

New General Aviation Sector for Australia

Following years of frustration about the lack of a definition of General Aviation in Australia we finally have the answer. A recent publication titled: The Future of Australia's Aviation Sector - Flying to Recovery - Issues paper 2020 can be found on the Infrastructure website at <https://www.infrastructure.gov.au/aviation/future/index.aspx>

This document was jointly launched by the Deputy Prime Minister, The Secretary of the Department of Infrastructure, Transport, Regional Development and Communications and the Director of Aviation Safety on CASA on October 1. There can be no higher-level endorsement!

On Page 17 the first paragraph reads:

Reducing the Regulatory Burden:

The General Aviation (GA) sector comprises activities other than scheduled passenger operations. It includes commercial operations such as aeromedical operators, agricultural aviation businesses, aviation-based firefighting services, flight training, aerial work such as aerial photography and surveying, as well as non-commercial aviation activities such as private flying.

Clearly GA now includes commercial unscheduled operations (same as our current Charter operations). The primary benefit here is that although charter operators will have to upgrade their operational processes and procedures to align with the new CASR Part 135, their maintenance regime will not fall under CASR Part 42 and 145. Just as the operational rules have been enhanced (CASR Part 135), based on accident and incident data, the emerging maintenance rules should also reflect an enhanced version of the current CAR 30 rules (to be renumbered as a CASR Part). This is a true breakthrough and now ensures that there is a sustainable future for all charter operators and their maintainers across the country.

Those operators wishing to continue providing scheduled services and have already stepped up to CASA Part 42 and 145 maintenance can continue to enjoy that investment. Current charter operators wishing to upgrade and commence scheduled services now have a clear path ahead in that they will be required to adopt CASR Part 42 and 145.

Where to from here?

Now we finally have a clear path ahead we can commence a Reclassification of Operations project and one that is truly based on risk alone. Broadly speaking there should be three tiers.

Firstly, a **safe environment** for private operations governed under CASR Part 91 (aka rules of the air) and RAAus governed under CASR Part 149 and baseline maintenance (similar to an annual car roadworthy inspection).

Secondly a **safer environment** for both unscheduled passenger operations and those activities involving elevated risks such as low level, winching etc. Maintenance under an enhanced CAR 30 model (similar to a commercial motor vehicle in -depth roadworthy inspection every 6 months) and flight operations and training under various specialised requirements is indicated.

Thirdly, the **safest environment** should be offered to fare paying passengers on Air Transport Operations (Airlines). They should conform to the highest level of flight operations and airworthiness control available. This is CASR Part 121, 42 and 145.

These outcomes will go a long way to ensuring the Future of Australia's Aviation sector.