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Civil Aviation: What is being Achieved with Change

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Ever since the pilot's dispute in 1989 and the government's decision to back the airlines, civil aviation legislative/regulative requirements have been under continual "*regulatory review/reform*". CAA/CASA has had over a dozen *Directors of Safety* during this period with every one of them putting a new slant on regulatory review/reform.

- **If the government is serious about supporting manufacturing, then FAA's MOSAIC should be adopted ASAP to bolster aviation design, manufacturing, pilot training in Australia.**
- **Australia is highly skilled in small aircraft design and manufacture of these kinds of aircraft.**

NEW FAA MOSAIC (Modernization of Special Airworthiness Certification) REGULATIONS.

"The FAA has finalized the MOSAIC regulations significantly updating light sport aircraft rules and expanding pilot privileges, effective July 18, 2025."

- **Changes to 14 CFR Parts 1, 21, 22, 36, 43, 45, 61, 65, 91, 119, and 147"**

"***Generally, this rule provides broad regulatory relief to the public. That is, under this rule, manufacturers of light-sport category aircraft may design and manufacture a broader array of aircraft, including rotorcraft and powered-lift. In addition, the rule allows for light-sport category aircraft with increased seating, without weight limits, higher speeds, new types of propulsion systems, new propeller types, retractable landing gear, and aircraft with simplified flight controls***".

CASA hasn't caught up with the 2009 major changes to FAR Part 21 let alone these major changes made in 2025. FAR Part 22 has been radically amended, and some is available due CASR Part 21 references FAR Part 22. **If adopted, could revise aircraft manufacturing and design in Australia.**

"*The FAA's MOSAIC rule updates have significant implications for the Aviation Safety Review Council. The rule expands the definition of light-sport aircraft, allowing for a broader range of aircraft to be certified as LSA, which in turn broadens the types of aircraft that sport pilots can operate. This change is expected to enhance pilot recruitment and increase the availability of safe, modern aircraft for training and personal travel.*"

Like other US Associations, AMROBA, AOPA & SAAA support "US AOPA, *ARSA and AEA who have expressed support for the FAA's efforts to revise sport pilot privileges and limitations, emphasizing the need to decouple sport pilot privileges from the design and certification of light-sport aircraft. They also advocate for enhancing the safety, performance, and privileges for light general aviation aircraft, leveraging the FAA's long-standing safety continuum for the design, manufacturing, and certification of general aviation aircraft."*

These updates are part of a broader effort to modernize and streamline the certification process for light-sport aircraft, which is expected to have a positive impact on the aviation industry.

This rule expands eligibility for certification of light-sport category aircraft while retaining a distinction in level of certification rigor between experimental and small, type-certificated aircraft. This rule also expands privileges for sport pilots and light-sport repairmen. This rule aims to increase the availability of safe, modern, and affordable aircraft for recreational aviation, flight training, and certain aerial work."

FAA Administrator Bryan Bedford added that "*it enables industry to meet the growing demand for more versatile aircraft with higher performance capabilities while maintaining high standards of safety. For over a decade, pilots around the country, including myself, have been advocating for the MOSAIC to become a reality. This is a huge win* ***that will fundamentally transform general aviation****. It will ensure light sport aircraft are more versatile and accessible, foster innovation in the light sport aircraft category, and make it easier for more people to become pilots.*"

Mosaic Supportive Reviews

Dan Johnson's review of MOSAIC changes

MOSAIC review effect on gliders

Regulations reviewed and Effects

Golden Oldie review of MOSAIC rules

USE CASR Part 21 Adoption Process

Amend CASRs by adopting each FAR word unless need to reference Australian identity. E.g. replace FAA references by inserting CASA. Can be done within days.

HOW REFORM CAN BE COMPLETED SIMPLY

One of the main purposes of regulations is to make those qualified persons, organisations licenced or authorised by the regulator, are also regulatory responsible for their actions.

1) Follow the adoption process used by our Asian neighbours.
   a) Select the foreign regulation to be adopted; e.g. FARs Part 21 or 43.
   b) Ensure adopted regulations are kept current once adopted.
   c) Also adopt foreign referenced regulations that are relevant.
2) Ensure all references in foreign regulations link to Australian regulations.
   a) E.g. Parts 66/147 linked to Vocational Education Training Regulations.
   b) FAR Part 21 linked to FAR Part 43 that is linked to FAR 91.
   c) Adopt/Adapt FAR Part 43 reference to FAR Part 64 Subpart E, Repairmen to Part 66.

By keeping harmonised with the regulations adopted, our certifications for manufactured and maintained aircraft and aircraft parts will be accepted by foreign regulatory authorities.

CASR started by adopting FARs Parts but adopted EASR Parts 66/147 but not Australianised.

What is not in government's adoption principles is to remain current with adopted regulations.

Past Personnel Training Policies Shelved

Recently I have been talking with some retired C/Es & LAMEs from the 90's, some were surprised the process has not been completed. Those that went through the drama of being questioned at one of the various legal reviews/inquiries during the 1990s, stated that the recommendations from these reviews obviously meant little.

As CASA's *TC7 Aircraft Maintenance Committee Manager* in the mid/late 90s, we had a lot of discussions with the ***LAME*** community and their involvement with reviews, e.g. Monarch, Seaview, other accidents, including CAA and CASA reviews, etc. Several LAMEs identified negative feelings post appearing in a review or accident inquiry. Many were concerned that their CASA licence was irrelevant in court and their education qualifications were more important when giving evidence.

We discussed this with qualified personnel like Dr A. Hobbs, author ATSB Human Factors, (*Aviation Research and Analysis Report – AR-2008-055*) during the review. It was very clear from industry's point of view that the VET training qualifications should be precursor for a basic licence. To lower maintenance errors the consensus was to ensure the VET formal training AME curriculums meet CASA promulgated trade knowledge and practical skills standards harmonised with global standards.

It is why CASA's early year 2000 NPRMs linked AME licences and education qualifications to overcome this perceived flaw in the legislative system. The Australian National Training Authority had agreed to make VET courses better aligned with the licences, but ANTA replaced by MERS-ITAB replaced by MISA.

However, we have now been told by the Department of Infrastructure they support CASA's policies in the provision of training standards for the B1.2,1.3 & 1.4 are supported.

Simply means that these sectors will not have VET qualifications dedicated to these licence pathways, so the only VET course is the B1.1/B2 VET training courses, then add CASA exemptions and self-study to pass CASA examinations related to these licences.

Maintenance training is not the only sector that is being regulated with outdated regulations, look at the major changes the FAA has made to the light sport aircraft and many associated regulation changes.

Will and when will CASA adopt these regulations????

Basic Training – AQF IV and V

The VET system requires knowledge, practical skills and course durations that is available in the EASR Parts 66/147 system CASA partially adopted. In addition, EASA has modernised and provide more flexibility in their latest versions of these regulations. These changes provided additional benefits for mainly general aviation and helicopter sectors.

What is so wrong with Australia's VET system that CASA won't use it??

Which System Should Be Adopted

Aviation regulations are continually amended for safety, efficiencies & competitive outcomes.

Industry has long argued for the FAR system in manufacturing and helicopter and GA aeroplane maintenance as the FAR system is outcome based making industry persons & organisations more regulatory responsible with clarity, whereas the EASR certification system is more government administrative. Current CASR engineering regulations were originally based on FARs, but they have not been kept harmonised with FARs that are continually modernised by the FAA to remain globally compliant enabling their industries to be globally competitive.

The Most Cost-Effective Process to Provide VET Qualifications

The Australian Qualifications Framework (AQF) is the national policy for regulated qualifications in Australian education and training and the provision of these qualifications by Vocational Education Training (VET) Recognised Training Organisations (RTO) not CASA Part 147 Approved Training Organisations. Several ASQA RTOs were forced out of the industry post 2006.

ASQA RTOs provide other Australian trades AQF qualifications meeting both trade level and licencing standards without their trade's Regulator approval of ASQA RTOs.

Their Regulators provide acceptance of the VET trade and licencing training qualifications.

Our issue is the failure of CASA & ASQA to work together to prove trade/licence training qualifications.

e.g. Licencing trade and licencing qualifications:

Current VET System courses

AQF IV Aircraft Maintenance Engineer, avionics; [available]
AQF V **Licenced** Aircraft Maintenance Engineer, B2 avionics; [available]
AQF IV Aircraft Maintenance Engineer, mechanical large aeroplane; [available]
AQF V **Licenced** Aircraft Maintenance Engineer, B1.1 mechanical large aeroplane. [available]

Needed VET Systems Part 66 courses

AQF IV Aircraft Maintenance Engineer, mechanical small aeroplanes; [not available]
AQF V **Licenced** Aircraft Maintenance Engineer, B1.2 mechanical small aeroplanes; [not available]
AQF IV Aircraft Maintenance Engineer, mechanical helicopter complex; [not available] } May be combined
AQF IV Aircraft Maintenance Engineer, mechanical helicopter basic; [not available] } May be combined
AQF V **Licenced** Aircraft Maintenance Engineer, B1.3 helicopter; complex [not available]
AQF V **Licenced A**ircraft Maintenance Engineer, B1.4 helicopter, basic [not available]

VET airline system courses

AQF IV Aircraft Maintenance Engineer, structures [available]

Once these AQF IV trade qualifications and AQF V licencing qualifications are available, they can be provided by ASQA Recognised Training Organisations without duplicate approval by CASA. Cost Reduction.

Possibility for this happening is almost zero under this CASA and government.

This is the most cost-effective system to provide AQF qualified AMEs and LAMEs.

Maybe CASA is blinded by their approval of Part 147 Maintenance Training Organisations.

Is it because current CASA approved MTOs will have competition from a lower cost VET approved RTOs?

CASA has always had the provision to approve foreign countries aircraft type training courses.

Even EASA provides regulatory provisions to exempt a "State" training organisation from Part 147 approval.

FAR Part 21 2025	*The gap between FAR and CASR getting wider*	CASR Part 21 2025	AME Trade Quals 1997	The gap between AQF and CASA getting wider.	Parts/66/147 (B1.2-3-4) 2025