



# **CASA Cost Recovery Implementation Statement**

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<b>Owner</b>	Chief Financial Officer
<b>Responsible Area</b>	Finance
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This document contains guidance material intended to assist CASA officers, delegates and the aviation industry in understanding the operation of the aviation legislation. However, you should not rely on this document as a legal reference. Refer to the civil aviation legislation including the Civil Aviation Act 1988 (Cth), its related regulations and any other legislative instruments—to ascertain the requirements of, and the obligations imposed by or under, the law.

### Preface

As a Commonwealth government authority, CASA must ensure that the decisions we make, and the processes by which we make them, are effective, efficient, fair, timely, transparent, properly documented and otherwise comply with the requirements of the law. At the same time, we are committed to ensuring that all of our actions are consistent with the principles reflected in our Regulatory Philosophy.

Most of the regulatory decisions CASA makes are such that conformity with authoritative policy and established procedures will lead to the achievement of these outcomes. Frequently, however, CASA decision-makers will encounter situations in which the strict application of policy may not be appropriate. In such cases, striking a proper balance between the need for consistency and a corresponding need for flexibility, the responsible exercise of discretion is required.

In conjunction with a clear understanding of the considerations mentioned above, and a thorough knowledge of the relevant provisions of the civil aviation legislation, adherence to the procedures described in this manual will help to guide and inform the decisions you make, with a view to better ensuring the achievement of optimal outcomes in the interest of safety and fairness alike.

Pip Spence  
Chief Executive Officer and  
Director of Aviation Safety

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## Glossary

### Acronyms and abbreviations

Acronym / abbreviation	Description
Activity	A service, support and/or benefits to the Australian public to achieve government policy outcomes
Business processes	The discreet steps undertaken in an activity for reporting and costing purposes, as relevant to the complexity, materiality and sensitivity, to deliver an output
BVLOS	Beyond Visual Line of Sight – (approval of operation of unmanned aircraft)
CA Act	<i>Civil Aviation Act 1988</i>
CA Fees	<i>Civil Aviation (Fees) Regulations 1995</i>
CAO	<i>Civil Aviation Order</i>
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
CRGs	Cost Recovery Guidelines
CRIS	Cost Recovery Implementation Statement
DITRDC	Department of Infrastructure, Transport, Regional Development and Communications
FOR	Flight Operations Regulations
Output	The product or direct result of business processes
PBS	Portfolio Budget Statements
ReOC	Remotely Piloted Aircraft Operator's Certificate
RePL	Remote Pilot Licence
RPA	Remotely Piloted Aircraft (Drone)
RPAS	Remotely Piloted Aircraft Systems
SORA	Specific Operations Risk Assessment workshops
TWG	Technical Working Group

# 1 Introduction

The purpose of this Cost Recovery Implementation Statement (CRIS) is to document the Civil Aviation Safety Authority's (CASA's) cost recovery arrangements for aviation regulatory services and the introduction of Remotely Piloted Aircraft (RPA) levies. It also reports financial and non-financial performance information for those activities and contains financial estimates out to 2024-25.

The 2021-22 published PBS showed CASA as targeting a \$0.01m operating surplus in 2020-21. The anticipated operating surplus of \$0.01m is highly dependent on the forecast recovery of aviation fuel excise revenue being achieved.

CASA is anticipating a \$16.8m operating surplus in 2021-22.

CASA is budgeting for operating surpluses across the forward estimates, except for 2024-25 after the appropriation funding provided through the Australian Airline Financial Relief package ceases at the end of 2023-24. For further detail please refer to Section 5 Financial Performance.

The Government announced as part of the 2021-22 budget CASA will have one new measure with two components. The first component is the introduction of an annual registration levy for RPA (drones) operated commercially, which has been detailed in this CRIS. This new measure includes charging an annual registration fee of \$40 from 1 July 2021 for commercial RPA above 500 grams to partially recover costs. Recreational model aircraft is pending Government consideration and there will be further public consultation.

The second component is the simplification of CASA's regulatory fee arrangements to support the economic recovery of the Australian Aviation Industry and is to be in place in 2022-23. The simplification of CASA's regulatory fee arrangements will consolidate over 350 regulatory service fee items, both fixed and variable, and will encompass existing Remotely Piloted Aircraft System (RPAS) Regulatory Fees. This component will seek to reduce the number of regulatory service fee items, move to a predominantly fixed fee arrangement where practical, and reduce the revenue measure from \$10m annually to \$7.5m annually. From 2022-23 under the Regulatory Fee Reform CASA expects to collect \$7.5m per annum in aviation regulatory fee revenue over the forward years. Regulatory services funding will continue to be supplemented by the aviation fuel excise. A list of regulatory fees with the expense and revenue is provided in **Appendix A**.

It is part of the Minister's expectation of CASA that in terms of its regulatory approach, CASA will maintain and enhance a fair, effective, and efficient aviation safety regulation system. CASA will undertake public consultation with the Aviation Industry and the broader community with any pending changes, including all new measures.

The *Civil Aviation Legislation Amendment (Flight Operations – Fees and Other Consequential Amendments) Regulations 2021* made on 27 May 2021, with Schedules to commence on 2 June 2021 or 2 December 2021.

Among other things, these regulations will introduce 14 new aviation fee items, commencing on 2 June 2021 but to be effective on and from 7 June 2021, for certain anticipatory regulatory approvals under the new flight operations Parts of the Civil Aviation Safety Regulations (CASR), namely Parts 91, 103, 119, 121, 131, 133, 135 and 138 (this is provided for by transitional regulation 202.411 in the *Civil Aviation Legislation Amendment (Flight Operations –*

*Consequential Amendments and Transitional Provisions) Regulations 2021*). From 2 December, these regulations will also remove certain fee items that are obsolete because of the commencement of the new flight operations Parts of CASR on 2 December 2021. The new (asterisked), and repealed (in blue highlighting) fee items are included in Appendix A.

As there have been no other changes to the service delivery of existing regulatory fees as listed in Appendix A, the remainder of the CRIS will focus on the RPA registration and accreditation scheme.

In August 2020, CASA published a draft CRIS for the RPA registration and accreditation scheme and RPAS regulatory services.

The registration and operator accreditation scheme requires all RPA aircraft to be registered with CASA and the controller or person supervising the operation to hold a valid accreditation (unless they hold a remote pilot licence).

CASA has calculated the cost of developing and sustaining the registration and operator accreditation scheme legislation. A registration levy will be imposed to recover all RPAS related costs in accordance with the Australian Government Charging Framework.

### 1.1 Purpose of the CRIS

The purpose of this CRIS is to document CASA's current cost recovery arrangements for all regulatory services including RPAS and for the RPA registration and operator accreditation scheme. It also reports financial and non-financial performance information for those activities and contains financial forecasts out to 2024-25.

CASA is responsible for the safety regulation of civil air operations in Australian territory and Australian aircraft operating outside Australian territory by, among other things:

- developing and promulgating appropriate aviation safety standards
- developing effective enforcement strategies
- conducting comprehensive Aviation Industry surveillance
- issuing certificates, licences, registrations, and permits, and
- conducting regular reviews and assessments of the system of civil aviation safety and international safety developments.

CASA has the safety-related functions of encouraging a greater acceptance by the Aviation Industry of its obligation to maintain high standards of aviation safety through:

- comprehensive safety education and training programs
- the provision of accurate and timely aviation safety advice
- fostering awareness of the importance of aviation safety and compliance with the relevant legislation, and
- promoting effective consultation and communication with all interested parties on aviation safety issues.

CASA also has the function of specifying the standards relating to the establishment, designation and use of Australian administered airspace.

Subject to sub-section 9A (1) of the *Civil Aviation Act 1988* (CA Act), and in keeping with its obligations under the *Airspace Act 2007* and the *Airspace Regulations 2007*, CASA is required to exercise its powers and perform its functions in a manner consistent with the Australian Airspace Policy Statement.



Consistent with the principles of the Australian Government Cost Recovery Guidelines (the CRGs), there are two types of cost recovery charges:

- cost recovery fees – fees charged when a good, service or regulation is provided directly to a specific individual or organisation, or
- cost recovery levy – charges imposed when a good, service or regulation is provided to a group of individuals or organisations (for example, an industry sector) rather than to a specific individual or organisation. A cost recovery levy is a tax and is imposed via a separate taxation Act. It differs from general taxation as it is 'earmarked' to fund activities provided to the group that pays the levy.

The *Civil Aviation (Unmanned Aircraft Levy) Act 2020* imposed an Unmanned Aircraft Levy at the time of registration of an aircraft, or when a person applies for permission to operate, or to conduct operations using, an RPA under a law of a foreign country. The amount of the levy is to be prescribed by regulation.

The RPA registration scheme commences with all RPA required to be registered that weigh more than 500 grams to pay a levy.

This CRIS details:

- a. how the levy is determined
- b. the cost base for setting the levy, and
- c. the method and approach, which are consistent with the CRGs.

CASA provides regulatory services to the RPAS sector, which enables RPA operators to perform or provide commercial and other non-recreational aviation activities. RPA operators, including individual licence holders, are charged for those services, for example, permissions, licences, and approvals as they provide a clear benefit to the RPAS sector. The cost to CASA for providing these regulatory RPAS services is \$4.7m and the collection of revenue is \$852K for 2021-22.

The registration and operator accreditation scheme encourages safer operations and serves as a deterrent for unlawful and or unsafe activities.

## 1.2 Description of the activity

RPAS operations are a rapidly developing sector of aviation. To oversee the safe and lawful operation of RPAS, Part 47 of CASR mandates RPA registration and Part 101 of CASR also facilitates education through an accreditation authorisation for those persons who do not, and are not required, to hold a remote pilot licence.

The levy will require the person registering to be charged a levy for registering an RPA. This is in addition to other regulatory service charges that already exist.

Table A provides the detail of the amount of levy to be paid.

The registration levy commences on 1 July 2021 and at this time **only applies to an RPA**, which is a remotely piloted aircraft flown for commercial purposes and weighs more than 500 grams.

Details of the RPA categories described above are summarised in the following table.

**Table A – RPA registration**

RPA Categories		Levy per drone 2021-22	Commencement Date
*Commercial	Registration of an RPA not more than 500 g	\$ -	Thursday, 1 July 2021
*Commercial	Registration of an RPA more than 500 g but not more than 2 kg	\$ 40	Thursday, 1 July 2021
*Commercial	Registration of an RPA more than 2 kg but not more than 25 kg	\$ 40	Thursday, 1 July 2021
*Commercial	Registration of an RPA more than 25 kg but not more than 150 kg	\$ 40	Thursday, 1 July 2021

\* Also applies to an RPA registered in another country

### 1.2.1 RPA controller Accreditation and Licensing

A person controlling an RPA must:

- be the holder of a Remote Pilot Licence (RePL) and remotely piloted aircraft operator's certificate (or working under the certificate holder), or
- hold an accreditation, or
- if under 16 years of age, supervised by a person who holds a RePL or an accreditation.

The accreditation process will be delivered online, requiring the person to provide identity details (if they have not done so before through the myCASA portal), review a short educational video and successfully complete an online basic knowledge test. Accreditation is designed to ensure a person who does not hold a RePL are aware of their safety obligations when operating an excluded category RPA within Australia. Accreditation can only be completed by a person (not an organisation). If an organisation operates RPA, each of its controllers will need to hold a RePL.

The accreditation will be valid for three years from the date of issue. Re-accreditation includes successfully re-sitting the online basic knowledge test based on contemporary legislation that may have changed in the intervening three-year validity period. This is particularly relevant given the dynamic technology and rapid adoption of new users of RPA in Australia, potentially requiring regular updates to legislation.

### 1.2.2 RPA Registration

Each RPA must be registered with CASA before they can be operated.

Registration is for an individual RPA and must be renewed annually. A person or organisation may complete the registration process and may register multiple RPA. Registration is completed online.

Registration requires a person to provide identity details (if they have not done so before with myCASA), enter details about the RPA including its serial number (or if no serial number is provided by the manufacturer, CASA will provide one that is to be affixed to the RPA) and pay the applicable levy. The registration scheme has already commenced for commercial RPA operators (a person) and a levy will be payable upon the date of the renewal of a current registration from 1 July 2021. For any new registrations for commercial RPA, a levy will be payable from 1 July 2021.

The levy charge set in 2021-22 is minimal and CASA's policy position regarding refunds will be re-evaluated next year as part of an incoming government decision.

## Cost Recovery Implementation Statement

### RPA registered in another country given a permission to operate in Australia

RPA operators that have their RPA registered in another country will pay a levy for obtaining a permission from CASA to operate in Australian territory. An RPA permission to operate will be valid for 12 months and accreditation is valid for three years.

Table B below provides a high-level breakdown of the estimated revenues and expenses by levy and regulatory fee items. As the table demonstrates, it is expected that the RPA levy will recover the full operating costs for the RPAS capability. This is consistent with the Australian Government Charging Framework. In 2021-22, the Government has supplemented CASA through additional appropriation in the 2021-22 Budget to establish the RPAS capability.

It is worthy to note that RPA do not contribute to aviation fuel excise, CASA's main revenue source.

**Table B - Financial Estimates for RPAS related activity**

Description	2021-22 \$	2022-23 \$	2023-24 \$	2024-25 \$	Totals
<b>Registration and Accreditation (Levy)</b>					
Expenses	29,709,223	25,980,078	26,370,107	28,490,063	110,549,471
Revenue	1,410,960	25,980,000	26,370,000	28,490,000	82,250,960
<b>Surplus / (Deficit)</b>	<b>(28,298,263)</b>	<b>(78)</b>	<b>(107)</b>	<b>(63)</b>	<b>(28,298,511)</b>
<b>Remote Pilot Licences (RePL)</b>					
Expenses	147,058	152,923	152,726	153,922	606,628
Revenue	102,460	102,460	102,460	102,460	409,841
<b>Surplus / (Deficit)</b>	<b>(44,597)</b>	<b>(50,463)</b>	<b>(50,265)</b>	<b>(51,461)</b>	<b>(196,786)</b>
<b>Remote Operator's Certificate (ReOC)</b>					
Expenses	1,917,346	2,024,478	2,103,261	2,199,489	8,244,573
Revenue	522,571	522,571	522,571	522,571	2,090,284
<b>Surplus / (Deficit)</b>	<b>(1,394,775)</b>	<b>(1,501,907)</b>	<b>(1,580,690)</b>	<b>(1,676,918)</b>	<b>(6,154,289)</b>
<b>Operation of Unmanned Aircraft (BVLoS)</b>					
Expenses	424,547	450,000	468,468	490,774	1,833,789
Revenue	218,427	218,427	218,427	218,427	873,707
<b>Surplus / (Deficit)</b>	<b>(206,120)</b>	<b>(231,573)</b>	<b>(250,041)</b>	<b>(272,348)</b>	<b>(960,083)</b>
<b>Complex RPA Operations e.g Urban Air Delivery</b>					
Expenses	2,214,275	2,923,421	3,666,783	4,443,075	13,247,553
Revenue	0	0	0	0	0
<b>Surplus / (Deficit)</b>	<b>(2,214,275)</b>	<b>(2,923,421)</b>	<b>(3,666,783)</b>	<b>(4,443,075)</b>	<b>(13,247,553)</b>
<b>Launch a Rocket Near an Aerodrome</b>					
Expenses	22,632	24,554	26,537	28,614	102,338
Revenue	7,870	7,870	7,870	7,870	31,480
<b>Surplus / (Deficit)</b>	<b>(14,762)</b>	<b>(16,684)</b>	<b>(18,667)</b>	<b>(20,744)</b>	<b>(70,857)</b>
<b>Total Cost Recovered Regulatory Services</b>					
Expenses	34,435,080	31,555,453	32,787,881	35,805,938	134,584,352
Revenue	2,262,288	26,831,328	27,221,328	29,341,328	85,656,273
<b>Surplus / (Deficit)</b>	<b>(32,172,792)</b>	<b>(4,724,125)</b>	<b>(5,566,553)</b>	<b>(6,464,609)</b>	<b>(48,928,079)</b>
<b>Total Cumulative Surplus / (Deficit)</b>	<b>(32,172,792)</b>	<b>(36,896,917)</b>	<b>(42,463,470)</b>	<b>(48,928,079)</b>	

\* Indicative table only. Forward estimates pending Government decision

### 1.3 Policy outcomes

CASA is responsible under section 9 of the CA Act for the safety regulation of civil air operations which would include RPA operations in Australian Territory and the operation of Australian

registered RPA outside of Australian territory. CASA's functions require it to implement an effective aviation safety regulatory framework to enable the safe and efficient integration of RPAS into the Australian aviation system. This will be accomplished through policy, standards, regulations, and guidance material that reflect the appropriate and proportionate approach to the relevant levels of risk and is consistent with international best practice.

### 1.3.1 Relevant legislation

CASA performs aviation regulatory services, which are cost recovered activities, under the:

- *Aviation Transport Security Act 2004*
- *CA Act*
- *Civil Aviation Regulations 1988 (CAR)*, and
- *Civil Aviation Safety Regulations 1988 (CASR)*.

The cost recovery levy is facilitated through:

- *Civil Aviation (Unmanned Aircraft Levy) Act 2020*
- *Civil Aviation Amendment (Unmanned Aircraft Levy Collection and Payment) Act 2020*
- *Civil Aviation (Unmanned Aircraft Levy) Regulations 2021*, and
- *Civil Aviation Safety Amendment (Unmanned Aircraft Levy Collection) Regulations 2021 (the Collection Regulations)*.

### 1.3.2 Why cost recovery is appropriate for the activity

CASA's aviation regulatory services are provided to the regulated aviation community, which enables them to perform or provide aviation services to the public or engage in recreational activities. Organisations or individuals are charged for services for which they apply to CASA to enable aviation activities with the necessary registrations, approvals, and licences. These regulatory activities are charged as a cost recovery fee as the services are provided directly to specific users or user groups. However, CASA partially recovers the cost of its aviation regulatory services and this will be reviewed as part of the simplification of CASA's regulatory fee arrangements.

Charging individuals or an organisation an RPAS levy will ensure the adequate funding for CASA's activities associated with administering and regulating the RPAS sector, which include operating the registration and operator accreditation scheme, conducting surveillance and compliance activities, responding to enquiries, developing legislation and policy frameworks, conducting safety education and promotion, administering appropriate governance, and information systems support (including managing an online virtual assistant and CASA's digital RPAS platform). The levy will maintain the integrity and fiscal sustainability of the program over the long term.

### 1.3.3 CASA Cost Recovery Principles

Consistent with the CRGs, CASA seeks to ensure that all its cost recovery arrangements align with the principles outlined in **Table C – Cost Recovery Principles**:

Principle	Description
Efficiency and Effectiveness	<p>CASA will set charges to recover all the costs of products or services where it is efficient to do so.</p> <p>CASA will not seek cost recovery where it is not cost effective, inconsistent with Government policy objectives, or where it would unduly restrain competition or industry innovation.</p> <p>CASA will ensure all cost recovery arrangements for an activity or service will be effective and include appropriate revenue management. Not limited to, developing a more precise cost model, with accuracy and related processes in measuring costs and reflecting those costs in the related charge i.e. resourcing, people, money and other supplies.</p>
Transparency and Accountability	<p>CASA will ensure all cost recovery arrangements have a clear statutory authority for such charges.</p> <p>CASA will ensure only costs associated with the direct or indirect support of the products or services will be recovered. This should include administration costs when determining, but not limited to, cost recovery for regulatory activities. Costs associated with broader administration support, such as support to the Minister or Parliament will not be included.</p> <p>CASA is to be transparent and remain objective during any consultation process. There is to be clear roles and responsibilities for relevant stakeholders throughout all stages of the cost recovery process and having in place the appropriate governance structure.</p> <p>CASA’s accountability involves ensuring that all staff, including the Director of Aviation Safety, are answerable for their actions and decisions in relation to all cost recovery regulatory tasks.</p> <p>In accordance with the CRGs this CRIS is deemed to be high risk due and therefore has to be approved by the Minister of Infrastructure, Transport and Regional Development and Minister for Finance.</p> <p>CASA’s current practice is to not charge for transitioning to new, replaced or amended regulations for services/permissions/ delegations/ratings/endorsements/approvals/ exemptions on a ‘like for like’ basis. Any change in activity from an existing submission or a new aviation participant or an existing applicant wishing to increase capability, is to be charged in accordance with CASA’s CRGs.</p>
Stakeholder Engagement	<p>CASA will engage the aviation community, and consult with the relevant stakeholder parties, including other government agencies, during planning and implementation in regard to the outcome and any long-term funding strategy and changes to CASA’s cost recovery arrangements.</p> <p>CASA will complete a CRIS as required under the CRGs, Resource Management Guides or under direction from the Minister of Finance. The CRIS will be endorsed by the Director of Aviation Safety and the Board. The CRIS has been prepared in consultation with Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) and Department of Finance (DoF).</p> <p>CASA will review its cost recovery framework and policies every five years or when otherwise directed by Government, the Minister or the Board.</p>

## 2 Policy and Statutory Authority to Cost Recover

### 2.1 Government policy approval to cost recover

The Government response to the Senate Standing Committee on Rural and Regional Affairs and Transport (the Committee) inquiry report: *Regulatory requirements that impact the safe use of Remotely Piloted Aircraft Systems, Unmanned Aerial Systems and associated systems*, tabled in Parliament on 27 November 2018, agreed to progress a registration scheme in Australia. The Government agreed to the Committee’s recommendation that “the Australian Government introduce a mandatory registration regime for all remotely piloted aircraft (RPA drones)”. This policy was implemented on 25 July 2019, by the making of the *Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019*. The cost recovery model for charging for registration of RPA was implemented by the *Civil Aviation (Unmanned Aircraft Levy) Act 2020*, creating a levy to recover more than just the cost of registering the aircraft, but is to provide funding for CASA’s regulation and administration of the RPAS.

### 2.2 Statutory authority to cost recover

Paragraph 98(3)(a) of the CA Act provides for the power to make regulations about registration.

Paragraph 98(3)(c) of the CA Act provides for the power to make regulations about licences for the operation of aircraft.

Paragraph 98(3)(u) of the CA Act enables fees to be prescribed in regulations in relation to services, applications, or requests, or the doing of anything under the CA Act, the regulation or the CAOs.

Paragraph 98(3)(v) of the CA Act enables fees to be prescribed in regulations in relation to services, applications, or requests, or the doing of anything under the *Aviation Transport Security Act 2004*.

The RPAS levy supplements these arrangements. The *Civil Aviation (Unmanned Aircraft Levy) Act 2020 (the Levy Act)*, imposes a levy, the amount of which is to be prescribed by levy regulations.

*The Civil Aviation (Unmanned Aircraft Levy) Regulations 2021 (the Levy Regulations)* made under the Levy Act, prescribe an amount of \$40 for levy payable in relation to an RPA that weighs more than 500 grams.

*The Civil Aviation Amendment (Unmanned Aircraft Levy Collection and Payment) Act 2020 (the Collection Act)* amends the CA Act to provide for the Commonwealth to pay CASA amounts equal to the amounts of unmanned aircraft levy mentioned above, as collected by CASA on behalf of the Commonwealth and deposited into the consolidated revenue fund. The Collection Act also enables regulations to be made about the circumstances in which levy is payable and collected.

*The Civil Aviation Safety Amendment (Unmanned Aircraft Levy Collection) Regulations 2021 (the Collection Regulations)*, made under the just mentioned additional regulatory power in the CA Act, provides that an application to register an aircraft as an RPA (or, when appropriate in 2022, as a model aircraft) must be accompanied by the unmanned aircraft levy.

The Collection Regulations also provide that an application for permission to operate, or to conduct operations using, an RPA in Australia (or, when appropriate in 2022, to operate a model aircraft) when that RPA is already registered under the law of a foreign country, must be accompanied by the unmanned aircraft levy.

Further information on regulations administered by CASA is available on the CASA website at:

<https://www.casa.gov.au/rules-and-regulations/current-rules>

## 3 Cost Recovery Model

### 3.1 Output and business processes of the RPA and model aircraft services

The key output of CASA's RPAS services and activities is the safe integration of RPA into the Australian aviation system through development and promulgation of safety standards and



legislation, entry control of RPA and model aircraft operators, including licensing, certification and the granting of approval and permissions to the RPA and model aircraft sector.

### 3.1.1 Key business processes used to deliver RPA services

CASA's RPA activities are varied and cover a broad range of activities. In most cases they involve the processing and consideration of an application, an individual or organisation to obtain a licence, or approval to provide services and registration.

The outputs and business processes are based on CASA's assessment of key regulatory impacts and have a discernible link with the costs, charges, and performance of the activity.

**Table D – Key business processes RPA services**

Process	Activity
RPA registration	<ul style="list-style-type: none"> <li>• Process RPA registrations (process registration renewals)</li> <li>• Manage and maintain client data</li> <li>• Accreditation for Excluded and Recreational users</li> </ul>
Surveillance	<ul style="list-style-type: none"> <li>• Level One and Level Two surveillance events</li> <li>• Campaign monitoring of 'RPAs' at public events</li> <li>• Deploy and use surveillance equipment (RPA detection)</li> <li>• Collaboration with enforcement teams</li> </ul>
Safety and Promotions	<ul style="list-style-type: none"> <li>• Produce education campaign</li> <li>• Produce and maintain promotion materials (web site, paper based)</li> <li>• Circulate promotion material</li> <li>• Liaison with industry through forums, aviation safety seminars and consultation.</li> </ul>
Education	<ul style="list-style-type: none"> <li>• Development and publishing of CASA corporate publications.</li> <li>• Media and issues management, (social media, web and Minister's office correspondence)</li> <li>• Development of communications material for the RPA sector</li> </ul>
Standards Development	<ul style="list-style-type: none"> <li>• Emerging technology and amending the CASR Part 101                             <ul style="list-style-type: none"> <li>➢ Regulation implementation</li> <li>➢ Regulation maintenance</li> </ul> </li> </ul>
Enforcement  (not cost recovered as per CRG's)	<ul style="list-style-type: none"> <li>• Conduct investigations of offences against aviation or crimes legislation including liaison with Commonwealth Director of Public Prosecutions.</li> <li>• Represent CASA in legal proceedings including coronial and tribunal</li> </ul>
IT Systems	<ul style="list-style-type: none"> <li>• Support and maintenance of IT Systems</li> </ul>
Client Services	<ul style="list-style-type: none"> <li>• Manage and maintain all enquiries to the Client Services Centre in relation to RPAs</li> <li>• Manage complaints including escalation to Surveillance and Enforcement teams</li> <li>• Manage enquiries reporting</li> </ul>

## 3.2 Cost drivers and assumptions

### 3.2.1 Cost drivers and demand assumptions

The Australian Government announced in the budget one measure with two components of additional work on cost recovery arrangements that will occur in 2021-22. This will include the RPA registration and accreditation scheme and the simplification of CASA's regulatory fee arrangements.

CASA forecasts the expected level of activity as part of its annual planning and budget process. This is based on understanding the economic recovery and cost impact for the aviation community and will include ongoing interaction with the RPAS sector.

The level and complexity of safety regulatory activity required to be undertaken by CASA will potentially increase in demand as a result of COVID-19, for example, aircraft returning from hibernation and currency deficits of aviation professionals is expected to place demand on our resources.

RPAS services are driven by the demands of all participants in the RPAS sector. Demand for activities vary depending on size, risk, complexity, and maturity of the RPAS sector, individual organisations and individual participants.

CASA's costs to provide RPAS services are primarily driven by direct costs equivalent to approximately 80% of total production costs by activity.

Accordingly, the amount of time spent on a particular service is the key driver of cost. CASA's other major costs are largely fixed and relate to supplier expenses, depreciation and amortisation. The cost of these activities includes surveillance, national awareness, education and safety campaigns, development and maintenance of regulations and standards, on-going maintenance and upgrades to online services, IT systems security, RPAS digital platform and online virtual assistant.

The assumptions to determine RPAS volumes were based on market knowledge and readily available data. An estimated figure of 42,800 RPA was used to determine outcomes for the year 2021-22. For the purposes of modelling, an annual growth rate of 7 per cent was applied to forecast volumes.

### **3.2.2 Sensitivity of cost estimates to changes in assumptions**

The cost estimates for the RPA activities, reflect the level of expected demand from the RPAS sector. The RPA activities are influenced by a range of factors including but not limited to:

- rapidly evolving technology making RPA use more affordable
- new disruptive and innovative business models that utilise RPA for a wide array of commercial applications, and
- cultural shift in consumer acceptance and use of RPA for unknown emerging purposes.

CASA will monitor demand through on-going data-gathering of RPA numbers, types, locations and the operational categories of RPA to manage allocation of its resources.

CASA will review the cost model and refine assumptions as the data becomes available consistent with the Australian Government Charging Framework. The analysis may or may not result in model and driver changes, however, the annual analysis will account for relevant cost increases/decreases and changes in demand that may result in future price changes.

CASA forecasts the expected level of activity as part of its annual planning and budgeting process based on its understanding of these economic factors and through its ongoing interaction with industry.

### **3.2.3 Resources included in direct costs**

Direct costs, which comprise the cost of the operational business units, together with any support costs allocated directly to outputs, include employee expenses, supplier expenses and consultancies and contracts.



### 3.2.4 Resources included in indirect costs

Indirect costs, which comprise the organisational support costs, other than those directly allocated to outputs, are allocated to operational divisions including IT and maintenance costs; asset related costs, including depreciation and amortisation; and property operating costs.

Table E below provides an estimate of RPA eligible for registration by weight category as determined by the Australian Government. The weight categories are linked to the respective regulation and are indicative of the complexity of the potential operation and risk involved in flying that respective drone. Table E includes the breakdown between revenue, direct and indirect costs, showing the surplus/(loss) by levy category. CASA has been supplemented through additional appropriation by Government through the 2021-22 Budget for 2021-22 only. It is expected the RPA capability will be fully cost recovered from 2022-23 onwards.

**Table E – Direct and Indirect Costs for the RPA Levy**

FY2021-22					
RPA Categories	Revenue	Indirect Cost	Direct Cost	Annual Cost	(Surplus)/Loss
*Commercial Registration of an RPA not more than 500 g	-	49,793	263,623	313,416	(313,416)
*Commercial Registration of an RPA more than 500 g but not more than 2 kg	1,030,960	170,539	902,910	1,073,450	(42,487)
*Commercial Registration of an RPA more than 2 kg but not more than 25 kg	375,720	62,155	329,076	391,231	(15,485)
*Commercial Registration of an RPA more than 25 kg but not more than 150 kg	4,280	708	3,748	4,456	(176)
	<b>1,410,960</b>	<b>283,195</b>	<b>1,499,358</b>	<b>1,782,553</b>	<b>(371,564)</b>
*Recreational (Pending Government decision)	-	4,436,722	23,489,948	27,926,669	(27,926,669)
* RPA registered in another country					
<b>Total</b>	<b>1,410,960</b>	<b>4,719,917</b>	<b>24,989,306</b>	<b>29,709,223</b>	<b>(28,298,234)</b>

### 3.2.5 Allocation of direct and indirect costs to outputs

The basis of allocation for the levy for service is described in Table F

**Table F – Cost Drivers and business rules**

Division	Key Cost Driver	Business Rules
<b>Operational Areas (Direct Costs)</b>		
RPA registration	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on direct hours recorded.  Other expenses, i.e., supplier, contractors, consultants, and depreciation, are also allocated based on the same allocation proportion as employee expenses due to materiality.  These outputs and business processes directly relate to the key activities of registration and operator accreditation.
Surveillance	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on number of surveillance events for level 1 and level 2.  Campaign Surveillance is undertaken at public events such as Vivid festival etc.

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Division	Key Cost Driver	Business Rules
Safety and Promotions	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on historical data, including projected peaks and troughs associated with registration and operator accreditation process.
Education	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on estimated effected population numbers based on research.
Policy and Standard Development	Staff Effort	Utilising data to inform decisions, conducting environmental scanning of industry developments, developing policy, drafting regulations, writing guidance material, developing standard scenarios for complex operations, developing implementation strategies, resolving standards enquiries, and conducting reviews.
Enforcement (not cost recovered)	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on the number of referrals recorded.
Platform and Application Support	Staff Effort	IT infrastructure costs are based on project numbers.
Enquiries Management	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on the estimated number of enquiries.
Client Services Centre	Staff Effort	Chargeable activities are attributed to aviation regulatory services based on estimates of regulatory service volumes and a proficient CASA officer times.  Regulatory service-related activities such as client enquiries and related administration are assigned to aviation regulatory services – non-chargeable.
Stakeholder Engagement	Staff Effort & Supplier	The services attributed to industry engagement and consultation, including safety education and promotion, resources are part of the costs to the RPAS Sector.
<b>Support Areas (Indirect Costs)</b>		
Legal, International and Regulatory Affairs	Staff Effort	Generally allocated across operational business units based on Average Staffing Level (ASL). Chargeable costs include drafting costs (for example, the drafting of a legislative instrument).
Executive	Staff Effort	Allocated to operational decisions based on ASL and then distributed across services based on direct hours recorded by the operational area.
Corporate Services	Staff Effort	Allocated to operational divisions based on ASL and then distributed across services based on direct hours recorded by the operational area.  Other centrally managed expenses, i.e. supplier, contractors, consultants and depreciation, are also allocated based on the same allocation proportion as employee expenses due to materiality.

### 3.2.6 Relationship of charges to cost of outputs/business processes

CASA uses an activity-based costing methodology for the assignment and allocation of all direct, indirect, and overhead costs to all services. Under this methodology, input costs are allocated to services based on their estimated consumption.

Using this methodology, costs are classified as direct and indirect. Direct costs can be easily and conveniently traced to the particular cost object (service), for example, salary costs of staff involved in service delivery.

### 3.2.7 Categories of capital costs included in the business processes and outputs

#### Operating costs

The operating costs included in the business processes comprise depreciation of plant and equipment (including IT hardware and infrastructure) and amortisation of computer software together with certain software development costs where it is determined to be operating rather than capital in nature.

#### Capital expenditure

The regulatory services are supported by several significant capital infrastructure projects that will require ongoing investment. Upgrades to information technology systems to implement the registration and operator accreditation scheme, including the support plan to increase the capacity of users of myCASA will be delivered.

CASA's capital investment (**Table G**) profile for future periods includes.

Year/ Amount	Description
2021-22 \$11.3m	Continue the delivery of increased functionality and services in the EAP system to support the achievement of a single oversight system covering entry control and surveillance of industry participants, decommissioning of Sky Sentinel and leveraging of existing EAP capability within existing modules. ARN - RPA Registration and Accreditation, to support planned increase in numbers of the myCASA portal and the roll out of the RPA Registration and Accreditation performance improvements. RPAS Platform, to enhance existing platform.
2022-23 \$4.4m	Continue the delivery of increased functionality and services in the EAP system to support the achievement of a single oversight system covering entry control and surveillance of industry participants, decommissioning of Sky Sentinel and leveraging of existing EAP capability within existing modules. ARN - RPA Registration and Accreditation, to support planned increase in numbers of the myCASA portal and the roll out of the RPA Registration and Accreditation performance improvements. RPAS Platform, to enhance existing platform.
2023-24 \$3.1m	Continue the delivery of increased functionality and services in the EAP system to support the achievement of a single oversight system covering entry control and surveillance of industry participants, decommissioning of Sky Sentinel and leveraging of existing EAP capability within existing modules. ARN - RPA Registration and Accreditation, to support planned increase in numbers of the myCASA portal and the roll out of the RPA Registration and Accreditation performance improvements. RPAS Platform, to enhance existing platform.

### 3.2.8 Current schedule of charges

The current fees and charges are set out in Appendix A and can be accessed at [www.legislation.gov.au](http://www.legislation.gov.au).

### 3.3 Management of cost recovery risks

CASA first commenced regulating RPAS when *CASR Part 101* was inserted into the CASR in 2002 and revised in September 2016.

Not only will the magnitude of this sector continue to grow, but so too will the complexity and types of activities RPAS will be used for. The challenges facing CASA in the RPAS sector include maintaining a safe aviation system, keeping abreast of rapidly evolving technology, and balancing public interest expectations while allowing for RPA to be used for innovative purposes.

To better address the challenges associated with this growing and dynamic RPAS sector, CASA established a dedicated RPAS branch in August 2017 to assist in building relationships with RPA operators, manufacturers and industry associations, other national aviation authorities to develop a compatible approach to oversight as well as deliver safety education and public awareness of safe operations.

However, as previously noted, demand for RPA activities is driven by advances in RPA technology and cost of operation, which in turn drives the number of RPA operators by making available new opportunities for companies and individuals. Similarly, changes in costs and business processes related to the RPA activities may fluctuate.

## 4 Stakeholder Engagement

Consultation and communication with the RPAS sector are an important part of CASA's activities. CASA undertakes stakeholder consultation through, amongst other things, the publication of a draft RPAS CRIS, which was consulted on 27 August 2020. Consultation enables industry to provide views on the proposed charging arrangements. There were over 263 submissions received to the proposed levy charges for remotely piloted aircraft. All submissions to the draft RPA CRIS were addressed by 29 September 2020.

### 4.1 Community and Industry engagement

As part of the development of aviation rules, CASA consults with the community to ensure the rules will work in practice as they are intended. CASA has previously consulted with the community on RPA registration and accreditation as follows:

- August 2017 - CASA published a RPA discussion paper. The majority of respondents supported some form of registration, training and proficiency when the weight of the RPA was taken into account
- January 2019 – community consultation seeking feedback on the details of a registration and operator accreditation scheme (Including proposed charges to register RPA)
- August 2020 – draft RPA Cost Recovery Implementation Statement (CRIS) was open for consultation.

In November 2018, consultation with RPA and model aircraft industries was conducted through the Aviation Safety Advisory Panel – Technical Working Group (TWG). The TWG indicated to CASA that cost recovery should be balanced to the delivery of safety policy outcomes. The

TWG surmised that a reasonable fee will maximise safety benefits through encouraging increased compliance rates.

- November 2018 – a group of RPAS industry experts met to consider registration and accreditation. This consisted of a TWG made up of industry representatives
- March 2019 – TWG met to consider the CASA proposed RPAS policy and responses to the consultation session.

## 5 Financial Performance

### 5.1 Cost and revenue of RPAS regulatory and levy services

The cost of introducing the registration and operator accreditation scheme is primarily driven by the establishment of a dedicated area to manage and provide oversight over this growing and dynamic sector. Additionally, there is significant upfront and ongoing system maintenance costs to support the online system. Based on current projections, the cost of delivering RPA services for 2021-22 is estimated to be \$29.7m.

For existing RPA regulatory services, the increase in costs is a result of enterprise agreement staff salary increases, supplier cost increases, as well as increase in the level of services provided due to adjustments in activity in certain areas.

Table H defines all activities for the RPAS sector and the associated costs and revenue of all levy and regulatory fees.

**Table H – RPAS Cost and Revenue 2021-22**

All financial models used in this CRIS are based on pre COVID-19 estimated activity levels.

Description	Type	2021-22 Revenue \$	2021-22 Costs \$	2021-22 Surplus / (Deficit) \$
Registration and Accreditation	Levy	1,410,960	29,709,223	(28,298,263)
Grant of, initial issue or variation of, a remote pilot licence	Regulatory Fee	102,460	147,058	(44,597)
Certification of a person as an RPA operator & Variation, Renewal of, Certification of a person as an RPA operator & Certification, or variation of certification of a person as an RPA operator to conduct an RPL training course	Regulatory Fee	522,571	1,917,346	(1,394,775)
Approval & Reissue of, Approval of an area for the purposes of operation of unmanned aircraft or rockets & Approval & Reissue of, Approval to operate unmanned aircraft near non controlled aerodrome & Permission to operate Beyond Visual Line of Sight (BVLOS)	Regulatory Fee	218,427	424,547	(206,120)
Approval of operation of a large RPA	Regulatory Fee	0	2,214,275	(2,214,275)
Permission to Launch a Rocket near an aerodrome	Regulatory Fee	7,870	22,632	(14,762)
<b>Total Cost Recovered Activities</b>		<b>2,262,288</b>	<b>34,435,080</b>	<b>(32,172,792)</b>

Table I provides the total cost of the RPAS capability. This includes \$4.7m cost of producing the extant RPAS regulatory services offset by \$0.851k in fees revenue. This brings the

## Cost Recovery Implementation Statement

estimated total expenses to \$34.4m for 2021-22. The decrease in estimated expenses in 2022-23 and 2023-24 reflect a three-year cycle for RPAS sector approvals.

**Table I - RPAS Financial performance (including Regulatory Fees)**

Description	2021-22 \$	2022-23 \$	2023-24 \$	2024-25 \$
Estimated Expense	34,435,080	31,555,453	32,787,881	35,805,938
Estimated Revenue	2,262,288	26,831,328	27,221,328	29,341,328
<b>Surplus / (Deficit)</b>	<b>(32,172,792)</b>	<b>(4,724,125)</b>	<b>(5,566,553)</b>	<b>(6,464,609)</b>
<b>Cumulative Surplus / (Deficit)</b>	<b>(32,172,792)</b>	<b>(36,896,917)</b>	<b>(42,463,470)</b>	<b>(48,928,079)</b>

\* Indicative table only as forward estimates decision to be made

## 5.2 Cost and revenue of CASA's regulatory service fees

The following Table J outlines a summary of annual operating position for regulatory services.

CASA will continue to maintain aviation regulatory service revenue within the \$7.5m range which has reduced from \$10m in regulatory income because of continuing waiver of fees to support the Aviation Industry due to COVID-19 for 2021-22. However, CASA will be undertaking a simplification of CASA's regulatory fee arrangements with effect from 2022-23 by reducing the number of regulatory fees and setting fixed fees by focusing on individual (for example, pilot licences) and organisational certificates (for example, Air Operator Certificates) where practical. The expected revenue from this initiative will be \$7.5m from 2022-23 and forward years. Regulatory services funding will continue to be supplemented by the aviation fuel excise and supported by the Australian Airline Financial Relief package which ends 2023-24.

CASA will be publishing a Cost Recovery Implementation Statement in 2022-23 detailing these proposed changes. Refer to Appendix A for a detailed breakdown of revenue and expenses by fee item.

**Table J – Regulatory Fees financial estimate in current and out years**

Description	2021-22 \$	2022-23 \$	2023-24 \$	2024-25 \$
Expense	45,466,696	47,626,136	49,062,524	50,594,042
Revenue	7,500,000	7,500,000	7,500,000	7,500,000
<b>Surplus / (Deficit)</b>	<b>(37,966,696)</b>	<b>(40,126,136)</b>	<b>(41,562,524)</b>	<b>(43,094,042)</b>
<b>Cumulative Surplus / (Deficit)</b>	<b>(37,966,696)</b>	<b>(78,092,832)</b>	<b>(119,655,356)</b>	<b>(162,749,398)</b>

Table K outlines the budgeted expense and revenue for the forward estimates.

Total revenue increases by \$20.7m in 2021-22 to \$229m. The increase in revenue between the financial years reflects improvements in aviation fuel excise and the introduction of a levy for commercial drones along with appropriation to cover the full cost of the RPAS measure in 2021-22. The full impact of the levy for drones is not due to take effect until 2022-23 onwards, subject to Government decision in 2022-23.

Total expenses in 2021-22 are estimated to increase by \$3.9m in 2021-22 to \$212.2m. The main movements in the major expense categories are:

## Cost Recovery Implementation Statement

- employee expenses are expected to increase by \$4.2m for 2021-22 predominately reflecting CASA's Enterprise Agreement
- depreciation expenses increasing by \$2m, reflecting the increase in capital expenditure in 2020-21
- supplier expenses are expected to decrease by \$2.3m for 2021-22 offsetting the net increase in employee and depreciation expenses and revenue.

**Table K - Budgeted operating position for CASA**

Description	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000
<b>Expenses</b>	<b>212,200</b>	<b>215,700</b>	<b>220,700</b>	<b>227,200</b>
<b>Revenue</b>				
Aviation regulatory services	7,500	7,500	7,500	7,500
RPAS Levy	1,400	25,980	26,370	28,490
Other revenue	1,000	1,000	1,000	1,000
Revenues from other independent sources	150	190	290	500
<b>Regulatory Charging Revenue</b>	<b>10,050</b>	<b>34,670</b>	<b>35,160</b>	<b>37,490</b>
<b>Regulatory Charging Expenses</b>				
<b>Regulatory Charging Surplus / (Deficit)</b>				
Revenue from Government	102,082	74,609	73,111	40,742
Aviation fuel excise	116,900	119,700	122,900	122,900
<b>Revenue from Government</b>	<b>218,982</b>	<b>194,309</b>	<b>196,011</b>	<b>163,642</b>
<b>Government Expenses</b>				
<b>Regulatory Charging Surplus / (Deficit)</b>				
<b>Total Revenue</b>	<b>229,032</b>	<b>228,979</b>	<b>231,171</b>	<b>201,132</b>
<b>Surplus / (Deficit)</b>	<b>16,832</b>	<b>13,279</b>	<b>10,471</b>	<b>(26,068)</b>
<b>Cumulative Balance</b>	<b>16,832</b>	<b>30,111</b>	<b>40,582</b>	<b>14,514</b>

### 5.3 Non-financial performance

CASA's primary aim is maintaining, enhancing, and promoting civil aviation safety with particular emphasis on preventing aviation accidents and incidents. Detailed performance targets are contained in the CASA Corporate Plan 2020-21<sup>1</sup> and Portfolio Budget Statements (PBS)<sup>2</sup>.

The RPA levy and other RPAS related regulatory service fees align with CASA's corporate objectives and performance measures to maximise aviation safety through a regulatory regime, detailed technical material on safety standards, comprehensive Aviation Industry oversight, risk analysis, industry consultation and training.

CASA measures its performance in achieving our purpose of 'maintaining, enhancing and promoting the safety of civil aviation'. CASA's annual performance statement provides details of our performance against the measures in the PBS and the annual report.

<sup>1</sup> <https://www.casa.gov.au/publications-and-resources/publication/corporate-plan-2020-2021>

<sup>2</sup> <https://www.casa.gov.au/about-us/reporting-and-accountability/portfolio-budget-statements>



Key Forward Dates and Events

**Table L - Consultation Schedule**

<b>Next Scheduled Event</b>	<b>Description</b>	<b>Date</b>
Public consultation of draft CRIS	Published for consultation	25 August 2020
	Public consultation closed	13 September 2020
Responses to public consultation	Responses provided to respondents	29 September 2020
New \$0.00 levy came into effect	Commencement of registration and operator accreditation scheme	30 September 2020
CRIS finalised	CRIS updated to reflect results of public consultation where appropriate	June 2021
Board consideration of CRIS	Certification of the CRIS by the Board	June 2021
Minister approval of CRIS	Approval of the CRIS by the Minister for Infrastructure, Transport and Regional Development	June 2021
Publication of the CRIS	CEO approves publication of the CRIS	June 2021
Executive Council consideration	Executive Council to meet and approve the amended Civil Aviation (Levy) Regulations	June 2021
Portfolio Charging Review	Review of all existing and potential charging activities within the portfolio	Undertaken in 2020, Next Due 2024



## 6 CRIS Approval and Change Register

Date of CRIS change	CRIS change	Approver	Basis for change
June 2021	Certification of CRIS	Board, CASA	Updated CRIS
June 2021	Publication of CRIS	CEO, CASA	Release of CRIS

## 7 Appendix A – Regulatory Fees

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Regulatory Fee description	2021-22 - \$		
	Revenue	Expense	Surplus / (Deficit)
1.1 - APPOINTMENT OF A PERSON (NOT AN OFFICER OF CASA) AS AN AUTHORISED PERSON FOR CAR	35,606	456,025	(420,419)
1.2 - APPOINTMENT OF A PERSON (NOT AN OFFICER OF CASA) AS A DELEGATE OF CASA FOR CAR	11,384	187,559	(176,174)
1.3 - APPOINTMENT OF A PERSON (NOT AN OFFICER OF CASA) AS AN AUTHORISED PERSON FOR CASR	18,009	116,188	(98,179)
1.4 - APPOINTMENT OF A PERSON (NOT AN OFFICER OF CASA) AS A DELEGATE OF CASA FOR CASR	2,146	41,735	(39,589)
1.5 - APPOINTMENT OF A PERSON (NOT AN OFFICER OF CASA) AS AN AUTHORISED PERSON FOR THE CIVIL AVIATION ORDERS OR A SPECIFIED PROVISION OF THE CAO	1,510	21,010	(19,499)
10.1 - GRANT OF AN EXCLUSION FROM THE OPERATION OF AN AIRWORTHINESS DIRECTIVE - PROCESS AND CONSIDER	34,839	124,107	(89,268)
10.2 - REVIEW OF THE OPERATION OF AN AIRWORTHINESS DIRECTIVE - PROCESS AND CONSIDER	-	2,136	(2,136)
12.1 - AIRCRAFT REGISTRATION	40,696	204,231	(163,535)
12.2 - RECORDING AN AIRCRAFT'S REGISTERED OPERATOR, OR A CHANGE IN AN AIRCRAFT'S REGISTERED OPERATOR	8,671	32,178	(23,507)
12.3 - RECORDING THE TRANSFER OF THE OWNERSHIP OF AN AIRCRAFT	133,921	343,740	(209,819)
12.4 - AIRCRAFT REGISTRATION - REPLACEMENT OF CERTIFICATE OF REGISTRATION THAT HAS BEEN LOST, STOLEN OR DESTROYED	2,761	6,580	(3,819)
12.5 - AIRCRAFT REGISTRATION - RESERVE OF REGISTRATION MARK	34,927	150,145	(115,218)
12.6 - AIRCRAFT REGISTRATION - CHANGE OF REGISTRATION MARK	7,170	14,081	(6,911)
12.8 - ASSIGNMENT OF A DEALER'S MARK	-	112	(112)
13.1 - INITIAL EVALUATION AND QUALIFICATION OF A SYNTHETIC FLIGHT TRAINING - PROCESS AND CONSIDER	23,506	354,439	(330,933)
13.2 - SYNTHETIC TRAINING - RECURRENT EVALUATION OF A QUALIFIED FLIGHT SIMULATOR OR QUALIFIED FLIGHT TRAINING DEVICE - PROCESS AND CONSIDER	47,384	113,636	(66,252)
13.3 - SYNTHETIC TRAINING - APPROVAL OF A PERSON AS THE USER OF A QUALIFIED FLIGHT SIMULATOR OR QUALIFIED FLIGHT TRAINING DEVICE IN A TRAINING AND CHECKING PROGRAM - PROCESS AND CONSIDER	5,037	6,721	(1,684)
13.5 - SYNTHETIC TRAINING - SPECIAL EVALUATION OF A QUALIFIED FLIGHT SIMULATOR OR QUALIFIED FLIGHT TRAINING DEVICE REGARDING ITS REACTIVATION	-	4,765	(4,765)
13.7 - ACCREDITATION OF SYNTHETIC TRAINER - PROCESSING AND CONSIDERATION OF APPLICATION	3,195	5,453	(2,258)
14.1 - ISSUE OF AN AIR TRAFFIC CONTROLLER LICENCE - PROCESS AND CONSIDERATION OF APPLICATION	1,792	8,387	(6,595)
14.2 - ISSUE OF A RATING ON AN AIR TRAFFIC CONTROLLER LICENCE - PROCESSING AND CONSIDERATION OF APPLICATION	1,647	3,951	(2,304)
15.1 - AV MED - CLASS 1 CERTIFICATE - PROCESS AND CONSIDER	1,085,827	3,297,378	(2,211,550)

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15.3 - AV MED - CLASS 2 CERTIFICATE - PROCESS AND CONSIDER	406,025	889,834	(483,808)
15.3B - BASIC CLASS 2	7,282	358,801	(351,519)
15.5 - AV MED - CLASS 3 CERTIFICATE - PROCESS AND CONSIDER	37,115	162,366	(125,252)
15.7 - RECONSIDERATION, UNDER SUBREGULATION 67.190(1) OF CASR, OF A DECISION TO REFUSE TO ISSUE A MEDICAL CERT, OR TO ISSUE IT SUBJECT TO A CONDITION - PROCESS OF APPL FOR A RECONSIDERATION	2,236	51,258	(49,023)
15.8 - EXTENSION, UNDER SUBREGULATION 67.215(1) OF CASR, OF THE PERIOD IN FORCE OF A CURRENT MEDICAL CERTIFICATE LIABLE TO LAPSE BECAUSE OF APPLICANT OR MEDICAL RELATED DELAYS - PROCESS AND CONSIDER	112	3,806	(3,694)
16.1 - APPROVAL OF A DANGEROUS GOODS TRAINING COURSE FOR EMPLOYEES - PROCESSING AND CONSIDERATION OF APPL	8,175	22,934	(14,759)
16.2 - DANGEROUS GOODS - GRANT OF AN EXCLUSION UNDER PART92 OF CASR - PROCESSING AND CONSIDERATION OF APPLICATION	283	548	(265)
16.3 - DANGEROUS GOODS - GRANT OF A PERMISSION UNDER S23 OF THE ACT - PROCESSING AND CONSIDERATION OF APPL	14,283	37,057	(22,774)
16.4 - DANGEROUS GOODS - APPROVAL TO GIVE INSTRUCTION AS PART OF AN APPROVED TRAINING COURSE - PROCESSING AND CONSIDERATION OF APPL	10,581	29,291	(18,710)
17.1 - UAV & ROCKETS - APPROVAL OF AN AREA FOR THE PURPOSES OF OPERATION OF UNMANNED AIRCRAFT OR ROCKETS - PROCESS AND CONSIDER	212,201	370,410	(158,208)
17.2 - UAV & ROCKETS - APPROVAL TO OPERATE UNMANNED AIRCRAFT NEAR A NON - CONTROLLED AERODROME - PROCESS AND CONSIDER	6,225	54,137	(47,912)
17.3 - APPROVAL TO RELEASE SMALL BALLOONS - PROCESS AND CONSIDER	238	548	(309)
17.4 - APPROVAL OF OPERATION OF A LARGE UAV - PROCESS AND CONSIDER	-	2,214,275	(2,214,275)
17.5 - CERTIFICATION OF A PERSON AS A UAV CONTROLLER - PROCESS AND CONSIDER	102,460	147,058	(44,597)
17.6 - CERTIFICATION OF A PERSON AS A UAV OPERATOR - PROCESS AND CONSIDER	522,571	1,917,346	(1,394,775)
17.7 - PERMISSION TO LAUNCH A ROCKET NEAR AN AERODROME - PROCESS AND CONSIDER	7,870	22,632	(14,762)
17.8 - APPROVAL OF THE USE, IN A FIREWORK DISPLAY, OF A PROJECTILE CAPABLE OF REACHING MORE THAN 400 FEET ABOVE GROUND LEVEL - PROCESS AND CONSIDER	41,718	121,273	(79,556)
17.9 - APPROVAL TO OPERATE A FIREWORK DISPLAY IN OR NEAR A NON - CONTROLLED AERODROME - PROCESS AND CONSIDER	20,033	61,116	(41,083)
18.1 - AERODROMES - CERTIFICATION OF AN AERODROME - PROCESS AND CONSIDERATION OF APPLICATION	21,424	189,543	(168,118)
18.2 - AERODROME - APPROVAL UNDER REGULATION 139.010 OF CASR FOR THE PURPOSES OF PART 139 OF CASR - PROCESSING AND CONSIDERATION OF APPLICATION	40,764	50,953	(10,189)
18.3 - AERODROMES - CERTIFICATION OF A PERSON OR AN ORGANISATION AS AN ARFSS PROVIDERS - PROCESSING AND CONSIDERATION OF APPLICATION	-	45,184	(45,184)
2.1 - ISSUE OF A CERTIFICATE OF APPROVAL - PROCESSING AND CONSIDERATION OF APPLICATION	132,199	324,550	(192,352)
2.13 - ISSUE OF AN AIRWORTHINESS AUTHORITY - PROCESSING AND CONSIDERATION	20,851	153,818	(132,966)

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2.14 - ISSUE OF AN AIRCRAFT WELDING AUTHORITY - PROCESSING AND CONSIDERATION OF APPLICATION	2,907	4,483	(1,576)
2.15 - * WRITTEN EXAM ND TEST AUTH	-	12,000	(12,000)
2.16 - * ORAL OR PRACTICAL EXAM ND	-	12,000	(12,000)
2.17 - * EXAM - WELDING AUTHORITY OR WEIGHT CONTROL AUTHORITY (can be CASA or Industry)	2,496	11,666	(9,171)
2.1A - APPROVAL OF ADDITIONAL ACTIVITIES TO BE COVERED BY A CERTIFICATE OF APPROVAL - PROCESSING AND CONSIDERATION OF APPL	6,391	36,455	(30,064)
2.2 - *AME EXAM - CORE /SPECIFIC	-	25,028	(25,028)
2.26 - APRV A CAMO. CAR P 206 (1)C	19,123	54,730	(35,607)
2.27 - SIGNIFICANT CHANGE TO A CAMO	35,553	273,148	(237,595)
2.28 - GRANT OF AEL ASSESS BY MTO	7,606	111,034	(103,428)
2.2A - *AME EXAM - CORE /SPECIFIC TYP SUBJ	-	25,028	(25,028)
2.3 - *AME EXAM - SPECIFIC TYPE SUBJ	-	25,028	(25,028)
2.31 - FGN LIC RECG. ST BY MTO AT TIME	2,713	14,902	(12,189)
2.32 - FGN LIC RECG. ST BY CASA AT TIME	4,069	31,463	(27,394)
2.33 - FGN LIC RECG. ST BY MTO BEFORE TIME	-	405	(405)
2.35 - RECG OF ADF A/C AUTHD AT TIME	48	444	(395)
2.36 - RECG OF ADF A/C AUTHD BEFORE TIME	48	444	(395)
2.37 - GRANT OF 1 OR MORE RATINGS ON AN AEL UPN CMPL OF A/C TY PR CAT	73,391	236,370	(162,979)
2.38 - GRANT OF 1 OR MORE RATINGS ON AN AEL UPN ASSESSMT AND EXP PROVIDED BY A PART145 ORGANISATION	8,574	28,346	(19,772)
2.39 - GRANT OF 1 OR MORE RATINGS ON AN AEL UPON CASA ASSESSMT OF FULLY OR PARTIALLY EQUIVALENT FOREIGN OR DF RATING - PER CATEGORY	16,858	42,368	(25,510)
2.4 - *AME EXAM - CTC	-	25,028	(25,028)
2.40 - RMVAL OF EXCLUSIONS FROM AEL	35,896	109,768	(73,872)
2.41 - REPLACE OF AEL DOCUMENT	1,248	14,633	(13,384)
2.43 - PT 145 APRVL UND PARA 206(1)C	168,733	547,956	(379,223)
2.44 - APPROVAL OF SIGNIFICANT CHANGES TO A PART145 ORGANISATION	137,408	1,219,126	(1,081,717)
2.45 - APRV MTO CASR202.840/CAR30	26,848	279,902	(253,055)

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2.46 - APPROVAL OF SIGNIFICANT CHANGE TO A MTO	90,876	370,887	(280,011)
2.4A - *AME EXAM - TECHNICAL COMPETENCY	-	25,028	(25,028)
2.5 - * RE - MARKING OF A AME CORE	-	1,853	(1,853)
2.7 - PROCESS AME LICENCE	8,720	84,511	(75,791)
2.8 - RATING ON AN AME LIC - SOE	19,183	80,821	(61,637)
2.8A - SECOND OR SUBSEQUENT RATING - SOE	4,457	22,628	(18,171)
2.9 - SECOND OR SUBSEQUENT RATING AME	7,751	73,209	(65,458)
2.9A - SECOND OR SUBSEQUENT RATING - GRP 20,21,22	9,107	43,055	(33,947)
20.1 - APPROVAL AS A SERVICE PROVIDER PROCESS AND CONSIDER	-	14,116	(14,116)
21.1 - APPROVAL AS AN ATS PROVIDER - PROCESS AND CONSIDER	-	61,976	(61,976)
22.1 - INST. FLIGHT - ISSUE OF A PROCEDURE DESIGN CERTIFICATE - PROCESS AND CONSIDER	1,780	70,848	(69,068)
22.2 - INST. FLIGHT - VALIDATION OF A TERMINAL INSTRUMENT FLIGHT PROCEDURE - PROCESSING AND ASSESSMT OF AN APPL FOR THE VALIDATION, AND THE PROVISION OF A PILOT FOR THE VALIDATION	27,118	1,716,684	(1,689,566)
22.3 - INST. FLIGHT - APPROVAL OF A PERSON'S APPOINTMENT AS CHIEF DESIGNER - PROCESS AND CONSIDER	1,416	14,275	(12,859)
22.5 - INST. FLIGHT - ISSUE OF A PROCEDURE DESIGN AUTHORISATION - PROCESS AND CONSIDER	-	6,448	(6,448)
23.1 - GRANT OF AN EXEMPTION FROM A PROVISION OF CAR FOR WHICH NO OTHER FEE IS SPECIFIED IN THIS SCHEDULE - PROCESS AND CONSIDER	29,370	70,820	(41,450)
23.2 - GRANT OF AN EXEMPTION FROM A PROVISION OF CASR FOR WHICH NO OTHER FEE IS SPECIFIED IN THIS SCHEDULE - PROCESS AND CONSIDER	30,547	178,447	(147,900)
23.3 - GRANT OF AN EXEMPTION, UNDER A PROVISION OF THE CAO NOT ELSEWHERE MENTIONED IN THIS SCHEDULE, FROM A PROVISION OF THOSE ORDERS - PROCESS AND CONSIDER	26,571	52,683	(26,112)
24.11 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OR FOR CAR FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	17,903	40,116	(22,213)
24.12 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OR FOR A MANUAL OF STANDARDS FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	22,786	34,290	(11,504)
24.13 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OR FOR PART42 OF CASR FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	14,337	172,192	(157,855)
24.14 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OR FOR PART66 OF CASR FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	1,274	6,670	(5,396)
24.15 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OR FOR PART145 OF CASR FOR WHICH A PERSON APPLIES AND FOR WHICH NO	22,940	90,878	(67,939)

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OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER			
24.16 - PROVISION OF A SERVICE (HOWEVER DESCRIBED) UNDER OF FOR PART147 OF CASR FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	22,293	63,116	(40,823)
24.17 - PREPARATION & PROVISION OF ADVICE, GUIDANCE, DATA, MATERIALS OR PROGRAMS ON ANY MATTER RELATED TO AVIATION SAFETY FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE	119,239	394,087	(274,848)
*24.18 APPROVAL UNDER REGULATION 91.045 OF CASR - PROCESSING AND CONSIDERATION	894	3,577	(2,683)
*24.19 APPROVAL UNDER SUBPART 91.Y OF CASR IN RESPECT OF MINIMUM EQUIPMENT LISTS - PROCESSING AND CONSIDERATION	641	2,564	(1,923)
*24.20 SPECIAL FLIGHT AUTHORISATION UNDER SUBPART 91.Z OF CASR - PROCESSING AND CONSIDERATION	715	2,862	(2,146)
*24.21 APPROVAL UNDER REGULATION 103.020 OF CASR - PROCESSING AND CONSIDERATION	5,962	23,849	(17,887)
*24.22 APPROVAL UNDER REGULATION 119.025 OF CASR - PROCESSING AND CONSIDERATION	5,962	23,849	(17,887)
*24.23 APPROVAL UNDER REGULATION 121.010 OF CASR - PROCESSING AND CONSIDERATION	18,632	74,527	(55,896)
*24.24 APPROVAL UNDER REGULATION 131.035 OF CASR - PROCESSING AND CONSIDERATION	5,962	23,849	(17,887)
*24.25 APPROVAL UNDER REGULATION 133.015 OF CASR - PROCESSING AND CONSIDERATION	5,962	23,849	(17,887)
*24.26 APPROVAL UNDER REGULATION 135.020 OF CASR - PROCESSING AND CONSIDERATION	5,962	23,849	(17,887)
*24.27 APPROVAL UNDER REGULATION 138.025 OF CASR - PROCESSING AND CONSIDERATION	8,943	35,773	(26,830)
*24.28 APPROVAL UNDER REGULATION 119.095 OF CASR OF A SIGNIFICANT CHANGE FOR AN AUSTRALIAN AIR TRANSPORT OPERATOR - PROCESSING AND CONSIDERATION	1,863	7,453	(5,590)
*24.29 APPROVAL UNDER REGULATION 131.105 OF CASR OF A SIGNIFICANT CHANGE FOR A BALLOON TRANSPORT OPERATOR - PROCESSING AND CONSIDERATION	1,341	5,366	(4,024)
*24.30 APPROVAL UNDER REGULATION 138.064 OF CASR OF A SIGNIFICANT CHANGE FOR AN AERIAL WORK OPERATOR - PROCESSING AND CONSIDERATION	1,863	7,453	(5,590)
*24.31 PROVISION OF SERVICE (HOWEVER DESCRIBED) UNDER OR FOR CASR FOR WHICH A PERSON APPLIES AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESSING AND CONSIDERATION	1,416	5,664	(4,248)
24.2 - COPYING (OTHERWISE THAN UNDER THE FREEDOM OF INFORMATION ACT 1982) OR REPLACING A DOCUMENT ISSUED BY CASA AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	-	226	(226)
24.3 - PROVISION OF A FLIGHT CREW LICENCE, EXCEPT AS CASA'S INITIATIVE, THAT UPDATES AN EARLIER VERSION OF THE LICENCE AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	61,952	168,934	(106,982)
24.4 - PROVISION OF A PRINT - OUT OF THE CIVIL AVIATION EXAMINATION RECORD IN RELATION TO A PERSON, FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	12,089	261,400	(249,311)
24.5 - PROVISION OF A CIVIL AVIATION RECORD IN RELATION TO A PERSON, FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	435	32,913	(32,478)

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24.6 - GRANT OF AUTHORISATION UNDER CASR 11.055 FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	58,575	675,978	(617,404)
24.6 001 - AUTHORISATION TO CONDUCT AN ACTIVITY THE PERSON IS NOT OTHERWISE AUTHORISED TO CONDUCT	320	608	(288)
24.6 002 - GRANT OR ISSUE OF A NON - PROFESSIONAL LICENCE, GLIDER PILOT LICENCE OR RECREATIONAL LICENCE - PROCESSING AND CONSIDERATION	48,908	142,217	(93,309)
24.6 003 - GRANT OF FLIGHT CREW LICENCE, INCLUDING APPLICANTS WITH ADF QUALIFICATIONS: PRIVATE PILOT LICENCE – PROCESSING AND CONSIDERATION	48,562	117,888	(69,326)
24.6 004 - GRANT OF FLIGHT CREW LICENCE: COMMERCIAL PILOT LICENCE (INCLUDING APPLICANTS WITH ADF QUALIFICATIONS) AND MULTI CREW PILOT LICENCE – PROCESSING AND CONSIDERATION	68,327	123,564	(55,237)
24.6 005 - GRANT OF FLIGHT CREW LICENCE: AIR TRANSPORT PILOT LICENCE – PROCESSING AND CONSIDERATION	9,614	20,129	(10,515)
24.6 006 - RENEWAL OF CERTIFICATE OF VALIDATION (RENEWED WITHIN 1 MONTH OF EXPIRY) – PROCESSING AND CONSIDERATION	775	2,225	(1,450)
24.6 008 - ISSUE OF PRIVATE PILOT LICENCE, RATING OR ENDORSEMENT ON THE BASIS OF OVERSEAS QUALIFICATIONS UNDER BILATERAL AGREEMENT – PROCESSING AND CONSIDERATION	10,121	40,163	(30,042)
24.6 009 - ISSUE OF COMMERCIAL PILOT LICENCE, MULTI CREW PILOT LICENCE, FLIGHT ENGINEER PILOT LICENCE, ON BASIS OF TRANS TASMAN MUTUAL RECOGNITION ARRANGEMENT OR OVERSEAS QUALIFICATIONS COMMERCIAL PILOT LICENCE, PROCESSING AND CONSIDERATION	18,364	79,364	(61,000)
24.6 010 - ISSUE OF AIR TRANSPORT PILOT LICENCE, ON THE BASIS OF TRANS TASMAN MUTUAL RECOGNITION ARRANGEMENT OR OVERSEAS QUALIFICATIONS AIR TRANSPORT PILOT LICENCE, INCLUDING RATING OR ENDORSEMENT UNDER BILATERAL AGREEMENT – PROCESSING AND CONSIDERATION	22,403	61,607	(39,204)
24.6 011 - ISSUE OF RATING OR ENDORSEMENT ON BASIS OF TRANS TASMAN MUTUAL RECOGNITION ARRANGEMENT, OR OVERSEAS QUALIFICATIONS RATING OR ENDORSEMENT UNDER BILATERAL AGREEMENT – PROCESSING AND CONSIDERATION	56,678	213,957	(157,279)
24.6 012 - ISSUE, PROCESSING AND CONSIDERATION OF GRANTING OF A RATING ON A FLIGHT CREW LICENCE OR A CERTIFICATE OF VALIDATION	745	191,677	(190,932)
24.6 014 - ISSUE, PROCESSING AND CONSIDERATION OF GRANTING OF A RATING INCLUDING INSTRUMENT RATING, NIGHT VFR RATING, NVIS SYSTEM RATING, LOW - LVL RATING, AERIAL APPL RATING, SIM INSTRUCTOR RATING, FLIGHT INSTRUCTOR RATING, PRIVATE IFR RATING	37	4,957	(4,920)
24.6 017 - ISSUE, PROCESSING AND CONSIDER OF GRANTING OF A DESIGN FEATURE OR FLIGHT ACTIVITY ENDORSEMENT. INCLUDES AEROPLANE DESIGN FEATURE, HELICOPTER DESIGN FEATURE, GYROPLANE DESIGN FEATURE, AIRSHIP DESIGN FEATURE, FLIGHT ACTIVITY ENDORSEMENTS	1,267	13,045	(11,778)
24.6 025-PROCESS AND CONSIDER OF GRANT OF A FLIGHT TEST TO ISSUE OF LICENCES AND AIRCRAFT RATG'S TRAINING FOR GRADE 1 ENDORSEMENTS (CAT SPEC), GRADE 2 (CAT SPEC), GRADE 3 (CAT SPEC), MULTI-CREW PILOT, TYPE RATING (TYPE SPEC), MULTI-ENGINE A'PLANE	3,252	68,934	(65,682)
24.6 030 - ISSUE OF CERTIFICATE OF VALIDATION FOR PRIVATE OPERATIONS FOR ENDORSEMENTS AND RATINGS INCLUDED IN THE APPLICATION – PROCESSING AND CONSIDERATION	6,596	12,104	(5,509)
24.6 031 - ISSUE OF CERTIFICATE OF VALIDATION FOR COMMERCIAL OPERATIONS FOR ENDORSEMENTS AND RATINGS INCLUDED IN THE APPLICATION – PROCESSING AND CONSIDERATION	8,496	16,838	(8,342)
24.6 032 - AERONAUTICAL KNOWLEDGE EXAMINATION SET BY CASA FOR THE GRANTING OF A LICENCE OR A RATING, PER SUBJECT - PRIVATE PILOT LICENCE	44	159,855	(159,811)



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24.6 033 - AERONAUTICAL KNOWLEDGE EXAMINATION SET BY CASA FOR THE GRANTING OF A COMMERCIAL PILOT LICENCE	44	368,842	(368,798)
24.6 034 - AERONAUTICAL KNOWLEDGE EXAMINATION SET BY CASA FOR THE GRANTING OF AN AIR TRANSPORT PILOT LICENCE.	44	204,129	(204,085)
24.6 035 - AERONAUTICAL KNOWLEDGE EXAMINATION SET BY CASA FOR THE GRANTING OF A LICENCE OR A RATING, PER SUBJECT	44	163,146	(163,102)
24.6 036 - REPLACEMENT OF A KNOWLEDGE DEFICIENCY REPORT FROM SITTING AERONAUTICAL KNOWLEDGE EXAMINATIONS FOR REPLACEMENT OF LOST OR DESTROYED REPORTS – PREPARATION AND DELIVERY	9,410	99,060	(89,651)
24.6 037 - CONDUCT OF A FLIGHT TEST	100,756	320,921	(220,165)
24.6 039 - CONDUCT OF A PROFICIENCY CHECK - PROCESS AND CONSIDER	432,503	2,511,254	(2,078,751)
24.6 047 - CONDUCT OF A FLIGHT TEST TO ISSUE OF PRIVATE INSTRUMENT APPROACH, ARRIVAL ENDORSEMENTS	-	1,793	(1,793)
24.6 049 - CONDUCT OF A FLIGHT TEST TO ISSUE OF LICENCES AND AIRCRAFT RATINGS TRAINING ENDORSEMENT	-	2,166	(2,166)
24.6 050-CONDUCT A FLIGHT TEST TO ISSUE OF ENDORSEMENTS AND OPERATIONAL RATINGS IR TRAINING ENDORSEMENT (CAT SPEC), NIGHT VFR, NVIS, LOW-LEVEL, AERIAL APPLICT	3,592	7,243	(3,651)
24.6 051 - CONDUCT OF A FLIGHT TEST TO ISSUE OF ENDORSEMENT FOR TRAINING FOR FLIGHT ACTIVITY AND LOW - LEVEL FOR SLING OPERATIONS TRAINING ENDORSEMENT, WINCH AND RAPPELLING OPERATIONS TRAINING ENDORSEMENT	2,087	17,220	(15,134)
24.6 056 - APPROVAL OF ENGLISH LANGUAGE PROFICIENCY ASSESSOR – PROCESSING AND CONSIDERATION	62,245	67,783	(5,537)
24.6 065 - ISSUE OF FLIGHT EXAMINER ENDORSEMENT FOR MULTI - ENGINE AEROPLANE CLASS RATING FLIGHT TEST ENDORSEMENT	-	3,679	(3,679)
24.6 066 - ISSUE OF FLIGHT EXAMINER ENDORSEMENT FOR TYPE RATING FLIGHT TEST ENDORSEMENT (TYPE SPECIFIC)	1,043	3,160	(2,117)
24.6 067 - ISSUE OF FLIGHT EXAMINER ENDORSEMENT FOR INSTRUMENT RATING FLIGHT TEST ENDORSEMENT (CATEGORY SPECIFIC)	-	9,654	(9,654)
24.6 071 - ISSUE OF FLIGHT EXAMINER ENDORSEMENT FOR AERIAL APPLICATION RATING FLIGHT TEST ENDORSEMENT (CATEGORY SPECIFIC)	-	5,223	(5,223)
24.6 072 - ISSUE OF FLIGHT EXAMINER ENDORSEMENT FOR FLIGHT INSTRUCTOR RATING FLIGHT TEST ENDORSEMENT (CATEGORY SPECIFIC)	2,478	2,130	348
24.6 075 - GRANT OF AERONAUTICAL RADIO OPERATOR CERTIFICATE – PROCESSING AND CONSIDERATION	158,144	435,990	(277,846)
24.6 077 - THE PROCESSING AND CONSIDERATION OF APPLICATION BY A PERSON TO CASA FOR A AERONAUTICAL RADIO OPERATORS CERTIFICATE - TO BECOME AN ASSESSOR	8,892	27,382	(18,489)
24.6 079 - ISSUE OF PART 141 CERTIFICATE – PROCESSING AND CONSIDERATION	59,558	241,146	(181,588)
24.6 080 - APPROVAL OF SIGNIFICANT CHANGE(S) TO A PART 141 ORGANISATION – PROCESSING AND CONSIDERATION	64,963	286,219	(221,256)
24.6 081 - ISSUE OF CERTIFICATE FOR PART 142 ACTIVITIES CONDUCTED IN FLIGHT SIMULATION TRAINING DEVICES– PROCESSING AND CONSIDERATION	15,164	66,640	(51,475)
24.6 082 - APPROVAL OF SIGNIFICANT CHANGE(S) TO A PART 142 ORGANISATION – PROCESSING AND CONSIDERATION	17,603	151,984	(134,381)
24.7 - INSTRUMENT OF DIRECTION, INSTRUCTION, NOTIFICATION, PERMISSION, APPROVAL OR AUTHORITY UNDER A PROVISION OF THE	146,144	495,084	(348,940)



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CAO FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER			
24.8 - PROVISION OF A DOCUMENT, HOWEVER DESCRIBED, THAT IS ISSUED ADMINISTRATIVELY BY CASA, AND FOR WHICH NO OTHER FEE IS PAYABLE UNDER THIS SCHEDULE - PROCESS AND CONSIDER	67,806	163,275	(95,469)
3.1 - APPROVAL OF AIRCRAFT COMPONENT, REPAIR, OR THE DESIGN OF A MODIFICATION, OF AN AIRCRAFT OR AIRCRAFT COMPONENT	3,180	15,017	(11,837)
3.10 - GRANT OF AN EXEMPTION FROM, OR VARIATION OF, A REQUIREMENT UNDER REGULATION 42ZR OF CAR	13,203	34,205	(21,003)
3.11 - APPROVAL OF A PERSON'S APPOINTMENT AS A MAINTENANCE CONTROLLER	57,020	534,440	(477,420)
3.12 - APPROVAL FOR THE USE OF AN ALTERNATIVE TO A LOGBOOK OR A SECTION OF A LOGBOOK	7,679	16,707	(9,028)
3.13 - APPROVAL OF ANOTHER MEANS OF RECORDING NEXT MAINTENANCE DUE TO BE CARRIED OUT	2,694	4,307	(1,613)
3.14 - APPROVAL OF ANOTHER MEANS OF RECORDING UTILISATION INFORMATION FOR EACH FLIGHT	-	1,592	(1,592)
3.15 - APPROVAL OF MAINTENANCE PROGRAMS - PROCESSING AND CONSIDERATION	31,188	163,516	(132,328)
3.16 - APPROVAL OF VARIATION OF AN APPROVED MAINTENANCE PROGRAM	11,544	37,126	(25,582)
3.17 - APPROVAL OF RELIABILITY PROGRAMS - PROCESSING AND CONSIDERATION	12,375	26,964	(14,589)
3.18 - APPROVAL OF VARIATIONS OF AN APPROVED RELIABILITY PROGRAM - PROCESSING AND CONSIDERATION	3,048	16,126	(13,078)
3.2 - APPROVAL OF A PERMISSIBLE UNSERVICEABILITY UNDER REGULATION 37 OF CAR	39,455	112,530	(73,074)
3.3 - APPROVAL OF A MINIMUM EQUIPMENT LIST	-	219,803	(219,803)
3.4 - APPROVAL OF A SYSTEM OF MAINTENANCE	19,267	67,453	(48,186)
3.5 - APPROVAL OF A MAINTENANCE SCHEDULE	686	982	(296)
3.6 - AUTHORISATION FOR A PERSON TO CARRY OUT MAINTENANCE	86,188	371,708	(285,521)
3.7 - APPROVAL OF A SYSTEM OF CERTIFICATION OF COMPLETION OF MAINTENANCE FOR AN AUSTRALIAN AIRCRAFT IN AUSTRALIAN TERRITORY	3,339	8,059	(4,721)
3.8 - AUTHORISATION OF A PERSON TO CERTIFY MAINTENANCE ON AN AUSTRALIAN AIRCRAFT OVERSEAS	3,953	10,907	(6,954)
3.9 - APPROVAL OF INSTRUCTIONS ON HOW MAINTENANCE IS TO BE CARRIED OUT - PROCESSING AND CONSIDERATION	1,021	8,144	(7,123)
4.1 - PREPARING A FLIGHT MANUAL, PART OF A FLIGHT MANUAL, OR AN ALTERATION OF A FLIGHT MANUAL - PROCESS AND CONSIDER	3,605	7,148	(3,543)
5.30 - APPROVAL TO CONDUCT AN EMERGENCY PROCEDURE PROFICIENCY TEST - PROCESS AND CONSIDER	-	194,195	(194,195)
5.30A - FC EXAM - PROFICIENCY TEST UNDER CAO	-	90,138	(90,138)
5.33 - APPLICATION TO BE APPROVED AS PROFICIENT TO CONDUCT WINCHING OR RAPPELLING OPERATION TRAINING - PROCESS AND CONSIDER	-	52,178	(52,178)
5.34 - APPROVAL OF A PILOT TO CONDUCT DIRECT SUPERVISION AS AN APPROVED AGRICULTURAL (HELICOPTER) PILOT - PROCESS AND CONSIDER	-	43,556	(43,556)

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5.8 - APPROVAL OF A PERSON'S APPOINTMENT AS THE CHIEF FLYING INSTRUCTOR OF A FLYING SCHOOL - PROCESSING AND CONSIDERATION	-	41,466	(41,466)
6.1 - ISSUE OF AN AOC OR AN OC - PROCESS AND CONSIDER OF APPLICATIONS; AND, IF NECESSARY FOR CONSIDERATION OF THE APPLICATION, SPECIFIC TYPE TRAINING FOR CASA OFFICERS	942,882	6,970,868	(6,027,987)
8.1 - AIRCRAFT OPS - LOW FLYING OR ACROBATIC FLYING OVER A TRAINING AREA	-	11,783	(11,783)
8.1 0 - AIRCRAFT OPS - PERMISSION TO FLY AN AIRCRAFT AT NIGHT UNDER VFR LOWER THAN THE PRESCRIBED HEIGHT - PROCESS AND CONSIDER	-	3,036	(3,036)
8.14 - AIRCRAFT OPS - APPROVAL OF A BODY AS A TRAINING AND CHECKING ORGANISATION - PROCESS AND CONSIDER	-	68,078	(68,078)
8.19 - AIRCRAFT OPS - EXEMPTION FROM MINIMUM RUNWAY WIDTH INSTRUCTIONS - PROCESS AND CONSIDER	-	1,891	(1,891)
8.2 - AIRCRAFT OPS - PERMISSION TO CARRY A FIREARM ON AN AIRCRAFT - PROCESS AND CONSIDER	-	81,636	(81,636)
8.21 - AIRCRAFT OPS - PERMISSION TO CARRY A PERSON ON, OR IN, ANYTHING ATTACHED TO AN AIRCRAFT - PROCESS AND CONSIDER	-	12,943	(12,943)
8.22 - AIRCRAFT OPS - DIRECTIONS FOR A TYPE OF SAFETY HARNESS TO BE WORN IN PLACE OF SEAT BELT - PROCESS AND CONSIDER	-	40,722	(40,722)
8.24 - AIRCRAFT OPS - PERMISSION TO CARRY ANIMALS ON AN AIRCRAFT - PROCESS AND CONSIDER	-	19,717	(19,717)
8.25 - AIRCRAFT OPS - APPROVAL TO CARRY A PERSON IN A SEAT WITH DUAL CONTROLS ON A REGULAR PUBLIC TRANSPORT OPERATION	-	1,060	(1,060)
8.26 - AIRCRAFT OPS - APPROVAL OF A REQUIRED NAVIGATION PERFORMANCE OPERATION - PROCESS AND CONSIDER	-	252,254	(252,254)
8.27 - AIRCRAFT OPS - APPROVAL FOR THE CONDUCT OF AN AIR DISPLAY UNDER CAO - PROCESS AND CONSIDER	-	105,581	(105,581)
8.28 - AIRCRAFT OPS - GRANT OF AN EXEMPTION AGAINST FLIGHT AND DUTY TIME LIMITS - PROCESS AND CONSIDER	-	3,181	(3,181)
8.29 - AIRCRAFT OPS - APPROVAL OF A PERSON AS A CHECK PILOT OR A TRAINING AND CHECKING MANAGER - PROCESS AND CONSIDER	-	552,109	(552,109)
8.3 - AIRCRAFT OPS - PERMISSION TO DISCHARGE A FIREARM FROM AN AIRCRAFT - PROCESS AND CONSIDER	-	52,689	(52,689)
8.30 - AIRCRAFT OPS - APPROVAL TO ENTER INTO A CHARTER SUBSTITUTION ARRANGEMENT - PROCESS AND CONSIDER	-	23,534	(23,534)
8.31 - AIRCRAFT OPS - APPROVAL OF A PERSON'S APPOINTMENT AS CHIEF PILOT - PROCESS AND CONSIDER	145,375	661,006	(515,631)
8.32 - AIRCRAFT OPS - PERMISSION TO EMPLOY A PILOT WHO DOES NOT HAVE THE RELEVANT QUALIFICATIONS SET OUT IN APPENDIX 4 OF CAO - PROCESS AND CONSIDER	-	6,292	(6,292)
8.33 - AIRCRAFT OPS - PERMISSION TO FLY MANNED BALLOONS AND HOT AIR AIRSHIPS IN PRIVATE OPS FOR RECREATIONAL PURPOSES - PROCESS AND CONSIDER	-	3,521	(3,521)
8.35 - AIRCRAFT OPS - APPROVAL OF AN ASETPA - PROCESS AND CONSIDER OF APPL THAT IS SEPARATE FROM AN APPL FOR AN AOC	-	133,602	(133,602)
8.36 - AIRCRAFT OPS - INSPECTION OF NEW AIRCRAFT BEFORE ITS INITIAL FLIGHT - PROCESS AND CONSIDER	-	1,373	(1,373)
8.38 - AIRCRAFT OPS - PERMISSION FOR A FOREIGN REGISTERED AIRCRAFT TO OPERATE ON REGULATED DOMESTIC FLIGHTS WITHOUT AN AOC - PROCESS AND CONSIDER	6,913	18,976	(12,063)
8.39 - PERMISSION FOR AN AIRCRAFT POSSESSING THE NATIONALITY OF A CONTRACTING STATE TO MAKE A NON - SCHEDULED FLIGHT FOR	30,305	51,655	(21,350)

## Cost Recovery Implementation Statement

REWARD INTO AUSTRALIAN TERRITORY TO TAKE ON OR DISCHARGE PAX, CARGO, MAIL			
8.4 - AIRCRAFT OPS - PERMISSION FOR AN AIRCRAFT TO TOW SOMETHING - PROCESS AND CONSIDER	-	15,198	(15,198)
8.41 - AIRCRAFT OPS - NIGHT VISION AS PRIMARY DEVICE - PROCESS AND CONSIDER	-	25,872	(25,872)
8.42 - APVL FLIGHT CHECK SYSTEM - PROCESS AND CONSIDER	-	105,018	(105,018)
8.44 - APVL OF SPECIAL FLIGHT AUTHORISATION - PROCESSING AND CONSIDERATION	-	472	(472)
8.45 - PERMISSION FOR AN AIRCRAFT TO BE FLOWN UNDER THE IFR IAW REG179A(1)CAR - PROCESS AND CONSIDER	-	2,415	(2,415)
8.5 - AIRCRAFT OPS - APPROVAL TO DROP ARTICLES FROM AN AIRCRAFT IN FLIGHT, OR A SUPPLEMENTARY PERMISSION UNDER CAO 29.5 - PROCESS AND CONSIDER	-	23,679	(23,679)
8.6 - AIRCRAFT OPS - PERMISSION TO UNDERTAKE LOW LEVEL AEROBATICS UNDER REG 156 OF CAR - PROCESS AND CONSIDER	-	6,288	(6,288)
8.7 - AIRCRAFT OPS - APPROVAL TO FLY OVER A REGATTA, RACE MEETING OR PUBLIC GATHERING - PROCESS AND CONSIDER	-	177,594	(177,594)
8.8 - AIRCRAFT OPS - PERMISSION TO FLY LOWER THAN THE PRESCRIBED HEIGHT - PROCESS AND CONSIDER	-	118,898	(118,898)
8.9 - AIRCRAFT OPS - ISSUE OF A FORMATION FLYING APPROVAL - PROCESS AND CONSIDER	-	3,062	(3,062)
9.1 - ISSUE OF A TYPE CERTIFICATE, A SUPPLEMENT TYPE CERTIFICATE OR A TYPE ACCEPTANCE CERTIFICATE - PROCESS AND CONSIDER	128,683	1,175,028	(1,046,345)
9.11 - ISSUE OF AN EXPERIMENTAL CERTIFICATE - PROCESS AND CONSIDER	8,425	61,736	(53,311)
9.12 - REPLACE CERTIFICATE OF AIRWORTHINESS THAT HAS BEEN LOST OR DESTROYED - PROCESS AND CONSIDER	2,432	16,599	(14,167)
9.13 - ISSUE A SPECIAL FLIGHT PERMIT - PROCESS AND CONSIDER	52,475	221,341	(168,866)
9.15 - ISSUE OF AN APMA - PROCESSING AND CONSIDERATION OF APPLICATION	27,130	82,655	(55,525)
9.16 - ISSUE OF AN ATSO AUTHORISATION - PROCESS AND CONSIDERATION OF APPLICATION	11,580	62,227	(50,647)
9.2 - APPROVAL OF A CHANGE IN A TYPE DESIGN - PROCESS AND CONSIDER	3,452	31,879	(28,427)
9.3 - ISSUE OF A PRODUCTION CERTIFICATE - PROCESS AND CONSIDER	17,025	104,737	(87,712)
9.4 - APPROVAL OF A PRODUCTION INSPECTION SYSTEM - PROCESS AND CONSIDER	-	55,765	(55,765)
9.5 - APPROVAL OF A CHANGE OR CHANGES IN A QUALITY SYSTEM - PROCESS AND CONSIDER	5,664	12,405	(6,741)
9.6 - CERTIFICATE OF AIRWORTHINESS - PROCESS AND CONSIDER	16,205	276,065	(259,860)
9.7 - PROVISION OR SPECIAL CERTIFICATE OF AIRWORTHINESS - PROCESS AND CONSIDER	3,160	7,602	(4,442)
9.8 - EXPORT AIRWORTHINESS APPROVAL - PROCESS AND CONSIDER	395	8,310	(7,915)
AERONAUTICAL TELECOMMUNICATIONS (AIRCRAFT REGISTRATION)	-	29,650	(29,650)

## Cost Recovery Implementation Statement

AIRCRAFT REGISTRATION RECORDS	-	108,279	(108,279)
AUSTRALIAN CIVIL AIRCRAFT REGISTER MAINTENANCE	-	259,869	(259,869)
AVMED REPORTING, COMMUNICATION AND ANALYTICS	-	2,691	(2,691)
CENTRALISED ESTIMATION PANEL	-	242,997	(242,997)
CLIENT SERVICES TIER 1 & 2 - PHONE AND EMAIL INQUIRIES	-	1,445,978	(1,445,978)
DAME/DAO APPLICATION SUPPORT	-	559,806	(559,806)
DESIGN OF NEW REGULATORY ASSESSMENT PROCESSES	-	239,635	(239,635)
ENTRY CONTROL COORDINATION FUNCTION	-	434,579	(434,579)
FATIGUE TRANSITION COORDINATORS CAO48.1	-	428,302	(428,302)
SYSTEMS DATA REMEDIATION AND ADHOC MODIFICATION	-	81,407	(81,407)
<b>Grand Total</b>	<b>7,500,000</b>	<b>45,466,696</b>	<b>(37,966,696)</b>
<b>* New Flight Operations Regulation Fee Items - 7 June 2021</b>			
<b>* Repealed Fees from 2 December 2021</b>			