



CASA Canberra Office,  
Aviation House, Board Room  
16 Furzer St, Phillip ACT 2606

DATE: 25 February 2021, 10:00 – 13:40

## MEETING NOTES

Item No	Item	
<b>1. OPENING</b>		
<i>A review and status update of any open action items from previous meetings.</i>		
<b>2. REVIEW OF ACTION ITEMS</b>		
<i>A review and status update of any open action items from previous meetings.</i>		
<b>3. PRIORITY SAFETY MATTERS</b>		
<i>Agenda items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>		
3.1	COVID-19 safety measures beyond 31 March 2021 (Mr Sharp)	
<b>4. EMERGING RISKS AND AREAS OF INTEREST</b>		
<i>Aviation safety related emerging risks or areas of interest for discussion and/or notice.</i>		
4.1	RPAS development and integration update – ASAP standing agenda item (Dr Clothier) <ul style="list-style-type: none"> <li>Risks Associated with Increasing CASA RPAS Regulatory Processing Times</li> </ul>	
4.2	Upset Prevention and Recovery Training (UPRT) as part of ab-initio training (Chair)	
4.3	Global aviation recovery – the European plan (Mr Thompson)	
<b>5. POLICY PROPOSALS</b>		
<i>Consultation/endorsement of a policy position.</i>		
5.1	Flight Instructor and/or Flight Examiner Proficiency Checks – Alternative Means of Compliance (Chair)	
<b>6. PROJECT INITIATION</b>		
<i>Proposals to commence activity on a significant piece of work (including Technical Working Groups, etc).</i>		
6.1	Flight Operations suit transition – ASAP standing agenda item	
6.2	Regulatory Services and Surveillance Transformation – ASAP standing agenda item	
6.3	Proposal to establish a Part 138 TWG (Mr Monahan)	
6.4	Proposal to establish TWGs for Part 103, Part 105, and Part 131 MOSs (Mr Monahan)	
<b>7. OTHER BUSINESS</b>		
7.1	Flight Crew Licensing TWG update – ASAP standing agenda item (Mr Walker)	
7.2	TWG status update (ASAP Secretariat)	
7.3	Visibility of the ASAP and TWGs to the broader industry - discussion	

## 1. OPENING

The Chair welcomed all Aviation Safety Advisory Panel (ASAP) members to the first meeting of the Panel for 2021.

Mr Ray Cronin and Mr John Gissing joined the meeting via videoconference.

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

## 2. REVIEW OF ACTION ITEMS

Action items from the previous meeting were reviewed and are recorded at **Attachment 1** and, where appropriate, below.

### **2017-2/2 – Closed.**

Mr Monahan advised the Panel that CASA continued to pursue the recognition of foreign simulators and noted that the COVID-19 pandemic enabled the opportunity to test the process. CASA is committed to taking applications to recognise a foreign simulator on a case-by-case basis. Mr Monahan noted that the goal is to have operators supply third-party audits to CASA which will meet CASA's requirements. The potential cost impost of audits and surveillance activity of foreign simulators which required CASA presence was also discussed. Mr Monahan advised that CASA would ensure as many regulatory activities would be conducted in the one trip.

### **2018-1/1 – Closed.**

The Panel discussed the skilled personnel shortage could approach the industry quicker than anticipated as many personnel have left the industry during the pandemic. Mr Walker advised that CASA received 65 applications for its Aircraft Maintenance Engineer (AME) scholarship which may indicate some level of interest in the LAME pathway. Mr Gissing also raised concern on the shortage and noted that there is a lack of data and suggested a survey be conducted which informed the industry where the shortages are. Mr Walker noted that CASA has some contemporary data through personnel licensing which could provide an answer to some of the issues. Mr Thompson raised the issue that CASA's data on LAMEs does not reflect currency as it does not show which LAMEs have left the industry and what gap in skills exists. The Panel discussed that the potential skills shortage remains to be seen as an aviation safety issue, however would require the appropriate data before making that determination. The Panel recommends CASA retrieve the numbers of skilled aviation personnel through its personnel licensing database and any other demographic analysis as appropriate and present findings to the ASAP. The ASAP also agreed to add 'Issues arising from shortages of skilled aviation personnel' as a standing agenda item.

### **2019-1/5 – In progress.**

Mr Walker advised that there were senior management changes at the Australian Skills Quality Authority (ASQA) and CASA is set to engage with ASQA in March. The Panel reiterated previous comments that if the government is providing funding for a specific outcome (i.e. more skilled aviation personnel), then the funding should be linked to a license as opposed to a diploma. CASA is to provide an update to the ASAP at the next meeting.

### **2020-2/1 – Closed.**

Mr Monahan advised that CASA supports the use of simulators for IFR training using ground-based navigation aids but noted that it would depend on the sophistication of the simulator. He also informed the Panel that CASA is open to entertain the use of lower-tech simulators with a discussion on the gap in training but noted that operators will need to approach CASA to offer an alternate means of compliance and added that they are encouraged to do so. The Panel discussed the need to communicate with operators that they are encouraged to offer alternate means of compliance as those in general aviation may be unfamiliar with that approach. CASA will work on expanding educative communications on the topic.

### **2020-3/1 – In-progress.**

Mr Monahan advised that the topic of Unmanned Traffic Management (UTM) and the Australian strategic framework for airspace is fast moving and noted work has been conducted through the National Policy on Emerging Aviation Technologies (NEAT). Mr Simon Moore (Department of Infrastructure, Transport, Regional Development, and Communications, DITRC) advised that there will be a national strategic airspace policy issues paper and a draft of the National Australian Airspace Policy Statement out for public consultation. He added that there will be a finalised NEAT policy statement. Mr Moore stated that the policy consultations and finalisations will aid CASA to inform the future airspace regulatory framework. Mr Monahan informed the Panel that CASA will be able to work on the airspace framework once the policies have been finalised by the government. The ASAP request a briefing by CASA on the strategic and regulatory framework for airspace when the information becomes available.

### **2020-3/3 – In-progress.**

This action item was discussed in agenda item 7.1.

### **2020-4/1 – Closed.**

This action item was discussed in agenda item 6.3.

## **3. PRIORITY SAFETY MATTERS**

### **3.1 COVID-19 safety measures beyond 31 March 2021**

Mr Sharp raised concern as he noted operators had been informed by CASA Officers that there will be no extensions to the omnibus COVID-19 relief exemption which alleviated certain Training and Checking requirements – CASA EX57/20. It is currently scheduled to expire on 31 March 2021. Mr Monahan confirmed with the Panel that if operators were told there would not be any consideration of an extension to the exemption, this was incorrect. He added that CASA does not have an appetite to move the expiration date of EX57/20 past 31 March 2021, so Australia remained in-sync with other National Aviation Authorities (NAAs). However, he advised that any further alleviations through exemptions can be determined on a case-by-case basis as CASA acknowledges some of the challenges industry is facing with closed international borders and temporary domestic border changes. Mr Walker informed the Panel that CASA was aware of the implications of a blanket cessation of EX57/20 and have been developing a pathway for those who have their Examiner Proficiency Check (EPC) expiring. He added that through this process, CASA has reviewed the way EPCs are conducted and are developing a pathway for examiners to potentially maintain currency without the aircraft component of the EPC. The ASAP were encouraged by CASA's flexibility and supported its efforts to develop pathways to assist industry examiners.

## **4. EMERGING RISKS AND AREAS OF INTEREST**

### **4.1 RPAS development and integration update – Risks associated with increasing CASA RPAS regulatory processing times**

Dr Clothier informed the Panel that there is an increased demand of RPAS regulatory applications which has created a backlog at CASA. As a result, industry is concerned about the potential for the backlog to create conditions for non-compliance and therefore safety implications. Dr Clothier acknowledged the resourcing challenges CASA may experience and suggested that it could brief industry on its strategy to manage the risks associated with the backlog of applications. Mr Monahan advised that CASA is aware of the issues and acknowledged it will need to add resources to create extra capacity, specifically noting the loss of the key JARUS SORA resource. He added that a complication associated with reviewing applications is that the *Civil Aviation Act 1988* states that CASA cannot provide an approval without someone reviewing an application. The Panel discussed the benefits of industry expertise assisting CASA to develop JARUS SORA standard scenarios and

therefore agreed to establish a TWG, with the Secretariat to develop tasking instructions with Dr Clothier.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <p><b>Agrees</b> to establish a TWG to engage on JARUS SORA scenarios. The Secretariat is to work with Dr Clothier to develop tasking instructions to be shared with the Panel.</p>
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#### 4.2 Upset Prevention and Recovery Training (UPRT) as part of ab-initio training

The Chair informed the Panel that he has had discussions with flights schools regarding work CASA has conducted on wing-drop stalls. He noted that there appears to be a divide on what is taught at flight schools and the emphasis that is put on airlines in relation to Upset Prevention and Recovery Training (UPRT). The Panel discussed that accidents resulting from a Loss of Control In-flight (LOC-I) event is one of the leading causes of fatalities in commercial aviation globally. Additionally, the Panel discussed that while there is no specific data for general aviation, it is generally suggested that an accident resulting from a LOC-I event is also a leading cause of fatalities for the sector. The Chair advised that ICAO has developed harmonised training requirements for flight crews that address and mitigate LOC-I events which involves UPRT. He added that there is not a lot of guidance material on UPRT for general aviation flight schools and therefore proposed CASA expands the focus of UPRT into ab-initio pilot training programs, initially through information and guidance material. Mr Awad supported UPRT but noted that it should be conducted under certain conditions as many flight schools would not have suitable aircraft to conduct the training. He added that there would not be a lot of currently qualified flight instructors to teach UPRT. The Chair suggested that it is important that all flight schools across the industry have access to the latest information on UPRT. Mr Sharp supports the recommendation stipulated in the paper but emphasised that it should be conducted in simulators as opposed to in aircraft. He added that the training could be phased in the MOS with the different standards associated with the different licences.

Mr Monahan discussed that the topic is broad and suggested continuing the discussion with the ASAP and internally at CASA. Ms Fleming enquired about the use of simulators to conduct the training. Mr Monahan suggested there is a risk that the simulator cannot accurately simulate the outcome causing a negative transfer of skills however acknowledged techniques could be taught using simulators prior to continuing training in aircraft.

The ASAP strongly recommends CASA works with industry on ways to expand the focus of UPRT in ab-initio pilot training.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <p><b>Strongly recommends</b> CASA works with industry on ways to expand the focus of Upset Prevention and Recovery Training (UPRT) in ab-initio pilot training.</p>
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#### 4.3 Global aviation recovery – the European plan

Mr Thompson advised the Panel that the European Union Aviation Safety Agency (EASA) reviewed their COVID-19 safety plan and provided the paper and associated documents for ASAP member information. The ASAP noted the information.

## 5. POLICY PROPOSALS

### 5.1 Flight Instructor and/or Flight Examiner Proficiency Checks – Alternative Means of Compliance

The Chair discussed the notion that continued professional development of flight instructors and flight examiners is likely to enhance safety. Currently, CASA renews these ratings by testing that the holder continues to demonstrate competence through proficiency checks. He proposed that there is opportunity for CASA to continue to enhance safety through professional development opportunities for flight instructors and flight examiners by alternative means of rating renewal. He added that this method of renewal is utilised by other regulators, such as the Federal Aviation Administration (FAA) in the United States. The Panel were supportive of this proposal, with Mr Cronin adding that multiple renewals are viewed as a waste of time for both industry and CASA officers and that there is much more value in educational courses. The Panel also noted that there is potential for a significant cost/benefit improvement of alternate means of renewal, such as seminars, from a CASA resourcing perspective. The Panel also discussed that in recent years there has been a strong focus on training and checking, with the emphasis on training and suggested that this could be applied for rating renewals. Mr Monahan agreed that there is value in education courses and added that CASA would like to explore the options such as establishing a trial but would need to determine its scope and the specific education course required. Mr Walker added the proposal has linkages with the potential changes of the construct of the EPC.

<b>Action / Recommendation</b>	The ASAP:  <b>Supports</b> the use of alternative means of flight instructor and flight examiner rating renewals through professional development opportunities, such as seminars, which is likely to enhance safety. The ASAP also <b>noted</b> that this method of renewal is used by other regulators such as the FAA.  <b>Requests</b> CASA to explore a different construct for flight instructor and flight examiner rating renewals to achieve the same safety outcome.
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## 6. PROJECT INITIATION

### 6.1 Flight Operations Regulations Transition (ASAP Standing Agenda Item)

Mr Walker briefed the Panel on the progress of the flight operations regulations. He advised that the final Manuals of Standards (MOSs) were made and the consequential, application, transitional and savings (CATS) regulations were awaiting sign off. He added that there was a lot of work in developing the guidance material for industry, training packages for staff, and the planning of a series of roadshows for industry. The Chair enquired if CASA had received any feedback from industry about the commencement date of 2 December 2021. Mr Monahan advised the Panel that it appears some operators view the commencement date as too far away to be concerned about given other priorities. He added CASA's primary effort is going into ensuring industry understand what they required from the first day of commencement and beyond. Mr Monahan also acknowledged that there may be some operators who may struggle to meet the commencement date.

Mr Monahan advised that training for industry will occur between April and June 2021. Ms Fleming raised concern that if templates and sample manuals are not available for operators until the middle of the year, this would effectively mean operators only have six months to implement. Mr Walker acknowledged this and noted that CASA is aware that there is a tight timeline and assured the Panel that there is a lot of work to assist industry.

### 6.2 Regulatory Services and Surveillance Transformation (RSST) (ASAP Standing Agenda Item)

This agenda item was deferred.

### 6.3 Proposal to establish a Part 138 TWG

The Chair discussed the history of the Part 138 MOS TWG who provided their final advice on the Part 138 MOS to the ASAP in October 2020. He noted that in the ASAP's consideration of the TWG report, the Panel agreed that the TWG's concerns which resulted in their dissent to endorse the MOS were primarily on matters outside of the scope of the MOS. He added that in the Panel's advice to the DAS, it requested a commitment from CASA to continue engaging with the Part 138 TWG. This engagement is to improve the MOS further and address the other areas of concern raised by the TWG regarding the Part 138 regulations generally.

The Panel supported the proposed tasking instructions and agreed to establish the Part 138 TWG.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Agrees</b> to establish a Part 138 TWG and <b>supports</b> the proposed tasking instructions.
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### 6.4 Proposal to establish TWGs for Part 103, Part 105, and Part 131 MOSs

Mr Monahan discussed the rationale for shifting the consultation process for the Part 103, Part 105 and Part 131 MOSs. Previously, CASA proposed to directly engage with the relevant sectors outside of the ASAP however it desires to keep the standards development consultation process consistent throughout all of the projects.

The ASAP supported the proposed tasking instructions and agreed to establish all three TWGs.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Agrees</b> to establish TWGs for the Part 103 MOS, the Part 105 MOS, and the Part 131 MOS; and <b>supports</b> all three proposed tasking instructions.
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## 7. OTHER BUSINESS

### 7.1 Flight Crew Licensing TWG update (ASAP Standing Agenda Item)

The Chair discussed that the TWG was established to determine resolutions of pain-points being experienced by industry associated with flight crew licensing. One of the primary pain-points outlined by the TWG were issues surrounding the Flight Examiner Rating (FER). He added that the former Director of Aviation Safety (DAS) commissioned an internal review of the FER scheme. Mr Walker noted that CASA is still reviewing and analysing the results of the review, however advised that it made 18 recommendations, all of which were accepted by the former DAS. He added that the report identified opportunities to improve the FER and the availability and delivery of flight examiner resources to meet demand. Mr Walker requested that the ASAP endorse enlivening and refreshing the Part 61 TWG and for it to reconvene to assist with the FER redevelopment work. The Panel discussed the appropriateness of the current Flight Crew Licensing TWG focussing on the FER due to the scale of the work and the expertise required in the membership. The ASAP agreed to establish a separate TWG to focus on the FER, with the tasking instructions to be developed and endorsed out of session. The Panel added that this discrete TWG should provide feedback of its work to the Flight Crew Licensing TWG.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <ul style="list-style-type: none"> <li>(1) <b>Agrees</b> to establish a Flight Examiner Rating (FER) TWG.</li> <li>(2) <b>Requests</b> the tasking instructions to be developed by the ASAP Secretariat and circulated with the Panel out of session.</li> </ul>
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## 7.2 Technical Working Group (TWG) status update

The Secretariat updated the Panel on TWG activity since the previous meeting and advised that the Part 66 TWG and the Part 67 TWG met via videoconference. He added that the Part 67 TWG is on standby until a new Principal Medical Officer (PMO) is recruited at CASA.

The Chair enquired about the Part 43 and Part 176 TWGs. Mr Monahan advised that some delays are caused by other priority work and difficulties being allocated regulatory drafting resources at the Office of Parliamentary Counsel (OPC). He added that CASA plans to continue work on the projects, particularly Part 43, as soon as possible. Mr Thompson enquired about industry interest in Part 43 with Mr Walker and Mr Awad informing the Panel that the impacted sectors of industry are energised and in support. Commencing work with the Part 176 TWG continues to be on hold until the draft regulations and draft MOS are ready for review.

## 7.3 Visibility of the ASAP and TWGs to the broader industry

Dr Clothier discussed that the activity of the ASAP and the TWGs are not well known amongst the broader industry and enquired whether there were opportunities to broaden the communication and visibility of the ASAP. Mr Walker suggested expanding the visibility of the ASAP on the CASA website and the creation of an ASAP and/or TWG activity register. Mr Clothier supported the idea of a risk register and added that it may be of interest to the broader industry to understand the risk aviation safety risk priorities of the ASAP and CASA. The Chair concluded that the topic is relevant to a review of the ASAP's Terms of Reference which will be discussed at the next meeting.

Patrick Murray  
Chair  
April 2021

**CHAIR**

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Prof Patrick Murray

**ATTENDING PANEL MEMBERS**

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Mr Mark Awad

Dr Reece Clothier

Mr Ray Cronin (via videoconference)

Ms Adrienne Fleming

Mr John Gissing (via videoconference)

Mr Chris Monahan

Mr Malcolm Sharp

Mr Mark Thompson

Mr Rob Walker

**APOLOGIES**

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Mr Stuart Aggs

**OBSERVERS**

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Mr Matthew Di Toro      ASAP Secretariat  
Civil Aviation Safety Authority

Mr Simon Moore      Executive Director Aviation and Airports  
Department of Infrastructure, Transport, Regional Development and  
Communications

**ATTACHMENT 1**

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Updated Action Register

Reference	Action/Recommendation	Responsible	Status
2017-2/2	CASA to provide further advice on issues raised by panel members: - Multiple flight testing requirements for flight examiner ratings - Recognition of foreign simulator training	CASA	<b>Closed.</b> Mr Monahan advised the Panel that CASA continued to pursue the recognition of foreign simulators and noted that the COVID-19 pandemic enabled the opportunity to test the process. CASA is committed to taking applications to recognise a foreign simulator on a case-by-case basis. Mr Monahan noted that the goal is to have operators supply third-party audits to CASA which will meet CASA's requirements. The potential cost impost of audits and surveillance activity of foreign simulators which required CASA presence was also discussed.
2018-1/1	ASAP to maintain a watching brief on potential issues arising from shortages of skilled aviation personnel.	ASAP	<b>Closed.</b> The Panel discussed the skilled personnel shortage could approach the industry quicker than anticipated as many personnel have left the industry during the pandemic. Mr Walker advised that CASA received 65 applications for its Aircraft Maintenance Engineer (AME) scholarship which may indicate some level of interest in the LAME pathway. Mr Gissing also raised concern on the shortage and noted that there is a lack of data and suggested a survey be conducted which informed the industry where the shortages are. The Panel discussed that the potential skills shortage remains to be seen as an aviation safety issue, however would require the appropriate data before making that determination. <b>(See Action Item 2021-1/1)</b>
2019-1/5	CASA to provide an update on the discussions between CASA and ASQA.	CASA/ Department	<b>2021-1:</b> Mr Walker advised that there were senior management changes at the Australian Skills Quality Authority (ASQA) and CASA is set to engage with ASQA in March. The Panel reiterated previous comments that if the government is providing funding for a specific outcome (i.e. more skilled aviation personnel), then the funding should be linked to a license as opposed to a diploma. CASA to provide an update to the ASAP at the next meeting.
2020-2/1	CASA to take a lead on moving ahead and coordinating a review of potential solutions to the issue of congestion of IFR training flights at major city airports and ground-based navigation facilities.	CASA	<b>Closed.</b> Mr Monahan advised that CASA supports the use of simulators for IFR training using ground-based navigation aids but noted that it would depend on the sophistication of the simulator. CASA is also open to entertain the use of lower-tech simulators with a discussion on the gap in training but noted that operators will need to approach CASA to offer an alternate means of compliance and added that they are encouraged to do so. The Panel discussed the need to communicate with general aviation operators that they are encouraged to offer alternate means of compliance. <b>(See Action Item 2021-1/2).</b>

2020-3/1	CASA to provide a briefing to the ASAP on its work to develop an Australian strategic plan/framework for airspace and UTM related activities; and, to respond to the positions put forward in the strategic risks paper (as tabled).  (When information becomes available after inter-departmental and agency policy work is finalised.)	CASA	<b>2021-1:</b> Mr Monahan advised that the topic of Unmanned Traffic Management (UTM) and the Australian strategic framework for airspace is fast moving and noted work has been conducted through the National Policy on Emerging Aviation Technologies (NEAT). Mr Simon Moore (Department of Infrastructure, Transport, Regional Development, and Communications, DITRC) advised that there will be a national strategic airspace policy issues paper and a draft of the National Australian Airspace Policy Statement out for public consultation. He added that there will be a finalised NEAT policy statement. Mr Moore stated that the policy consultations and finalisations will aid CASA to inform the future airspace regulatory framework. Mr Monahan informed the Panel that CASA will be able to work on the airspace framework once the policies have been finalised by the government. The ASAP request a briefing by CASA on the strategic and regulatory framework for airspace when the information becomes available.
2020-3/3	CASA to form a small sub-set of the current Flight Crew Licensing TWG, to work through the flight examiner rating 'pain-points'.	CASA	<b>2021-1:</b> This action item was discussed in Agenda Item 7.1. The ASAP requests the tasking instructions are developed for ASAP endorsement and the TWG meets as soon as practicable.
2020-4/1	The Chair to work with the Secretariat to refine/amend the tasking instructions of the flight operations regulations TWGs so they are applicable and relevant for work on guidance material. This includes the Part 138 TWG for their ongoing work on the MOS and other policy areas.	Chair/ Secretariat	<b>Closed.</b> This action item was discussed in Agenda Item 6.3.
2021-1/1	CASA to retrieve the numbers of skilled aviation personnel through its personnel licensing database and any other demographic analysis as appropriate and present findings to the ASAP.	CASA	(Relates to Action Item 2018-1/1).
2021-1/2	CASA to consider and expand educative communications to general aviation operators about providing an alternate means of compliance for the use of simulators for IFR training using ground-based navigation aids.	CASA	(Relates to Action Item 2020-2/1).
2021-1/3	The ASAP requests CASA to explore a different construct for flight instructor and flight examiner rating renewals to achieve the same safety outcome.	CASA	