



AVIATION SAFETY ADVISORY PANEL MEETING AGENDA

Location:	CASA Canberra Office – Aviation House, Philip ACT 2606
Time:	Thursday 9 February, 12:30 – 17:00 AEDT

Items

Opening	MEETING DECLARED OPEN	<i>Chair</i>
Item 1.	REVIEW OF ACTION ITEMS <i>A review and status update of any open action items from previous meetings.</i>	
Item 2.	PRIORITY SAFETY MATTERS <i>Agenda items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>	
Item 3.	STRATEGIC SAFETY INITIATIVES <i>Discussion of broader strategic safety initiatives to provide advice to the CEO/DAS on their prioritisation.</i>	
	3.1 Expert Industry Reference Groups	<i>Chair</i>
Item 4.	EMERGING RISKS AND AREAS OF INTEREST <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	
	4.2 Vertiport Working Group update (13:40)	<i>Mr Hain</i>
	4.3 Aviation mental health briefing (14:00)	<i>Dr Manderson</i>
	4.4 Aviation Policy Unit update (15:00 via Teams)	<i>Mr Thomas</i>
	4.5 Review of CASA’s Regulatory Philosophy	<i>Chair</i>
Item 5.	POLICY AND PROJECT PROPOSALS <i>Proposals to commence activity on a significant piece of work (including Technical Working Groups (TWG), etc).</i>	
	5.1 Flight Operations suite – ASAP standing agenda item	
	5.2 Regulatory Oversight Division update	
Item 6.	OTHER BUSINESS	
	6.1 TWG Status update	<i>ASAP Secretariat</i>
	6.2 ASAP Consultative Framework – Areas for Improvement	<i>Dr Clothier</i>

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| 6.3 | Chief Pilot Course | <i>Chair</i> |
| 6.4 | Proposed Technical Working Group (TWG) to review TAWS standard for MTOW <5700kg turbine aeroplanes with MOPSC 10-13 | <i>Mr Watson</i> |
| 6.5 | Proposed Part 121 TWG | <i>Mr Watson</i> |
| 6.6 | Unleaded Avgas use in Australia | <i>Ms Fleming</i> |
| Item 7. | NEXT MEETING | <i>Chair</i> |
| Item 8. | CLOSE | <i>Chair</i> |

OPENING

The Chair welcomed all Aviation Safety Advisory Panel (ASAP) members to the first ASAP meeting of 2023.

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

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

1. REVIEW OF ACTION ITEMS

2019-1/5 - In progress

The Department informed the ASAP that work has begun on the Aviation White Paper, and that this will consider potential skill shortages. Various stakeholders have been engaged to determine how to attract workers in the aviation sector – as an example, aviation was considered as part of the National Job Summit. However, the Department acknowledged that this is ongoing work.

The ASAP was pleased to see the Terms of Reference to the White Paper released. They emphasised that consideration should be given to short term solutions for the current skills shortage, as well as measures to address future skills shortages. Mr Marcelja noted that CASA's is particularly focused on shortages within the maintenance sector. The Panel noted that this action item was very important for industry and that they would like to see some definitive action. They suggested a clear decision as to whether any measures can be implemented now, or if new initiatives will wait for the completion of the White Paper.

Action/ Recommendation	The ASAP: Requests the Department to brief the Panel on their understanding of current and future aviation workforce requirements and provide information on planned initiatives to address this.
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2020-3/1 - In progress

The Department highlighted that the Emerging Aviation Technology Partnership program has begun its initial funding round. The second round is pending Ministerial approval and may go live next month. Dr Clothier suggested that there should be additional reporting guidelines for applicants in this new round – beyond the milestone reporting currently required. He also outlined that the links between any initiatives or actions and the strategic regulatory roadmap should be clear.

It was noted that current Government priorities have brought green technology into focus and that a new Advanced Air Mobility committee will meet next month. Also, as per the Unmanned Traffic Management (UTM) action plan, an industry working group has been engaged.

2021-1/1 – Closed

This item will be closed as the Director of Aviation Safety (DAS) has accepted the ASAP advice.

2021-4/4 – In Progress

Ms Opoku outlined that the Drone information hub is progressing. Additionally, the Drone Rule Management System (DRMS) and Drone Registration program are awaiting Ministerial advice. CASA will await the advice but have prepared in case the recreational registration program is postponed or cancelled. However, Dr Clothier raised that the registration would bring safety benefits and believed the cost point of the program should be addressed to make it viable for recreational users.

2022-1/4 – In progress

Dr Manderson briefed the Panel on this item as part of agenda item 4.3.

2022-3/1 – In progress

Mr Thomas briefed the Panel on this item as part of agenda item 4.4.

2022-3/2 – In progress

The ASAP Chair noted that the inclusion of upset prevention and recovery training as part of all pilot training is an International Civil Aviation Organisation (ICAO) requirement that CASA has not formally complied with. The Panel also recognised the potential cost imposition on industry if this was implemented in Australia. The ASAP advice is pending review from the Aviation Safety Committee and CASA’s response to the ASAP will be provided out of session.

2022-3/4 – In progress

CASA will also formally respond to this ASAP advice out of session.

Action/ Recommendation	The ASAP: Recommends the action register be clearer with its timeframe expectations and responsibilities for individuals. This should assist in reducing the lifespan and improving the progress of various action items.
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2. PRIORITY SAFETY MATTERS

N/A

3. STRATEGIC SAFETY INITIATIVES

3.1 Expert Industry Reference Groups

The ASAP Chair proposed establishing expert industry reference groups to assist the Panel in providing more strategic advice to the DAS. Currently, the mechanisms for industry consultation and recommendations are Technical Working Groups (TWGs), who provide detailed and technical reports to the ASAP on specific topics, and the ASAP itself, which considers issues at a higher, more strategic level. The expert industry reference groups would operate in a similar way to existing TWGs but would focus on topics in less granular detail. This could involve ongoing policy development, broadening the expertise available to CASA. Topics such as human factors and fatigue could be initial focuses.

The Panel acknowledged that care must be taken to not establish too many groups, particularly given the existing number of TWGs. Clearly defined tasking instructions and

reporting guidelines, as well as outlining how these expert reference groups are different to TWGs will assist. The first group could serve as a pilot program; however, it should be clear what success looks like and what the group strives to achieve – with an overall purpose to provide expertise on strategic challenges.

The ASAP would like to advance this and proposed tasking the group with advising on the safety issues arising from the rapid increase in aviation activities coming out of the pandemic. This is topical and could also help inform CASA on what is needed in education and guidance material, in addition to addressing policy or regulations that might be outdated. Formal nominations will be called for, with consideration to any personal or commercial interests of group members.

Action/ Recommendation	The ASAP: Recommends the Secretariat work with the ASAP to establish an Expert Industry Reference Group and determine the membership of this group.
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4. EMERGING RISKS AND AREAS OF INTEREST

4.1 RPAS Development and Integration update – ASAP standing agenda item

Dr Clothier advised that the Remotely Piloted Aircraft System (RPAS) industry was being well engaged and reported positive interactions with CASA, particularly in relation to the vertiport webinars. However, he emphasised that improvements can still be made and hoped that industry engagement processes are continually refined.

The Panel also discussed the elevated risk of non-compliance during testing of new technologies, largely due to challenges in obtaining suitable test areas. To capitalise on aviation manufacturing in Australia, the process for obtaining relevant approvals should be streamlined. This is in addition to the delays experienced by industry in the current application and assessment process. Regulatory mechanisms should be in place to encourage the testing of new ideas in safe, controlled and known environments.

Dr Clothier suggested that industry should be more involved and engaged with maintaining the strategic regulatory roadmap. This would ensure a more accurate and regularly updated document. The Panel recognised that growth in this sector has slowed from what was previously exponential. Cost is no longer a barrier to entry, but regulatory restrictions for more advanced operators, such as access to airspace (particularly for beyond visual line of sight operations), is slowing progress.

CASA and the Panel also recognised that non-compliance will be an ongoing challenge, particularly given the non-aviation backgrounds of many RPAS operators. Remote identification and detection capabilities, alongside appropriate education, should help to mitigate this. Punitive measures are not currently considered an effective first step.

Lastly, the discussion centred around how to reduce risk proactively in the RPAS sector. Many of these risks are new and may require unconventional thinking when compared with traditional, manned aviation. A suggested opportunity for improvement was that CASA use known incidents and look back at their original applications to see if those risks were identified, thereby strengthening the risk profiles in use. Additionally, despite reduced Australian Transport Safety Bureau reporting requirements, if the data could still be captured, its use by researchers and the regulator could facilitate clear ‘lesson learned’ pathways for RPAS operators.

4.2 Vertiport Working Group update

Mr Hain (Team Leader, Future Aerodromes) briefed the Panel on the progress of the vertiport working group. Vertiports will be part of the infrastructure plan for new technologies. Initially, CASA envisages clear distinction between vertiports and heliports to allow the new industry area to safely grow and mature but is open to expanding the operations into these ports in future.

The vertiport webinars have been well attended, with over 100 global attendees at each event. The webinars have also been an effective platform to encourage expressions of interest for TWG participation. Furthermore, the public consultation has received many responses which will help shape the advisory circular.

CASA formally requested a vertiport TWG – they also noted that having the Department at these meetings could assist with a more holistic approach, engaging industry on matters that are the responsibilities of both CASA and the Department.

The next planned advisory circular will focus on operational maintenance of vertiports. CASA intends to create a risk register and utilise the TWG to consider what these risks may be and how to best mitigate them. Currently, only Visual Flight Rules, crewed flights are being considered. However, they are aware that future developments, when technology allows, may consider Instrument Flight Rules or uncrewed operations. Mr Hain recognised that by that stage, the technology may be precise enough to allow more relaxed standards and a more outcome-based approach.

Dr Clothier also raised the importance of this approach being adopted as a potential model for consultation in the future. Mr Monahan mentioned that this is one of many initiatives being trialled. It was agreed that the general outcomes (or lessons learned) from the vertiport consultation would be shared with ASAP. It was posed that in future, the ASAP could take a more tailored approach to TWG / industry consultation. The ASAP may consider different approaches to consultation, and make recommendations to the DAS on the right approach for the right regulatory problem.

Action/ Recommendation	The ASAP: Recommends the Secretariat work with CASA and the ASAP to establish a Vertiport Design and Operation TWG. The ASAP also requests to be updated on the outcomes from the webinar.
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4.3 Aviation mental health briefing

Dr Manderson (Principal Medical Officer) briefed the Panel on a range of aviation medicine related matters. She outlined that CASA aimed to treat mental health like other diseases and has begun engaging nationally with this approach. Peer support training will be the primary mechanism to allow this and should be implemented by the end of this year.

The discussion then shifted to a proposed class 4 medical certificate that is both self-declared and self-assessed. Dr Manderson said that the preferred approach at this stage is to have a system that would allow pilots with a wider range of medical conditions to fly with specific restrictions on types of flying. This is different to that taken by other national aviation authorities. Designated Aviation Medical Examiners (DAMEs) and CASA's Aviation Medicine department could form an escalation process for cases where self-declaration is not appropriate.

Before further progression of this medical standard, both CASA and the ASAP agreed that the formation of a broader 'Aviation Medicine' TWG would be appropriate. This group could

have a wider scope for consultation and would specifically include a better balance of medical professionals, end users (pilots) and appropriate legal representation. The goal of the group would be to assist in implementing a more scalable, evidence-based medical certificate. The broader representation will also assist as future topics, such as medical certification for RPAS users, are considered.

Ms O'Hara emphasised the need for robust and well-considered decision-making in this space given the public has certain expectations of the licensing system and the aviation regulator.

Action/ Recommendation	The ASAP: Recommends the immediate formation of a broader aviation medicine TWG. The ASAP and Secretariat will liaise to determine a suitable membership that includes more end users.
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4.4 Aviation Policy Unit update

Mr Thomas (Manager, Aviation Policy Unit) briefed the Panel on the newly established Aviation Policy Unit. The role of this unit is to understand new aviation issues and assess if proposed solutions are appropriate. As such, ASAP advice and ideas could filter down to this Unit for further policy development.

The Unit's current focuses are on specialist pilot endorsements, recognised foreign states and most notably, passenger carriage. Their approach will be holistic to fully consider the implications of any policy development. During discussion, Panel members reinforced the importance of consistency and transparency in methods of CASA consultation with industry in the development of policy.

Action/ Recommendation	The ASAP: Requests regular updates by CASA on the priorities and outcomes from the Aviation Policy Unit.
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4.5 Review of CASA's Regulatory Philosophy

A subgroup of Panel members had recently reviewed CASA's Regulatory Philosophy and shared the results of this review with the wider ASAP for their feedback. Overall, the Panel felt the philosophies are sound, but the way they are implemented could be improved. CASA's challenge now lies in determining how to ensure these philosophical statements translate into the work of its employees.

Panel members agreed that before detailed action on implementation can be decided, it must be clear how the performance can be measured. They also noted the importance of ongoing efforts within CASA to ensure all employees recognise the current issues so that they are then able to rectify them.

Action/ Recommendation	The ASAP: Recommends providing specific advice to the Director of Aviation Safety (DAS) that details the outcome of their review and guidance on an implementation plan.
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5. POLICY AND PROJECT PROPOSAL

5.1 Flight Operations Suite Implementation

Mr Crosthwaite briefed the Panel on the status of industry’s transition to the flight operations regulations. There has been a long-term implementation plan with many changes required for the aviation industry and CASA since 2 December 2021.

Due to a variety of factors, including new or updated guidance provided to operators and the worsening skills shortage, some requirements, particularly those around training and checking systems, will be unachievable by the due date (2 March 2023). CASA has recognised this and will postpone and adjust the requirements so that they facilitate safety benefits but become more achievable for industry.

The current milestones dates will be adjusted, and the relevant regulatory instrument will be amended to assure continued industry compliance. Additionally, CASA will improve its engagement program to guide industry through the required changes. This should improve the standard of future applications and thus also expediate the approval process. However, any messaging must be carefully considered to ensure early adopters are not unfairly penalised.

The Panel noted that these challenges are a learning opportunity for the future.

5.2 Regulatory Oversight Division update

N/A

6. OTHER BUSINESS

6.1 TWG Status update

The ASAP approved of the format of the regular TWG updates provided by the Secretariat. The panel also considered what makes a TWG successful and what potential roadblocks for various groups may be.

6.2 ASAP Consultative Framework – Areas for Improvement

The submitted paper highlighted that greater understanding and awareness of the ASAP and TWG process is still possible. Additionally, the Panel and CASA should look for ways to acknowledge industry members who both participate in TWGs and those who have expressed interest in participating. Another Panel member noted that if awareness of TWGs improve, industry will understand that different projects and issues are progressing.

Action/ Recommendation	The ASAP: Recommends establishing a subgroup of Panel members to work with the Secretariat in assessing and implementing any continuous improvement suggestions. Any changes can form part of a standing Secretariat status update agenda item.
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6.3 Chief Pilot Course

As the aviation industry continues to rebuild, career progression is occurring earlier, reducing the potential skills and experience of those in key positions. The ASAP recognised the challenges this poses for inspectors, as if they do not approve a candidate for a key

personnel appointment, the operator may be in a difficult position. As such, the managerial skill shortage is just as relevant as any other skill shortage.

Mr Gissing and Mr Aggs suggested that the larger airlines and organisations could assist the smaller organisations, where many of their employees come from, by establishing a professional development course that focuses on the management skills of these key personnel.

Action/ Recommendation	The ASAP: Recommends the creation of a CASA approved course, facilitated by the major airlines, that industry members holding or wanting to hold key positions in smaller organisations can participate in to improve the skills relevant to these new roles.
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7. NEXT MEETING

The next in-person ASAP meeting will be held in June 2023 at a date to be agreed.

Additionally, an out-of-session meeting, held via videoconference, will be arranged by the Secretariat to cover any outstanding items from this meeting.

8. CLOSING

The Chair of the panel thanked all Panel members and invited guest speakers. The meeting was adjourned at 17:00.

Patrick Murray

Chair

February 2023

CHAIR

Prof Patrick Murray

ATTENDING PANEL MEMBERS

Ms Shannon O'Hara

Mr Stuart Aggs

Mr John Gissing

Dr Reece Clothier

Dr Tarryn Kille

Mr Mark Thompson

Mr Ray Cronin

Ms Adrienne Fleming

Mr Andreas Marcelja (CASA Representative)

Mr Chris Monahan (CASA Representative)

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