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CHAPTER 1 – AUSTRALIAN AVIATION ORGANISATIONS

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Australian Aviation Organisations

1.1 Introduction

In Australia there are two bodies responsible for aviation, Civil Aviation Safety Authority:

1. **(CASA)**, which is a Commonwealth authority and
2. **Airservices Australia**, which is a business enterprise.



1.2 Civil Aviation Safety Authority (CASA)



The Civil Aviation Safety Authority (CASA) was established on 6 July 1995 as an independent statutory authority. Under section 8 of the, Civil Aviation Act 1988, CASA is a body corporate separate from the Commonwealth.

CASA's primary function is to conduct the safety regulation of civil air operations in Australia and the operation of Australian aircraft overseas. It is also required to provide comprehensive safety education and training programmes, cooperate with the Australian

Transport Safety Bureau, and administers certain features of Part IVA of the Civil Aviation (Carriers' Liability) Act 1959.

The Civil Aviation Regulations 1988 and the Civil Aviation Safety Regulations 1998, made under authority of the Civil Aviation Act, provide for general regulatory controls for the safety of air navigation. The Civil Aviation Act and CAR 1988 empower CASA to issue Civil Aviation Orders on detailed matters of regulation. The CASRs 1998 empower CASA to issue Manuals of Standards which support CASR by providing detailed technical material.

Other legislation affecting CASA in the exercise of its powers include the:

- Air Navigation Act 1920
- Commonwealth Authorities and Companies Act 1997
- Auditor-General Act 1997
- Ombudsman Act 1976
- Freedom of Information Act 1982
- Privacy Act 1988
- Administrative Appeals Tribunal Act 1975
- Administrative Decisions (Judicial Review) Act 1977

The Chief Executive Officer manages CASA, and is responsible to the Minister for Infrastructure, Transport, Regional Development and Local Government.

1.2.1 Tripartite Structure

CASA, the Department of Infrastructure, Transport, Regional Development and Local Government and Airservices Australia constitute a tripartite structure for providing safe aviation in Australia, each with separate and distinct functions, working together as an integrated system.



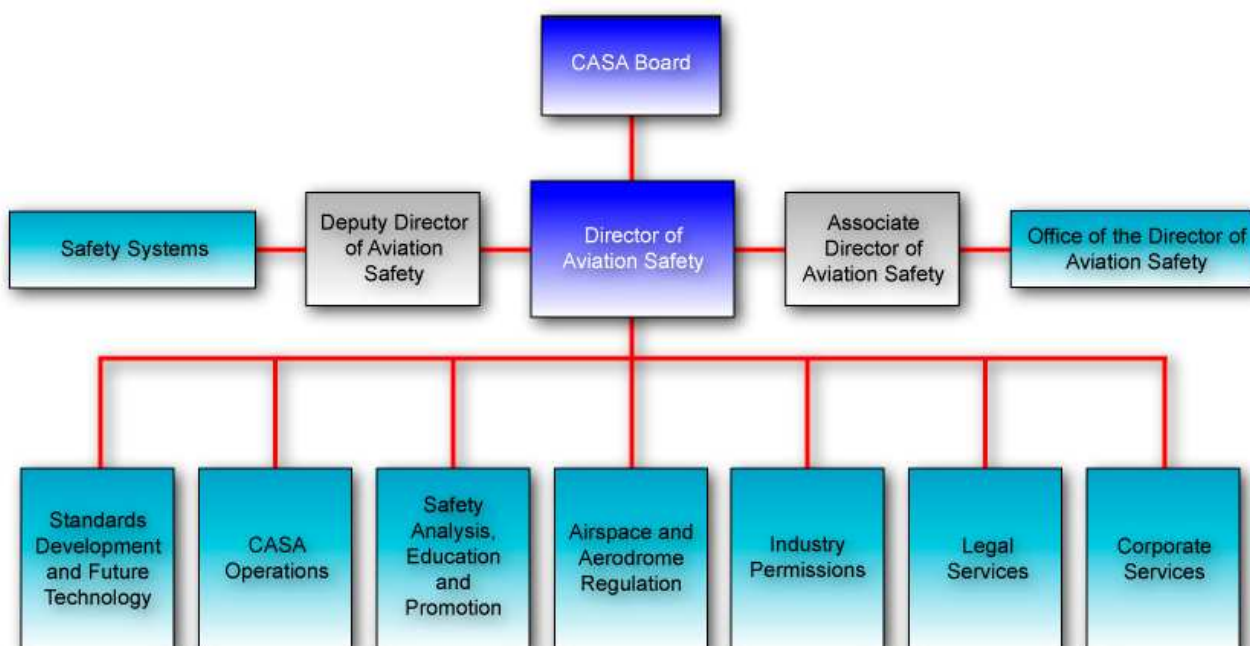
CASA and the ATSB have signed a Memorandum of Understanding (MoU) that sets out safety objectives and underlying values to guide the ongoing relationship between the two organisations. The MoU will maximise aviation safety outcomes and enhance public confidence in aviation safety.

1.2.2 CASA's Values

Our values	Our behavioural attributes
Commitment to CASA's vision	CASA employees show commitment to CASA's vision of Safe skies for all. For many CASA employees, aviation represents a genuine life-long interest and they are proud to work for CASA and what it stands for.
Achieve results, show initiative and innovation	CASA employees find solutions and strive to improve performance. They operate efficiently and effectively and take action to drive improvements. They encourage innovation and adapt to changing environments.
Stakeholder focus and influence	CASA employees respond to the requests of stakeholders and the broader aviation community. They identify underlying needs of

Our values	Our behavioural attributes
	stakeholders, while demonstrating the role of CASA as a regulator. They educate and empower stakeholders to take responsibility for safety and influencing the industry to achieve safety outcomes.
Integrity and professionalism	CASA employees act fairly and with integrity. They show high levels of professionalism at work and make decisions without personal bias. They maintain the highest ethical standards.
Flexibility and good judgement	CASA employees take a flexible approach to deliver outcomes of the organisation. They make balanced judgements and take ethical decisions based on relevant information with a focus on risk assessment.
Teamwork and leadership	CASA employees acknowledge that CASA is one organisation rather than a collection of individuals. High performing team leaders create the conditions that enable their team to succeed. Employees support one another to achieve CASA's goals.

1.2.3 CASA Organisation Chart

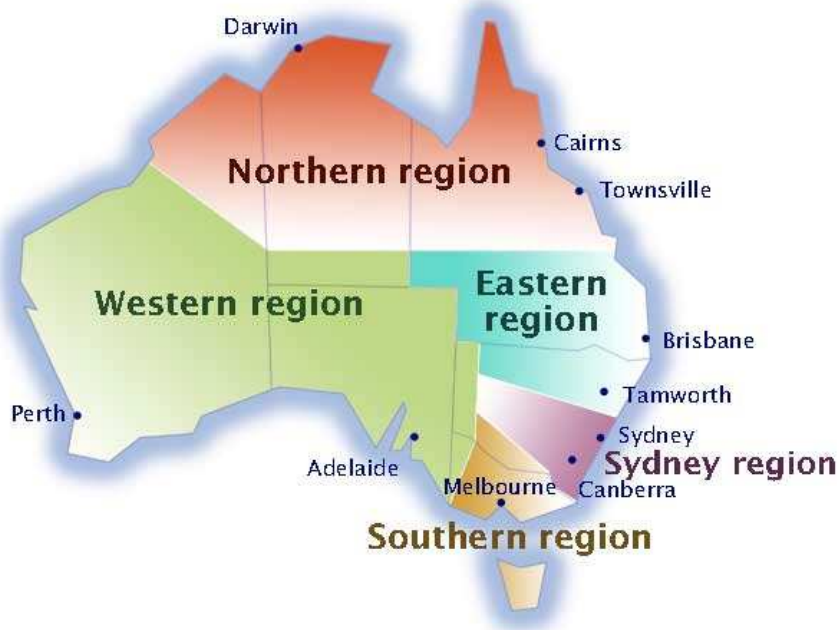


CASA is responsible for:

- Safety regulations
- Licensing of pilots and aviation engineers, and
- Certification of aircraft and operators

1.2.5 CASA Regional Offices

For any aviation regulatory enquiries contact your nearest regional office, the CASA Service Centre or the CASA Licensing and Registrations Centre.



1.1.2 Contact Information

For any information regarding CASA, you can go to their website: www.casa.gov.au

1.3 Airservices Australia

Airservices Australia is a government-owned corporation providing safe and environmentally sound air traffic control management and related airside services to the aviation industry. Formed in July 1995, when the Civil Aviation Authority was split into two separate government bodies: Airservices Australia and the Civil Aviation Safety Authority.

In Australia, Airservices Australia works closely with other government organisations concerned with aviation safety, regulation and search and rescue, such as the Department of Infrastructure, Transport, Regional Development and Local Government, the Civil Aviation Safety Authority, the Australian Transport Safety Bureau and the Australian Maritime Safety Authority.



1.3.1 Airservices Australia Responsibilities

Airservices Australia is responsible for:

- Airspace management
- Aeronautical information
- Communications
- Radio navigation aids
- Airport rescue and fire fighting services, and
- Aviation search and rescue (transferred to Australian Maritime Safety Authority (AMSA) in 1997).

1.1.1 Contact Information

For any information regarding Airservices Australia, you can go to their website:
<http://www.airservicesaustralia.com>

1.4 CASA and Jeppesen Documents

1.4.1 Introduction

The student pilot must familiarise himself or herself with the appropriate documents associated with the licence required. Below is information on the more frequently used documents.

1.4.2 Civil Aviation Regulations (CAR)

CARs are legislation (law). These regulations (rules) are made in the Australian Parliament. This compilation has been split into 4 volumes. The contents page at the beginning of each volume is the 'Table of Contents'.



1.4.3 Civil Aviation Orders (CAO)



CASA (Civil Aviation Safety Authority) issues Civil Aviation Orders. They give a lot more detail about regulations than the CAR do. There is a contents section at the beginning that lists the CAO section number and the topic being discussed.

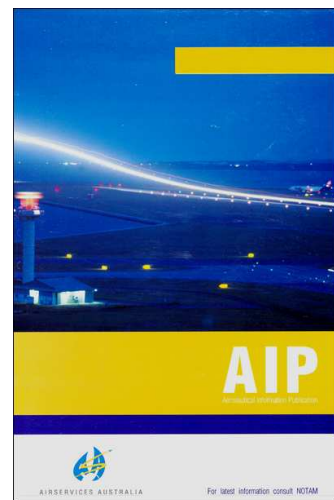
1.4.4 Aeronautical Information Publication (AIP)

The AIP is the primary source of information for the safe conduct of domestic operations. It contains two types of information.

1. Long term-reference information
2. Other short-term operational material

Long-term reference information is contained in one book / volume, and has three major parts:

1. General (GEN)
2. En route (ENR)
3. Aerodromes (AD)

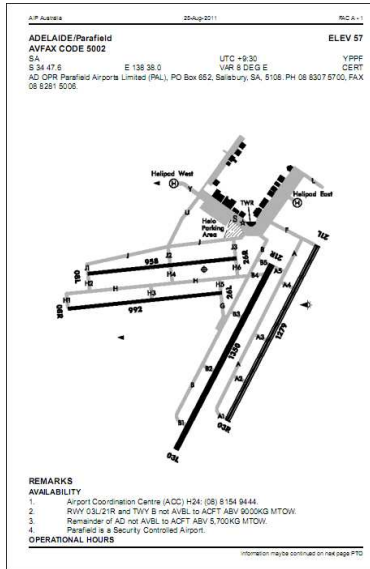


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Short-term and other operational information is contained in supplementary documents and forms part of the whole Australian AIP. These documents are:



The En-route Supplement Australia (ERSA), which contains airport information i.e. (airport elevation, runway length, radio frequencies etc) for Australian aerodromes.

- i. Departure and Approach Procedures East and West (DAPS)
- ii. Area Charts East and West
- iii. En-route charts High and Low.
- iv. RNAV Charts Version 1.2
- v. Planning Charts
- vi. Visual Enroute and Terminal Charts
- vii. Designated Airspace Handbook

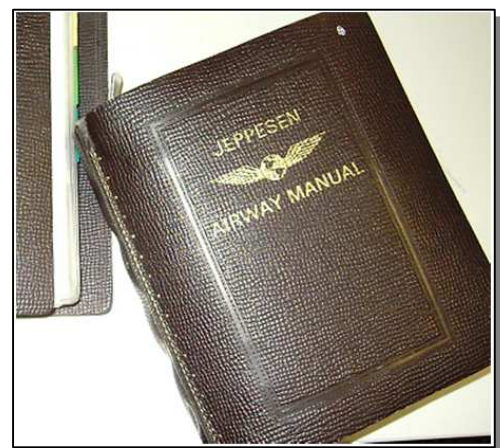
1.4.5 Jeppesen Airways Manual

We use the Australian version of this manual. There are many different versions for operations all over the world.

Jeppesen comes in two volumes which contain all of the information in the Australian AIP and its supplements. Jeppesen may be used in place of the AIP.

1.4.5.1 Volume One Contains:

1. Introduction
2. Chart NOTAMS
3. En route
4. Radio Aids
5. Meteorology
6. Tables and Codes
7. Air Traffic Control
8. Entry requirements
9. Emergencies
10. Airport directory



1.4.5.2 Volume Two Contains:

Terminal – aerodrome information and approach and departure procedures and charts for all licenced aerodromes in Australia.

1.4.6 Civil Aviation Advisory Publication (CAAP)

This is advisory information.

CARs set out legal requirements, and the CAAPs set out methods which may be used to ensure compliance with the regulations.

When using the information given in CAAPs, carefully read the CAR listed in the reference section.

