



CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

MOS Part 143—Air Traffic Service Training Providers

VERSION 1.0: JUNE 2002

UNCONTROLLED VERSION

MOS Part 143—Air Traffic Service Training Providers

This is a CASA policy manual. It contains specifications (standards) prescribed by CASA, of uniform application, determined to be necessary for the safety of air navigation.

This manual is incorporated in the Civil Aviation Safety Regulations Part 143 – Regulatory Standards for Approval of Air Traffic Service Training Providers by reference.

Copies of this manual are available from:

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or by mail from

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GPO Box 2005
CANBERRA CITY, ACT 2601

The current manual can be viewed at any time via CASA's website at www.casa.gov.au.

This manual may be amended from time to time. Such amendment service will be provided by the Document Control Unit, Civil Aviation Safety Authority.

Any comments about the content or requests for clarification should be directed to:

Branch Head, Airspace, Air Traffic and Aerodrome Standards Branch, Aviation Safety Standards, CASA.

Version 1.0: June 2002

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LIST OF EFFECTIVE PAGES

Part	No. of Pages	Version	Date of Issue
Cover and verso	2	1.0	June 2001
Table of Contents	4	1.0	June 2001
List of Effective Pages	1	1.0	June 2001
Amendment Record	1	1.0	June 2001
Foreword	2	1.0	June 2001
Chapter 1. Introduction	2	1.0	June 2001
Chapter 2. Training Organisation Requirements	2	1.0	June 2001
Revision History	2	1.0	June 2001

AMENDMENT RECORD

The amendments listed below have been incorporated into this copy of MOS Part 143—Air Traffic Service Training Providers.

Version Number	Chapter Affected	Pages Replaced	Signature	Date

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FOREWORD

The Civil Aviation Safety Authority is responsible under section 9(1)(c) of the [Civil Aviation Act 1988](#) for developing and promulgating appropriate, clear and concise aviation safety standards.

CASA is also responsible under section 9(2)(b) and section 16 of the Act for promoting full and effective consultation and communication with all interested parties on aviation safety issues, and must, in performing its functions and exercising its powers, where appropriate, consult with government, commercial, industrial, consumer and other relevant bodies and organisations.

The Manual of Standards (MOS) is the means CASA uses in meeting its responsibilities under the Act for promulgating aviation safety standards. The MOS prescribes the detailed technical material (aviation safety standards) that are determined to be necessary for the safety of air navigation.

The MOS is referenced in the particular regulation. You should refer to the applicable provisions of the Civil Aviation Act and Civil Aviation Safety Regulations, together with this manual, to ascertain the requirements of, and the obligations imposed by or under, the civil aviation legislation.

Amendments to the manual are the responsibility of the Branch Head, Airspace, Air Traffic and Aerodrome Standards Branch. Readers should forward advice of errors, inconsistencies or suggestions for improvement to that officer.

Jim Shirley
Head
Airspace, Air Traffic and Aerodrome Standards Branch

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CHAPTER 1: INTRODUCTION

Section 1.1: General

1.1.1 Background

1.1.1.1 The following matters for compliance are intended to be relatively 'high level' in recognition of other safety system elements that, in aggregate, will ensure a training system of appropriate integrity; these include related parts of draft CASR [Part 65](#) and its supporting MOS and AC.

1.1.2 Document Set

1.1.2.1 The document hierarchy consists of:

- (a) relevant Civil Aviation Safety Regulations (CASRs);
- (b) the Manual of Standards (MOS); and
- (c) Advisory Circulars (ACs).

1.1.2.2 The regulatory documents establish, for service providers, a comprehensive description of system requirements and the means of meeting them.

1.1.2.3 **CASRs** establish the regulatory framework (*Regulations*) within which all service providers must operate.

1.1.2.4 The **MOS** comprises specifications (*Standards*) prescribed by CASA, of uniform application, determined to be necessary for the safety of air navigation. In those parts of the MOS where it is necessary to establish the context of standards to assist in their comprehension, the sense of parent regulations has been reiterated. The MOS is a disallowable instrument. This means that it is a legislative instrument that becomes effective on publication in the Government Gazette and it must be tabled in Parliament within fifteen sitting days from when it was made and is subject to scrutiny by Parliament.

1.1.2.5 Readers should understand that in the circumstance of any perceived disparity of meaning between MOS and CASRs, primacy of intent rests with the regulations. Where there is any inconsistency between the regulations and the MOS, the regulations prevail.

1.1.2.6 Service providers must document internal actions (*Rules*) in their own operational manuals, to ensure the maintenance of and compliance with standards.

1.1.2.7 **ACs** are intended to provide recommendations and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations. ACs may explain certain regulatory requirements by providing interpretive and explanatory materials. It is expected that service providers will document internal actions in their own operational manuals, to put into effect those, or similarly adequate, practices.

1.1.3 Differences Between ICAO Standards and Those in MOS

- 1.1.3.1 Notwithstanding the above, where there is a difference between a standard prescribed in ICAO documents and the Manual of Standards (MOS), the MOS standard shall prevail.

1.1.4 Differences Published in AIP

- 1.1.4.1 Differences from ICAO Standards, Recommended Practices and Procedures are published in AIP Gen 1.7.

1.1.5 MOS Documentation Change Management

- 1.1.5.1 Responsibility for the approval of the publication and amendment of the Manual of Standards (MOS) resides with the Branch Head, Airspace, Air Traffic and Aerodrome Standards Branch, of the Aviation Safety Standards Division, Civil Aviation Safety Authority.
- 1.1.5.2 This document is issued and amended under the authority of the Branch Head, Airspace, Air Traffic and Aerodrome Standards Branch.
- 1.1.5.3 Requests for **any change** to the content of the MOS may be intimated from:
- (a) technical areas within CASA;
 - (b) ATS Service Providers;
 - (c) other Aviation Industry Service Providers.
- 1.1.5.4 The need to **change standards** in the MOS may be generated by a number of causes. These may be to:
- (a) ensure safety;
 - (b) ensure standardisation;
 - (c) respond to changed CASA standards;
 - (d) respond to ICAO prescription;
 - (e) accommodate new initiatives or technologies.

CHAPTER 2: TRAINING ORGANISATION REQUIREMENTS

Section 2.1: General

2.1.1 Duration of an Approval

- 2.1.1.1 In the event that a CASA audit finds non-compliance with CASA safety standards, CASA will formally notify the ATS training provider of the items of non-compliance. The written notice shall specify a time frame in which the matter of non-compliance is to be rectified.
- 2.1.1.2 If following such written notification and the end time of the rectification period, the standards remain below the level required, the failure to comply with the relevant standards may be taken into account in deciding whether or not the approval should be suspended or cancelled.
- 2.1.1.3 For a certificate to be renewed, the ATS training provider will need to satisfy CASA through an audit process that it has rectified the matters of non-compliance.

2.1.2 Records to be Kept

- 2.1.2.1 Records must be retained for a minimum of seven years of ATS personnel licensing and competency training and certification activity, under CASR Part 65, whether completed successfully or not, including:
- (a) details of initial and renewed ratings, endorsements and qualifications;
 - (b) effective dates of each program element, (examinations and assessments);
 - (c) notices of the training syllabi and/or lesson plans; and
 - (d) methods of delivery and assessment, that were employed in each individual's training program.
- 2.1.2.2 Requirements arising from one's responsibility as a registered training provider must also be met.

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REVISION HISTORY

Version	Date	Chapter	Details
1.0	June 2002	All	First issue of MOS Part 143

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