

CIVIL AVIATION  
SAFETY AUTHORITY  
AUSTRALIA

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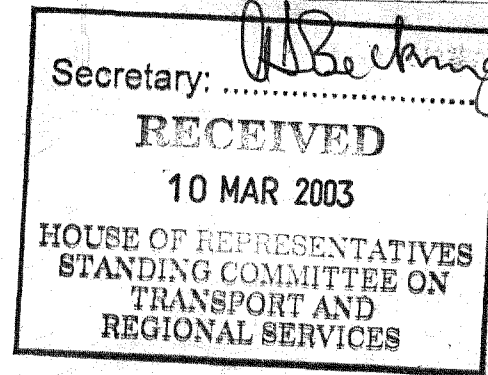
SUBMISSION NO. 167

OFFICE OF THE DIRECTOR

Trim Ref : C02/18547

2 September 2002

Mr Paul Neville MP  
Chair  
House of Representatives  
Standing Committee on Transport and Regional Services  
Parliament House  
CANBERRA ACT 2600



Dear Mr Neville

Thank you for the invitation of 12 July 2002 to provide a submission to the House of Representative Standing Committee on Transport and Regional Services Inquiry into commercial regional aviation services in Australia and transport links to major populates islands.

I note that the Terms of Reference for your Inquiry essentially relate to commercial and economic issues affecting air services in regional and rural Australia. However, I thought that the Committee would find it useful as background to its Inquiry if the Civil Aviation Safety Authority were to provide information about proposed legislative changes to the regulatory arrangements for small airplanes.

For almost a decade, essentially as a result of the Inquiries into fatal accidents involving small passenger-carrying aircraft, there has been an ongoing debate about Australia's legislative arrangements, which are not consistent with those of other leading aviation countries where aircraft of the same size operating air transport operations have a single common standard of safety.

Under the current rules, charter flights in small aeroplanes may be operated to a lower level of safety than is applicable to Regular Public Transport (RPT) flights in the same aeroplanes.

As part of the complete re-write of the existing aviation safety rules, CASA has released Discussion Paper 02070S, 'Air Transport Operations - Small Airplanes', for industry consultation. A copy of the Discussion Paper is attached for the information of the Committee.

The period for comment on the Discussion Paper was extended until 31 August 2002 to provide industry with further time to consider and submit comments on the proposed changes. At this stage, CASA has received some 180 submissions on the Discussion Paper.

The next step will involve CASA developing further proposals in the form of a Notice of Proposed Rule Making (NPRM), which will take into account the views expressed by industry and the general public.

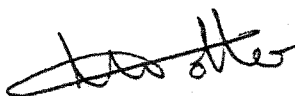
To assist the Committee's understanding of the proposals contained in the Discussion Paper, I am attaching a copy of the Authority's overview guide to the proposed new rules.

I am also attaching a copy of the update on the Regulatory Reform Programme, which will provide the Committee with information about the comprehensive re-write of the aviation rules.

CASA recognises that proposals for changes in the way in which small aircraft are operated in air transport operations will, in their final form, have some impact on the industry. It is for this reason that we are strongly encouraging the aviation community to make their views known during the comprehensive consultation process that is currently underway.

If the Committee requires any further information, I suggest that the Secretariat contact Mr Rob Elder Executive Manager Corporate Affairs.

Yours sincerely



Mick Toller  
Director of Aviation Safety

## **ADDITIONAL INFORMATION HELD BY THE SECRETARIAT**

### **Attachment to Submission No. 167 - Civil Aviation Safety Authority Australia**

Discussion Paper 02070S - March 2002, *'Air Transport Operations - Small  
Airplanes'* For industry consultation.

Published as the first stage of the public consultation process by CASA's  
Operational and Flight Crew Licensing Standards Branch.