

Item 6. OTHER BUSINESS

6.1 TWG Status update *ASAP Secretariat*

6.2 Update on the ADS-B Rebate Program *Department*

Item 7. NEXT MEETING *Chair*

Item 8. CLOSE *Chair*

OPENING

The Chair welcomed all Aviation Safety Advisory Panel (ASAP) members to the third meeting of 2022. The Chair and Panel members welcomed Ms O'Hara and congratulated her on her appointment.

Ms Opoku was welcomed as an observer from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Department).

One member of the panel attended the meeting via videoconference.

The minutes of the previous meeting were approved by the Panel.

1. REVIEW OF ACTION ITEMS

Action items from the previous meeting we received and are recorded at Attachment 1 and, where appropriate, below.

2019-1/5 - In progress - CASA to provide an update on the discussions between CASA and ASQA

A discussion paper was submitted by the Department outlining its engagement with CASA on identified inconsistencies between the Civil Aviation Safety Regulations 1998 (CASR 1998) and the Vocational Education Training (VET) framework administered by the Australian Skills Quality Authority (ASQA). The Chair commented that the paper focused on the shortage of maintenance engineers and requested that the focus, and any identified action, also address the pilot shortage and other personnel issues across the industry. The Department took the comment on notice and will soon formally update the ASAP on these additional areas of concern.

2020-3/1 - In progress

Ms Opoku updated the panel on the progress of the Emerging Aviation Technology Partnership (EATP). Further updates will be provided as the scheme develops and the ASAP will maintain a watching brief.

2021-1/1 – In Progress - Agenda item 3.1

The Panel discussed the ongoing work of the Part 66 Technical Working Group (TWG), which focuses on the Licensed Aircraft Maintenance Engineer (LAME) shortage. The Chair advised the Panel that progress has been made by the TWG and CASA with two possible solutions being considered. The Chair noted the support for consultation to generate discussion and obtain broader input from the industry.

Mr Monahan elaborated on the short-term proposals that should quickly bring more people into the maintenance sector. The TWG had also discussed options that varied slightly from CASA's proposal. The Panel then brought up the proposed long-term solution – involving the creation of a new licence category. CASA was awaiting the ASAP's formal advice to progress the work. The Chair commented that industry should be consulted if there are any proposed changes to the Manual of Standards (MOS). The Panel is considering latest Part 66 TWG report and will provide advice in the coming weeks.

2021-1/2 - Closed

Based on the Flight Operations Regulations implementation, the Panel is satisfied with CASA's approach and capabilities in assessing alternative means of compliance. However, the Chair noted that consistency in these assessments is an ongoing area of interest for the ASAP and should any future potential issues arise, the item can be revisited.

2021-1/3 – Closed Agenda Item 1.1

Mr Crosthwaite (Branch Manager Flight Standards) acknowledged the closing of actions items 2021-1/3 and 2021-4/5 and noted that even though the items had been closed, there is potential for a post implementation review of the flight crew licensing suite.

Mr Crosthwaite discussed with the Panel the construct of the flight crew licensing regulations and how they were developed by applying a competency-based model to all authorisations. Mr Crosthwaite added that the competency-based model allowed individuals to choose the scope of activities they wanted to participate in, whether it would be narrow or broad, which in turn allowed the instructor rating training and course to be more specific and targeted.

Mr Crosthwaite advised the Panel that the proposition is to move back from the narrow-focused authorisation system to a more broad-based system to allow more activities to be conducted under one authorisation. Mr Crosthwaite added that a shift to a broad-based authorisation system would give flight training organisations responsibility on how they manage personnel. Before a schedule can be developed, CASA needs to confirm the merit of the proposal. The ASAP requested a concept discussion paper to identify the issues.

Action/ Recommendation	The ASAP: Recommends CASA develop a discussion paper for ASAP consideration on the value of implementing a broader authorisation system for flight crew licensing.
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2021-4/1 – In progress

Mr Bunte (Branch Manager Operational Implementation) briefed the ASAP on how CASA conducts internal training for staff members within the Regulatory Oversight Division (ROD). The Panel was advised that all CASA inspectors undergo foundation training which covers topics such as administrative decision making and safety management systems (SMS). The training is based on an individual's experience and incorporates elements such as outcome-based legislation, specific training on CASRs, change management, training and checking systems and SMS. Additional training requirements can then be tailored to fill in any gaps.

2021-4/4 – In Progress – Update on the RPAS registration scheme

Ms Opoku updated the Panel on developments with recreational remotely piloted aircraft systems (RPAS) registration.

2021-4/5 – Closed

The Chair advised the Panel that CASA’s work on the Flight Examiner Proficiency checks had been completed. Future considerations will be to review the impact of industry-run Examiner Rating courses and to look into licensing structures for future technologies, such as Advanced Air Mobility (AAM) and Electric Vertical Take-off and Landing (EVTOL) aircraft.

2022-1/4 – In progress

Mr Marcelja advised the Panel that CASA had progressed its implementation of a mental health strategy. CASA’s Principal Medical Officer presented a concept strategy to the CASA Board and CASA also presented a discussion paper to the International Civil Aviation Organisation (ICAO) Assembly in Montreal. These presentations were positively received and the project had move to its next phase. Both papers presented by Australia at the ICAO assembly were subsequently shared with the Panel members.

Action/ Recommendation	The ASAP: Recommends CASA provide regular updates to the ASAP on their mental health strategy.
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2022-2/3 – Closed

The proposed establishment of the International Instrument Flight Rules (IFR) RPAS TWG was withdrawn by CASA and Mr Monahan advised that CASA would request a TWG when required.

2022-2/4 - In progress Agenda item 1.2

A 5G technical expert from Boeing briefed the Panel on the issue of potential interference to older radar altimeters from the 5G network. They informed the Panel that the 5G network is deployed in parts of the 3300-4200 MHz frequency range, which is close to the radio altimeter frequency range of 4200-4400. In other countries, 5G is deployed above the 4200-4400 MHz radar altimeters frequency range. In Australia, the 5G network is currently utilised within the 3500-3700 MHz range, with the spectrum regulator expanding 5G to wireless broadband services to 3700-4000 MHz, providing a guard band of 200 MHz. If problems with radar altimeters are identified in Australia, they may have widespread consequences on commercial and military aircraft, helicopters and larger RPAS that use similar systems.

The Australia Communications and Media Authority (ACMA) has proposed several mitigation strategies, such as the 200 MHz guard band currently in operation and ensuring runways have a sufficient exclusion zone from the network. It is important to note that the briefing was not necessarily reflective of CASA’s position.

Mr Monahan advised the Panel that CASA is closely monitoring and working with other agencies on mitigation strategies. It was also raised that these issues should be predictable, and lessons should be learned to prevent it from reoccurring as new technologies emerge.

Action/ Recommendation	The ASAP:
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	Recommends the presentation materials be shared with Panel members for further review of the technical detail.
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2. PRIORITY SAFETY MATTERS

2.1 UPSET PREVENTION AND RECOVERY TRAINING (UPRT)

The Chair highlighted that loss of control in-flight is an aviation safety risk that requires mitigation, noting that Annex 1 (Personnel Licensing) recommends UPRT for all professional pilots. The European Union Aviation Safety Agency, Federal Aviation Administration and other National Aviation Authorities have mandated UPRT in commercial pilot training. CASA currently only requires UPRT for pilots flying aircraft with more than 30 seats. It was noted by a Panel member that UPRT and associated competencies should be an ongoing consideration given its importance.

Action/ Recommendation	The ASAP: Recommends the Secretariat liaise with the ASAP Chair to produce a letter of advice for CASA to review the introduction of UPRT into ab-initio pilot training.
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3. STRATEGIC SAFETY INITIATIVES

3.1 LAME INDUSTRY UPDATE

Addressed under action item 2021-1/1.

3.2 CASA's REGULATORY PLAN

Mr Monahan advised the Panel that work has commenced to provide industry with a document outlining CASA's priorities and to generate discussions with industry as to ongoing priorities. The Panel welcomed the work and added that it will demonstrate transparency to the industry and encourage discussion, open feedback and ultimately improve the list of priorities.

4. EMERGING RISKS AND AREAS OF INTEREST

4.1 RPAS DEVELOPMENT AND INTEGRATION UPDATE

Ms Opoku updated the panel on the Drone.gov.au website launch as part of the Department's National Emerging Aviation Technologies (NEAT) policy. The website is the first phase of the program to centralise relevant drone use information in Australia. The Panel was further advised that the next phase will provide better linkages with other programs, such as the Drone Rule Management System (DRMS). The Department is currently consulting with State and Territory governments on the DRMS, and the consultation process underway will establish a nationally consistent system for managing drone rules. It was highlighted by a Panel member that the ASAP needs to closely monitor DRMS due to the potential risks to the wider aviation industry.

A Panel member advised that there are several infrastructure and airspace projects currently being undertaken by different agencies, causing issues regarding the alignment of the various interrelated projects. Although the alignment of these initiatives is outside CASA's scope, the Panel is interested so it that effective and efficient safety outcomes are achieved.

4.2 VERTIPOINT DESIGN AND OPERATION TECHNICAL WORKING GROUP

An officer from CASA briefed the Panel on the current and future state of AAM in Australia. The AAM sector is gaining momentum, with many aircraft beginning their type certification processes. CASA currently anticipates AAM aircraft operating from 2025, with flight testing to be conducted before this time. Various organisations in Australia have indicated a strong interest in developing infrastructure, such as vertiports, to be ready for the introduction of AAM.

CASA is currently developing a draft Advisory Circular (AC) for vertiport designs. The draft AC will cover how vertiports are built, designed, and constructed to meet aircraft operator, aircraft manufacturer and vertiport operator requirements. CASA will publish this draft AC for public consultation, given the need for industry feedback as the sector and regulations continue to develop. CASA will also be seeking to establish a TWG to support the development of the vertiport regulatory framework.

It was noted by a Panel member that that the consultation strategy being undertaken by the CASA project team is an efficient and positive way of generating discussions with industry. Mr Monahan and the ASAP also suggested that the consultation will assist in shaping the TWG's tasking instructions by determining the elements of vertiport regulation requiring TWG focus. It was suggested by a Panel member that data should be collected to quantify the success of the strategy to deploy the strategy across all ASAP TWGs. Overall, the ASAP were supportive of the project and its progress and will establish a TWG at the appropriate time.

Action/ Recommendation	<p>The ASAP Notes:</p> <ul style="list-style-type: none"> • The intent by CASA to publish a draft version of AC139.V-01 v1.0 Guidelines for vertiports – design for industry consultation. • The future intent to establish a Vertiport Design and Operations Technical Working Group
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5. POLICY AND PROJECT PROPOSAL

5.1 FLIGHT OPERATIONS SUITE TRANSITION

The Chair queried if CASA inspectors have been required to show flexibility when assessing alternative means of compliance. Mr Bunte noted that CASA are assisting industry with sample materials to aid the process of compliance but acknowledged that outcome-based legislation is an ongoing challenge. This topic was also previously discussed as part of action item 2021-4/1.

5.2 ROD UPDATE

Mr Marcelja briefed the Panel on the outcomes of an independent post implementation review of the transition to ROD’s national operating model. Mr Marcelja advised that CASA is focused on improving elements of this transition, such as industry interaction with CASA. An industry escalation team has also been established to deal with urgent operational issues and improve service delivery. Safety and operational issues that would impact an organisation’s ability to operate are currently prioritised by this service. The Secretariat advised the panel that the escalation process had been communicated with maintenance organisations, AOC Holders and RPAS operators but acknowledged that the escalation process could have been better publicised and that this may have led to better utilisation of the service.

6. OTHER BUSINESS

6.1 TWG STATUS UPDATE

The Secretariat raised concerns with some TWGs going outside of their tasking instructions, potentially creating conflicting priorities between CASA and the TWG. The ASAP is open to updating these tasking instructions where appropriate; however, they maintain that TWGs need to understand and operate within a clear, predetermined scope. It was noted the Part 66 TWG was established as part of the Part 66 post implementation review, and the tasking instructions were suitably broad to focus on a simplified licensing system. The Chair acknowledged these issues and recommended the Secretariat provide the Panel with proposed updated tasking instructions.

Action/ Recommendation	The ASAP: Recommends the Secretariat provide the ASAP with proposed, updated tasking instructions for the relevant TWGs.
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6.2 UPDATE ON THE ADS-B REBATE PROGRAM

Ms Opoku updated the Panel that as of 2 October 2022, the Department has received over 260 applications and made 95 payments in relation to the ADS-B rebate program.

The Chair advised Ms Opoku that the ASAP have provided advice to CASA’s Director of Aviation Safety that the amount of paperwork associated with the application process may be inhibiting applicants and to discuss with the Department a way of streamlining this. The Panel was advised that there will be a review process after 30 October 2022 and all feedback is welcomed. The Department noted that almost 1500 enquiries about the program have been received. Additionally, CASA has developed a plan to promote the program through its online platforms given the possible safety benefits of widespread uptake of the program. However, industry has noted that the installation process for these devices can be challenging. The Panel suggested that as part of the Department’s review process, they seek feedback from applicants who have already gone through the process to identify areas that could be improved.

7. NEXT MEETING

The next ASAP meeting will be held in February 2023.

8. CLOSING

The Chair of the panel thanked all Panel members and other attendees. The meeting was adjourned at 12:00 pm.

Patrick Murray

Chair

October 2022

CHAIR

Prof Patrick Murray

ATTENDING PANEL MEMBERS

Ms Shannon O'Hara

Mr Stuart Aggs

Mr John Gissing

Dr Reece Clothier

Dr Tarryn Kille (via videoconference)

Mr Andreas Marcelja (CASA Representative)

Mr Chris Monahan (CASA Representative)

APOLOGIES

Mr Mark Thompson

Mr Ray Cronin

Ms Adrienne Fleming

OBSERVERS

Ms Naa Opoku	Assistant Secretary Department of Infrastructure, Transport, Regional, Development, Communications and the Arts
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Matthew Di Toro	Executive Officer Civil Aviation Safety Authority
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Kirstie Winter	Section Manager Industry Relations Civil Aviation Safety Authority
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Chace Eldridge	ASAP Secretariat Civil Aviation Safety Authority
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