

CASA Regulations for the Future of the Aeromedical Industry

A discussion of potential NPRM 13040s changes

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Qualifications



What is an NPRM?

- **Notice of Proposed Rule Making**



How does CASA change the rules

- **Discussion Paper**
- **NPRM**
- **Draft Legislation**
- **Final Draft Legislation**
- **Legislation (CASR)**



Incentive for change?

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THE AUSTRALIAN, FRIDAY, AUGUST 23, 2013
www.theaustralian.com.au/aviation

Alice Springs back after downturn

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of food and beverage outlets. Cooper reports to Northern Territory Airports chief executive Ian Kew but recently announced she will moving at the end of the year.

One of the growing number of female executives in aviation, Cooper is a Telstra Business Woman of the Year winner and has recently returned from an executive education program at Harvard Business School as one of two Australians to win scholarships.

She says business at Alice Springs is a mixture of domestic and international tourists as well as visiting friends and relatives traffic and intrastate business

PEL-AIR DITCHING BRINGS OPERATIONS INTO FOCUS

CASA toughens safety rule

STEVE CREEDY
AVIATION WRITER

THE Civil Aviation Safety Authority is to remove a discrepancy in air safety rules brought into focus by the 2009 night-time ditching of a fuel-starved Pel-Air ambulance in the sea off Norfolk Island.

A notice of proposed rule making to regulate fixed-wing aircraft and helicopter air ambulance flights as air transport operations will bring Australia into line with jurisdictions such as Britain, Europe, Canada, New Zealand and the US.

The Pel-Air flight was working under the less onerous "aerial work" capacity and this was seen

as a factor in the ditching. The NPRM said Australia was unique among leading industrial nations in classifying medical transport flights as aerial work, and a reclassification would bring the flights into line with International Civil Aviation Organisation regulations.

It said the current aerial work category did not give operators full recognition of their proactive approach to safety or recognise the fundamental purpose of medical transport flights was passenger carriage of people often not in a position to make informed choice about the transport services received.

"Given industry's predisposition to a more risk-averse and

safety-focused philosophy, CASA believes that Australia's new aviation safety regulations will benefit from a policy whereby medical transport flights are regulated as an air transport operation and are subject to the same general standards that apply to other passenger transport operations," it said.

The new requirements will mean medical transport operators will need to have to introduce several CASA-approved systems and processes.

These include safety management systems, human factors and non-technical skills training, fatigue management, check and training, operator expositions and maintenance processes with

minimum equipment lists. "These systems are, in CASA's opinion, very relevant to the organisational model required for medical transport operations," the NPRM said.

In defining medical transport operations, CASA said it did not intend to classify as medical transport flights such as a search and rescue, which also may involve "coincident patient care" of an injured survivor.

These would remain classified an aerial work emergency service operation, regardless of the delivery of patient care. A flight solely for the purpose of carrying medical supplies also would remain a cargo operation.

"It is CASA's proposed policy

that if a flight commences with the express purpose of carrying a medical passenger at any time, then the MT flight is a passenger transport operation for the purposes of Part 119 of CASA and applicable operational rules," it said.

The regulator also considered that "potential additional costs associated with adopting would be outweighed by the safety benefits".

"In many cases, such costs are already absorbed by operators as they have (in their own right) upgraded their business models, for contractual purposes, to meet the proposed AT requirements," it said.

Comments on the proposed rules close on November 27.



HELIPORT DESIGN
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25th January 2001 Part 135

Civil Aviation Safety Regulations
CASR PART 135 – Domestic and international
Passenger Transport Services (PTS), or
international cargo-only, in smaller aeroplanes



< 8,618 Kg or 1 – 9 seats

safe skies for all



HELIPORT DESIGN
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6th September 2004 Part 121

Civil Aviation Safety Regulations
CASR PART 121 – Domestic and international
Passenger Transport Services (PTS), or international
cargo-only, in larger aeroplanes



safe skies for all

Discussion 5th October 2000 Part 133 / 138

CASR Part 133 – Australian Air
Transport Operations - Rotorcraft
Briefing May 2012



Current Flight Category

- . **Private**
- **Air work**
- **Charter**
- **Routine Public Transport**



Current Flight Category

. Private

- Air work
- ***Aerial work.*** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.



Future Flight Category

- . **Private**
 - **Air work**
 - **Air Transport Operations – Light Aircraft**
 - **Air Transport Operations – Heavy Aircraft**



Future Flight Category

. Private

- Air work
- Air Transport Operations – Light Aircraft
- ***commercial air transport operation*** (is) an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.



This NPRM will be of interest to:

- . prospective operators under Parts 121, 133, 135 and 138 of CASR**
- . state government ambulance and medical service providers**
- . individuals and entities who:**
 - 1. provide aircraft maintenance for medical transport operations**
 - 2. contract the services of medical transport operators.**



**HELIPORT DESIGN
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Who Part 119 affects:

- **Current and potential aviation Regular Public Transport (RPT) operators**
- **Current and potential aviation Charter operators**
- **Professional aviation crew members**



Who Part 119 affects:

- **Safety critical aviation personnel**
- **Individuals involved with the airworthiness and maintenance control of aircraft engaged in RPT and Charter operations**
- **Other employees of RPT and Charter operators**



Who Part 119 affects:

- **Passengers in aeroplanes and rotorcraft**
- **Carriers of air cargo in aeroplanes and rotorcraft**
- **Operators of air cargo aircraft.**



Key Proposals (part 119)

- **The new Air Transport Operations will combine the flexibility of charter operations with the safety benefits of RPT's structured training and checking.**



Key proposals (Part 119)

- **A single standard for both regular public transport and charter operators;**
- **Identification of key personnel as defined in the *Civil Aviation Act 1988*;**
- **Establishing a new designated person identified as the Safety Manager;**



Key proposals (Part 119)

- **Making the Chief Executive Officer (CEO) accountable for the safety system and regulatory compliance;**
- **Requiring operators to develop and maintain a Safety Management System (SMS);**



Key proposals (Part 119)

- **Requiring operators to provide for crew training and checking, or to arrange for this to be conducted by an organisation approved under CASR Part 142 - *Training and checking operators*;**
- **Provision of non-technical skills training to safety critical aviation personnel**



Definition

- **Crew member is a crew member of an aircraft if the person is carried on the aircraft and is:**
- **(a) a person: who is authorised by the operator of the aircraft to carry out a specified function during flight time relating to:**



Definition

- **(i) the operation, maintenance, use or safety of the aircraft; or**
- **(ii) the safety of its passengers; or**
- **(iii) the care or security of any cargo which may affect the safety of the aircraft or its occupants; and**



Definition- HMT aircrew member

- means a crew member of a helicopter (other than a supernumerary crew member) who has been trained, found competent and assigned by the operator:
- (a) to assist the pilot in tasks specified in the operator's exposition in regard to the operation of the helicopter; or



Definition- HMT aircrew member

- **(b) to ‘conn’ the pilot to position and reposition overhead a HMT operating site; or**
- **(c) to operate the winch on the helicopter (if any) during HMT operations; or *etc...***



Medical Transport definition

- **a flight in an aircraft, the specific purpose of which is:**
- **to facilitate emergency medical assistance in situations where, to render that assistance, rapid aerial transportation is essential**
- **or**
- **to facilitate medical assistance and transport when aerial transport is considered necessary, as determined by a medical practitioner or tasking agency**



HELIPORT DESIGN
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TTT



Key Change Summery

- **safety management systems**
- **human factors and non-technical skills training**
- **a method of managing personnel fatigue**
- **training and checking for personnel**
- **operator expositions**
- **maintenance processes which include minimum equipment lists.**



Key Change Summery

- **SMS (including go no go decision)**
- **CRM**
- **Check and train system for all staff**
- **Flight following system**
- **Inflight communications**



Key Change Summery

- **Higher fuel reserves**
- **Education program for pre hospital providers**
- **Staff to be educated in risk**
- **Scene flights not subject to Air Operation Limitations**
- **PC 3 RW operations not allowed for night**
- **PC 3 for day operations if suitable landing area**



HELIPORT DESIGN
G R O U P

Key Change Summery

- **For populous area helipads PC 2 is allowed if sufficient run off area**

otherwise

PC 1 or PC 2 with exposure



Key Change Summery

- **SAR is still Air Work**



Key Change Summery

- **Approved Single Engine Aero planes may have to have smaller distances between landing areas**
- **EVS and NVIS may be available for FW (crew to be ascertained)**
- **Part 119 may not apply at scene landings**
- **Part 135 < 5700 kg**
- **Part 121 > 5700 kg**



Next steps

- **Check CASA web site for full NPRM**
- **Closing date for submissions 27th September 2013**
- **Paul Gallagher to represent ASA at CASA meeting in Adelaide end September.**



Next Steps

Possible implementation date

First quarter 2015



The end

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