



AVIATION SAFETY ADVISORY PANEL MEETING AGENDA

Location:	CASA Sydney Office - Level 2 Centennial Plaza (Tower A), 260 Elizabeth Street
Time:	Thursday 29 June 2023, 12:00 – 17:00 AEST

Items

Opening	MEETING DECLARED OPEN	<i>Chair</i>
Item 1.	REVIEW OF ACTION ITEMS <i>A review and status update of any open action items from previous meetings.</i>	
1.1	Approval of Previous Meeting Minutes	
Item 2.	PRIORITY SAFETY MATTERS <i>Agenda items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>	
2.1	Aerial Work Passengers	<i>Mr Ray Cronin</i>
Item 3.	STRATEGIC SAFETY INITIATIVES <i>Discussion of broader strategic safety initiatives to provide advice to the CEO/DAS on their prioritisation.</i>	
3.1	Drone Registration	<i>Dr Reece Clothier</i>
Item 4.	EMERGING RISKS AND AREAS OF INTEREST <i>Aviation safety related emerging risks or areas of interest for discussion and/or notice.</i>	
4.1	RPAS/AAM Regulatory Roadmap Update	<i>CASA</i>
4.2	Regulatory Oversight Division (ROD) Briefing	<i>Ms Karen Blair and Mr Rob Walker</i>
4.3	Aviation Related Budget Measures	<i>Ms Naa Opoku</i>
Item 5.	POLICY AND PROJECT PROPOSALS <i>Proposals to commence activity on a significant piece of work (including Technical Working Groups (TWG), etc).</i>	
5.1	Flight Operations suite – standing agenda item	<i>Mr Roger Crosthwaite</i>
Item 6.	OTHER BUSINESS	
6.1	Update of 5G Spectrum Interference	<i>Dr Reece Clothier</i>
6.2	Australian Future Airspace Framework (AFAF) Update	<i>CASA</i>
6.3	Secretariat Update – standing agenda item	<i>ASAP Secretariat</i>

Item 7. NEXT MEETING

Chair

Item 8. CLOSE

Chair

OPENING

The Chair welcomed Aviation Safety Advisory Panel (ASAP) members to the second ASAP meeting of 2023 and acknowledged the Gadigal people, the traditional owners of the land on which the meeting was held.

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

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

1. REVIEW OF ACTION ITEMS

2019-1/5 - Closed

The ASAP sought an update from the Department on initiatives to address aviation workforce shortages.

The Department noted that numerous government departments are collaborating to resolve skill shortage issues in Australia. This is impacting many industries, including aviation. Licensed Aircraft Maintenance Engineers (LAMEs) are now formally recognised as being in shortage which will assist foreign LAMEs to obtain Visas to work in Australia. This would complement the proposed amendments to Part 66 to permit modular licensing to make working in Australia more accessible for foreign LAMEs.

The Department added that several initiatives will be included in detail within the Aviation White Paper. The Department is currently reviewing feedback received in the development of the Green Paper and expects the Green Paper to be released in the coming months. The ensuing White Paper will consider future workforce requirements, with an emphasis on the transition to new technologies, and barriers (such as the financial impost of aviation training) impacting current training pipelines.

The Panel members noted that there should not be an expectation that shortages can be alleviated by recruiting from overseas or the military given the aviation industry globally is experiencing personnel issues, as is being reiterated by key international industry associations. The ASAP also emphasised that this is a matter of high priority as workforce shortages pose an underlying safety risk. Future updates on this matter will be requested through an agenda item.

2020-3/1 - Closed

The Department updated Panel members on progress of the Emerging Aviation Technology Partnerships (EATP). Applications are currently being accepted for round 2 of the program and outcomes should be known this year. Progress reporting after round 1 is underway, with the aim of sharing updates on the various projects with industry.

One panel member queried CASA's role in application assessment, as it is an opportunity to progress projects that align with the regulatory roadmap. The Department confirmed that CASA does assist the Department with technical expertise in the assessment process. The Panel felt that EATP assessment process should also consider the opportunity to channel industry expertise and efforts into projects aligning with CASA's priorities.

2021-4/1 – In progress

This is a standing action item to give CASA an opportunity to brief the ASAP on new innovations or initiatives to improve aviation safety.

CASA is working closely with other government agencies and departments to ensure consistent messaging and timing. This helps to inform various initiatives, such as topics of focus for safety promotion and education activities.

There was discussion on the regulatory sandbox concept. The ASAP suggested CASA could better engage and encourage industry to utilise this concept. CASA is also continuing to make grants and scholarships available to industry that focus on safety innovation. The Panel emphasised the need to ensure the flight operations reform progresses, as although there may be some challenges for industry, it will have a positive impact on safety, particularly for smaller operators.

2021-4/4 – Closed.

The Department briefed the Panel on changes to the Drone Rule Management System (DRMS) and Drone Registration Program (DRP).

The Department advised the Panel that the DRP had been delayed. The Department worked closely with CASA and other agencies throughout the decision-making process. It was reiterated that the DRP had been delayed, not cancelled, until there is a settled policy scope and clearly established benefits. The Panel highlighted that any impost on industry, such as costs, needs to be considerate of and appropriate to the risks being mitigated. It needs to be clear what issue/s the DRP will try to solve, noting that the industry has evolved and matured since the DRP was first proposed.

In relation to the DRMS, the Department advised that an online map and digitised rules are being developed so relevant users can see the drone rules for their specific location. The guidelines of the program are being consulted so drone users are aware of privacy considerations relevant to them.

2022-1/4 – In progress

CASA will continue to update the ASAP as its aviation mental health plan progresses.

2022-3/2 – Closed

CASA has responded to the ASAP advice related to incorporating Upset Prevention Recovery Training (UPRT) into ab-initio pilot training. The matter is being considered by the Aviation Policy Unit (APU). The FCL TWG will have an opportunity to provide industry input on the matter, including both cost considerations and implementation (related to simulator capability and resourcing for relevant aircraft types). The ASAP reinforced the need for UPRT, especially for smaller operations and ab-initio pilots, as it is a leading cause of accidents. The Panel also raised that further discussion is warranted on CASA's workplan prioritisation process, given there is currently high-level input from the APU and ASAP.

2022-3/4 – In progress

The ASAP is awaiting a formal response from the advice provided in October 2022.

2023-1/1 – In progress

The Chair is liaising with CASA and the Secretariat to determine how an expert industry reference group could be best utilised. The Panel noted that industry is concerned about the current assessment process of Fatigue Risk Management Systems (FRMS). The Panel members will provide suitable recommendations of an initial reference group focused on fatigue management and human factors more broadly. The need for genuine, impartial expertise was emphasised, particularly for this topic, as safety considerations and industrial disputes can sometimes be conflated. The Panel members believed the current fatigue management ruleset (CAO 48.1) was mature enough to warrant a post-implementation review. This will allow consideration of evolving operator requirements and scientific recommendations.

2023-1/4 – In progress

CASA's APU will regularly engage with and update the ASAP on its list of priorities.

2023-1/5 – Closed

The Panel raised concerns around the lack of progress CASA has made in implementing its regulatory philosophy since the ASAP provided its report to the DAS. CASA has escalated this body of work to the Board and has made progress in actioning the recommendations of the report. In CASA's ROD all manuals are being updated to ensure the philosophy is embedded in policies and procedures, not simply included as a preface, and ROD has implemented a peer review approach to ensure consistency and fairness in its operations.

It was reinforced that although the update of manuals is important, it is more important that the philosophy is evident and embedded in the minds and actions of individuals, and the culture of the entire organisation. Some Panel members queried how this process would be measured and whether it would be shared with industry.

2023-1/7 – In progress

The Panel is working with a key industry association and the major airlines to help facilitate a Head of Operations course, with the aim of maintaining and raising industry standards when individuals with lower experience levels may be elevated to these positions due to workforce shortages. CASA also noted it would help and provide subject matter expertise to assist in the development of the course content. The course would aim to be similar to a successful program used in the aerial application sector.

2. PRIORITY SAFETY MATTERS

2.1 Aerial Work Passengers

A Panel member raised that much of the aerial work industry, particularly the aerial firefighting sector, believe amendments are required in Parts 133 and 138 to clarify issues around passenger carriage. CASA noted that this is currently a priority being addressed by the APU.

The Panel advised that there would be overall community benefit if these matters were clarified and queried how CASA considered factors that are in the national interest but may be outside of aviation safety. The Panel also viewed that given most aircraft types in use for these operations are high-performance and multi-engine, and that provisions have been created for aeromedical operations previously, a clearer definition of emergency services operation and expanded operational privileges in these circumstances may be appropriate.

There was discussion around the most appropriate passenger classification for emergency services personnel given they can be informed of applicable risks.

CASA stated it was committed to working with operators if there is a need to do something different than current rules if equivalent or acceptable safety measures are in place. It also noted that significant work is being done across the organisation to lift standards in the aerial firefighting sector. The ASAP acknowledged that the matter is currently with the APU, it needs to be comprehensively considered to avoid unintended consequences. An example of this would be the use of older aircraft and equipment to sidestep performance requirements during certain operations.

The Panel considered whether this issue could be utilised as part of the regulatory sandbox and will proceed with recommendations from the submitted paper, emphasising the priority of the matter given the positive impact possible to the wider community.

Action/ Recommendation	<p>The ASAP:</p> <p>Recommends that CASA reexamines the definition of aerial work operations and the associated carriage of aerial passengers to include:</p> <ol style="list-style-type: none"> 1. the carriage of emergency services personnel who immediately after landing or immediately prior to take-off, are performing first responder emergency service tasks in a hostile or time sensitive environment; or 2. the carriage of emergency services firefighting personnel who immediately after landing or immediately prior to take-off, are performing direct emergency firefighting tasks in a hostile environment. <p>The ASAP also recommend CASA reexamine the carriage of more than 9 aerial work passengers under the definition above; or re-visit the performance requirements mandated for this type of air transport operations. Like medical transport operations (MTO) under Part 133, an option could be to increase the scope of a MTO to include an emergency services transport operation. The ASAP also feel CASA should incorporate overall community benefit in its policy considerations.</p>
-----------------------------------	---

3. STRATEGIC SAFETY INITIATIVES

3.1 Drone Registration

ThSe DRP was discussed as part of action item 2021-4/4 and as a result it was agreed that the recommendations from the original paper would not be actioned. The Panel instead recommended the future DRP be considered from a risk profiling perspective by clearly establishing what risks it will mitigate. This risk profile should be developed with industry involvement. It was discussed that the original design of the DRP, to enforce recreational user registration, is unlikely to have the intended benefit based on the current sector risk profile.

A panellist raised that there will be a challenge in capturing the relevant data in the situations that pose a risk as government's current efforts concentrate on capturing this data around airports. It was also noted that while technology for drone monitoring is improving, there are still challenges, particularly for different drone types and manufacturers.

The efforts to build a risk profile by capturing suitable data also needs to align with a drone safety education program. While these programs have been successful historically, CASA is looking to refine and improve their approach.

It was also added that new technologies, such as remote identification, influence the overall need for a DRP. The Panel considered its recommendations and future actions towards the DRP a high priority given the number of operators and the possibility of new issues arising. It was also noted that if a safety case is presented and the DRP progressed, a cost recovery scheme will be required unless the government funds the program.

4. EMERGING RISKS AND AREAS OF INTEREST

4.1 RPAS/AAM Regulatory Roadmap Update

Work is continuing to progress in relation to the RPAS/AAM Regulatory Roadmap – out of 31

initiatives, 17 have been completed or are in progress. It was acknowledged that the roadmap will need updating and that the rate of progress in emerging sectors can be challenging to predict.

Dr Clothier said the sector continues to progress positively, particularly for beyond visual line-of-sight (BVLOS) operators. He suggested there is a need for a path away from specific operational risk assessments and towards a standardised rules-based model.

4.2 Regulatory Oversight Division (ROD) Update

The Panel were briefed on recent changes to CASA's ROD. CASA acknowledged the challenging process for industry as ROD has evolved to its current national operating model that incorporates local team managers. This has helped to remove inconsistencies, whilst capitalising on local knowledge and relationships. CASA noted that efficiency has improved as teams no longer need to learn the details of new operators for every assessment. The national part of this model also ensures consistency for all applications and a redundancy if local subject matter experts are unavailable.

Mr Walker informed the Panel that CASA had also focused on improving standardisation in its surveillance with its newly developed National Oversight Plan (NOP). CASA's renewed approach involves bespoke continuums for each sector that provide specific areas of focus and improvement to help operators move towards best practice for their specific type of operations. He added that these continuums will inform CASA's focus for safety education and assist when actively considering how safe an operation is. Mr Walker noted that once the system matures, it will be shared with industry so that they can be better aware of trends. A paper will be provided to Panel members on the new approach.

4.3 Aviation Related Budget Measures

The Department updated the Panel on aviation-related outcomes from recent budget announcements. The outcomes include a focus on sustainability and emissions reduction, remote airstrip improvements and airport infrastructure. The international passenger movement charge has also increased and the EATP has been extended.

5. POLICY AND PROJECT PROPOSAL

5.1 Flight Operations Suite – Standing Agenda Item

CASA updated the Panel on the flight operations regulations transition and advised that the transition timeframes have been extended from 3 years to 5 years. Following the work on implementation of the flight operations and the engagement with industry, CASA viewed that the extension would assist industry to comply and successfully gain the intended safety benefits of the new regulations. The extension would also assist CASA by extending the time for an appropriate assessment of each application.

The impact of this transition is more significant for smaller operators. CASA suggested that materials, such as training and checking manuals and human factors training, could be shared by multiple operators with similar operations to reduce the overall burden on any one organisation. Again, the Panel stressed that industry engagement was important. A panel member agreed that smaller operators are more impacted by the changes and enquired about alternative approaches for small operators and suggested the use of Part 141 training organisations. CASA and the ASAP will continue discussions on this suggestion.

The Panel queried if early adopters of the new regulations have been penalised and whether early adoption was still encouraged. They also noted that the transition will bring safety benefits and that CASA needs to ensure it does not delay these unnecessarily. CASA confirmed that it will encourage operators to transition early and will facilitate accordingly.

6. OTHER BUSINESS

6.1 Update of 5G Spectrum Interference

An ASAP member noted that the recent update provided to industry in relation to the allocation of 5G transmission is positive and recognised the proactive action of both CASA and other government departments involved. The Panel noted that this was an appropriate safety outcome, and that other jurisdictions are not being so prudent. It was also highlighted that as technology evolves and new equipment may be required to mitigate 5G interference concerns, early industry engagement will be essential given workforce and supply chain challenges.

The Panel raised that further mitigations may be required for helicopter and smaller operators. Their view was that the key safety considerations for CASA in relation to 5G transmission allocation are the bandwidth/frequencies that remain protected for aviation and how long the implementation period will be if industry are required to make changes.

The ASAP were encouraged by CASA's work on this matter, with the Chair writing to the CEO/DAS to commend the proposed allocation of 5G transmission bands by the Australia Communications and Media Authority. The Panel also noted the continued willingness of industry to provide expertise and data as needed on any future technical work.

6.2 Australian Future Airspace Framework (AFAF) Update

CASA noted that progress in developing the AFAF has slowed. The primary focus of CASA's airspace resources has been on managing the service variations within Airservices. The AFAF will utilise improved traffic monitoring to analyse the short- or long-term requirements of specific sections of airspace. The technology will better consider visual or instrument operations, as well as rockets and unmanned aerial systems. CASA will also provide a paper to brief the Panel on the AFAF.

It was also noted that the AFAF may be considered as part of the government's Green Paper. The Panel reiterated that there is significant industry interest in the progress and that the TWG should be more regularly updated.

6.3 Secretariat Update – Standing Agenda Update

The Secretariat provided an update on several active TWGs. There was discussion on the role of the ASAP and CASA in determining TWG membership and ensuring suitable behaviour in TWG meetings. The Panel considered how the value of each TWG should be determined, and acknowledged the benefits of having an issues register for each project a TWG is involved with.

7. NEXT MEETING

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

8. CLOSING

The Chair of the panel thanked all Panel members and invited guest speakers. The meeting was adjourned at 16:15.

Patrick Murray

Chair

July 2023

CHAIR

Prof Patrick Murray AO

PANEL MEMBERS

Mr John Gissing

Dr Reece Clothier

Dr Tarryn Kille

Mr Mark Thompson

Mr Ray Cronin

Ms Adrienne Fleming

Ms Shannon O'Hara*

Mr Stuart Aggs*

Mr Andreas Marcelja* (CASA Representative)

Mr Chris Monahan (CASA Representative)

**Denotes members unable to attend the meeting*

OBSERVERS

Ms Naa Opoku	Assistant Secretary Department of Infrastructure, Transport, Regional, Development, Communications, and the Arts
Mr Matthew Di Toro	Section Manager Industry Consultation and Government Engagement Civil Aviation Safety Authority
Ms Ann Redmond	Acting Executive Manager Stakeholder Engagement Civil Aviation Safety Authority
Mr Chace Eldridge	ASAP Secretariat Civil Aviation Safety Authority