational aviation .....	13
<b>Finalising outstanding sport and recreational aviation Manuals of Standards</b>	<b>14</b>
Overview of reforms and timeframes .....	14
Finalise rules for sport and recreation aircraft – Part 103 of CASR .....	15
Finalise rules for parachuting operations Part 105 of CASR.....	15
Finalise rule set for balloons and hot air airships – Part 131 of CASR.....	15
Finalise Air Display Administration and Procedure Manual .....	15
<b>Supporting general aviation across CASA's operations</b>	<b>16</b>



CASA has developed a workplan to reduce regulatory burden on general aviation.

The General Aviation Workplan is a high priority for CASA. It responds to a requirement of the Statement of Expectations that the Minister for Infrastructure, Transport and Regional Development issued for the CASA Board in January 2022.

## Overview of the workplan

Consistent with the principles of best practice regulation, CASA continues to monitor regulatory impacts. In close collaboration with industry, we work to identify opportunities to refine the safety framework to keep the community safe while reducing costs wherever possible.

The General Aviation Workplan clearly sets out how and when CASA will optimise the regulatory framework for the general aviation sector. This will provide advice to stakeholders when regulatory changes impacting general aviation will likely occur among the range of other priority safety initiatives for government and industry.

Ensuring regulation is proportionate to risk and responsive to implementation challenges identified by industry helps to maximise flexibility for the sector and support commercial sustainability, while maintaining an appropriate level of safety.

CASA also recognises safety regulations, including the Civil Aviation Safety Regulations (CASR), need to be compatible with the role of general aviation in the broader industry. This is particularly relevant with regard to the challenges faced in regional and remote Australia as well as the sport and recreational sector.



## Priorities for general aviation

Our approach complements the Government's Aviation Recovery Framework which details the Government's strategic priorities for general aviation and the roadmap to revitalise general aviation. The regulatory priorities set out in the General Aviation Workplan will:



**improve the pilot licensing rules**



**streamline the arrangements which ensure aircraft are airworthy and properly maintained**



**simplify the arrangements which make sure pilots are healthy and alert**



**facilitate greater operational opportunities for sport and recreational activities when safe to do so**



**finalise some outstanding standards for certain flight operations.**

Work is already underway to implement some initiatives. Other proposals require further work to determine how to deliver the changes without unintended consequences for industry or the community and in a way that is aligned to our safety objectives. Ongoing engagement with industry, including through their constructive participation in our Technical Working Groups (TWG), will be critical to the success of the workplan.

In preparing the General Aviation Workplan, we have taken an expansive and flexible approach to considering what is 'general aviation', noting many of the measures will have broader benefits across the wider aviation sector.



## Proposals and timelines

In the following sections we will provide a summary of the initiatives we are considering and our timeline for progressing them. We will continue to update the workplan as we make progress and as we identify further opportunities for red-tape reduction. We will also clearly explain the cause of any implementation delays and our rationale where we decide against implementing a proposal. This will provide transparency to the industry.

We will support these regulatory priorities with a range of non-regulatory initiatives which will ensure CASA's broader operations more effectively support the expectations of the general aviation sector.

### Table key:

• (bullet circle) shows when work is planned

Q1 ends 31 Mar

Q2 ends 30 Jun

Q3 ends 30 Sep

Q4 ends 31 Dec.



# Improving pilot licensing rules

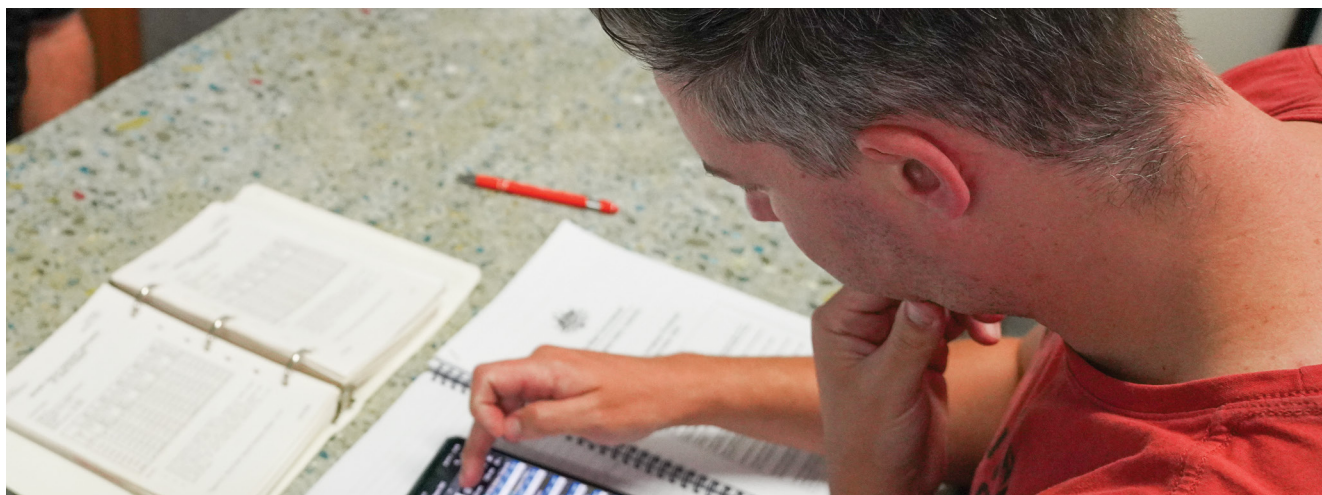
Pilot training and flight testing are essential activities that underpin aviation safety and industry growth.

Industry has told us that the current pilot licensing rules are too complicated, and the availability of instructors and flight examiners causes bottlenecks. We are working on reforms focused on delivering tangible benefits to better support general aviation.

## Overview of reforms and timeframes

Reform	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023+
Improve the competency standards for flight examiners	•	•	•			
Expand delivery of examiner proficiency checks to industry	•	•				
Expand delivery of flight examiner rating course delivery to industry	•	•	•			
Expand privileges for Grade 1 training endorsement holders	•	•	•			
Establish a multi-engine helicopter 'class rating'	•	•				
Create a tailored pathway for task specialist pilot endorsements	•	•	•			
Review the requirement to notify CASA of a flight test		•	•	•	•	•
Ongoing review of licensing and flight training regulations		•	•	•	•	•
Simplified and fast-tracked application and assessment process for independent flight instructors		•	•			

Learn more about the changes to support flight examiners on our website, [casa.gov.au](https://casa.gov.au)



## **Improve the competency standards for flight examiners**

Initiatives under this measure include:

- establishing a more flexible approach to flight testing and requirements for flight examiners, by:
  - » reducing the number of endorsements that require a flight test and making more use of the 'train to standard' approach
  - » replacing the generic competency standards for the flight examiner rating with endorsement-specific standards, to reduce reliance on experience as a requirement.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- develop competency standards by end of Q2 (30 Jun 2022)
- consult on draft competency-based standard by end of Q2 (30 Jun 2022)
- implement competency standards by end of Q3 (30 Sep 2022)
- benefit available to industry by end of Q3 (30 Sep 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## **Expand delivery of examiner proficiency checks to industry**

Initiatives under this measure include:

- establishing a more flexible approach to flight testing and requirements for flight examiners, by taking a flexible approach to examiner proficiency checks (EPCs), including authorising more industry examiners to conduct these checks.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult on draft protocol by end of Q2 (30 Jun 2022)
- implement protocol by end of Q2 (30 Jun 2022)
- benefit available to industry by end of Q2 (30 Jun 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## **Expand delivery of flight examiner rating course delivery to industry**

Initiatives under this measure include:

- establishing a more flexible approach to flight testing and requirements for flight examiners, by expanding the option for industry to deliver flight examiner rating training courses.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult on draft protocol by end of Q2 (30 Jun 2022)
- implement protocol by end of Q3 (30 Sep 2022)
- benefit available to industry by end of Q3 (30 Sep 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.



## Expand privileges for Grade 1 training endorsement holders

Initiatives under this measure include:

- reducing the demand on flight examiners. We will increase the privileges of grade 1 flight instructors. They will be authorised to train, assess and grant a range of endorsements for nominated activities.

Activities and timeframes:

- draft instrument by end of Q1 (31 Mar 2022)
- consult on draft legislative instrument by end of Q2 (30 Jun 2022)
- make legislative instrument by end of Q3 (30 Sep 2022)
- benefit available to industry by end of Q3 (30 Sep 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## Establish a multi-engine helicopter 'class rating'

Initiatives under this measure include:

- establishing a multi-engine helicopter 'class rating'.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- draft instrument, guidance material and associated artefacts by end of Q2 (30 Jun 2022)
- make legislative instrument by end of Q2 (30 Jun 2022)
- benefit available to industry by end of Q2 (30 Jun 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## Create a tailored pathway for task specialist pilot endorsements

Initiatives under this measure include:

- creating a training pathway for pilots to obtain endorsements for aerial work operations. We will support more training to be done 'on the job' by:
  - » qualified and experienced pilots
  - » working for capable aerial work operators who conduct those activities and have core training capabilities.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- draft instrument, training guides and associated artefacts by end of Q2 (30 Jun 2022)
- make legislative instrument by end of Q3 (30 Sep 2022)
- benefit available to industry by end of Q3 (30 Sep 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.



## Review the requirement to notify CASA of a flight test

Initiatives under this measure include:

- reviewing the need for flight examiners to inform CASA of a flight test and considering further improvements that could achieve administrative benefits.

Activities and timeframes:

- scope policy by end of Q2 (30 Jun 2022)
- Technical working group (TWG) to consider proposal by end of Q3 (30 Sep 2022)
- implementation of this potential reform from Q4 (31 Dec) 2022 and beyond will be subject to CASA consideration of advice from the Aviation Safety Advisory Panel (ASAP) following recommendations of the TWG.

## Simplified and fast-tracked application and assessment process for independent flight instructors

Initiatives under this measure include:

- making it easier for flight instructors to operate independently by establishing the option of a simplified application and fast-tracked assessment process for 'independent' instructors seeking to obtain a Part 141 of CASR training approval.

Activities and timeframes:

- scope policy by end of Q2 (30 Jun 2022)
- issue guidance material by end of Q3 (30 Sep 2022)
- benefit available to industry by end of Q3 (30 Sep 2022).

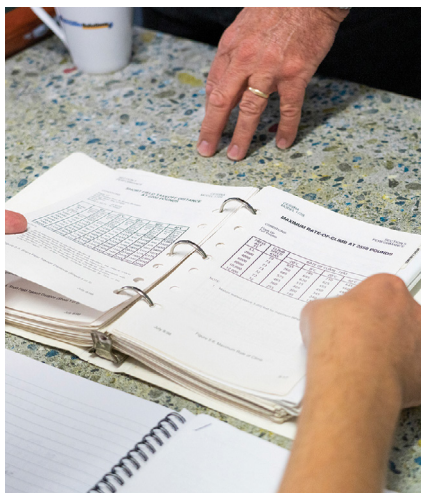
## Ongoing review of licensing and flight training regulations

Initiatives under this measure include:

- requesting the ASAP to continue reviewing the regulations relating to licensing and flight training to identify and prioritise further opportunities to streamline the system.

Activities and timeframes:

- scoping by ASAP/TWGs by end of Q2 (30 Jun 2022)
- implementation details subject to ongoing identification of opportunities by the ASAP from Q4 (31 Dec) 2022 and beyond.





## Streamlining airworthiness and maintenance

Ensuring that aircraft are designed safely and kept safe is critical for an aviation safety framework to succeed. Aircraft design, manufacture, maintenance, and continuing airworthiness management is a global industry and Australia needs to ensure its regulations are consistent with international arrangements to ensure our stakeholders are not disadvantaged.

Our design and manufacturing industry has told us our regulations don't match up with our international partners and that this makes it difficult to export Australian designed and manufactured aircraft and parts.

Industry also continues to tell us that maintenance regulations for general aviation are too burdensome.

They also tell us that this impacts the availability of appropriately qualified maintenance engineers for the sector's needs. This has resulted in increased costs for aircraft owners, potentially disproportionately impacting those located in regional and remote Australia.

CASA is committed to supporting the government's broader efforts to ease barriers to international trade and open new markets, and we will work toward ensuring that the airworthiness regulations are better tailored so they are proportionate to the risk profile for general aviation and provide the best outcomes for the contemporary Australian environment.

### Overview of reforms and timeframes

Reform	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023+
Establish new Part 43 maintenance regulations which are specifically for general aviation	•	•	•	•		
Consider more progressive, less onerous maintenance licence pathways tailored for light aircraft				•	•	•
Create generic maintenance training requirements for legacy helicopters and increasing recognition of training delivered overseas	•	•		•	•	
Reconsider the mandatory applicability of Cessna Supplemental Inspection Documents (SIDS)	•	•				
Update the Part 21 regulations and manual of standards to align with international best practices for the design, manufacture and certification of aircraft and parts						•
Implement continuing airworthiness regulations that introduce proportionate sector risk profile improvements for non-scheduled air transport operators		•		•	•	•

Learn more about the Cessna SIDs and Part 43 changes on our website, [casa.gov.au](https://casa.gov.au)



## **Establish new Part 43 maintenance regulations which are specifically for general aviation**

Initiatives under this measure include:

- establishing new maintenance regulations for general aviation and based on Part 43 of the United States Federal Aviation Regulations. This should provide a more flexible and proportionate regulatory approach without compromising safety outcomes.
- providing a Part 43 Plain English Guide which will clearly and succinctly communicate regulatory requirements to maintainers, private and aerial work operators.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- draft drafting instructions by end of Q1 (31 Mar 2022)
- provide Plain English Guide and exposure draft of regulation to Technical Working Group (TWG) for comment by end of Q2 (30 Jun 2022)
- consult by end of Q3 (30 Sep 2022)
- make regulations by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## **Consider more progressive, less onerous maintenance licence pathways tailored for light aircraft**

Initiatives under this measure include:

- considering improved, less onerous and more flexible pathways to maintenance licences. We will tailor this for light aircraft and provide a stepping-stone towards existing licences for more complex aircraft. We expect this initiative will build a better pipeline of licensed aircraft engineers that can perform maintenance across the industry, including general aviation.

Activities and timeframes:

- preparation of draft policy by end of Q4 (31 Dec 2022)
- Technical Working Group (TWG) to consider policy by end of Q1 (31 Mar 2023)
- provide drafting instructions to TWG for comment from Q2 (30 Jun 2023) and beyond
- draft amendments to the Manual of Standards (MOS) from Q2 (30 Jun 2023) and beyond
- benefit available to industry from Q2 (30 Jun 2023) or beyond. This licence proposal requires Part 43 to be made first in order to underpin the regulatory environment.

## Create generic maintenance training requirements for legacy helicopters

Initiatives under this measure include:

- reviewing type ratings and associated training requirements for legacy helicopters for which specific training is no longer available. This will include recognition of training delivered overseas. This will address the declining availability of maintenance training for various types of early model helicopters.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- Technical Working Group (TWG) to consider by end of Q2 (30 Jun 2022)
- draft amendments to the MOS by end of Q2 (30 Jun 2022)
- consult by end of Q4 (31 Dec 2022)
- make amendments to MOS by end of Q1 (31 Mar 2023)
- benefit available to industry by end of Q1 (31 Mar 2023). We may initially implement this via exemption instrument with regulatory amendments to follow.

## Reconsider the mandatory applicability of Cessna Supplemental Inspection Documents (SIDS)

Initiatives under this measure include:

- exempting a range of operations from the mandatory applicability of Cessna Supplemental Inspection Documents (SIDS). This provides a range of general aviation operators greater flexibility in adopting the requirements of these documents. It potentially alleviates maintenance costs which may be disproportionate to the risks of these activities.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- draft legislative instrument by end of Q1 (31 Mar 2022)
- make legislative instrument by end of Q2 (30 Jun 2022)
- benefit available to industry by end of Q2 (30 Jun 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.

## Update Part 21 regulations and manual of standards to align with international best practices

Initiatives under this measure include:

- updating the Part 21 regulations and MOS relating to certification and airworthiness requirements for the design, manufacture and certification of aircraft and parts. This will better align with equivalent international regulations while introducing proportionate outcomes appropriate for Australia.

Activities and timeframes:

- scope policy in Q2 (30 Jun 2023) and beyond.

## Implement proportionate continuing airworthiness regulations for non-scheduled air transport operators

Initiatives under this measure include:

- finalising the continuing airworthiness requirements for passenger non-scheduled air transport operations that previously operated as charters, so that they are proportionate to sector risk. We will do this as part of the Air Transport Continuing Airworthiness Project underway.

Activities and timeframes:

- draft drafting instructions by end of Q2 (30 Jun 2022)
- develop and consult transition guidance material with the TWG by end of Q2 (30 Jun 2022)
- provide Plain English Guide and exposure draft of regulation to TWG for comment by end of Q4 (31 Dec 2022)
- consult by end of Q1 (31 Mar 2023)
- make regulation by end of Q2 (30 Jun 2023) or beyond
- benefit available to industry by end of Q2 (30 Jun 2023) or beyond. We may initially implement this via exemption instrument with regulatory amendments to follow.





## Simplifying health arrangements

Pilots assume responsibility for lives on board aircraft and lives on the ground. Careful regulation is necessary to ensure pilots are fit to fly without unduly limiting access to the cockpit.

Industry has told us that:

- healthy pilots find it difficult to get medical clearances
- healthy pilots sometimes get caught in complex and cumbersome regulatory processes that offer little safety benefit
- we should change fatigue management rules for aerial application operators to recognise the seasonal nature of the activity and facilitate more flying hours.

### Overview of reforms and timeframes

Reform	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023+
Review Part 67 of CASR aviation medical policy	•	•	•	•	•	•
Refine CASA aviation medical policies for decision-making and certification	•	•	•	•	•	•
Amend fatigue management rules for the aerial application sector		•	•			

Learn more about the review of Part 67 of CASR on our website, [casa.gov.au](https://casa.gov.au)



## Review Part 67 of CASR aviation medical policy

Initiatives under this measure include:

- consult on aviation medical standards to develop additional pathways and options for medical certification, including:
  - » potential opportunities to improve access to basic medical certification through general practitioners (GP) using modified drivers' licence standards
  - » the potential introduction of a self-declared pilot medical pathway for private/recreational operations.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- Technical Working Group (TWG) to consider policy by end of Q1 (31 Mar 2022)
- consult by end of Q2 (30 Jun 2022)
- implementation details/timing subject to consultation outcomes from Q3 (30 Sep 2022) and beyond.



## Refine CASA aviation medical policies for decision-making and certification

Initiatives under this measure include:

- consult on aviation medical standards to develop additional pathways and options for medical certification, including:
  - » opportunities to increase direct certification by medical examiners without referral to CASA
  - » opportunities for streamlined certification processes within CASA
  - » improved communication and engagement in complex certification decisions and application of aviation medicine policy.

Activities and timeframes:

- internal data analysis and review of processes by end of Q1 (31 Mar 2022)
- consult, process design, preliminary review of outcomes by end of Q2 (30 Jun 2022)
- implementation subject to consultation and review of outcomes from Q3 (30 Sep 2022) and beyond.

## Amend fatigue management rules for the aerial application sector

Initiatives under this measure include:

- work with industry to settle potential amendments to the fatigue management rules for the aerial application sector. This will provide more flexibility for pilots to spend more time in the air.

Activities and timeframes:

- internal policy consideration by end of Q2 (30 Jun 2022)
- draft amendments to CAO48.1 by end of Q3 (30 Sep 2022)
- consult industry by end of Q3 (30 Sep 2022)
- benefit available to industry in Q3 (30 Sep 2022). We may initially implement this via exemption instrument with regulatory amendments to follow.



## Increasing sport and recreational opportunities

Sport and recreational aviation has unique characteristics. Part 149 of Civil Aviation Safety Regulations (CASR) recognises that efficient and effective self-administration can be achieved through the certification of Approved Self-Administering Organisations (ASAO). CASA authorises ASAOs to perform specified aviation administration functions that are proportionate to the capability and scope of the ASAOs administrative and operational arrangements.

Industry has told us that sport and recreational aviation's access to controlled airspace is too restricted. Industry has suggested that this sector could safely operate at more airports and in more locations where there are arrangements in place to manage the risks. These would need to cover appropriate pilot training, airworthiness and medical obligations. CASA also recognises ASAOs could safely administer more types of lightweight aircraft.

### Overview of reforms and timeframes

Reform	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023+
Proposal to remove 'stall speed limit' for lightweight aeroplanes that can be administered by ASAO	•	•	•			
Proposal to increase access to Class C and Class D airspace for sport and recreational aviation		•	•			

Learn more about changes to the 'stall speed limit' on our website, [casa.gov.au](https://casa.gov.au)

#### Proposal to remove 'stall speed limit' for light weight aeroplanes that can be administered by ASAO

Initiatives under this measure include:

- proposing to remove the 'stall speed limit' for light weight aeroplanes that can be administered by an ASAO. Pilots would be allowed to operate a greater range of lightweight aeroplanes.

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult with industry on proposal by end of Q2 (30 Jun 2022)
- amendment to CAO 95.55 issued by end of Q2 (30 Jun 2022)
- benefit available to industry by end of Q3 (30 Sep 2022).

#### Proposal to increase access to Class C and Class D airspace for sport and recreational aviation

Initiatives under this measure include:

- considering the options to increase access to Class C and Class D airspace. This includes identifying the additional controls that may need to be put in place to achieve this safely.

Activities and timeframes:

- policy considered by CASA by end of Q2 (30 Jun 2022)
- consult by end of Q2 (30 Jun 2022)
- amend CAO 95.55 or make Part 103 MOS – benefit could be available to industry by end of Q3 (30 Sep 2022).



image: Ian Hogben



## Finalising outstanding sport and recreational aviation Manuals of Standards

Industry needs clarity and certainty to deliver safety outcomes consistent with regulatory requirements.

We recently introduced the new flight operations regulations however we delayed some specific operational rules in the sport and recreation sector to allow more time for consultation. These include those relating to Part 105 (parachuting from aircraft), Part 103 (sport and recreation aircraft) and Part 131 (balloons and hot air airships) of Civil Aviation Safety Regulations (CASR). We are also working towards finalising updated arrangements for air displays.

### Overview of reforms and timeframes

Reform	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023+
Finalise rules for sport and recreation aircraft – Part 103 of CASR	•	•	•	•		
Finalise rules for parachuting operations – Part 105 of CASR	•	•	•	•		
Finalise rule set for balloons and hot air airships – Part 131 of CASR	•	•	•	•		
Finalise Air Display Administration and Procedure Manual	•	•	•	•		

Learn more about each of the regulatory parts on our website, [casa.gov.au](https://casa.gov.au)



## **Finalise rules for sport and recreation aircraft – Part 103 of CASR**

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult with industry by end of Q2 (30 Jun 2022)
- consult with Technical Working Group (TWG) by end of Q2 (30 Jun 2022)
- develop manual and consult by end of Q3 (30 Sep 2022)
- make Manuals of Standards (MOS) by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022).
- Finalise rules for parachuting operations Part 105 of CASR

Activities and timeframes:

- cope policy by end of Q1 (31 Mar 2022)
- consult with industry by end of Q2 (30 Jun 2022)
- consult with TWG by end of Q2 (30 Jun 2022)
- develop manual and consult by end of Q3 (30 Sep 2022)
- make Manuals of Standards (MOS) by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022).

## **Finalise rules for parachuting operations Part 105 of CASR**

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult with industry by end of Q2 (30 Jun 2022)
- consult with TWG by end of Q2 (30 Jun 2022)
- develop manual and consult by end of Q3 (30 Sep 2022)
- make Manuals of Standards (MOS) by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022).

## **Finalise rule set for balloons and hot air airships – Part 131 of CASR**

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- consult with industry by end of Q2 (30 Jun 2022)
- consult with TWG by end of Q2 (30 Jun 2022)
- develop manual and consult by end of Q3 (30 Sep 2022)
- make Manuals of Standards (MOS) by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022).

## **Finalise Air Display Administration and Procedure Manual**

Activities and timeframes:

- scope policy by end of Q1 (31 Mar 2022)
- interim arrangements implemented by end of Q2 (30 Jun 2022)
- develop and consult on manual by end of Q3 (30 Sep 2022)
- finalise manual by end of Q4 (31 Dec 2022)
- benefit available to industry by end of Q4 (31 Dec 2022).



## Supporting general aviation across CASA's operations

It is clear our ability to support general aviation extends beyond regulatory change. We recognise it is vital to administer the regulatory system fairly and consistently, while working with stakeholders to educate and embed a positive safety culture across the industry.

To further support the general aviation sector, CASA will:

- review our regulatory philosophy and implement any necessary adjustments in consultation with industry by the end of 2022.
- work with our staff to ensure we fully embed and consistently apply the regulatory philosophy across the organisation.
- address bottlenecks in our Guidance Delivery Centre. This will ensure industry can get more timely answers to regulatory inquiries, while ensuring we deliver more consistent advice via a centralised service.
- continue to promote safety education across the sector, including through:
  - » our network of aviation safety advisors (ASAs). The ASAs conduct AvSafety seminars, visit sites and attend industry events and meetings to help you understand the rules and any changes. Our team of ASAs aim to conduct a personalised on site visit of your organisation or area at least once per year
  - » AviationWorx, our online learning system for the aviation industry where you can access eLearning modules and other CASA training
  - » ongoing safety education targeting specific audiences and messages as appropriate and informed by research and evidence. This includes work underway on a limited series podcast and behavioural change campaign targeting pilots and flying schools.





CASA National Headquarters



Aviation House  
16 Furzer Street  
Phillip ACT 2606



GPO Box 2005  
Canberra ACT 2601

