

Avoid the resubmit

Over 4,000 aircraft owners have sent details to CASA to change over to new rules on aircraft registration ahead of the November 14, 2005 deadline.

The early response represents 30 per cent of aircraft owners affected by the rule changes.

But CASA aircraft registration staff are finding that they need to return some forms for amendment, usually because vital information is missing. Patricia McLeod of CASA's aircraft registration implementation team says some applicants have not supplied the right registered office address, or have given incorrect supporting documents, or have failed to submit correctly certified copies.

"There are different identification requirements for the registration holder and the registered operator", says McLeod. "Individuals applying to be registered operators must reside in Australia and supply two pieces of acceptable identification, whereas registration holders simply have to be a legal entity and supply only one item of identification."

Applicants should carefully read the explanatory notes accompanying CASA transition form number 025. The forms and explanatory notes are on CASA's website (www.casa.gov.au/casadata/register/forms47.htm).

Some of the details overlooked by people nominated to certify documents include the date and their position.

McLeod said CASA will also accept certifications from – among others – medical practitioners, pharmacists and chartered accountants, as long as they follow the guidelines on form 025.

If you have any questions, call 131 757 and ask for the Part 47 implementation team, fax your inquiry to 02 6217 1466, or email part47@casa.gov.au.

Simulator list

New rules and procedures applied by the Civil Aviation Safety Authority have enabled approval of stand-alone simulator centres, not connected with flying organisations.

The new procedures have allowed the Ansett flight simulator centre to continue to operate despite the collapse of the Ansett group.

All Australian companies

able to provide advanced simulator training have now been listed on CASA's website in a bid to encourage wider use of the facilities.

Over 30 simulators are listed. At the top end of the market, the listing includes:

- Qantas Airways Ltd simulator centre which provides training for the B737-300/400/800, B747-200/300/400, B767-200/300ER, A330, DHC-8-100
- the Ansett flight simulator centre, featuring simulators for the SAAB 340A/B, B737-300, B767-200, Metro 111, CRJ-200, DHC-8-100/200/300 and BAe 146
- Alteon Training Australia, which have simulators for the B737-700/800/BBJ, A320-200, B717-200.

The list is at www.casa.gov.au/casadata/ft_sim.

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Heroes in harnesses

The safety of equipment attached to aircraft is just as important as the aircraft itself, especially when you're attached to a police rescue helicopter winching up a party of stranded schoolchildren in the Grampians last year. What was reassuring for the rescuers was their harnesses were made to a newly-approved Australian aviation standard. It was the first such standard in the world.

In the interests of harmonisation, Australia often "borrows" aviation safety standards from overseas, such as the USA's TSOs (technical standard orders).



Video still of winch operation in the Grampians.

Australia led the world last year when it issued its own ATSO C1003 for helicopter rescue equipment, followed later by the FAA with their TSO.

Prompted by years of debate over whether harnesses were classified as aircraft components and the consequential need for certification, key industry players took up the challenge and started the design and approval process.

Maintenance debate rages

Recent adverse commentary on proposed maintenance rules in the aviation press has prompted CASA to publish several media releases and a new webpage. The media releases challenge the articles published, while the webpage features 45 questions and answers on the issues.

Review of the draft regulations against strict benchmarking criteria issued by CASA's CEO is now the job of a new task force known as the regulatory advisory panel (RAP). The CEO's directive will result in several levels of government and industry scrutiny of the new maintenance package.

The media releases are at casa.gov.au/hotopics and the Q&As are at rrp.casa.gov.au/maintqa.

Making full use of CASA's rulemaking procedures, companies such as CHC Helicopters Australia and Safety Equipment Technical Services (SETS) became part of an ATSO consultative committee and, along with other industry representatives, helped steer the process through to the new standard.

Currently, both SETS and CHC have approved harnesses. The ATSO allows them to sell their safety equipment in an off-the-shelf form for installation and use by aircraft operators within Australia.

It should also make it easier to export their products to countries such as the USA, Canada and New Zealand.

Proposals for new ATSOs

can be made to CASA's airworthiness standards branch, either in writing or by fax to 02 6217 1376, for further consideration.



Senior Constable Robert Russell, Air Crewman, Victoria Police Airwing.

Courtesy of SETS

Doing time

There have been some spirited responses to a CASA discussion paper on the introduction of tamper-resistant, time-in-service recorders for helicopters.

The discussion paper was prompted by concerns by some maintainers and insurers that a large number of accidents have involved out-of-time parts as a causal factor. However, many in the agricultural

sector are opposed to the idea.

Others believe some form of recording device could provide a more accurate record than relying on maintenance logs.

If responses to the paper indicate general support, the next step will be further consultation on how to implement any proposal and the preparation of a notice of proposed rule making with the proposed rules.

Follow the discussion online at rrp.casa.gov.au/helotrd.

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