Australian Government
Civil Aviation Safety Authority

www.casa.gov.au

Preliminary Airspace Review Rockhampton and Mackay

February 2019

Document Sponsor: Office of Airspace Regulation

Document Reference: D18/628574

File Reference: OP18/123

Document control:

Version	Issue/Nature of Revision	Date
0.1	Initial draft	July 2018
0.2	Contains peer feedback	July 2018
0.3	Additional feedback	August 2018
0.4	Final Draft	September 2018
0.5	Draft for Industry comment	November 2018
1.0	Final	February 2019

1 Executive Summary

The Civil Aviation Safety Authority (CASA)[1] Office of Airspace Regulation has conducted a preliminary airspace review of the combined airspace of Rockhampton and Mackay, extending 23 nautical miles (NM) Northwest of Mackay Airport to 68 NM Southeast of Rockhampton.

The *Airspace Act 2007* (Act) provides CASA with the authority to administer and regulate Australian-administered airspace. CASA has the function to conduct regular reviews of Australian-administered airspace in order to determine whether airspace classifications and volume types are appropriate.

The review applies the CASA regulatory philosophy which considers the primacy of air safety. The review examined the airspace architecture and classifications from the surface to 18,000 feet above mean sea level.

The review included an examination of safety incident and movement reports between April 2015 and April 2018 recorded by Airservices Australia (Airservices) and the Australian Transport Safety Bureau. Considerations was given to previous reports on these airspaces published for Rockhampton and Mackay in 2010. There has been a continual decline in aircraft movements and passenger transport (PT)[2] numbers at Rockhampton. Five incidents were recorded, and all were classed as operational non-compliance or airspace infringement

Based on safety and incident data, and reviewing annual aircraft and passenger movement statistics, and the Minister's Statement of Expectations the study determined that the current airspace classification is fit for purpose.

[1] A full list of acronyms and abbreviations used in this report and other aviation terminology can be found in Annex A.

[2] For the purposes of the review, PT services can be defined as activities involving regular public transport and all non-freight only charter operations.

TABLE OF CONTENTS

2 Introduction

Under Sections 11 and 12 of the *Airspace Act 2007* (Act), the Civil Aviation Safety Authority (CASA) has responsibility for the administration and regulation of Australian-administered airspace. In carrying out these responsibilities CASA must give primacy to aviation safety and must:

- foster efficient use of Australian-administered airspace;
- foster equitable access to that airspace for all users of that airspace;
- take into account national security; and
- take into account protection of the environment.

CASA conducted a Preliminary Airspace Review of the airspace surrounding Rockhampton and Mackay. CASA previously conducted separate aeronautical studies of the airspace around Rockhampton and Mackay Airports in early 2010. Those studies considered the airspace design and the level of service provided was satisfactory and the airspace to be fit for purpose.

2.1 Purpose

The purpose of this preliminary airspace review is to assess the airspace architecture to determine if the airspace remains fit for purpose[3] and complies with the requirements of the Act for safe operations, efficient use of the airspace and enables equitable access for all users of the airspace.

This review provides findings and recommendations about matters that impact aviation safety, efficiency or equitable access for all airspace users.

2.2 Process

The review process included:

- Analysis of aircraft movement data;
- Analysis of aviation incident reports provided by the Australian Transport Safety Bureau (ATSB) and Airservices Australia (Airservices);
- Analysis of the nature of aircraft operations in the area;
- Assessment of any issues related to airspace efficiency or airspace access;
- Identification of any threats or risks to the safety of air navigation;
- Assessment of the suitability of the existing airspace architecture;
- Feedback from specialist staff within CASA;
- Detailed assessment of previous reviews and risk assessments relevant to Rockhampton and Mackay.

2.3 Scope

The Australian Airspace Policy Statement 2018[4] (AAPS) offers clear guidance to CASA on the Government's airspace strategy and policy. The AAPS also includes processes to be followed when changing the classification or designation of a volume of airspace.

The scope of this desktop review is limited to the combined airspace of Rockhampton and Mackay, extending 23 nautical miles (NM) Northwest of Mackay Airport to 68 NM Southeast of Rockhampton. CASA adopts a proactive approach to assessing the airspace, its operations and to identify and pursue airspace reform opportunities.

[3] 'fit for purpose' means that the product or service is satisfactory for the purpose it was designed for.
[4] To view the AAPS visit https://infrastructure.gov.au/aviation/australian-airspace-policy/aaps/index.aspx

3 Background

3.1 Overview of Australian airspace classifications

Australian airspace classifications accord with Annex 11 of the International Civil Aviation Organization (ICAO) and include Class A, C, D, E, and G depending on the level of service required to safely and effectively manage aviation activity. Class B and Class F airspace are not currently used in Australia. The classification of airspace also determines the type and nature of aviation operations permitted in that airspace. Annex B provides details of the classes of airspace used in Australia.

Rockhampton and Mackay aerodromes are located approximately 150 NM from one another along Queensland's Capricorn Coast. Both control zones (CTR) are classified Class D during periods of tower activation, with a Class C Control Area (CTA) established above the CTR commencing from 4,500 feet (ft) above mean sea level (AMSL) extending to Flight Level (FL) 180. Class A airspace lays above.

Outside of tower hours the airspace from the surface to 700 ft (Above Ground Level (AGL) reverts to Class G. The airspace above this is reclassified as Class E airspace which steps out to 4,500 ft AMSL where Class C airspace commences and extends to the base of Class A at FL180. (Refer to Figures 1 and 2).

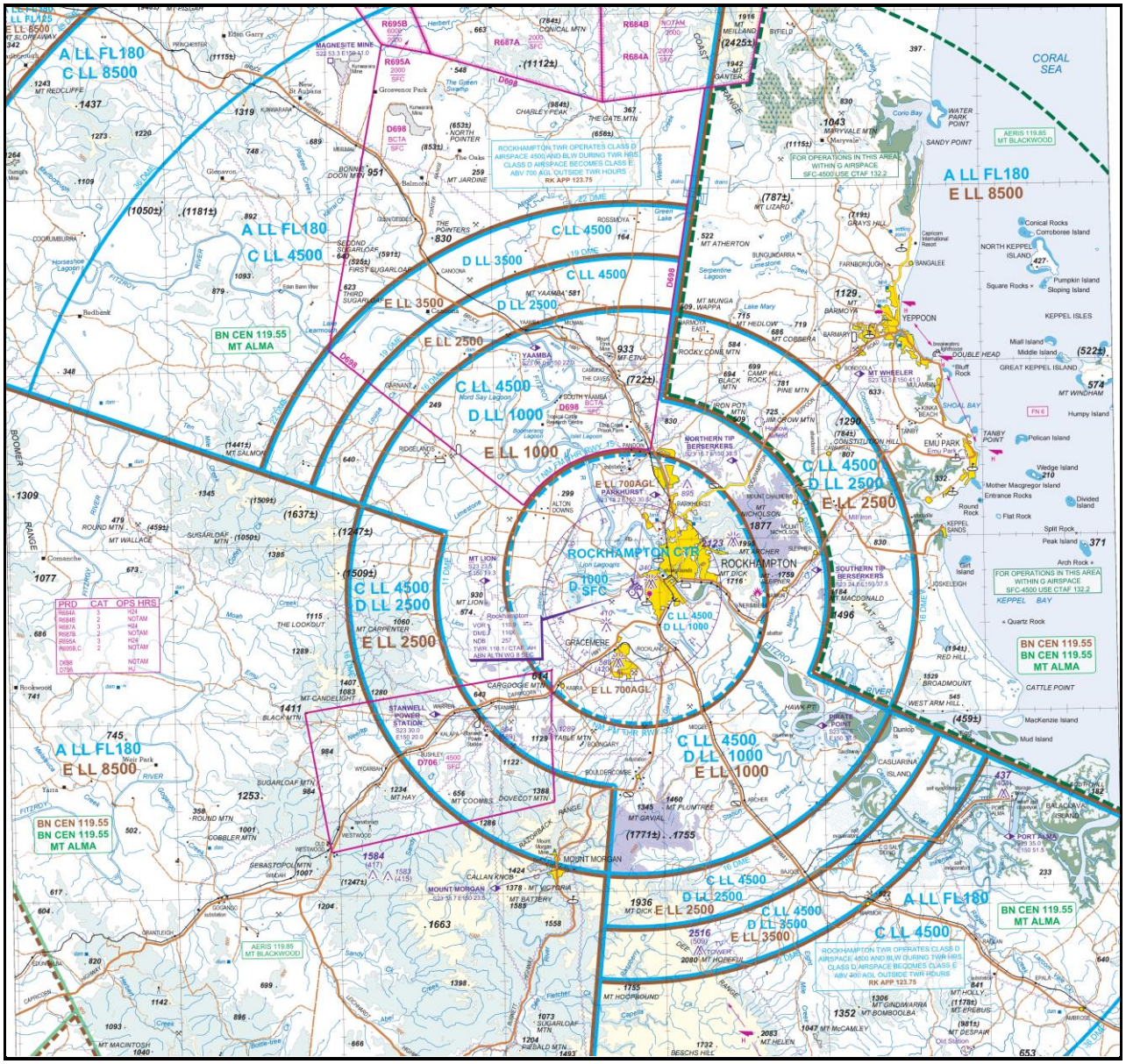

Figure 1: Extract of Rockhampton Visual Navigation Chart (VNC)
(Airservices: Effective date 24 May 2018)

There are a number of Restricted Areas and Danger Areas located adjacent to Rockhampton within the airspace to the north and west of the airport. Department of Defence is the controlling authority or nominated contact for the majority of those areas located to the north falling within the Shoalwater Bay Military training area. Danger Area D706 is located directly to the west of Rockhampton and is established for flying training.

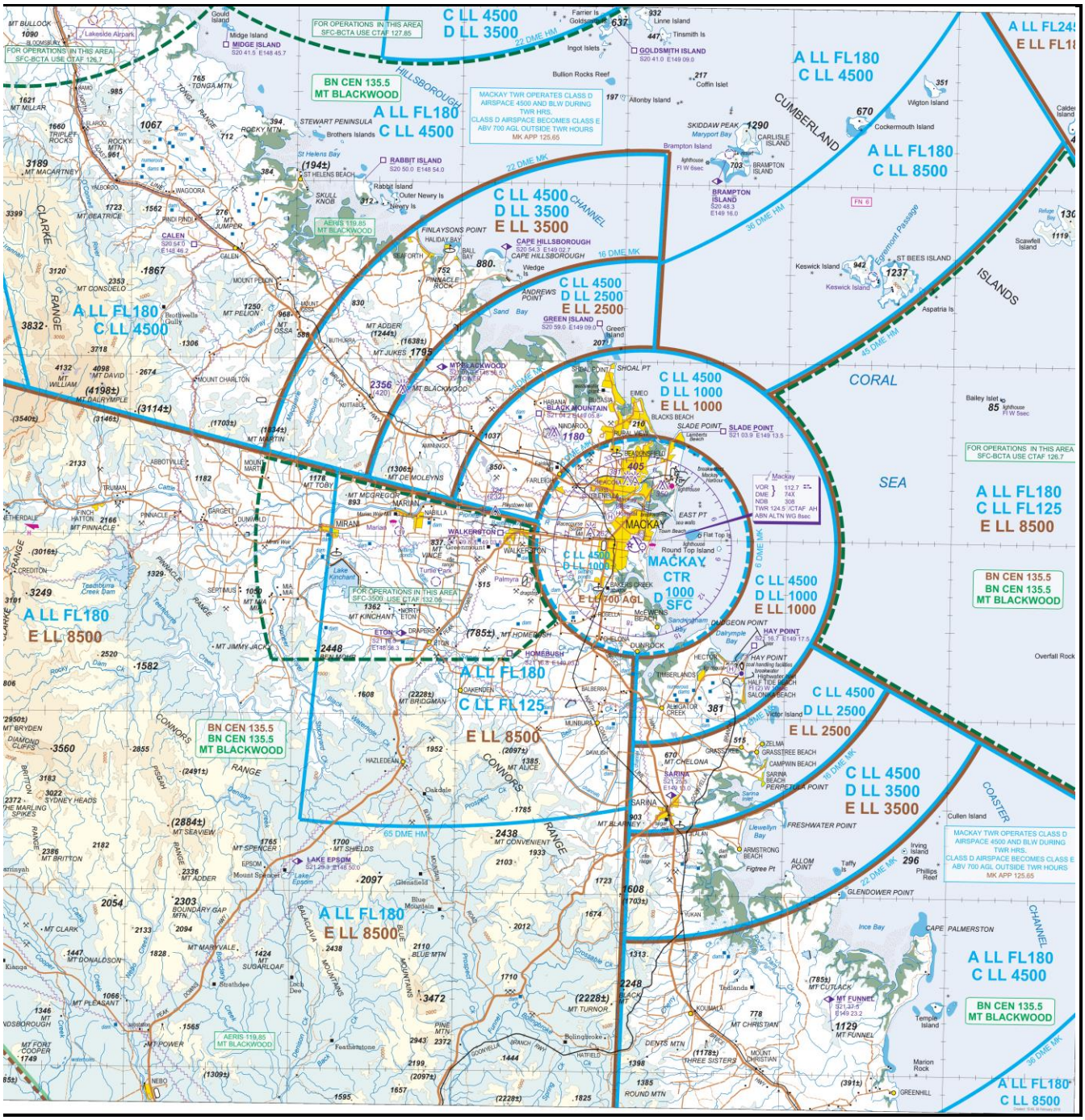

Figure 2: Extract of Mackay VNC.
(Airservices: Effective date 24 May 2018)

3.2 Aerodromes

Rockhampton and Mackay are both certified aerodromes in accordance with CASA Manual of Standards Part 139 – Aerodromes (MOS139). The aerodromes are located along the Capricorn Coast with Mackay being 150 NM north of Rockhampton.

Rockhampton has an elevation of 36 ft, two (2) sealed runways (RWY) 15/33 and RWY 04/22. Mackay has an elevation of 19 ft, one sealed runway, designated as RWY 14/32.

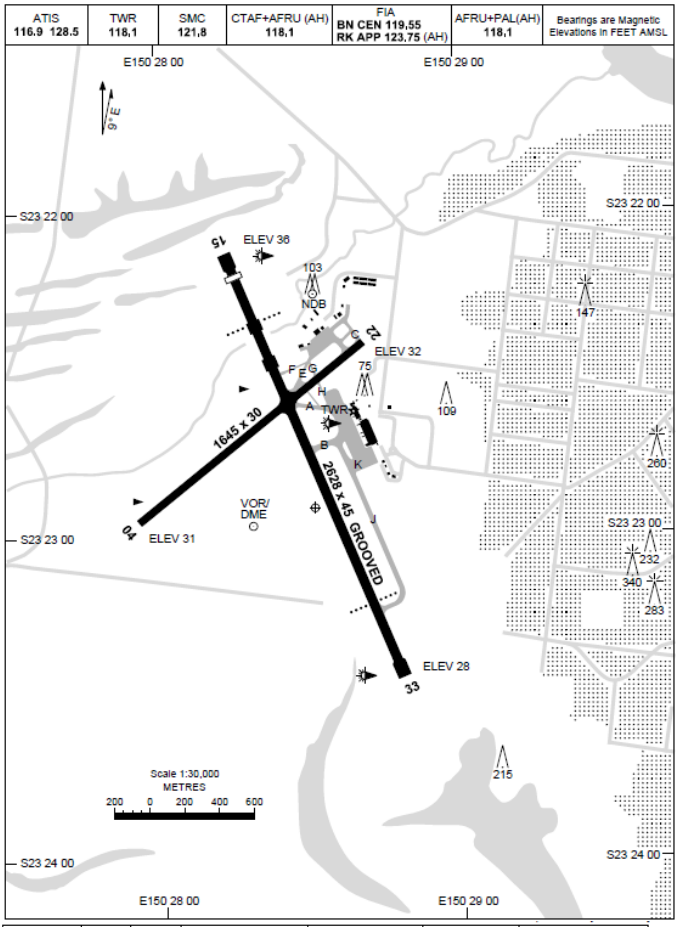

Figure 3: Rockhampton Airport.
(Airservices: Effective 1 March 2018)

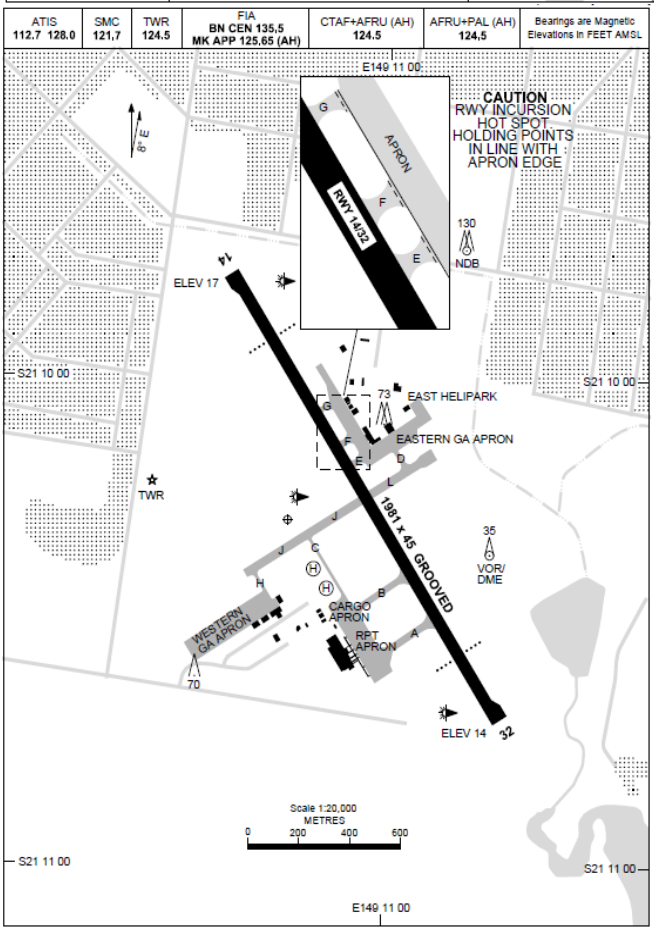

Figure 4: Mackay Airport.
(Airservices: Effective 17 August 2017).

Rockhampton supports 614,703[5] passengers annually. Aircraft types operating at Rockhampton include Boeing 737 (B737) and Fokker 100 jets, medium size turbo-prop aircraft including Bombardier de Havilland Canada Dash 8 (DHC8), Beechcraft King Air 200 (BE20) and a range of single and twin-engine aircraft. In addition, helicopter operations at Rockhampton comprised approximately 7% of total movements from January 2017 to January 2018.

Mackay supports 838,231[6] passengers annually. Aircraft types operating at Mackay include a variety of medium passenger jet aircraft such as the B737, Airbus A320, Embraer ERJ190; medium sized turbo-prop aircraft such as DHC8, BE20 and a range of single-engine and twin-engine aircraft. In addition, a large helicopter sector operates at Mackay which comprised of 43% of total movements from January 2017 to December 2017.

4 Rockhampton and Mackay airspace

Both Rockhampton and Mackay operate with Class D key-hole design CTR airspace commencing from surface to 4,500 ft AMSL. Class C airspace sits above the Class D CTR commencing at 4,500 ft AMSL extending to the base of Class A airspace at FL180.

Within the splay of the control area steps Class E airspace commences at approximately 45 NM north of Rockhampton and 45 NM south of Mackay at 8,500 ft AMSL which is stepped up to FL 180 to meet the base of Class A. Outside the splay of the CTA steps, Class E commences at 8,500 ft AMSL and extends to FL 180. (Refer to Figure 5).

During tower hours Rockhampton and Mackay tower provides a procedural combined tower and approach control service within the Class D airspace 4,500 ft AMSL and below.

Radar surveillance provides effective coverage above 500 ft AMSL in Rockhampton and to the surface at Mackay via the radar sites located at Swampy Ridge and Mt Alma. Most aircraft operating above this height will be detected by surveillance. The use of Tower Situational Awareness Display (TSAD) will assist in the provision of this service.

[5] Yearly average passenger numbers for Rockhampton 01 Jan 2017- 31 Dec 2017.
[6] Yearly average passenger numbers for Mackay 01 Jan 2017 – 31 Dec 2017

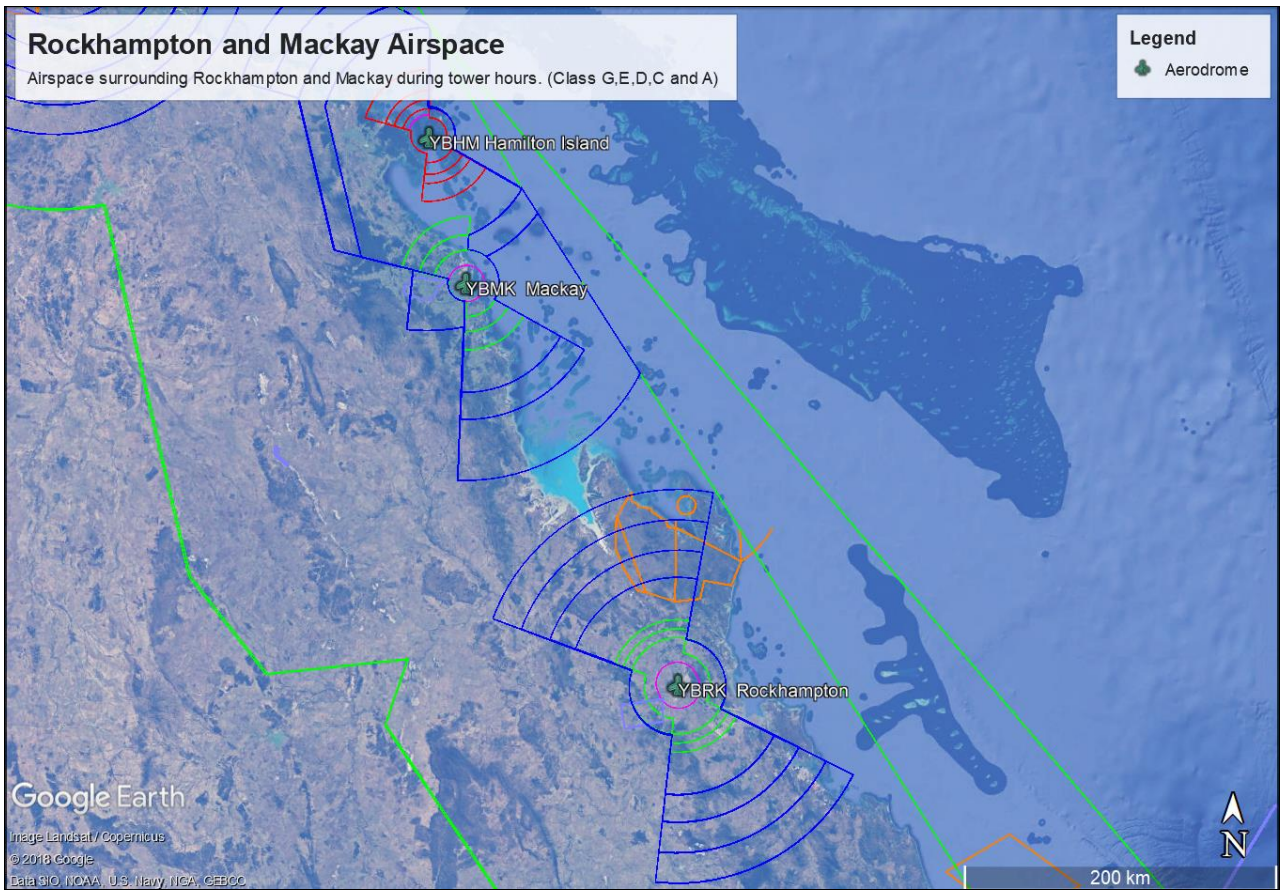

Figure 5: Rockhampton and Mackay airspace.

Outside the towers hours[7], all Class D airspace below 4,500 ft AMSL to 700 ft AGL surrounding Rockhampton and Mackay is reclassified as Class E. Below 700 ft AGL the airspace is reclassified as Class G and is designated as a Common Traffic Advisory Frequency (CTAF). As the aerodromes are certified, there is a requirement for the carriage and use of a radio by aircraft.

Brisbane Air Traffic Services Centre Enroute controllers provide a surveillance approach service in Class A, C and E airspace due to the good level of surveillance coverage surrounding Rockhampton and Mackay. A Directed Traffic Information (DTI) service is provided to Instrument Flight Rules (IFR) aircraft operating in Class G airspace. It is important to note that the controllers providing this service require additional licence ratings in addition to their Enroute rating.

4.1 Minister's Statement of Expectations

In March 2017, the Minister for Infrastructure and Transport provided CASA with a Statement of Expectations[8]. The Minister requires CASA to work with Airservices and the Department of Infrastructure and Regional Development (the Department) to enhance the level of controlled airspace in Australian airspace including at major regional airports.

Under the AAPS, CASA must regard the safety of air navigation as the most important consideration and the OAR must approach the development of its advice on airspace regulation on the same basis. Airservices commenced a program to provide Surveillance Approach for Regional Airports (SAFRA). CASA views the SAFRA project as being aligned with the Minister's expectations for enhancing controlled airspace in Australia.

Airservices is currently implementing an Airspace Modernisation Project which will transfer control services for arrivals, departures and transit traffic provided at five regional Class D aerodromes through the change of control jurisdiction from the Air Traffic Control Towers at Tamworth, Alice Springs, Albury, Launceston and Hobart Towers to a surveillance enroute sector in either the

[7] Rockhampton Tower hours Monday to Friday 0630 – 2035, Saturday 0630-1930, Sunday 0700-2035. ERSA 16 August 2018
Mackay Tower hours Monday to Friday 0620-2020, Saturday and Sunday 0620-1930. ERSA 16 August 2018.

[8] *Statement of Expectations for the Board of the Civil Aviation Safety Authority for the Period 27 March 2017 to 30 June 2019* (F2017L00288) Refer to Annex D.

Melbourne or Brisbane Air Traffic Services Centres. The proposed implementation date is May 2019. The change will not affect the classification of airspace, but it will amend who is controlling the airspace (transferring responsibility from the non-surveillance Air Traffic Control Tower to the surveillance Enroute controllers and lowering the upper limit of tower control from 8,500 ft AMSL to 4,500 ft AMSL).

Due to the level of electronic surveillance at Rockhampton and Mackay, it would be beneficial for Airservices to consider extending the Airspace Modernisation Project to include Rockhampton and Mackay Airports. Adding Rockhampton and Mackay Airports to the Airspace Modernisation Project with a view to lowering surveillance control, would meet the Minister's expectation for Airservices to enhance the level of controlled airspace in Australia.

5 Aviation incidents, aircraft and passenger movements

5.1 Summary of incidents

A review of the Aviation Safety Incident Reports (ASIR) identified 107 airspace attributed incidents that fell within the review area for Mackay and Rockhampton between 01 July 2015 and 15 December 2017 (Refer to Tables 1 and 2). Recorded aerodrome movements are also included, providing a ratio of total reported incidents per total number of aircraft movements (recorded arrivals and departures during tower hours).

However, the review noted that the last airspace related occurrence was recorded on 15 December 2017 due to ATSB quality assurance processing delays of incident data, not deemed as high risk, being given a lower priority. At the time of writing this report, work is underway to quality assure all incident data.

Type of incident	2015	2016	2017	2018
Aircraft Separation	4	16	14	2
Airspace Infringement	1	0	0	0*
ANSP Operational Error	0	5	1	1
Encounter with RPA	2	0	0	0*
Operational Non-Compliance	5	7	7	0*
Total airspace related Incidents	12	28	22	3*
Total aircraft movements for Mackay (Recorded arrivals and departures during tower hours).	33,376	30,101	28,005	30,297

Table 1: Airspace attributed incidents for Mackay 1 July 2015 to 31 August 2018 (ATSB ASIR data).
* At time of writing this report

Type of incident	2015	2016	2017	2018
Aircraft Separation	4	15	3	0*
Airspace Infringement	0	0	5	0*
ANSP Operational Error	0	6	3	0*
Encounter with RPA	0	0	2	0*
Operational Non-Compliance	0	4	3	5
Total airspace related Incidents	4	25	16	5
Total aircraft movements for Rockhampton. (Recorded arrivals and departures during tower hours)	29,011	25,807	25,574	25,359

Table 2: Airspace attributed incidents for Rockhampton 1 July 2015 to 31 August 2018 (ATSB data).

To achieve a holistic analysis, safety occurrences for the 2018 period of the review considered those recorded in Airservices Corporate Integrated Reporting and Risk Information System (CIRRIS). These are summarised below in table 3.

The CIRRIS data considered in this analysis is coded slightly differently to the airspace related incident type grouped in Tables 1 and 2. As a result further investigation of each occurrence description was completed to consider its relevance to airspace related incidents as recorded by the ATSB. Tables 3,4 and 5 include occurrences recorded by Rockhampton Tower, Mackay Tower and Capricornia Sector. Capricornia Sector is the overarching Enroute airspace managed by Brisbane Air Traffic Services Centre controllers.

Type of incident	2018
Airspace Infringement	8
Other Safety Related	1
Laser	2
Total airspace related Incidents	**11**

Table 3: Airspace attributed incidents for Rockhampton 1 January 2018 to 1 July 2018 (CIRRIS data).

Type of incident	2018
Aircraft Accident	2
Airspace Infringement	6
Laser	5
Loss of Separation Assurance	2
Other – Safety Related	1
Runway Incursion	2
Total airspace related Incidents	**18**

Table 4: Airspace attributed incidents for Mackay 1 Jan 2018 to 1 July 2018 (CIRRIS data).

Type of incident	2018
Aircraft Accident	1
Airspace Infringement	4
Laser	6
Loss of Separation Assurance	1
Other – Safety Related	1
Total airspace related Incidents	**13**

Table 5: Airspace attributed incidents for Capricornia Sector 1 Jan 2018 to 1 July 2018 (CIRRIS data).

The summary of incidents shows that the annual average airspace related incidents for Mackay is approximately 20 incidents per 30,444[9] Movements (1 incident in every 1,522 movements). The

[9] Average recorded movements during tower hours.

annual average airspace related incidents for Rockhampton is approximately 14 incidents per 26,829 movements (1 incident in every 1,916 movements).

The airspace review notes that most recorded incidents were reported during tower hours. This would suggest that airspace related incidents were identified and reported when the control tower was active and when the greatest frequency of arrivals and departures where occurring (0600 hrs to 2000 hrs local time). Refer to Figure 6.

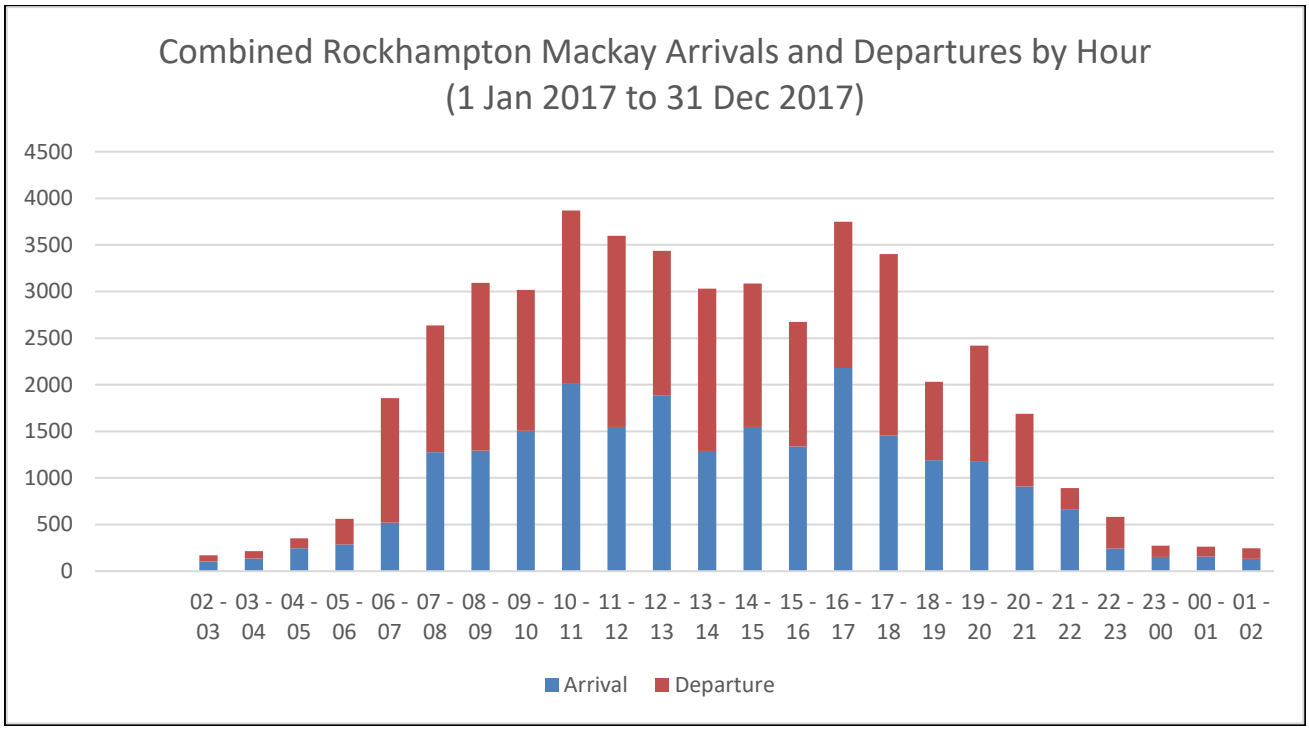

Figure 6 Combined Traffic Movements for Rockhampton and Mackay 1 Jan 2017 to Dec 2017

5.2 Aircraft and passenger movements

In addition to the assessment of ASIR and CIRRIS incident data the review also considered traffic and passenger movements. Since the reduction of Fly in Fly Out (FIFO) demand from 2015 the data continues to reflect a declining trend in Passenger Transport Operations (PTO) for Rockhampton and a slightly lesser trend for Mackay. Since July 2015 Rockhampton has seen a reduction of 18.4% in total aircraft movements and a reduction of 15% in PTO Movements. Refer to Figure 7.

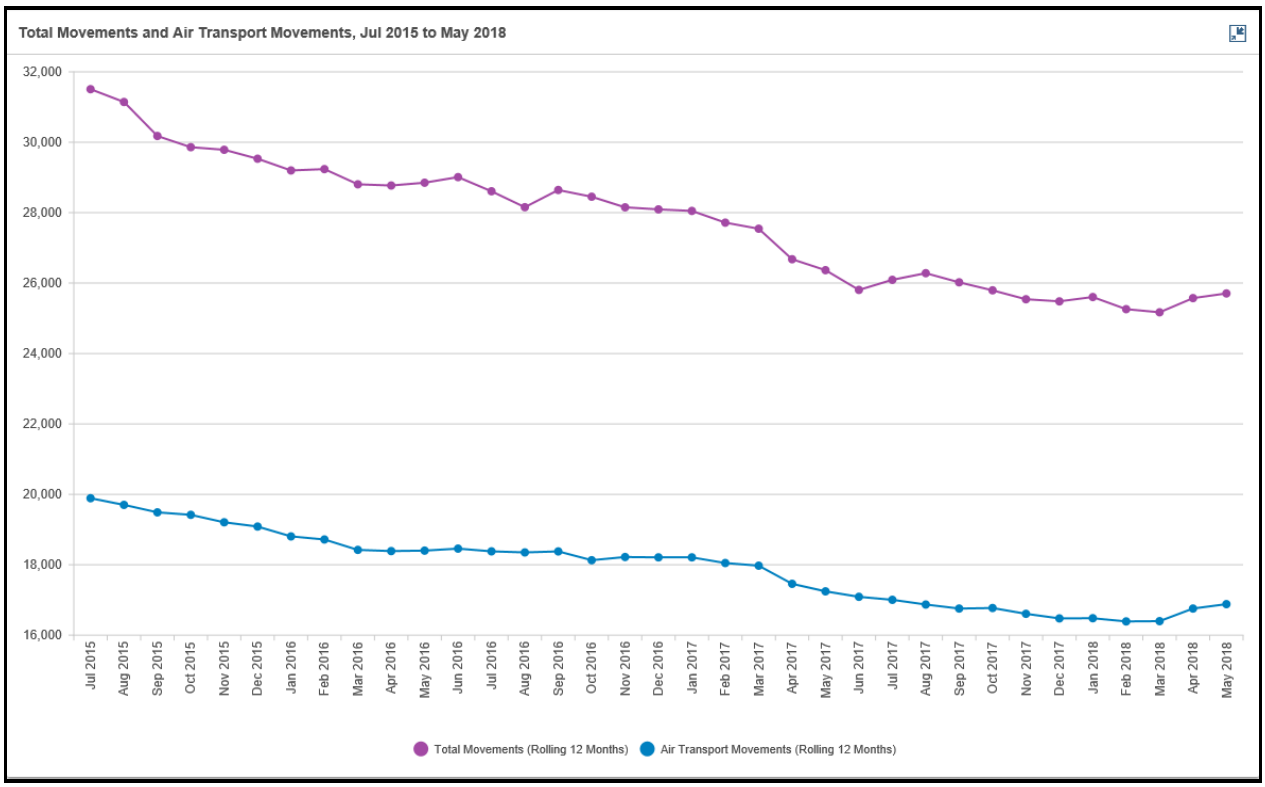

Figure 7: Total Traffic Movements for Rockhampton Aerodrome July 2015 to May 2018 (During TWR Hours)

Analysis for Rockhampton also considered passenger movements. Figure 8 reflects a similar trend to that of PTO and total traffic movements depicted in Figure 7 with a decline in passenger movements since July 2015 to May 2018 of 11%.

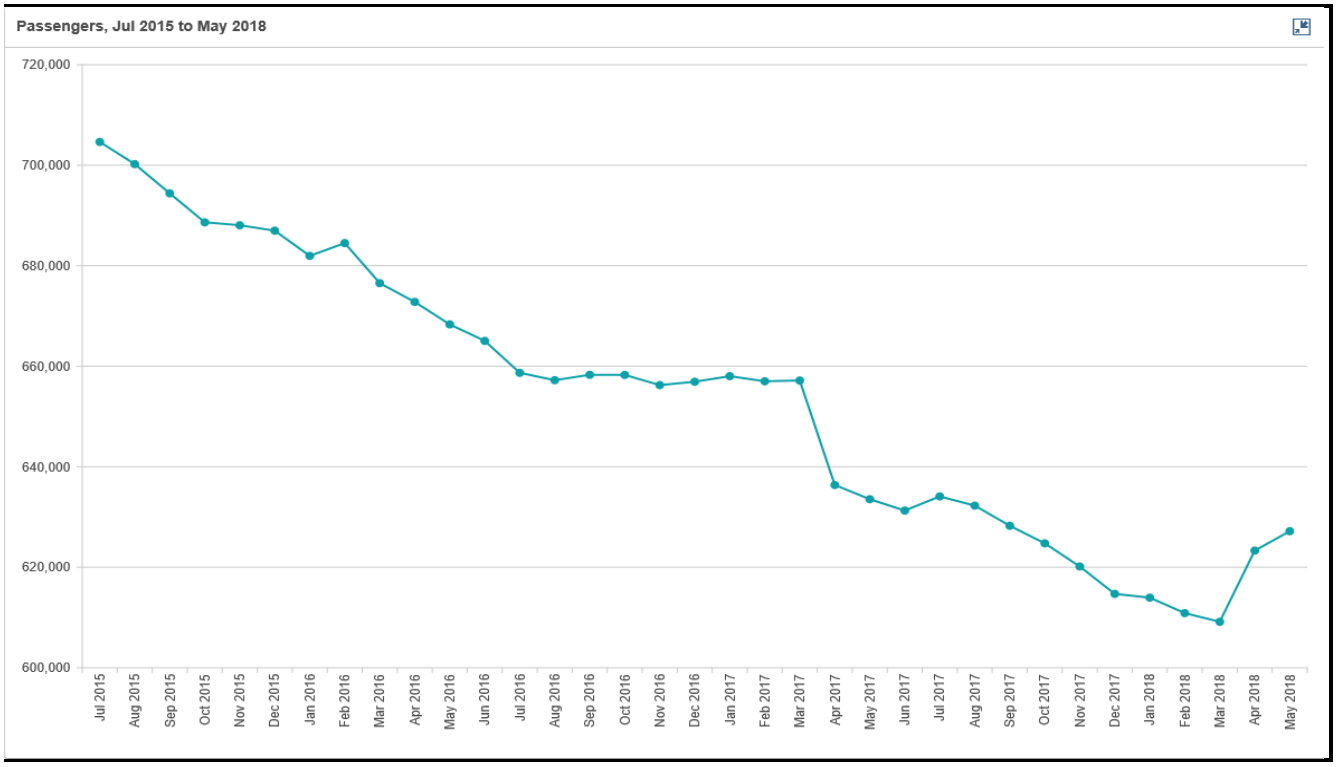

Figure 8: Passenger Movements for Rockhampton Aerodrome July 2015 to May 2018 (During TWR Hours)

The same analysis was considered for Mackay. The trends considered in Figure 9 reflect a decline in traffic movements, total traffic movements for Mackay from July 2015 to May 2018 saw a decline of 18%. Out of that total movement figure PTO movements recorded a 9.5% decline.

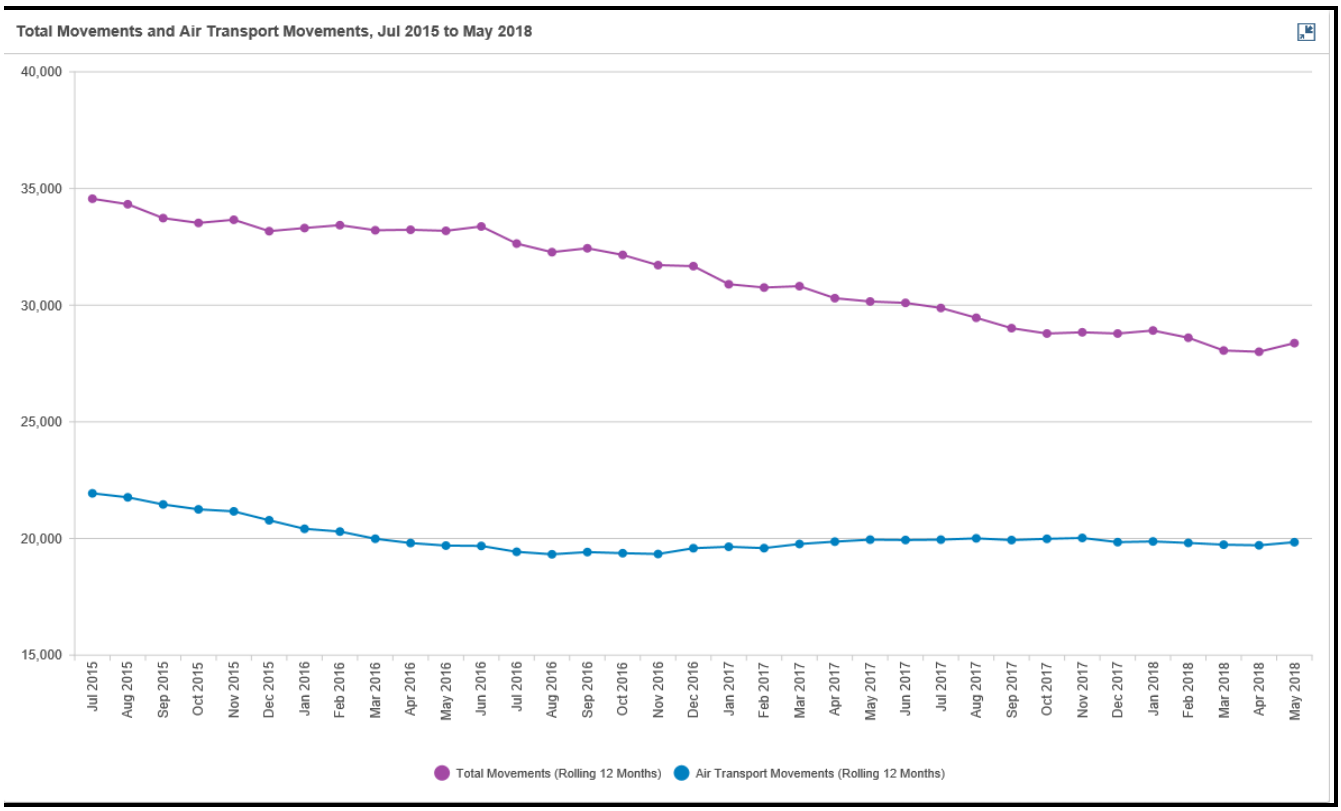

Figure 9: Total Traffic Movements for Mackay Aerodrome July 2015 to May 2018 (During TWR Hours)

The current trend for passenger movements in Figure 10 demonstrate a decline that is consistent with those aircraft movement trends highlighted in the previous figure. The sample data collected for Mackay from July 2015 to May 2018 has seen a decline of 13.6% in passenger movements.

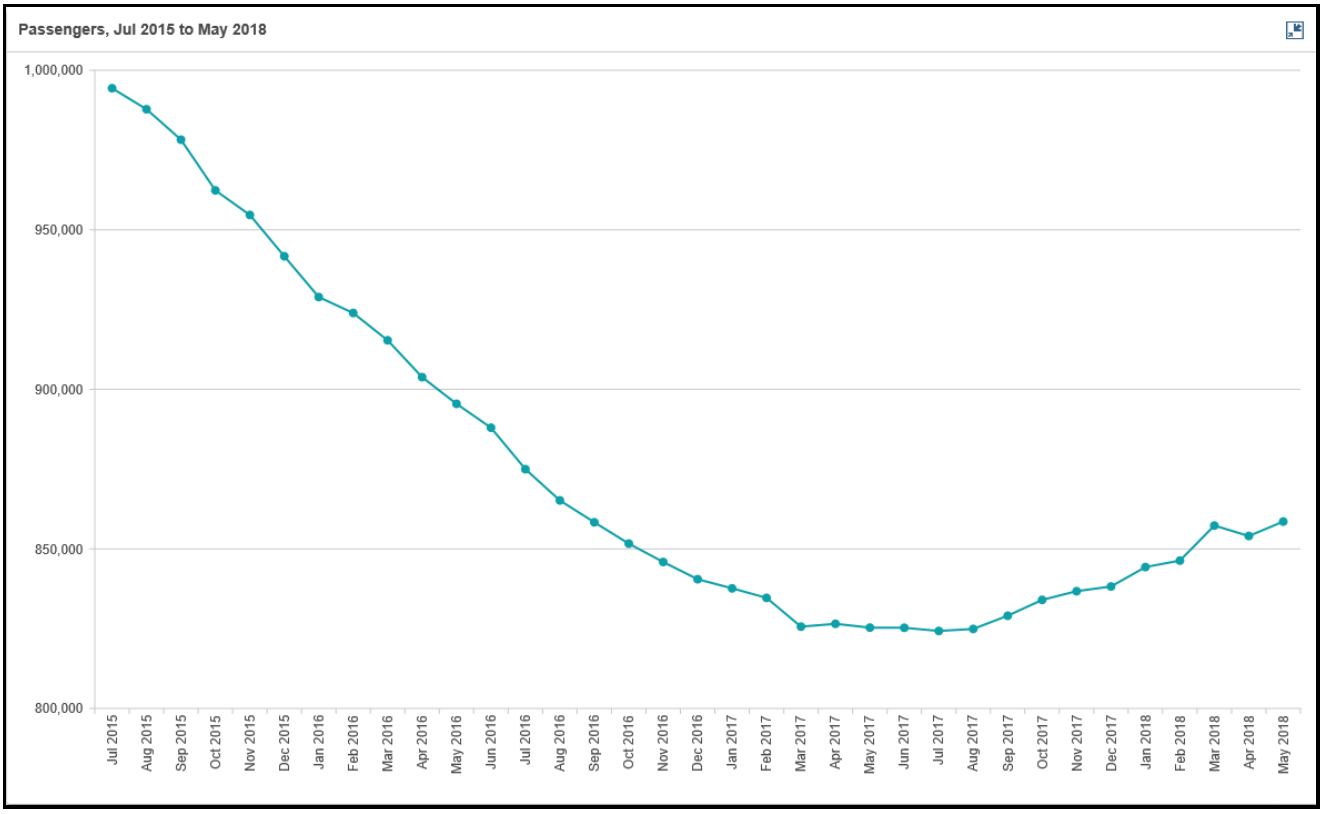

Figure 10: Passenger Movements for Mackay Aerodrome July 2015 to May 2018 (During TWR Hours)

5.3 AAPS airspace criteria thresholds

The AAPS states that, 'When annual traffic levels at an aerodrome meet a threshold of any one of the criteria, CASA should complete an aeronautical risk review in consultation with the public, industry and other government agencies.'

'While the criteria provide a good indicator of likely airspace classification, CASA will consider public, industry and agency comments, forecast future traffic levels and any significant risk mitigators already in place or planned at the location, before finalising an airspace determination.'

Analysis of movement data for Rockhampton and Mackay identified that AAPS Criteria for passenger movements and PTO exceeded that for Class D airspace shown in Table 6.

AAPS Criteria Thresholds	Class B	Class C	Class D
Service provided	ATC[10]	ATC	ATC
Total annual aircraft movements	750,000	400,000	80,000
Total annual PT aircraft movements	250,000	30,000	15,000
Total annual PT passengers	25 million	1 million	350,000

Table 6: Airspace criteria thresholds (AAPS 2018).

Considering the total annual aircraft movements, total annual passenger transport aircraft movements, and total annual passengers along with the level of reported airspace related incidents and the Ministers Statement of Expectations, CASA considers Rockhampton and Mackay Class D airspace with Class C CTA above starting at 4,500 ft AMSL to be appropriate.

Operations outside tower hours the airspace from the surface to 700 ft AGL is designated as Class G with Class E airspace replacing the Class D volume to 4,500 ft AMSL and Class C CTA above. CASA considers this classification and airspace design as appropriate meeting the Minister's Statement of Expectations to enhance the level of controlled airspace in Australian airspace including at major regional airports.

6 Key Issues, findings and recommendations

Issue: The number of aircraft movements at Rockhampton and Mackay aerodromes are declining.

Finding: Traffic and passenger movements at both Rockhampton and Mackay aerodromes as well as overflights through the overlaying Capricornia group of airspace was collected. The data indicated a reduction in traffic numbers since July 2015. This reduction however still placed the movements within the AAPS Criteria Threshold for Class D airspace. The airspace configuration and subsequent ATC services applied to the region when Towers at Rockhampton and Mackay are closed (23:00 hrs – 06:00 hrs) supports the levels of traffic recorded. There were no serious incidents identified in the airspace related incident data with an average 1 incident in every 1,522 movements for Mackay and 1 incident in every 1,916 movements for Rockhampton recorded.

Recommendation: OAR recommends the existing airspace classification and airspace architecture remains unchanged. The OAR considers the airspace and subsequent supporting ATC services fit for purpose.

Recommendation 1 The current Class C airspace over Class D airspace at Rockhampton and Mackay during tower hours is appropriate and fit for purpose and is recommended to remain as published.

[10] Air Traffic Control

Recommendation 2 The current Class C airspace over Class E airspace for Rockhampton and Mackay outside tower hours is appropriate and fit for purpose and is recommended to remain as published.

7 Conclusion

The conclusion of this Preliminary Airspace Review of Rockhampton and Mackay is that the airspace requires no change. The review considered this airspace both during activated tower hours and the evening periods falling outside these times (23:00 hrs – 06:00hrs) when the tower was not staffed. Analysis of incidents and traffic numbers were also considered and determined that the airspace and the level of ATC service provision was appropriate and fit for purpose.

They may be opportunity to consider airspace reclassification during the periods of tower de-activation at Rockhampton and Mackay. To determine any reduction in Airspace classification or removal of air traffic services a further detailed study would be required to further scrutinize the traffic data using this airspace outside tower hours. Analysis of flight plan or radar data would be required to assist considering this potential change. However, any changes may need to consider the potential impact on Government policy, with respect to the Minister's intent of requiring CASA to work with Airservices and the Department of Infrastructure and Regional Development (the Department), to enhance the level of controlled airspace in Australian airspace including at major regional airports.

Annex A Acronyms and abbreviations

Acronym/Abbreviation	Explanation
AAPS	Australian Airspace Policy Statement 2018
Act	*Airspace Act 2007*
AGL	Above Ground Level
Airservices	Airservices Australia
AMSL	above mean sea level
ANSP	Air Navigation Service Provider
ASIR	Aviation Safety Incident Report
ATC	Air Traffic Control
ATSB	Australian Transport Safety Bureau
CASA	Civil Aviation Safety Authority
CIRRIS	Airservices Corporate Integrated Reporting and Risk Information System
CTR	Control Zone
Defence	Department of Defence
ESIR	Electronic Safety Incident Report
FIS	Flight Information Service
FL	Flight Level
ft	feet
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
kt(s)	knot(s)
LL	Lower level
MOS	Manual of Standards
NM	nautical miles
NOTAM	Notice to Airmen
OAR	Office of Airspace Regulation
RWY	Runway

Annex B Australian Airspace Structure

Class	Description	Summary of Services/Procedures/Rules
A	All airspace above Flight Level (FL) 180 (east coast) or FL 245 elsewhere	Instrument Flight Rules (IFR) only. All aircraft require a clearance from Air Traffic Control (ATC) and are separated by ATC. Continuous two-way radio and transponder required. No speed limitation.
B	IFR and Visual Flight Rules (VFR) flights are permitted. All flights are provided with ATS and are separated from each other. Not currently used in Australia.	
C	In control zones (CTRs) of defined dimensions and control area steps generally associated with controlled aerodromes	• All aircraft require a clearance from ATC to enter airspace. All aircraft require continuous two-way radio and transponder. • IFR separated from IFR, VFR and Special VFR (SVFR) by ATC with no speed limitation for IFR operations. • VFR receives traffic information on other VFR but are not separated from each other by ATC. SVFR are separated from SVFR when visibility (VIS) is less than Visual Meteorological Conditions (VMC). • VFR and SVFR speed limited to 250 knots (kt) Indicated Air Speed (IAS) below 10,000 feet (FT) Above Mean Sea Level (AMSL)*.
D	Towered locations such as Bankstown, Jandakot, Archerfield, Parafield and Alice Springs.	• All aircraft require a clearance from ATC to enter airspace. For VFR flights this may be in an abbreviated form. • As in Class C airspace all aircraft are separated on take-off and landing. All aircraft require continuous two-way radio and are speed limited to 200 kt IAS at or below 2,500 ft within 4 NM of the primary Class D aerodrome and 250 kt IAS in the remaining Class D airspace**. • IFR are separated from IFR, SVFR, and provided with traffic information on all VFR. • VFR receives traffic on all other aircraft but is not separated by ATC. • SVFR are separated from SVFR when VIS is less than VMC.
E	Controlled airspace not covered in classifications above	• All aircraft require continuous two-way radio and transponder. All aircraft are speed limited to 250 kt IAS below 10,000 FT AMSL*, • IFR require a clearance from ATC to enter airspace and are separated from IFR by ATC, and provided with traffic information as far as practicable on VFR. • VFR do not require a clearance from ATC to enter airspace and are provided with a Flight Information Service (FIS). On request and ATC workload permitting, a Surveillance Information Service (SIS) is available • within surveillance coverage.
F	IFR and VFR flights are permitted. All IFR flights receive an air traffic advisory service and all flights receive a flight information service if requested. Not currently used in Australia.	
G	Non-controlled	• Clearance from ATC to enter airspace not required. All aircraft are speed limited to 250 kt IAS below 10,000 FT AMSL*. • IFR require continuous two-way radio and receive a FIS, including traffic information on other IFR. • VFR receive a FIS. On request and ATC workload permitting, a SIS is available within surveillance coverage. VHF radio required above 5,000 FT AMSL and at aerodromes where carriage and use of radio is required.

Annex C Stakeholder consultation list

The following stakeholders were contacted to contribute to this review/study.

Organisation
Virgin Australia
Qantas/Qantas Link
Jetstar Airways
Royal Flying Doctor Service
Recreational Aviation Australia
Australian Airports Association
Toll Aviation
Whitsunday Helicopters
Rockhampton Sports Aviation
Rockhampton Aero Club
CQ Rescue/Babcock Helicopters
Queensland Regional Airspace and Procedures Advisory Committees

Annex D Statement of Expectations

Statement of Expectations for the Board of the Civil Aviation Safety Authority for the Period 27 March 2017 to 30 June 2019

I, Darren Chester, Minister for Infrastructure and Transport, make the following instrument.

Dated 21 March 2017

Darren Chester
Minister for Infrastructure
and Transport

1. Overview

This instrument is known as the *Statement of Expectations for the Board of the Civil Aviation Safety Authority for the Period 27 March 2017 to 30 June 2019.*

This instrument commences on 27 March 2017 and expires at the end of 30 June 2019 as if it had been repealed by another instrument.

This instrument repeals the previous *Statement of Expectations for the Board of the Civil Aviation Safety Authority for the period 1 July 2013 to 30 June 2015* and the *Statement of Expectations for the Board of the Civil Aviation Safety Authority for the period 16 April 2015 to 30 June 2017.*

This instrument puts in place a new Statement of Expectations (SOE) which serves as a notice to the Board of the Civil Aviation Safety Authority (CASA) under Section 12A of the *Civil Aviation Act 1988* (the Act).

This new SOE outlines in a formal and public way, the Government's expectations concerning the operations and performance of CASA.

CASA should perform its functions in accordance with the Act, the *Airspace Act 2007* and the *Public Governance, Performance and Accountability Act 2013* (PGPA Act) as well as other relevant legislation.

CASA should maintain high standards of professionalism, service, probity, reporting, accountability and transparency, consistent with the provisions of the PGPA Act and have a code of conduct and values consistent with those used by the Australian Public Service.
I expect CASA to operate as a world leading aviation safety regulator, backed by a workforce with the requisite skills and capabilities.

Authorised Version F2017L00288 registered 23/03/2017

2. Governance

I expect that the Board and the Director of Aviation Safety (DAS) will work together to enable the effective operation of CASA as the national aviation safety regulator.

The Board is responsible for the matters set out in the Act, including in particular CASA's strategic direction, risk management and corporate planning.

In addition, I expect the Board to ensure that CASA makes progress on strategic priorities, in particular the categorisation of operations, emerging risks in aviation such as remotely piloted aircraft systems, and amendments to regulations and other statutory instruments.

I also expect the Board to facilitate effective interaction between CASA and the industry.

Subject to the Act, I expect the DAS, as the Chief Executive Officer of CASA, to be responsible for managing the operations of CASA, its organisational capacity (including recruitment and training) and the exercise of its statutory functions, such as the development and implementation of regulation, executive-decision making, and all day-to-day operational, financial, personnel and administrative activities.

3. Regulatory Approach

In terms of its regulatory approach, my expectation is that CASA will:

(a) continue to focus on aviation safety as the highest priority;

(b) consider the economic and cost impact on individuals, businesses and the community in the development and finalisation of new or amended regulatory changes;

(c) take a pragmatic, practical and proportionate approach to regulation as it applies to different industry sectors having regard to risk; and

(d) implement its regulatory philosophy, with the philosophy being reflected in relevant policies, procedures, manuals, and when CASA personnel are carrying out their day-to-day operations.

4. Key Aviation Initiatives

I expect CASA, in conducting its responsibilities as the aviation safety regulator, to have regard to the following key aviation initiatives:

(a) changes taking place in relation to air traffic services, including Airservices Australia's (Airservices) new operating model and the transition to a new air traffic management system under the OneSKY Project;

(b) workforce planning, including ensuring CASA's training and recruitment strategies provide the organisation with the skills and expertise to meet the current and emerging challenges in aviation safety regulation;

(c) the appropriate sharing and use of safety information by CASA consistent with the Safety Information Policy Statement agreed with the Australian Transport Safety Bureau (ATSB) and informed by 'just culture' principles;

(d) completing implementation of the remaining parts of the Government's response to the Aviation Safety Regulation Review, including actively progressing regulatory reform in consultation with industry and supported by appropriate safety cases;

(e) implementation of the recommendations of the review of the operations and functions of the Office of Airspace Regulation;

(f) working with Airservices and the Department of Infrastructure and Regional Development (the Department) on enhancing the level of controlled airspace in Australian airspace including at major regional airports; and

(g) strengthening international and Asia-Pacific regional aviation safety engagement through:

- establishment of appropriate mutual recognition arrangements;
- support of the Government's aviation safety initiatives in the Asia-Pacific region; and
- commitment to the Memorandum of Understanding between CASA, the Department and Airservices, regarding the management of Australia's International Civil Aviation Organization (ICAO) responsibilities.

5. Stakeholder Engagement

I expect that in performing its functions CASA will:

(a) undertake effective and ongoing engagement with the aviation industry to create a collaborative relationship between CASA and industry based on a foundation of mutual understanding and respect;

(b) consider recommendations by the Industry Complaints Commissioner (ICC) about systemic issues arising from the ICC's investigations;

(c) communicate regularly with relevant Government agencies, industry and other key stakeholders regarding CASA's activities and functions;

(d) keep the Secretary of the Department and me fully informed of CASA's actions in relation to the requirements stated in this SOE, and promptly advise about any events or issues that may impact on the operations of CASA, including through the provision of timely quarterly progress reports from the Board against the Corporate Plan; and

(e) work closely with the Department and other Government agencies, including the ATSB, Airservices and the Department of Defence, to deliver integrated and comprehensive safety advice to the Government, the aviation industry and the community.