

Initiative	Estimated saving	One off/ongoing	Class of stakeholder who benefits	No adverse safety impact
amendments to Part 141 of the Civil Aviation Safety Regulations 1998 (CASR) to reduce the complexity of flight training organisation approvals;	\$1.22m	Ongoing	Certain flight crew training organisations and pilots.	The amendment only removes organisational requirements for smaller training organisations that are considered disproportionate for organisations of that size.
amendments to CASR Part 61 to remove the requirement for a student pilot licence and reduce requirements for pilot proficiency checks in certain cases;	\$1.37m	Ongoing	Pilots	The student pilot licence is an administrative requirement with no safety impact and the pilot proficiency check change removes the unnecessary duplication of checks for certain pilots holding multiple endorsements.
limiting the need for aerial work operators to apply for and operate under an Air Operator's Certificate and/or other authorisations for certain low risk and non-complex operations;	Initiative still under development: savings yet to be estimated.	To be determined	To be determined	To be determined
developing proposals to provide administrative relief for small aircraft operators conducting local scenic flights as well as domestic freight operations;	Initiative being finalised. Estimated savings to be finalised	To be determined	To be determined	To be determined
amending CASR Part 21 to expand the list of recognised countries for the purpose of mutual recognition in relation to airworthiness engineering and airworthiness approvals;	Savings yet to be estimated.	Ongoing	Aircraft owners and operators.	There will be no adverse safety impact because any mutual recognition will only be with a country with equivalent safety standards.
permitting CASR Part 42 and Part 145 organisations to manage and maintain non-regular public transport aircraft, in addition to regular public transport aircraft, which avoids the need for	\$1.5m	Ongoing	Maintenance businesses and aircraft owners and operators	The amendment only removes duplication in the interactions that maintenance businesses holding multiple approvals

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organisations to hold both approvals (CASR Part 145 and Civil Aviation Regulation 1988, Regulation 30) and maintain two sets of manuals and other documentation;				have with CASA.
improvements to Advisory Circulars for aviation-related manufacturing industry participants to provide better guidance on application processes and the required supporting documentation; and	Initiative still under development: savings yet to be estimated.	To be determined	To be determined	To be determined
streamlining medical administrative processes including enabling Class 2 medical certificates to be issued at the time of the medical examination by a Designated Aviation Medical Examiner.	Savings yet to be estimated.	Ongoing	Pilots requiring a class 2 medical certificate	This makes amendments to the administrative processes associated with the issue of medical certificate and therefore has no adverse safety impact.

Decision Reference	Description of Regulatory Measure and Authority for Decision	Savings (\$m)	One off/on going	Class of stakeholder who benefits	No adverse safety impact
Civil Aviation Legislation Amendment (Part 21) Regulation 2014	<p>This amendment made three changes:</p> <ul style="list-style-type: none"> - allow minor modifications of a Supplementary Type Certificate (STC) to be made without the owner being required to seek a new STC. The minor changes may be approved by CASA, an approved design organisation or an authorised person; - allow defects to be assessed against the applicable airworthiness standards and if the aircraft with the defect complies then continued operation of the aircraft can be approved under Part 21; and - clarified that a document issued by the European Aviation Safety Agency (EASA) is taken to be a document issued by the National Aviation Authority of a recognised country to remove any doubt that CASA can recognise approvals and certificates issued by EASA. 	\$0.5m	Ongoing	Aircraft owners and operators. Businesses managing the airworthiness of aircraft	These are administrative changes that do not impact on safety standards.
Civil Aviation Legislation Amendment (Flight Crew Licensing Suite) Regulation 2013	<p>This amendment changed the commencement date of the licensing suite of regulations from 4 December 2013 to 1 September 2014. It also postponed the transition dates for the same period of time (i.e. nine months).</p> <p>Authority for Decision: Minister for Infrastructure and Regional Development</p>	\$6.023m	One off	Pilots and flight crew training organisations	Safety was maintained during the period with flight crew licensing occurring under the existing regulations.
CASA EX10/14 - Exemption - Requirement	<p>This instrument exempted the Royal Flying Doctor Service of Australia (Queensland Section) Limited from compliance with requirements for conversion training to be conducted in a Qualified Synthetic Training Device in</p>	\$0.259m	Ongoing	Royal Flying Doctor Service	The Royal Flying Doctor Service presented an alternative training arrangement that is more suited

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for conversion training to be in a Qualified Synthetic Training Device (QSTD)	relation to the operation of its B200 aircraft.				to their type of aircraft than the available simulator.
CASA 193/14 - Repeal - determination of controlled aerodrome - Port Hedland - Legislative Instrument	This instrument removed the requirement for Airservices Australia to establish Port Hedland aerodrome as a controlled aerodrome by November 2014. In June 2013 CASA determined Port Hedland aerodrome as a controlled aerodrome. The effect of this was that Airservices would need to establish an Air Traffic Control (ATC) tower and ATC staff at Port Hedland by 13 November 2014. The determination followed an aeronautical study of Port Hedland in 2011 which showed that traffic levels at the aerodrome were increasing and expected to continue to do so. Traffic levels have not increased and the Aerodrome Flight Information Service (AFIS) that Airservices implemented as a temporary risk mitigator prior to installation of the tower has been effective in mitigating risks at the current reduced traffic levels.	\$2m	Ongoing	Airservices Australia and the users of Port Hedland aerodrome	Alternative air traffic services have proven to be safe for the level of aircraft traffic at Port Hedland.
Civil Aviation Order 82.5 Amendment Instrument 2014 (No. 2) - Legislative Instrument	This amendment allows businesses operating Regular Public Transport flights to make changes to their Safety Management System (SMS), in accordance with an approved change process, without CASA approval. Based on industry consultation, it is estimated that the affected businesses would make 3 to 4 changes annually to their SMS that would benefit from this amendment,	\$0.27m	Ongoing	Businesses with regular public transport flights	A minor administrative change for a small number of aircraft operators that has no adverse safety impact.

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and Civil Aviation Order 82.3 Amendment Instrument 2014 (No. 2) - Legislative Instrument	with a saving of approximately \$3000 per change. Assuming 30 businesses would make 3 changes per year this would result in an annual saving of \$0.27m.				
CASA EX54/14 - Exemption — from appointment of full-time Managers Cabin Crew Training for VAA and VAIA - Legislative Instrument	This instrument exempts Virgin Australia Airlines Pty Ltd and Virgin Australia International Airlines Pty Ltd from the requirement specified in CAO 82.5 for each airline to have its own full-time Manager Cabin Crew Training. The exemption permits one person to hold both positions, it does not change the regulatory requirements of each position, or the time required to meet regulatory requirements. The primary reason Virgin has applied for this exemption is to ensure consistency of training between the two businesses. In the absence of the exemption Virgin would most likely appoint a separate person to each position who would combine the function with other tasks. Virgin has reported an annual cost saving of \$70 000.	\$0.07	Ongoing	Virgin	Minor change to allow one person to be nominated by both Virgin Australia and Virgin International as a manager of cabin crew training with no safety impact.