



Australian Government
Civil Aviation Safety Authority

CEO DIRECTIVE – 001/2007

**Development of Regulations and the
Regulatory Framework**

Date of Directive:	18 June 2007
To:	Shane Carmody
Action Officer:	Not Applicable
Title of Addressee:	Not Applicable
Directive No:	001/2007
Response Required:	Immediate Effect

Directive

This Directive replaces CEO Directive 016/2004, which is hereby repealed. It updates CASA's Guiding Principles for the development of the regulatory framework and proposed aviation safety regulations.

Guiding Principles

Regulatory policies

- The aviation safety regulations must take into account CASA's Classification of Civil Aviation Activities policy and the priority given under the policy to passenger-carrying activities.
- Aviation safety regulations must be shown to be necessary. They are to be developed on the basis of addressing known or likely safety risks that cannot be addressed adequately by non-regulatory means. Each proposed regulation must be assessed against the contribution it will make to aviation safety.
- If a regulation can be justified on safety risk grounds, it must be made in a form that provides for the most efficient allocation of industry and CASA resources. The regulations must not impose unnecessary costs or



unnecessarily hinder high levels of participation in aviation and its capacity for growth.

- Where appropriate, the aviation safety regulations are to be aligned with the standards and practices of leading aviation countries, unless differences are required to address the Australian aviation environment and these differences can be justified on safety risk grounds. Where the standards and practices of the leading aviation countries vary, CASA will align its regulations with those that effectively address the safety risks in the most cost-effective manner.
- Wherever possible, the aviation safety regulations must be drafted to specify the safety outcome required, unless, in the interests of safety, and to address known or likely aviation safety risks, more prescriptive requirements need to be specified.
- The aviation safety regulations must be drafted to be as clear and concise as possible.

Regulatory framework

- Wherever possible, the aviation safety regulations are to be developed within a two tier regulatory framework comprising the Civil Aviation Act and the Civil Aviation Safety Regulations (CASRs), supported by advisory material that details acceptable means of compliance with the CASRs, together with appropriate guidance material.
- Manuals of Standards (MOSs) are to be developed only where there is a clear requirement, on the basis of safety, to specify standards that for the purpose of clarity and effective administration should not be contained in the regulations.
- The content of proposed MOSs must also be assessed against the contribution it makes to aviation safety.
- A MOS must only contain such standards as are clearly authorised by a particular regulation and must not be used as a vehicle for promulgating advisory material and other information.

All CASR Parts and MOSs are to be developed and maintained using the Guiding Principles stated above.

Signed

Bruce Byron
Chief Executive Officer