

Excerpts from Civil Aviation Act

CASA's functions

(1) CASA has the function of conducting the safety regulation of the following, in accordance with this Act and the regulations:

- (a) Civil air operations in Australian territory;
- (b) The operation of Australian aircraft outside Australian territory;
- (ba) ANZA activities in New Zealand authorised by Australian AOCs with ANZA privileges;

By means that include the following:

- (c) Developing and promulgating appropriate, clear and concise aviation safety standards;
- (d) Developing effective enforcement strategies to secure compliance with aviation safety standards;
- (da) administering Part IV (about drug and alcohol management plans and testing);
- (e) Issuing certificates, licences, registrations and permits;
- (f) Conducting comprehensive aviation industry surveillance, including assessment of safety-related decisions taken by industry management at all levels for their impact on aviation safety;
- (g) Conducting regular reviews of the system of civil aviation safety in order to monitor the safety performance of the aviation industry, to identify safety-related trends and risk factors and to promote the development and improvement of the system;
- (h) Conducting regular and timely assessment of international safety developments.

(2) CASA also has the following safety-related functions:

- (a) Encouraging a greater acceptance by the aviation industry of its obligation to maintain high standards of aviation safety, through:
 - (i) Comprehensive safety education and training programs; and
 - (ii) Accurate and timely aviation safety advice; and
 - (iii) Fostering awareness in industry management and within the community generally, of the importance of aviation safety and compliance with relevant legislation;
- (b) Promoting full and effective consultation and communication with all interested parties on aviation safety issues.

(3) CASA also has the following functions:

- (aa) implementing the ANZA mutual recognition agreements;
 - (a) cooperating with the Australian Transport Safety Bureau in relation to investigations under the Transport Safety Investigation Act 2003 that relate to aircraft;
 - (b) Any functions conferred on CASA under the Civil Aviation (Carriers' Liability) Act 1959, or under a corresponding law of a State or Territory;
 - (ba) enforcing the requirements of this Act and the regulations in relation to insurance and financial arrangements required under Part IVA of the Civil Aviation (Carriers' Liability) Act 1959;
 - (c) Any functions conferred on CASA under the Air Navigation Act 1920;
 - (ca) entering into 83 bis agreements on behalf of Australia;
 - (cb) any functions conferred on CASA under the Aviation Transport Security Act 2004;
 - (cc) any functions conferred on CASA under the Airspace Act 2007 or under regulations under that Act;
 - (d) Any other functions prescribed by the regulations, being functions relating to any matters referred to in this section;
 - (e) Promoting the development of Australia's civil aviation safety capabilities, skills and services, for the benefit of the Australian community and for export;
 - (f) Providing consultancy and management services relating to any of the matters referred to in this section, both within and outside Australian territory;
 - (g) Any functions incidental to any of the functions specified in this section.
- (4) In performing the function under paragraph (3)(f), CASA may, under a contract with a foreign country or with an agency of a foreign country, provide services for that country or agency in relation to the regulation of the safety of air navigation or any other matter in which CASA has expertise. Those services may include conducting safety regulation in relation to foreign registered aircraft under the law of a foreign country.

9A Performance of functions

- (1) In exercising its powers and performing its functions, CASA must regard the safety of air navigation as the most important consideration.
- (2) Subject to subsection (1), CASA must exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from:
 - (a) The effects of the operation and use of aircraft; and
 - (b) The effects associated with the operation and use of aircraft.

11 Functions to be performed in accordance with international agreements

CASA shall perform its functions in a manner consistent with the obligations of Australia under the Chicago Convention and any other agreement between Australia and any other country or countries relating to the safety of air navigation.

11A Compliance with Australian Airspace Policy Statement

- (1) Subject to subsection 9A(1), CASA must exercise its powers and perform its functions in a manner consistent with the Australian Airspace Policy Statement.
- (2) If CASA proposes to exercise a power or perform a function in a manner that is inconsistent with the Australian Airspace Policy Statement, CASA must notify the Minister in writing that it is proposing to do so and of its reasons.

Excerpts from Civil Aviation Rule Part 67, (Vision)

CAR Part 67 (Vision)

67.150 Who meets medical standard 1

- (1) Subject to subregulations (2) to (7), a person who satisfies the criteria in table 67.150 meets medical standard 1
- (2) A person may use contact lenses to meet the criterion in item 1.35 of table 67.150 if the lenses are monofocal and not tinted, and are well tolerated.
- (3) A person whose visual acuity in either eye is worse than 6/60 must provide a full ophthalmic report to CASA.
- (4) A person who has undergone surgery affecting the refractive status of either eye is taken not to meet the criterion in item 1.35 of table 67.150 until he or she is free of safety-relevant sequelae of the surgery.
- (5) A person who requires both near correction and distant correction to meet the criteria in items 1.35 and 1.36 of table 67.150 must demonstrate that 1 pair of spectacles is sufficient to meet both requirements for correction.
- (6) A person must demonstrate that he or she meets the criterion in item 1.39 of table 67.150 by:
 - (a) in daylight, or artificial light of similar luminosity, readily identifying a series of pseudo-isochromatic plates of the Ishihara 24-plate type, making no more than 2 errors; or
 - (b) for somebody who makes more than 2 errors in a test mentioned in paragraph (a), readily identifying aviation coloured lights displayed by means of a Farnsworth colour-perception lantern, making:
 - (i) No errors on 1 run of 9 pairs of lights; or
 - (ii) No more than 2 errors on a sequence of 2 runs of 9 pairs of lights; or
 - (c) For somebody who does not satisfy paragraph (a) or (b), correctly identifying all relevant coloured lights in a test, determined by CASA, that simulates an operational situation.
- (7) If a change is made to a criterion in an item of table 67.150, a person who held a class 1 medical certificate and satisfied the criterion immediately before the change, but fails to satisfy the criterion as changed, is taken to satisfy the criterion for 2 years after the day when the change is made.

Note: Under Annex 1, *Personnel Licensing*, to the Chicago Convention, medical standard 1 applies to holders of, or applicants for, licences of the following kinds:

- Commercial pilot licence (aeroplane or helicopter)
- Airline transport pilot licence (aeroplane or helicopter)
- Flight navigator
- Flight engineer.

Table 67.150 Criteria for medical standard 1

Item Criterion

Visual requirements

- 1.31 Eyes and their adnexae function normally
- 1.32 Is not suffering from any safety-relevant pathological condition (either acute or chronic), nor any sequelae of surgery or trauma
- 1.33 Has normal fields of vision
- 1.34 Has normal binocular vision
- 1.35 Has a distant visual acuity of 6/9 or better in each eye separately and 6/6 or better binocular (with or without correcting lenses)
- 1.36 Can read (with or without correcting lenses) an N5 chart (or its equivalent) binocularly at a distance that he or she selects (in the range of 30 to 50 centimetres), and can read an N14 chart binocularly (with or without correcting lenses) at a distance of 1 metre

Note A person who needs correcting lenses to meet this criterion must have the appropriate lenses available while carrying out duties under a relevant licence — see regulation 67.200.

- 1.37 Has a near point of accommodation no further away than 30 centimetres (with or without correcting lenses)
- 1.38 If using contact lenses to meet the visual standards set out in items 1.31 to 1.37:

(a) is able to wear those lenses for twice the projected length of flight time or duty time for the person without deterioration in visual acuity or discomfort; and

(b) if the lenses are of the hard or gas-permeable variety, demonstrates the ability, immediately after removing the lenses, to read at least 6/9 with spectacles binocularly

Colour perception

- 1.39 Can readily distinguish the colours that need to be distinguished for the safe exercise of privileges, or performance of duties, under the relevant licence

Note For how to demonstrate this, see subregulation 67.150 (6).

67.155 Who meets medical standard 2

- (1) Subject to subregulations (2) to (7), a person who satisfies the criteria in table 67.155 meets medical standard 2.
- (2) A person may use contact lenses to meet the criterion in item 2.35 of table 67.155 if the lenses are monofocal and not tinted, and are well tolerated.
- (3) A person whose visual acuity in either eye is worse than 6/60 must provide a full ophthalmic report to CASA.
- (4) A person who has undergone surgery affecting the refractive status of either eye is taken not to meet the criterion in item 2.35 of table 67.155 until he or she is free of safety-relevant sequelae of the surgery.
- (5) A person who requires both near correction and distant correction to meet the criteria in items 2.35 and 2.36 of table 67.155 must demonstrate that 1 pair of spectacles is sufficient to meet both requirements for correction.
- (6) A person must demonstrate that he or she meets the criterion in item 2.39 of table 67.155 by:
 - (a) in daylight, or artificial light of similar luminosity, readily identifying a series of pseudo-isochromatic plates of the Ishihara 24-plate type, making no more than 2 errors; or
 - (b) for somebody who makes more than 2 errors in a test mentioned in paragraph (a), readily identifying aviation coloured lights displayed by means of a Farnsworth colour-perception lantern, making:
 - (i) No errors on 1 run of 9 pairs of lights; or
 - (ii) No more than 2 errors on a sequence of 2 runs of 9 pairs of lights; or
 - (c) for somebody who does not satisfy paragraph (a) or (b), correctly identifying all relevant coloured lights in a test, determined by CASA, that simulates an operational situation.
- (7) If a change is made to a criterion in an item of table 67.155, a person who held a class 2 medical certificate and satisfied the criterion immediately before the change, but fails to satisfy the criterion as changed, is taken to satisfy the criterion for 2 years after the day when the change is made.

Note Under Annex 1, *Personnel Licensing*, to the Chicago Convention, medical standard 2 applies to holders of, or applicants for, licences of the following kinds:

- Private pilot licences (aeroplane or helicopter).
- Glider pilot licence.
- Free balloon pilot licence.

Table 67.155 Criteria for medical standard 2

Item	Criterion
Visual requirements	
2.31	Eyes and their adnexae function normally
2.32	Is not suffering from any safety-relevant pathological condition (either acute or chronic), nor any sequelae of surgery or trauma
2.33	Has normal fields of vision
2.34	Has normal binocular vision
2.35	Has a distant visual acuity of 6/12 or better in each eye separately and 6/9 or better binocular (with or without correcting lenses)
2.36	Can read (with or without correcting lenses) an N5 chart (or its equivalent) binocularly at a distance that he or she selects (in the range of 30 to 50 centimetres), and can read an N14 chart binocularly (with or without correcting lenses) at a distance of 1 metre
<i>Note</i> A person who needs correcting lenses to meet this criterion must have the appropriate lenses available while carrying out duties under a relevant licence — see regulation 67.200.	
2.37	Has a near point of accommodation no further away than 30 centimetres (with or without correcting lenses)
2.38	If using contact lenses to meet the visual standards set out in items 2.31 to 2.37: (a) is able to wear those lenses for twice the projected length of flight time or duty time for the person without deterioration in visual acuity or discomfort; and (b) if the lenses are of the hard or gas-permeable variety, demonstrates the ability, immediately after removing the lenses, to read at least 6/9 with spectacles binocularly
Colour perception	
2.39	Can readily distinguish the colours that need to be distinguished for the safe exercise of privileges, or performance of duties, under the relevant licence
<i>Note</i> For how to demonstrate this, see subregulation 67.155 (6).	

67.160 Who meets medical standard 3

- (1) Subject to subregulations (2) to (7), a person who satisfies the criteria in table 67.160 meets medical standard 3.
- (2) A person may use contact lenses to meet the criterion in item 3.33 of table 67.160 if the lenses are monofocal and not tinted, and are well tolerated.
- (3) A person whose visual acuity in either eye is worse than 6/60 must provide a full ophthalmic report to CASA.
- (4) A person who has undergone surgery affecting the refractive status of either eye is taken not to meet the criterion in item 3.33 of table 67.160 until he or she is free of safety-relevant sequelae of the surgery.
- (5) A person who requires both near correction and distant correction to meet the criteria in items 3.33 and 3.34 of table 67.160 must demonstrate that 1 pair of spectacles is sufficient to meet both requirements for correction.
- (6) If a person applies for a class 3 medical certificate, the person must demonstrate that he or she meets the criterion in item 3.37 of table 67.160 by, in daylight, or artificial light of similar luminosity, readily identifying a series of pseudo-isochromatic plates of the Ishihara 24-plate type, making no more than 2 errors.
- (7) If a change is made to a criterion in an item of table 67.160, a person who held a class 3 medical certificate and satisfied the criterion immediately before the change, but fails to satisfy the criterion as changed, is taken to satisfy the criterion for 2 years after the day when the change is made.

Note Under Annex 1, *Personnel Licensing*, to the Chicago Convention, medical standard 3 applies to holders of, or applicants for, air traffic controller licences.

Table 67.160 Criteria for medical standard 3

Visual requirements

- 3.29 Eyes and their adnexae function normally
- 3.30 Is not suffering from any safety-relevant pathological condition (either acute or chronic), nor any sequelae of surgery or trauma
- 3.31 Has normal binocular vision
- 3.32 Has normal fields of vision
- 3.33 Has a distant visual acuity of 6/9 or better in each eye separately and 6/6 or better binocular (with or without correcting lenses)
- 3.34 Can read (with or without correcting lenses) an N5 chart (or its equivalent) binocularly at a distance that he or she selects (in the range of 30 to 50 centimetres), and can read an N14 chart binocularly (with or without correcting lenses) at a distance of 1 metre

Note A person who needs correcting lenses to meet this criterion must have the appropriate lenses available while carrying out duties under a relevant licence — see regulation 67.200.

- 3.35 Has a near point of accommodation no further away than 30 centimetres (with or without correcting lenses)
- 3.36 If using contact lenses to meet the visual standards set out in items 3.29 to 3.35:

(a) is able to wear those lenses for twice the projected length of duty time for the person without deterioration in visual acuity or discomfort; and

(b) if the lenses are of the hard or gas-permeable variety, demonstrates the ability, immediately after removing the lenses, to read at least 6/9 with spectacles binocularly

Colour perception

- 3.37 Can readily distinguish the colours that need to be distinguished for the safe exercise of privileges, or performance of duties, under the relevant licence

Note For how to demonstrate this, see subregulation 67.160 (6).
