Flight operations regulations
New regulations commencing December 2021

The new regulations will retain many of the existing rules. But for some in aviation this may mean changes to the way you do things. And any rule change creates a burden on business. Why change? In a word, safety. A lot has changed since the rules were written. And it’s not just the rapid advances in technology and the increasing complexity of the operating environment.

Public expectations about aviation safety have also changed—what might have been acceptable decades ago is no longer the case. Around the world, aviation bodies now know a lot more about what makes us safer.

The new flight operations regulations balance best international practices with local operating conditions.

Operationally focussed
Based on the activity you do

Removes complication of operating under two regulatory systems, the Civil Aviation Regulations and Civil Aviation Safety Regulations

Time to comply with more complex provisions new to your operation

Guidance material and templates well ahead of commencement

Scalable to your size and complexity

Replacing hundreds of documents, such as regulations, orders, exemptions, approvals, permissions, instructions and directions

For more information
Visit: casa.gov.au/flightoperations
Email: flightopsregs@casa.gov.au
Flight operations regulations

There’ll be a single commencement date—2 December 2021.
However, some more complex new requirements will have a delayed commencement.
These requirements include introducing a safety management system or a training and checking system.
What you’ll need to do will depend on the size and complexity of your operation.
To help you prepare we’re going to give you time, guidance and tools.

Having systems in place to manage safety makes a real difference. It’s commonplace in high consequence activities—such as mining, medicine and the military.
A Safety Management System (SMS) is a way to formally identify your hazards and manage risk.
You’ll need an SMS if you operate under an Air Operator’s Certificate (AOC). Some Aerial Work Certificate holders will need one too.
You’ll also need to nominate a safety manager.
This person is responsible for the day-to-day management of the SMS.
It may not have to be a full-time position, it could be an existing employee; there are different ways that it can be done to match your operations and the size of your business.
SMS—it’s good business sense: your customers, insurers and the public at large increasingly expect it.

Evidence from around the world shows the importance of up-to-date training to your safety—and regularly checking that training.
Bad habits can be reinforced with repetition—you can carry out an activity 1000 times and ‘get away with it’—until the 1001st time...
Training and checking guards against complacency, so safety doesn’t erode over time exposing your operation to potential accidents.
A robust training and checking system also means you can take advantage of the best new data about what keeps you and your staff safe.
You will need a training and checking system if you have an AOC. Some Aerial Work Certificate holders will need one too.
We can’t make the legislation simple, but we can make it simpler.

The new rules replace hundreds of documents, such as regulations, orders, exemptions, approvals, permissions, instructions and directions.

They are based on what activity you do.
Charter flights in a Cessna 210? The rules for smaller aeroplane air transport are in CASR Part 135.
You’re doing powerline inspections? Aerial work operations rules are in CASR Part 138.
Helicopter winery tours? Find the rotorcraft air transport rules in CASR Part 133.

Air transport is a new term that deals with passenger carrying operations and covers charter and regular public transport.

The regulations are interdependent building blocks. You will often be operating under more than one Part.

CASR Part 91 is the general operating and flight rules for all aviation in Australia.
If you’re doing aerial work, then you’ll also be operating under Part 138—which will add to or turn off some Part 91 requirements.
If you conduct air transport, then you also need to comply with Part 119 for your certification and management requirements. For operating rules, that will depend on what you’re doing.

Civil Aviation Safety Regulations (CASR) PART 91
General operating and flight rules

CASR PART 119
Certification and management for AOC holders

CASR PART 121
Larger aeroplane air transport

CASR PART 133
Rotorcraft air transport

CASR PART 135
Smaller aeroplane air transport

CASR PART 138
Aerial work
TIMELINE

2020
• Publishing/making into law all the Manuals of Standards
• Publishing guidance material, example operations manuals and a rule
  mapping document
• Providing education
  - training for CASA staff

2021
• All regulations commence on the same date—2 December 2021
• Transitional rules will make it clear what you can do in the future,
  generally based on what you are doing now
• Providing education
  - face-to-face sessions in metropolitan and regional areas
  - targeted information for different aviation sectors

Beyond 2021
• Commencement of delayed provisions for more complex requirements
  which may be new to your operation:
  - Safety Management Systems
  - terrain awareness and warning systems
  - extra training and checking requirements
• Ongoing education and guidance to help you comply

What can I do now?
• Identify what Part(s) your current operations will fall under
• Start looking at CASA’s safety management kits:
  - SMS toolkit—casa.gov.au/sms
  - Safety behaviours and human factors for pilots kit—casa.gov.au/hf
• Keep up to date:
  - visit casa.gov.au/flight operations
  - join the flight operations mailing list on casa.gov.au

As at March 2020