

## **EXPLANATORY STATEMENT**

### **CIVIL AVIATION REGULATIONS 1988**

#### **CIVIL AVIATION ORDERS**

##### **REVOCATION AND REPLACEMENT OF SECTION 20.11**

##### **EMERGENCY AND LIFE SAVING EQUIPMENT AND REQUIREMENTS FOR PASSENGER CONTROL IN EMERGENCIES**

Subregulation 252 (1) of the *Civil Aviation Regulations 1988* (CAR 1988) permits the giving of directions for the provision of such emergency systems and equipment, and such life-saving equipment, as the Civil Aviation Safety Authority (CASA) considers necessary to safeguard aircraft and persons on board the aircraft.

Subregulation 253 (5) of CAR 1988 states that the training and testing of crew members in the use of the systems and equipment on an aircraft, and the familiarisation of passengers with the emergency exits and emergency equipment, shall be carried out in such manner as CASA requires to be satisfactory.

In accordance with subregulation 252 (1), section 20.11 of the Civil Aviation Orders contained requirements relating to the carriage of emergency systems and equipment and life saving equipment.

In accordance with subregulation 253 (5), it also contained requirements relating to the training and testing of crew members in the use of the systems and equipment and the familiarisation of passengers with emergency exits and equipment.

This Order revokes and remakes section 20.11. This has been done as part of a scheme to review the Civil Aviation Orders, and, in particular, to ensure that they are in a position to meet the technical requirements of the *Legislative Instruments Act 2003* when it comes into effect on 1 January 2005. The remake does not involve any changes in existing law or policy in the Order. The Order is being remade solely for the purpose of ensuring compliance and consistency with the *Legislative Instruments Act 2003* when it commences on 1 January 2005. However, the opportunity has been taken to update outdated references to legislation in the Order and to introduce gender-neutral wording into the Order.

The Office of Regulation Review has stated that a Regulation Impact Statement is not necessary because the remake is of a minor or machinery nature.

The Order has been issued by the Director of Aviation Safety in accordance with subsection 84A (2) of the *Civil Aviation Act 1988*.

The Order came into effect on gazettal.

[Civil Aviation Amendment Order (No. R13) 2004]