

[CASA's 'Regulatory Services' – Creator of Red Tape](#)

Until the Civil Aviation Act is amended to prioritise CASA's function to "promote" aviation safety and only take enforcement when aviation participants refuse to take corrective action to fix an identified safety discrepancy, the paperwork will continue to grow.

AMO approval process reviewed – CASA and FAA different approach. The FAA still uses the basic Form they used 30 years ago. FAA [Form 8310-3](#) is still 2 pages & 1 page instruction.

This is the same Form that CASA, pre-Regulatory Service Centre time, used for decades.

CASA needs to follow government's red tape reduction direction that it ignores. [Read more.](#)

[Part 43 Danger to AMOs – Cart before the Horse](#)

CASA is proposing to introduce CASR Part 43 without first introducing the FAA non-approved "**Minimum Standards for Commercial Aeronautical Activities**" (FAA AC 150-5190.7) that enables their non-approved FBO/SASO system to safely operate. Examples of FAA specialised services not requiring FAA approval as long as they comply with these standards.

- Aircraft flying clubs;
- Pilot training;
- Crop dusting;
- Aerial photography;
- Aerial advertising;
- Airframe/powerplant repair/maintenance;
- Aircraft charter;
- Air taxi or air ambulance;
- Aircraft sales;
- Avionic, instrument or propeller services;
- Other specialised commercial flight support businesses.

Before CASR Part 43 is made, CASA must adopt these FAA minimum standards.

Cost benefit analysis outcome – Put the horse back in front of the cart.

Adopt and implement the FAA non-approved civil aviation businesses safety standards before making CASR Part 43 so current businesses can continue and not forced to close. [Read more.](#)

[Who provides regulatory oversight of Metro Airports?](#)

The Airports Act Division 5 states "**Obligation to use airport site as an airport**".

An airport site is defined in the Airport Act as a place declared by regulations as an airport site; a Commonwealth place; and used, or intended to be developed for use, as an airport (whether the place is used, or intended to be developed for use, for other purposes).

So why does Government approve master plans so metro airports can evict aviation businesses and replace them with non-aviation commercial businesses?

This is at complete odds with their OBLIGATION TO USE AIRPORT SITE AS AN AIRPORT. But the same regulation states whether the "airport-operator company immunity from an action or proceeding in court (criminal or civil)" followed by a provision stating "the company has, by force of this sub-section, an obligation to use the airport site concerned as an airport. Look at the reduction in aviation businesses at Metro airports for proof.

[Read more.](#)

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As we enter the last couple of months of 2021, we witness many promising government and political signs but very little about the reduction of costs to industry participants, especially to the general aviation sectors. This has been ever increasing since CASA created REGSERVICES.

1. CASA's 'Regulatory Services' creator of Red Tape

Until the Civil Aviation Act is amended to prioritise CASA's function to "promote" aviation safety and only take enforcement when aviation participants refuse to take corrective action to fix an identified safety discrepancy, the paperwork will continue to escalate.

The approach in the US is quite different. You can start with a maintenance organisation without a FAA approval as long as you comply with Part 43 and employ a person with a FAA certificate.

Part 145 approval can be attained by meeting [FAA Order 89001 Volume 2, Chapter 11, Part 145 certification](#).

The FAA Certificate [Pre-Application Form 8400-6](#) must be first completed for (Section 6) AOC, (Section 7) AMO - RTO, etc.. (**Paperwork Reduction Act Statement:** *Public reporting for this collection of information is estimated to be approximately 96 hours per response, including the time for reviewing instructions, searching existing data sources, gathering, and maintaining the data needed, completing, and reviewing the collection of information.*) (100 hours by applicant to collate data)

AMO approval process reviewed – CASA and FAA different approach. The FAA still uses the basic form they used 30 years ago. [Form 8310-3](#) is still a 2-page form & 1 page instruction.

This is the same Form that CASA, pre-Regulatory Service, used for many decades.

FAA AC 145-9A, Guide for Developing and Evaluating Repair Station and Quality Control Manuals, provides all the information needed to create a manual/exposition.

The US are serious about red tape reduction. Read the notice on this and all the FAA Forms.

Paperwork Reduction Act Statement: *Public reporting for this collection of information is estimated to be approximately 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering, and maintaining the data needed, completing, and reviewing the collection of information.*

The forms are well designed when compared with CASA Form 19 and its multiple pages.

Compare FAA AC 145-9 for template of Part 145 Manual compared to CASA & EASA templates.

The concepts and development of the manual recommends close coordination with the FAA assigned Inspector just like it worked in Australia pre the creation of CASA's REGSERVICES.

"The repair station should coordinate closely with its principal inspector and its local CHDO."

ICAO over the last decade has produced global standards for operational and maintenance certificates and operations specifications. What we don't see, is government maintaining compliance with the changing "Standards" being made to the Annexes to the Convention.

Industry position

The industry has been lobbying governments, CASA, and politicians to adopt the FAA system since a major industry survey by CASA in the late 1990s provided resounding support for the FAR system. Participants in this industry, by a large majority, have lobbied for the FAR system and they now vote for the political party that supports harmonisation with the FARs and protection of our airports for aviation purposes. Pre combining DCA into a government department our manufacturing and maintenance aviation paperwork were based on the FARs.

Ever since government decided to combine aviation with a mega government department and then extracting aviation as an agency with & without a Board, the system implemented has not enabled the various direct sectors to safely grow and prosper. The indirect sectors, like the Metro airports, have been structured to economically grow at the expense of aviation sectors.

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2. Part 43 Danger to AMOs – Cart before the Horse

Under the FAA system, the sectors listed on page one may operate without FAA approval as long as they employ a person licenced by the FAA and they meet the standards in the AC. The frightening thing in the FAA system is the onus they put on the airport operator to set standards and authorise these independent businesses.

| FAR SASO Operating Standards | CASR Part 145 – CAR 30 AMO Standards |
|--|---|
| AC No: 150/5190-7 Minimum Standards For Commercial Aeronautical Activities FAA Airports Division responsibility FAR Part 43, Orders, ACs FAA Flight Standards responsibility | Direct supervision AMOs repealed in 1988. CAR 30, CAOs, CAAPs, ACs CASR Part 145, MoS, Guidance Material, Instruments CASA Standards Division |
| <p style="color: red;">EASA has just amended their system to enable a LAME to perform and sign the "Airworthiness Review" for small aircraft in conjunction with an annual inspection.</p> | |

Australian LAMEs pre-CAA/CASA days could certify aircraft, or parts of an aircraft, as airworthy and when they completed "major" inspections, modifications, and repairs. Australia was "**world's best practice**", minimum regulatory costs and safe. The regulator was informed whenever a major was completed. The rest is history, naïve, inexperienced regulators did not recognise that we had the best GA system that only needed "tweaking", not implementing a uniquely interpreted regulatory system that has almost destroyed manufacturing and GA.

Way Ahead

For those that had businesses pre-CAA, most would support the pre-CAA regulatory system. The experiment of having a detached Agency that was originally set as a [government business enterprise](#) at one stage demonstrated the lack of understanding of the global aviation industry by the government. A failure. In fact the whole period of being a Government Agency has been a failure. Cost have continued to rise.

Time to return to adopting the global aviation standards promulgated in Annexes under the treaty by duplicating the USA FAR system as has New Zealand.

However, if Government fully adopted the FAA system by making airport operators responsible to set AMO "standards", then our airport operators would see it as licence to print more money. The benefits to a community of an airport is no longer understood by local communities.

CASA must promulgate minimal aviation safety standards.

CASA must therefore adopt and promulgate these FAA Aviation Safety Standards so many current businesses (CAR 30) can remain in business when CASA adopts their version of FAR Part 43. CASA must also enable these AMOs to use the CASA Form 1, **Authorised Release Certificate (ARC)**, like the FAA enables the use of FAA Form 8130-3, ARC.

The successful FAA non-approved operation/maintenance sectors' Aviation Safety Standards, must be regulatory promulgated by CASA **before** the proposed CASR Part 43 is made, otherwise, many small businesses, that would survive and prosper if the FAA system was adopted, will be forced to close.

The GA industry does not trust CASA managing regulatory change based on their performance with regulatory changes in the past. It is obvious that the skills are not within government to understand the ramification on all the business owners and private aircraft operators when making regulatory change. Part 66 was a case in point. CASA CEO believed in applied to airlines only – he only realised it applied to whole industry when he fronted an industry meeting.

A big difference between USA & Australia is if an aviation activity isn't mentioned in the FAR system, then you can do it. Whereas, in Australia, if it is not mentioned in the legislative system, you cannot do it. Change the Act to apply the USA principle would be a start.

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3. Who provides regulatory oversight of Metro Airports?

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Why are metro airports evicting aviation businesses and replacing with non-aviation commercial businesses?

This is at complete odds with their OBLIGATION TO USE AIRPORT SITE AS AN AIRPORT. But the same regulation states whether the "airport-operator company immunity from an action or proceeding in court (criminal or civil)" followed by a provision stating "the company has, by force of this sub-section, an obligation to use the airport site concerned as an airport".

Airports are there to support and benefit the local community. They are not there for the benefit of the local aviation enthusiast.

Airports are important to a community because they provide local businesses with access to the domestic and global market. They help retain and attract business to a community and thus provide jobs and economic prosperity for the area. Safe, efficient air service creates an environment that allows both existing and new business to succeed and thus increases a community's tax base.

While general aviation airports serve many communities, scheduled airlines only fly into the larger airports throughout our country. Therefore, the impact of our general aviation facilities is more significant than most of the general public is aware. As our economy grows and smaller communities struggle to compete in the domestic and global marketplace, airports have become a vital link to survival. Access to air transportation helps smaller community retain and attract businesses and provide jobs. "Communities without an airport are less likely to bring new jobs from outside the region." Additionally, "general aviation airports are a major factor in relocation decisions for both small and large businesses." A community with a good labour pool and an adequately equipped general aviation airport is appealing to a business. Communities that do not have adequate general aviation airports suffer from lost economic opportunity."

The funding model currently being used by many airports will not provide the economic benefits that a vibrant aviation airport can bring to these local communities. Metro airports and all other airports, though leased from the Commonwealth, have no government department providing regulatory oversight of these leased Commonwealth airports.

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eBook Update

Some of our members have purchased the Emperious eBook to support their apprentices to pass the CASA Part 66 module examinations. The feedback has been very supportive.

"I used the eBook and it provided excellent visual and knowledge that enabled me to pass the first 3 CASA examinations that I have sat."

All employers should encourage any staff member considering using this eBook or any other eBook that is recommended.

The 'Emperious' eBook matches the system of learning that young employees have grown up with in schools. An Australia on-line RTO would only need to develop an Australian Module 10 on-line training guide. Emperious on-line demos.

<https://youtu.be/03t18Bq3Ibo>

<https://youtu.be/q9PDCV2bsY0>

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