



**Item 7.**

**Project Initiation**

*Proposals to commence activity on a significant piece of work (TWGs etc.)*

7.1 – Flight Operations Suite Transition – ASAP standing agenda item

7.2 – Regulatory Services and Surveillance Transformation – ASAP standing agenda item

**Item 8.**

**Other Business**

8.1 – Flight Crew Licensing TWG update – ASAP standing agenda item

8.2 – TWG status update

8.3 – Feedback on Co-development Approach to Industry Consultation

8.4 – General Aviation Workplan

8.5 – Other general items

**Item 9.**

**Next Meeting**

**Item 10.**

**Close**

*Chair*

## 1. OPENING

The Chair welcomed all Aviation Safety Advisory Panel (ASAP) members to the first meeting of 2022 and was pleased to hold the meeting in person.

Mr Marcelja and Mr Monahan were welcomed to the ASAP and observers from Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) were acknowledged.

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

### 1.1 Briefing from the Chief Executive Officer (CEO) and Director of Aviation Safety (DAS)

Ms Spence welcomed all the Panel members and expressed thanks for their ongoing contributions.

The DAS briefed the Panel on some of the key areas of focus for the organisation. She also informed the Panel of the commencement and implementation of the Flight Operation Regulations (FOR) and outlined current work and emphasis on service delivery, particularly within the Aviation Medicine and Guidance Delivery Centre areas, noting that COVID-19 relief measures had impacted service delivery in the Aviation Medical section. The DAS thanked the DITRDC for their ongoing support.

The DAS advised that General Aviation (GA) was a priority for the Civil Aviation Safety Authority (CASA) and the agency will be working to identify opportunities to refine regulatory frameworks in support of the sector. This included a GA workplan, on which updates will soon be provided.

## 2. REVIEW OF ACTION ITEMS

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

### **2019-1/5 – In progress.**

Mr Marcelja advised that there was no update on discussions with the Australian Skills Quality Authority (ASQA). The DITRDC was working on a program to address the issue at present as part of their Recovery Framework. No further information could be shared at this time, including on timeframes. The DITRDC was encouraged to share information as soon as it was available as the Panel has a long-term interest in the matter.

### **2020-3/1 – In-progress.**

Dr Clothier advised that the National Policy on Emerging Aviation Technologies (NEAT) consultative committee is continuing its work. The parallel work of the Remotely Piloted Aircraft Systems (RPAS) and Advanced Air Mobility (AAM) Strategic Regulatory Roadmap Technical Working Group (TWG) has now completed. The DITRDC will update the ASAP at the next meeting and can take questions on notice to provide feedback through the Secretariat.

### **2021-1/1 – In Progress.**

Mr Marcelja advised that CASA had commenced research on its engagement with Licensed Aircraft Maintenance Engineers (LAMEs) with four focus groups held to date and an industry survey due to close with the wider engineering community in the coming week.

**2021-1/2 – In-progress.**

Mr Marcelja informed the ASAP that inroads have been made in relation to the fatigue rules that could be used across other elements of compliance. He advised that the GA workplan might provide opportunities to identify where issues lie. The Chair remarked that the national model reduces the ability of industry to discuss operational issues with CASA. A Panel member concurred, noting that industry has indicated a general disenfranchisement with the national model.

Mr Marcelja advised that the national model was implemented to ensure consistency; however, while it will remain, there will be some changes made to escalation processes for issues being processed through the Guidance Delivery Centre.

The Chair provided examples of overseas models which provide plain English policy intent at the beginning of pieces of legislation which may assist the aviation community. The Chair suggested that the Plain English Guides (PEGs) being produced for Regulation may also be beneficial in informing users of acceptable alternate means of compliance.

**2021-1/3 – In-progress.**

Mr Monahan advised the panel that CASA is in the process of addressing the construct for flight instructor and flight examiner rating renewals in the upcoming GA workplan.

**2021-3/2 – Closed.**

Mr Monahan advised that transition to the FOR had taken place on 2 December 2021. He reported a small number of operators had been identified as not having transitioned due to either businesses being put on hold or no longer operating. CASA is working on how to address operators requesting to defer transition due to businesses not currently in operation. The Chair asked if a Post Implementation Review (PIR) would take place as a result of the FOR implementation or whether issues would be dealt with incrementally as they came up. Mr Monahan stated that waiting two years for a PIR may no longer be appropriate and changes or impacts identified may need to be addressed sooner.

**2021-4/1 – In Progress.**

The Chair provided a formal letter of advice to the DAS regarding a proposal for CASA to develop policy and mechanisms that encourage innovative regulatory thinking within both industry and CASA, in order to achieve improved aviation safety outcomes.

**2021-4/2 – Closed.**

A Panel member advised that the Part 66 TWG had recently met and that there was an appetite to proceed with a GA Maintenance Licence. CASA acknowledged that this also formed part of the GA workplan.

**2021-4/3 – Closed.**

A Panel member provided a paper to the ASAP. Further discussion at Agenda item 6.1.

**2021-4/4 – In Progress.**

The DITRDC had limited additional information to share with the Panel at this time regarding Remotely Piloted Aircraft Systems (RPAS) registration. Mr Marcelja reported that commercial registration had been positive with over 30,000 RPAS recorded on the CASA Register and that CASA engagement with commercial sellers has improved awareness within the retail sector.

**2021-4/5 – In Progress.**

A reply from the DAS was received on the recommendations of the ASAP regarding CASA's progress on the Flight Examiner Rating (FER). The Chair advised that a subgroup consisting of himself and two other ASAP Panel members would provide advice to the DAS on this

issue. The Chair stated that there was a need for an overarching policy statement from CASA, including what their appetite was to devolve the FER training to industry. The Chair raised concerns that the timelines publicised by CASA in resolving some of the FER issues was ambitious and interim steps may be needed to ensure project success.

**2021-4/6 – Closed.**

A Panel member provided an update advising that the Flight Crew Licensing (FCL) TWG had been reinvigorated and had met on four occasions with progress made to rectify the first four focus areas. Further discussion is at agenda item 8.1.

**2021-4/7 – In Progress.**

The ASAP is still considering the Australian Future Airspace Framework (AFAF) TWG membership pending further advice.

**3. Priority Safety Matters**

The Panel discussed some of the issues involving the aviation sector amid and post-COVID-19, as well as some emerging risks. Mr Monahan advised the Panel that CASA has been looking at number of incidents as well as the data that the industry has identified and considered to be an emerging risk. Mr Monahan acknowledged the trends are showing a low number of incidents since the progressive return of the industry to normal operations. The Panel was advised that there will be a progressive ‘ramp up’ of evaluation of the data as well as the surveillance mechanism.

The Panel continued to deliberate issues facing the aviation sector since the return of operations and the impacts it might have around safety, as well as how CASA will assist the industry from a regulatory standpoint. The Chair noted the issues raised and advised the Panel that this would be a sit and watch item.

An item of discussion was tabled regarding matters surrounding mental health within the industry. Mr Marcelja suggested the Panel consider inviting CASA’s Principal Medical Officer to provide the Panel with a briefing on the work CASA is undertaking on the matter. The Panel members agreed that the briefing item would be of benefit to the ASAP.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <p><b>Recommends:</b></p> <ul style="list-style-type: none"> <li>CASA’s Principal Medical Officer to provide a briefing regarding matters relating to mental health within the aviation industry.</li> </ul>
--------------------------------	---

**4. STRATEGIC SAFETY INITIATIVES**

No discussions held.

**5. EMERGING RISKS AND AREAS OF INTEREST**

**5.1 RPAS development and integration update – ASAP standing agenda item**

Dr Clothier provided feedback to CASA that more organisations are getting approval to conduct complex operations within the sector, that the current approval process is working well and for CASA to continue the great work.

The Panel had a discussion regarding the risk registers due to the evolving nature of the RPAS industry. A Panel member advised that making sure that the risks available in the risk registers are correct is crucial to safety and that the process would benefit from a coordinated approach. The Panel discussed the changing nature of the RPAS sector as well as measures that might need to be considered to future-proof the sector.

The Chair requested an update from the DITRDC on the various programs currently underway for the next meeting.

## 5.2 RPAS/AAM Strategic Roadmap TWG Closing Report

Dr Clothier briefed the ASAP on the TWG and noted that the TWG scope and tasking instructions could have expanded further. The project was tasked to map out the future of RPAS operations in Australia; however, experienced challenges due to the dynamic nature of RPAS and its extensive breadth of operations and specialities.

The speed of change and development within the sector has created some uncertainties. The TWG has been able to draft a roadmap outlining the future regulatory approach for RPAS and AAM over the next 10 years and beyond. It aims to provide a long-term plan to integrate these types of aircraft into Australia's airspace and future regulatory system. In the interest of efficiency, the paper proceeded directly to public consultation, which is open until 19 April 2022.

Noting that the draft roadmap had proceeded to public consultation, the Chair requested that the 72-page report from the roadmap be provided to the ASAP members for review and consideration after the public consultation concludes. He requested that the normal ASAP process resume, whereby the ASAP is supplied with the Summary of Responses from the public consultation.

The Panel debated if a secondary body to the TWG and ASAP is necessary due to the large scope of work that needs to be conducted within the RPAS sector. This item could be further considered after the public consultation.

A Panel member queried what other civil aviation regulators are doing in the RPAS area. Dr Clothier commended the Federal Aviation Administration's approach but recognised that they are still struggling with their regulatory framework. Although Australia is facing challenges, it has world-leading regulatory frameworks due to a futureproof design.

It was noted that this TWG was different to others as it was tasked with developing draft policy. Nevertheless, ASAP protocols required that the output of the TWG be passed to ASAP members for consideration.

<b>Action / Recommendation</b>	The ASAP: <b>Recommends:</b> <ul style="list-style-type: none"><li>• The Secretariat provide a copy of the Regulatory Roadmap Report to ASAP members for consideration</li><li>• The Summary of Responses to the public consultation is supplied to the ASAP to inform debate as to whether an RPAS-specific secondary body is required.</li></ul>
--------------------------------	---

## 6. POLICY PROPOSALS

### 6.1 Personnel Training and Licensing – Fostering a Sustainable Workforce

*This agenda item was brought forward to the start of the meeting to accommodate the presence of the DAS in discussions.*

A Panel member introduced the background of the paper and provided a brief overview of the key issues concerning personal shortages in the aviation industry. The aviation sector continues to experience a shortage of licenced pilots, instructors and maintenance personnel.

The Chair queried what role CASA should play during personnel shortages.

Another Panel member raised a point regarding the transferability of skilled qualifications both now and in future, adding that personnel shortages stem from grassroot problems, including capturing young people's interest through progressive aviation programs and pathways available in high schools. They highlighted the European Union Aviation Safety Agency (EASA) B3 / B2L Licensing approach as a model worthy of Australian consideration. COVID-19 illustrated the mobility of labour in the aviation workforce and progressive licencing structures could leverage this mobility to assist in personnel shortages.

The ASAP suggested considering approaches used overseas in attracting aviation prospects and noted that a significant number of skilled, Australian aviation personnel are leaving to work internationally. Looking at other national aviation authorities could assist in producing a roadmap to approach the issue, as other countries have made greater progress in resolving the issues of key personnel shortages.

The Chair then raised the option of aligning CASA and EASA qualifications from a regulatory standpoint as an approach to addressing the issue. Another Panel member agreed and elaborated on the difficulties of transitioning overseas maintenance qualifications with, in some cases, individuals waiting 6 months to transition to CASA qualifications.

The DAS advised the Panel that even though this area is not a CASA issue, CASA does have a part to play regarding finding ways to assist the industry.

The Panel also talked about the key issue of diversity, particularly regarding female and Indigenous participation within the aviation sector. A focus on diversity will assist in building a strong industry.

*The CASA DAS left the meeting at this point (11:28)*

## **6.2 Regulation Reform and Continuous Improvement**

The Chair provided a brief introduction to the paper and advised the Panel that it suggested change to established process within CASA. The Chair noted the advantages in presenting, as the first stage of consultation, the intended safety outcomes of a proposed regulation in plain English and emphasised that this would assist in the consideration of alternate means of compliance.

The Chair stated that another advantage would be that this approach would allow for industry "buy in" at an early stage. Mr Monahan agreed in principle but felt that this extra stage of consultation may increase the time involved in producing a regulation. After further discussion, the ASAP generally concluded that it would ultimately speed up the process.

Mr Marcelja advised the Panel that one of the active TWGs (part 43) held a working group meeting and later returned with the CASA project team providing Plain English Guides as supporting materials for facilitating debate.

A Panel member raised the importance of the TWGs and ensuring their integrity should be at the forefront of all consultation processes. A couple of instances had occurred where members of industry and members of CASA who were not TWG members had attended TWGs and provided input. It was agreed that the established TWG appointment, tasking and reporting processes should be adhered to.

## **7. PROJECT INITIATION**

### **7.1 Flight Operations Suite Transition – ASAP standing agenda item**

Mr Walker advised the Panel that he is still in the process of evaluating and gaining a full understanding of what his division is currently working on in terms of projects.

He advised that 250 organisations have completed the full manual transition to the new FORs and was pleased to advise that only a small number of operators are yet to make the transition. Mr Walker informed the Panel that he is comfortable with how the process has transpired so far, particularly as the team completed the process in such a dynamic environment. Mr Walker further advised the Panel that the next deadline CASA is working towards is 2 June 2022 for the full transition to the FORs. The Panel was advised that processes are in place to ensure that CASA is ready for the 2 June deadline.

A Panel member raised a question to Mr Walker regarding the 32-page long transition applications form, which was also acknowledged by other Panel members. Mr Walker acknowledged this issue and advised the Panel that work is being undertaken to make improvements to the forms.

Concerns were raised regarding the digitisation of CASA forms, particularly regarding the Flight Operations Regulations, with issues around the large file sizes. CASA advised that work had been done to address the file size limits and welcomed further feedback on improving the process.

## **7.2 Regulatory Services and Surveillance Transformation – ASAP standing agenda item**

Mr Walker noted that the main goals within the Regulatory Services and Surveillance Transformation (RSST) space were changing the way operators engaged with CASA and to further separate the surveillance from regulation. Changes to RSST have had unintended consequences, such as the loss of functional relationships between CASA and industry organisations, which enhanced safety. For example, the general conversations that took place prior to the FOR changes were of benefit to both parties. Mr Walker advised the Panel that rebuilding these relationships is imperative going forward to reinvigorate the interaction between CASA and industry.

A Panel member made a point that industry is struggling to obtain engagement and advice from CASA via the Advice Centre Portal and provided an example where several operators were struggling to get advice on routine regulatory matters which could be addressed with a simple phone call. Prior to the national model, operators had direct access to CASA staff and enquiries were being resolved in a timely manner.

Mr Walker acknowledged that the national method of operations has had this adverse effect on both CASA and industry. He further advised the Panel that he is currently engaging with his team and the DAS in evaluating the process for further improvements and development and whilst being fully supportive of the national model for regulatory oversight, his focus is to improve the current state of operations.

The Chair queried the allocation of resources with the RSST space and the Panel then had a robust discussion on the matter of delays to applications for regulatory services. Mr Walker advised the Panel that work is underway, and recruitment is currently in progress.

## **8. OTHER BUSINESS**

### **8.1 Flight Crew Licensing TWG update – ASAP standing agenda item**

A Panel member provided a briefing and update on the progress that the Flight Crew Licensing (FCL) TWG and highlighted that the length of time between the meetings of the TWG's was unproductive, as the first phase of the meeting was used to catch up and reintroduce the topic of discussion to the TWG. The Panel member asked about the structures of the TWG in reference to who leads and drives the meetings, adding that an industry TWG Chair can further foster developments and discussion. The Chair thanked the Panel member for their work in this TWG and advised that the process of appointing an industry chair to appropriate TWGs had been most successful and would be used in future whenever necessary.

The Panel discussed the separation of the helicopter and the aeroplane aspects of this TWG and whether this would simplify the process. Mr Crosthwaite briefed the Panel on the context and developments to the various flight instructor ratings and multi-engine helicopter projects underway. Specifically, the drafting instructions and construct of the multi-engine helicopter rating are in progress and a plain English version will be provided to explain the complexities more easily. It was noted that progress is being made towards improving the flight examiner rating to help alleviate industry shortages including recognition of prior learning process to better capture the ability and development of flight instructors.

## 8.2 TWG Status Update

The Chair requested an update and further information on the Part 67 TWG. The ASAP Secretariat provide an update on the TWG and advised the Chair that the project team is developing a Plain English Guide to go out to the industry.

<b>Action / Recommendation</b>	The ASAP:  <b>Recommends</b> The project team provides a paper on progress and proposed future consultations under Part 67.
--------------------------------	---

A Panel member raised concerns regarding the apparent time lapses between meeting of the TWGs. She noted that some groups have had long breaks in between meetings and so some tasking instructions have been updated.

The Chair noted that the RPAS registration project had been closed but the report showed the TWG as remaining active. The Panel also queried how long projects can be on hold for.

The Panel requested information regarding the on-hold Part 138 TWG to ascertain CASA's intentions with the project moving forward.

It was noted that the Night Vision Imaging System (NVIS) TWG was still engaged in further consultation and tasked the Secretariat to find and provide further details on this.

<b>Action / Recommendation</b>	The ASAP:  <b>Recommends</b> The Secretariat request further explanation from the CASA leads on all projects that are currently "on hold" or have not met for a considerable period.
--------------------------------	--

## 8.3 Feedback on Co-development Approach to Industry Consultation

Dr Clothier spoke to the paper provided to the Panel. The Panel was advised that the ASAP list of experts on RPAS was not sufficient, as the RPAS area has a wide range of members/experts with different specialisations. A range of industry members were contacted to become involved.

Dr Clothier advised the Panel that, for the same reason, creating sub-working groups was necessary to address the broad scope of work within RPAS areas of operation. However, he acknowledged that such a model created additional work for the Secretariat. Even though there were challenges in the process, it was a good model in a broad TWG that touched on a lot of areas, such as this one. The Chair advised that it also allowed wider industry participation through involvement of more industry members.

#### 8.4 General Aviation (GA) workplan

Mr Marcelja briefed the Panel on the Workplan which aimed at enhancing the regulatory settings within GA, although dates and deadlines for implementation were still subject to change. CASA remains committed to making genuine positive reform to reduce industry burdens.

Mr Marcelja asked the Panel to provide information on anything that they believed was missing from the briefing paper.

The Chair asked where the idea for the paper originated. In response, Mr Marcelja advised that this was driven by information from the GA industry about the limitations of the current situation.

Further discussions were held around the topic of regulatory reform in GA. It was agreed that bureaucratic processes could be improved without compromising safety outcomes and consultative methods would be reviewed.

Panel members felt that the current plan was a move in the right direction for the GA sector, although a Panel member pointed out that any new requirements should consider the burden on industry to avoid potential anxiety for operators who may not be able to afford significant changes if required.

The ASAP agreed that GA should be considered from a more holistic viewpoint, given its integral role in the wider industry.

#### 8.5 Other General Items

i) A Panel member raised the recent issues related to 5G interference and the concerns raised in the United States regarding aircraft operations. While in Australia this was not noted as a significant problem, it did present issues for Australian aircraft operating to and from foreign destinations, such as the United States, where this was a significant issue for the FAA. Communication spectrums are an emerging risk. CASA needs to monitor what is happening in other jurisdictions to ensure that we understand and comply with international approaches and the ASAP questioned what CASA's method of monitoring will be.

ii) Another Panel member added the auctioning of allocated spectrum bands will impact aviation going forward and further risk assessment is required both within Australia and internationally. This effects on air navigation may be wide-ranging and safety-critical aviation infrastructure must be protected.

iii) Mr Marcelja noted that the instrument for Community Service Flights was due to expire next week and that an improved instrument would be issued on March 18.

iv) A Panel member raised concerns about CASA's continuous improvement mechanisms. They stated that CASA staff had advised industry members that there were no internal mechanisms available for staff to suggest or facilitate change or continuous improvement and highlighted that industry complaints appear to be the primary driver of change at present.

Patrick Murray  
Chair  
March 2022

## **CHAIR**

---

Prof Patrick Murray

## **ATTENDING PANEL MEMBERS**

---

Mr Stuart Aggs

Dr Reece Clothier

Mr Ray Cronin (Via Video link)

Ms Adrienne Fleming

Mr John Gissing

Mr Mark Thompson

Mr Mark Awad

Mr Malcom Sharp (Via Video link)

Mr Andreas Marcelja (CASA Representative)

Mr Chris Monohan (CASA Representative)

## **OBSERVERS**

---

Matthew Di Toro      Executive Officer  
Civil Aviation Safety Authority

Kirstie Winter      ASAP Secretariat  
Civil Aviation Safety Authority

Mwala Puteho      ASAP Secretariat  
Civil Aviation Safety Authority

Mr Warwick Wearing      Policy Officer, Safety and Future Technology  
Department of Infrastructure, Transport, Regional Development  
and Communications

Mr Tim Watling      Policy Officer, Safety and Future Technology  
Department of Infrastructure, Transport, Regional Development  
and Communications

Mr Pradeep De Silva      Policy Officer, Safety and Future Technology  
Department of Infrastructure, Transport, Regional Development  
and Communications