

# Consultation Draft

## Proposed amendment to CAO 82.0 subsection 3A

### Summary of Proposed Change/Regulation

August 2014

#### Background

Under Notice of Proposed Rule Making (NPRM) 1003OS (published in July 2010) the Civil Aviation Safety Authority (CASA) proposed changes to Civil Aviation Order (CAO) 82.0 to include Cocos (Keeling) Island as a designated remote island, and to extend the alternate aerodrome and minimum safe fuel requirements to passenger-carrying regular public transport (RPT) operations and aerial work air ambulance flights.

CASA Project OS 09/13 was re-phased to allow for the inclusion of the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) developments relating to:

- a. fuel planning
- b. inflight fuel management
- c. selection of alternates
- d. Extended Diversion Time Operations (EDTO).

With the SARP now effective, and the ICAO Fuel and flight Planning Manual (FFPM) finalised, these standards are being drafted into the *Civil Aviation Safety Regulations 1998 (CASR)*. CASA now considers it appropriate to start to bring forward some aspects into the CAOs and the *Civil Aviation Regulations 1988 (CAR)* prior to the making of the Operational CASR Parts. The flow down from the CASRs will also ensure for a seamless transition.

Following an earlier change to the Aeronautical Information Publication (AIP), this is the next of a series of proposed changes that are being made available for consultation as part of the fuel and alternate requirements project OS 09/13.

More information regarding this project can be found at:

[http://www.casa.gov.au/scripts/nc.dll?WCMS:PWA::pc=PC\\_93397](http://www.casa.gov.au/scripts/nc.dll?WCMS:PWA::pc=PC_93397)

#### Issue

Currently, the remote island alternate aerodrome and minimum safe fuel requirements in CAO 82.0 only apply to charter operations. The amendment would mean the CAO would include:

- a. passenger-carrying regular public transport (RPT) operations and aerial work air ambulance operations
- b. add Cocos (Keeling) Islands to the list of designated remote islands.

### **Purpose/Objectives**

The CAO amendment would add Cocos (Keeling) Island to the list of existing remote islands (which are Christmas, Lord Howe and Norfolk Islands).

The amendment would substitute a new subsection 3A, which provides that each AOC for passenger-carrying charter, RPT operations, or for aerial work ambulance-type functions (medical transport operations) is subject to the condition that a passenger must not be carried to a remote island unless the following requirements are complied with:

- a. the aeroplane is multi-engined
- b. the pilot has nominated an alternate aerodrome
- c. that alternate aerodrome is not itself on a remote island (unless CASA specifically approves)
- d. the aeroplane is carrying not less than the minimum safe fuel for the flight
- e. during the flight, the pilot in command carries out in-flight fuel management to ensure that the aeroplane is always carrying sufficient fuel to enable it to reach its destination aerodrome as planned, or its alternate aerodrome (if necessary) with the required minimum fuel reserves intact.

In some medical transport operations, medical and nursing staff may not be considered as 'passengers' (for example, because they have flight safety duties to perform). To protect the safety of such personnel who are, in effect, third parties like passengers, for medical transport operations the safety requirements described above would apply whether or not a 'passenger' is carried on the flight to a remote island.

### **Closing date for comment**

CASA will consider all comments received as part of this consultation process and incorporate these into a final draft, as appropriate. Comments on the Consultation Draft for CAO 82.0 subsection 3A are to be forwarded to the Project Leader, [Stuart Jones](#) by 12 September 2014.