



Australian Government
Civil Aviation Safety Authority

LEGAL AND REGULATORY AFFAIRS

TRIM Ref: F18/189

11 January 2018

Rob Cumming

Via email: Rob Cumming foi+request-4282-8b01f853@righttoknow.org.au

Dear Rob,

Access to documents under the *Freedom of information Act 1982*

I refer to your email dated 26 December 2017, seeking access to documents under the *Freedom of Information Act 1982* (Cth) (the Act) regarding comments made by a CASA spokesman in an article in *The Australian* on 23 December 2017, specifically regarding positive feedback received by CASA relating to flying schools transitioning to the Part 141 requirements of the *Civil Aviation Safety Regulations 1998*.

Decision

I am the decision maker for your request. I have identified 5 documents comprising 13 pages that are within the scope of your request. I have decided to release the documents to you, and they are enclosed with this letter. Document 1 contains material that is outside the scope of your request, and this part of the document has been redacted accordingly, in accordance with s 22 of the FOI Act.

Application for internal review of decision

Section 54 of the Act gives you the right to apply for an internal review of my decision. An application for internal review of my decision must be made in writing within 30 days of receipt of this letter.

No particular form is required, but it is desirable to set out in the application the grounds on which you consider that the decision should be reviewed. An application for review should be addressed to Freedom of Information at the address below:

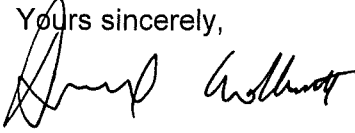
Freedom of Information
Legal and Regulatory Affairs Division
Advisory and Drafting Branch
Civil Aviation Safety Authority
GPO Box 2005
Canberra ACT 2601

Review by the Australian Information Commissioner

Alternatively, under section 54L of the Act, you may apply to the Australian Information Commissioner to review my decision. An application for review by the Information Commissioner must be made in writing within 60 days of the date of this letter, and be lodged in one of the following ways:

online: <http://www.oaic.gov.au/freedom-of-information/requesting-a-review>
email: enquiries@oaic.gov.au
post: GPO Box 2999, Canberra ACT 2601
in person: Level 3, 175 Pitt Street, Sydney NSW
phone: 1300 363 992

Yours sincerely,



David Gobbitt
Freedom of Information Officer
Legal and Regulatory Affairs Division
Advisory and Drafting Branch
Civil Aviation Safety Authority

Email address: david.gobbitt@casa.gov.au

Gobbitt, David

From: Campbell, Steven
Sent: Monday, 8 January 2018 11:52 AM
To: Gobbitt, David
Subject: FW: media question re 142 requirements [SEC=UNCLASSIFIED]

UNCLASSIFIED

Steven Campbell
Senior Aviation Advisor
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From: Campbell, Steven
Sent: Wednesday, 20 December 2017 11:51 AM
To: McHeyzer, Jason; Gibson, Peter
Cc: Palmer, Amanda; Walker, Robert; Marcelja, Andreas; Monahan, Chris; Richings, Rhonda
Subject: RE: media question re 142 requirements [SEC=UNCLASSIFIED]

UNCLASSIFIED

Yep letter still stands. Industry have already rejected the idea of independent instructors through prior consultation. There are mechanisms in current regulations which would allow for instructors to operate at remote locations, however, still under the oversight of a 141 or 142.

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From: McHeyzer, Jason
Sent: Wednesday, 20 December 2017 11:43 AM

To: Gibson, Peter

Cc: Palmer, Amanda; Walker, Robert; Marcelja, Andreas; Monahan, Chris; Campbell, Steven; Richings, Rhonda

Subject: RE: media question re 142 requirements [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Peter

The attached letter was a DRAFT CEO response to AOPA on a similar issue. Steve Campbell had lead on the issue.

CASA initially identified a total of 311 organisations that might have needed to transition to an approval under Parts 141 or 142 of CASR.

CASA has completed 35 assessments, has 38 assessments underway and has identified 60 organisations that will not require an approval. I don't believe that we have previously made these figures publicly available.

As the letter identifies, during development of the regulations Part 141 was simplified and CASA has provided sample manuals, sample syllabi and a tool to assist in manual authoring. Similar assistance is being provided for Part 142.

CASA has also initiated a number of exemptions and approvals to resolve industry issues; the exemptions will be incorporated into a future amendment of the regulation and Manual of Standards.

Regards

Jason McHeyzer

Manager

Regulation Development and Implementation Branch

CASA\Aviation Group

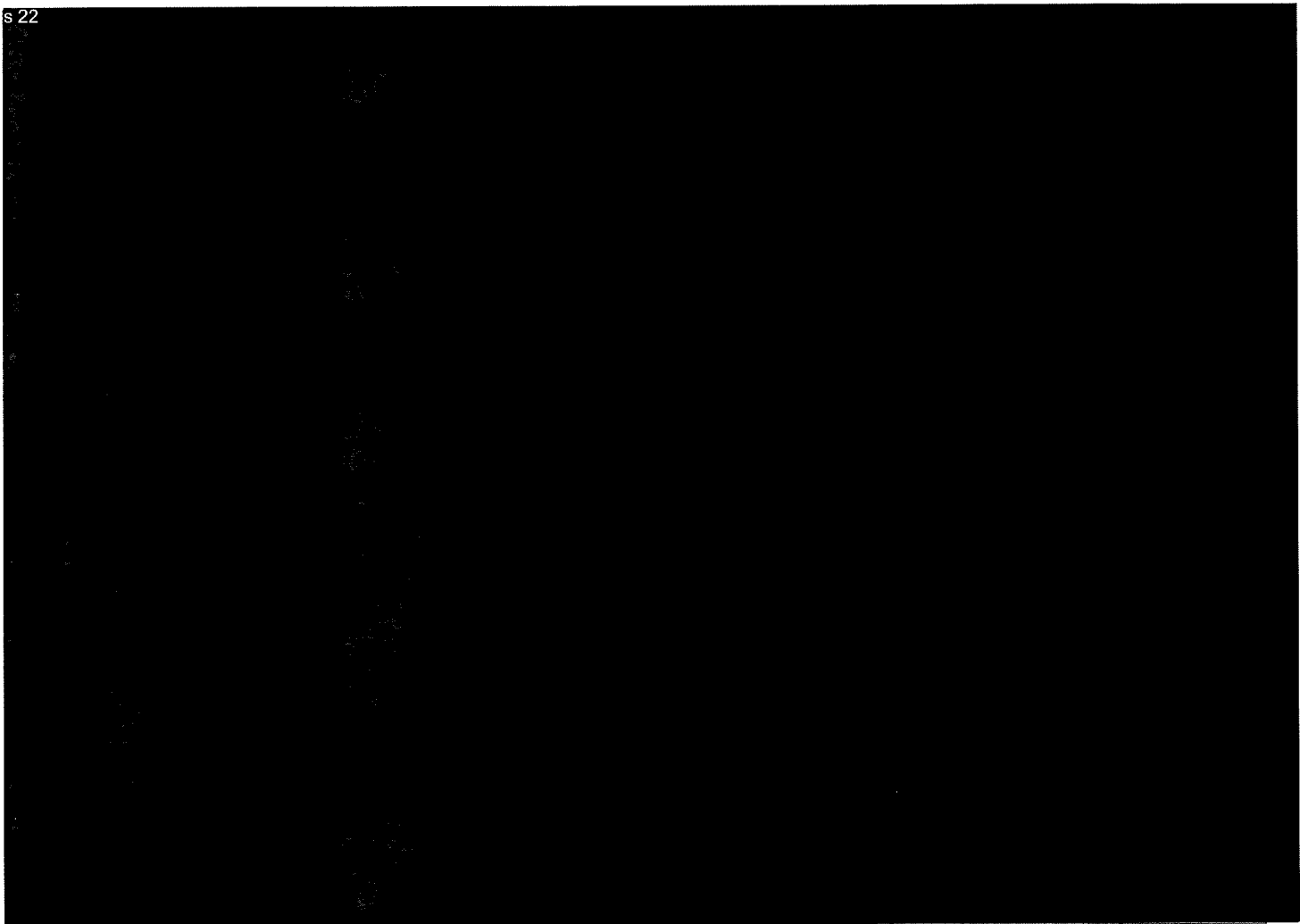
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From: Gibson, Peter
Sent: Wednesday, 20 December 2017 6:50 AM
To: Monahan, Chris
Cc: Palmer, Amanda
Subject: media question re 142 requirements [SEC=UNCLASSIFIED]
Importance: High

UNCLASSIFIED

Chris

Can I have some words this morning in response to these media questions. Many thanks pg

Flying schools say the increased cost of compliance and CASA's heavy-handed regulation — including the need to transition to Part 142 training - is causing great financial damage. Does CASA acknowledge this?

Will CASA consider allowing independent instructors and private pilot instructors for ab initio training (as occurs in the US and as was originally planned in Australia)?

Many thanks pg

Peter Gibson
Corporate Communications Manager
Civil Aviation Safety Authority

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Australian Government
Civil Aviation Safety Authority

OFFICE OF THE CHIEF EXECUTIVE OFFICER

Ref: CASA F17/423

24 November 2017

Mr Ben Morgan
Executive Director
Aircraft Owners and Pilots Association of Australia (AOPA)
PO Box 26 GEORGES HALL NSW 2198

Dear Mr Morgan

Meeting on Discussion Paper: Independent Flight Instructors

Thank you for your meeting on 14 November 2017 about the above Discussion Paper from AOPA Australia in regards to the concept of Independent Instructors. As Shane is on leave at the moment he has asked me to review the proposal and respond on his behalf.

As you would no doubt be aware, CASR Parts 141 and 142 were consulted over a number of years. It is my understanding that the concept of independent instructors was raised during the consultation period but that it was not progressed.

During the review of Parts 141 and 142, a number of policy changes were made that resulted in a much easier and cost efficient transition for flying schools. Policies such as only requiring a Part 141 Certificate rather than an Air Operators Certificate and producing the Part 141 Sample Operations Manual (SOM) which included associated training syllabuses, means that a non-complex flying school would only need to 'top and tail' the SOM to produce their own operations manual.

The SOM also highlighted a subtle but very important policy shift which addresses some of the concerns you have raised about accessibility in remote areas for instructors, such as the simpler approach to using temporary locations for training. Previously, approval was required from CASA, however now it is as simple as the operator assessing the suitability and familiarity of an aerodrome as described in the SOM at *1A1.6.4-Temporary locations*.

For those who wish to own and operate their own flying school business, the process has never been easier. There have been a number of flying schools making the transition to Part 141 recently and the feedback I am receiving is very positive. CASA's sample manuals and syllabuses together with the Manual Authoring and Assessment Tool have helped operators with their transition. Turnaround times have reduced to around one to two months on average which not only reduces cost for industry but also time away from their core business of flying training.

It is for these reasons that I am satisfied that the Part 141 scheme and the available support tools address the concerns you have raised about accessibility in remote areas for instructors. I have therefore concluded that there is no need to make changes to policy or regulations at this time. Once again thank you for meeting with CASA.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. M. Crawford'.

Graeme M. Crawford
Acting Chief Executive Officer and
Director of Aviation Safety
Civil Aviation Safety Authority

Gobbitt, David

From: McHeyzer, Jason
Sent: Friday, 24 November 2017 9:04 AM
To: Campbell, Steven
Cc: Richings, Rhonda; Crawford, Graeme
Subject: FW: Part 141 142 Transition [SEC=UNCLASSIFIED]

UNCLASSIFIED

Steve

As requested. Below are details of good news stories from transition to 141/142.

I am also receiving positive feedback on the MAAT tool which I will pass separately.

Regards

Jason McHeyzer

Manager

Regulation Development and Implementation Branch

CASA\Aviation Group

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From: Cochrane, Ricky
Sent: Thursday, 23 November 2017 3:11 PM
To: McHeyzer, Jason
Cc: Richings, Rhonda
Subject: Part 141 142 Transition [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Jason,

As requested please see below a sample of some successful Part 141/142 transitions.

If you require a few more or further detail than what has been outline let me know and I can attempt to flesh it out a little.

Vee H Aviation Pty Ltd – first operator to complete transition

Vee H was the first operator and first CAR217 organisation to transition to 141 and 142 was completed in December 2016. Excellent working relationship between the operator and overseeing CTM.

Oxford Aviation Academy – first large scale flight training school to transition

- Transition involved substantial partnership between CASA and operator to resolve areas of concern

Kelmac Aviation - Completed

- Proactively worked with Operator to complete transition to Part 141. Total of 9 hrs assessment and the operator is now fully transitioned. Operator used the 141 SOM.

Eastern Australia Airlines and Sunstate Airlines (Qantaslink) - Completed

- Transition of these major operators completed relatively early in the transition period. Inspectors worked closely with the organisation and a total of 12 hours on each operator achieved successful transition to Part 142

Surveillance Australia - Completed

- Complex Part 142 transition completed in 20hrs achieved through the inspector/CTM working closely with the organisation to achieve the transition goal. One of the first operators to be approved to undertake MCC training with their pilots.

Barkly Helicopters - Completed

- Inspectors completed successful transition of this operator to Part 141 despite the uncertainty around helicopter training and the continuation of the 105 hr training course

Heliservices Queensland Pty Ltd - Completed

- Inspectors completed successful transition of this operator to Part 141 despite the uncertainty around helicopter training and the continuation of the 105 hr training course

Lifeflight Group Limited – Completed

- Complex training organisation with complex type rated helicopters, training completed at the same time as managing significant changes to AOC and training approvals. Proactive working relationship between the regional office and company staff.

JD and KM Jarden Pty Ltd - Completed

- Proactive approach with operator, two inspectors from Southern Region conducted onsite visits to work proactively with the operator to ensure transition documents completed against new regulations to make transition seamless as possible.

A C Airways Pty Ltd – In Progress

- Inspector in Southern Region working continuously with this operator to ascertain their transition objectives and assist them in the direction they need to go. Proactive discussions leading to restored faith in CASA that we are proactively working with them to achieve transition.

Aerowasp Pty Ltd – In progress

- Operator transition close to completed, total assessment hours spent to date 3 hrs, inspector has worked closed with operator in provision of documents.

Cheers,

Ricky Cochrane
Project Manager
Business Coordination Section
Aviation Group
P: 07 3144 7344 E: ricky.cochrane@casa.gov.au

Safe Skies for All



Australian Government
Civil Aviation Safety Authority

Gobbitt, David

From: McHeyzer, Jason
Sent: Friday, 24 November 2017 9:09 AM
To: Campbell, Steven
Subject: FW: MAAT - Australian helicopter academy [SEC=UNCLASSIFIED]

UNCLASSIFIED

Jason McHeyzer
Manager
Regulation Development and Implementation Branch

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From: AHA Admin [<mailto:admin@australianhelicopteracademy.com.au>]
Sent: Thursday, 31 August 2017 8:25 PM
To: Bailey-McDonald, Michelle
Subject: Re: MAAT [SEC=UNCLASSIFIED]

Hi Michelle,

Sorry I've been to reply to the feedback email but been away a lot lately. I reckon the MAAT system is the best thing since sliced bread! Can't think of any obvious improvements off the top of my head.

Cheers,

Nick

On 30 Aug 2017, at 09:59, Bailey-McDonald, Michelle <Michelle.Bailey-McDonald@casa.gov.au> wrote:

UNCLASSIFIED

Hi Nick

Just thought I would touch base with you and see how your experience using MAAT to develop your manual was.

I hope your experience with MAAT has been a positive one, please do not hesitate to contact me if you have any questions, suggestions or feedback – happy to help!

Thanks

Michelle ☺

Michelle Bailey-McDonald

MAAT Coordinator
Regulation Development & Implementation Branch
CASA\Aviation Group

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p: *Toll Free* 131 757 ext **7401**

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Gobbitt, David

From: McHeyzer, Jason
Sent: Friday, 24 November 2017 9:08 AM
To: Campbell, Steven
Subject: FW: MAAT - Blue sky flying [SEC=UNCLASSIFIED]

UNCLASSIFIED

Jason McHeyzer
Manager
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From: craig@blueskyflying.com.au [mailto:craig@blueskyflying.com.au] **On Behalf Of** Craig Hammond
Sent: Thursday, 2 November 2017 2:28 PM
To: Bailey-McDonald, Michelle
Subject: Re: MAAT Supporting documentation [SEC=UNCLASSIFIED]

Hi Michelle,
Thanks for today..

It was a very useful training course, and it has actually made me look forward to getting into the 141 ops manual.

Craig....

On 2 November 2017 at 15:13, Bailey-McDonald, Michelle <Michelle.Bailey-McDonald@casa.gov.au> wrote:

UNCLASSIFIED

Hi Craig

Thank you for attending the MAAT training session today, I hope you found it helpful.

As promised I have attached the MAAT formatting tips & tricks document that was mentioned during your training session. I have also provided you with the link for the training presentation – the last 3 slides will assist when preparing to submit the manual and also creating the new version when it comes time to make an amendment. http://www.casa.gov.au/wcmswr/_assets/main/lib100268/maat_training_presentation.pdf

Also attached are word documents of the forms which can be customised with your company details and saved as pdfs and ready to attach directly in section 4.2.

The link to sample CASA training syllabus is: <https://www.casa.gov.au/standard-page/sample-syllabuses-flying-training-organisations>

I will contact you in a couple of weeks to see how you are going with the development of your Part 141 Operations Manual however in the meantime if I can help you with anything, just let me know. ☺

Kind regards

Michelle Bailey-McDonald

MAAT Coordinator

Regulation Development & Implementation Branch

CASA\Aviation Group

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