

# A New DAS Already

## The Cycle Continues –

What has aviation done to be subject to continual change in the administration of the Civil Aviation Safety Authority and regulatory development?

In the late 1980s the government, after an intensive review, identified many issues with the bureaucracy from the government department responsible for aviation and the government directed changes. They were responsible for the creation of the Civil Aviation Act that is now very dated and needs proper review to modernise aviation to meet minimum international standards. Modernisation by adopting changes implemented by the FAA, especially in engineering design, maintenance, manufacturing and associated training.

Can you imagine those 1980s politicians looking at the mess we are in, over 25 years later.

The last major government inquiry, the Morris Report, also made changes to the Civil Aviation Act to create CASA except CASA never followed the Act change to their functions.

The CASA Board has been in and out of the Act a few times and no industry participant expects the Board to be permanent.

The CASA Board should be a full statutory body with the clear responsibility to *oversee* and “*regulate*” all safety aspects of civil aviation.

The function of Sec 9 of the Act requires CASA to develop and promulgate “aviation safety standards” that should replace all Manuals of Standards and other Instruments that CASA has been using. Aviation Safety Standards as the Singapore implemented when copying the Australian Act. This aligns with ICAO expectations, harmonises with the FAA or EASA promulgating regulations (FARs) because they are promulgating “standards”.

HARMONISATION must be a primacy of CASA’s function to be compliant with the Convention – Australia was one of the original signatures and we still cannot harmonise.

Engineering design, maintenance, manufacturing and associated training need CASA to harmonise basically word for word as other similar NAAs are – they mostly ADOPT.

Whatever happen to Governments that demanded that their departments and agencies meet international obligations – “*Each contracting State undertakes to collaborate...*”

Article 37 of the Convention has to be CASA’s major principle.

### **THE HIGHEST PRACTICABLE DEGREE OF UNIFORMITY!!!!**

*Each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation.*

*To this end the International Civil Aviation Organization shall adopt and amend from time to time, as may be necessary, international standards and recommended practices and procedures dealing with:*

- (a) Communications systems and air navigation aids, including ground marking;
- (b) Characteristics of airports and landing areas;
- (c) Rules of the air and air traffic control practices;
- (d) Licensing of operating and mechanical personnel;
- (e) Airworthiness of aircraft;
- (f) Registration and identification of aircraft;
- (g) Collection and exchange of meteorological information;

- (h) Log books;
  - (i) Aeronautical maps and charts;
  - (j) Customs and immigration procedures;
  - (k) Aircraft in distress and investigation of accidents;
- and such other matters concerned with the safety, regularity, and efficiency of air navigation as may from time to time appear appropriate.*

ADOPTION REDUCES ADMINISTRATIVE COSTS AND FALSE ON-GOING CONSULTATIONS

One way would be to contract the Kiwi’s Requirements as Aviation Safety Standards