



**Australian Government**

**Civil Aviation Safety Authority**

# **CASA Statement of Intent**

## **2023-2025**

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# CASA Board Statement of Intent 2023-2025

In response to the Statement of expectations for the period 1 July 2023 to 30 June 2025.

## Overview

The Civil Aviation Safety Authority (CASA) will adhere to the Civil Aviation Act 1988, the Airspace Act 2007, the Public Governance, Performance and Accountability Act 2013 (PGPA Act) and any other relevant legislation when performing its functions and exercising its powers. CASA will continue to operate in an efficient, effective, economical and ethical manner that is consistent with applicable Government policies.

CASA's Board and staff will comply with CASA's Values and Code of Conduct directive which is consistent with the Australian Public Service Code of Conduct.

## Governance

CASA will maintain better practice governance arrangements in the way it manages its operations and day-to-day operational, policy, financial, personnel and administrative activities, as detailed in the Government's deregulation agenda and Regulator Performance Guide.

The Board and Chief Executive Officer/Director of Aviation Safety (CEO/DAS) will make decisions and act collegiately in accordance with their legislated responsibilities to ensure that CASA performs its functions in a proper, efficient and effective manner, and complies with directions given by the Minister under section 12B of the Act. Accordingly, the CASA Board will set the strategic direction and take responsibility for risk management and corporate planning, and the CEO/DAS will manage CASA's operations and organisational capacity, along with the performance of its statutory functions.

CASA will promptly alert you and the Secretary of the Department of any event or issue that may materially impact CASA's operations. CASA will also advise you of any submissions, major media releases or speeches and other information for which the Government is accountable to the Parliament.

The Board will continue to actively promote effective communication and engagement between CASA and its stakeholders. This will include hosting 'meet the Board' events to allow industry representatives to speak to the Board and CASA about important issues. A summary of matters discussed at each Board meeting will be published within 20 business days of the date of meeting.

In relation to both perceived and actual conflicts of interest, the Board has in place processes, including:

- a conflict of interest policy published on the CASA website



- declarations of Material Personal Interest, and
- a conflict-of-interest register

In accordance with good governance practices, the Board continues to review and uplift its conflict management and corporate governance policies on at least an annual basis.

CASA will perform its functions consistent with Australia's international obligations, including Australia's obligations under the Convention on International Civil Aviation (Chicago Convention).

CASA will work to support Government policy, particularly its deregulation agenda and act consistently with the principles of the Government's Regulator Performance Guide. To do this, CASA will balance the benefits of reducing regulatory burden on the aviation sector while helping ensure the delivery of aviation safety and public interest outcomes.

In doing so, CASA will consider the economic and cost impact of the standards CASA sets, and the differing risks associated with different sectors of industry.

CASA will provide you with a corporate plan which sets out our performance metrics, and an annual performance statement which reports against these metrics.

An additional focus for the Board will be to ensure the culture of CASA reflects the Government's expectations to support a safe and sustainable aviation sector.

## Strategic direction and manner of performance

CASA will regard the safety of air navigation as the most important consideration, in accordance with its legislative obligations and will perform its functions in accordance with all applicable legislative requirements.

CASA will manage resources in accordance with its financial position and workforce plan, following best practice principles and guidelines and its Board and staff will adhere to the Code of Conduct and CASA Values.

CASA will maintain its role as a world leader in aviation safety and will fulfill its commitments in the Asia-pacific region.

CASA will make publicly available through publication on the CASA website, its regulatory philosophy and implementation approach in accordance with that philosophy.

The table below sets out how CASA will address the expectations in relation to our regulatory approach, the Government's key initiatives and our approach to stakeholder engagement and we will provide you with quarterly updates on progress focused on matters with clearly articulated deliverables.



# Key Initiatives

Statement of Expectations (SoE)	Statement of Intent (Sol)
<p><b>(a) release an exposure draft of proposed regulations for industry and stakeholder consultation before draft regulations are submitted to me for consideration, unless the matter is urgent, and/or any delay would impact on aviation safety.</b></p>	<p>(a) CASA will release an exposure draft for industry and stakeholder consultation for all proposed regulation changes, unless an urgent matter arises that impacts aviation safety.</p>
<p><b>(b) by 30 September each year, provide me with a forward annual regulatory program, including a report on how industry and stakeholder views have been considered.</b></p>	<p>(b) Following engagement with industry through the Aviation Safety Advisory Panel, CASA will annually submit to you its forward regulatory program, setting out CASA's regulatory priorities.</p>
<p><b>(c) fully consider the impact of new regulations on general aviation, and rural and remote regions.</b></p>	<p>(c) CASA will continue to consider the impact of new regulations on general aviation, and rural and remote regions.</p>
<p><b>(d) work with Airservices Australia and the Department of Defence to develop and implement the OneSKY project, through timely approval and certification, in addition to the continuing regulatory oversight of Australia's existing air traffic management system.</b></p>	<p>(d) CASA is committed to supporting Airservices and the Department of Defence by providing timely approvals, certification, and regulatory oversight to support the implementation of OneSKY. CASA will continue to provide regulatory oversight of Australia's existing air traffic management system.</p>
<p><b>(e) work with the Department and Airservices Australia to enable the integration of Remotely Piloted Aircraft Systems (RPAS) and Advanced Air Mobility (AAM) into Australian airspace by providing regulatory oversight of the safety aspects of unmanned aviation operations.</b></p>	<p>(e) CASA will work with the Department and Airservices to ensure the integration of RPAS into Australian airspace including overseeing the safety aspects of remotely piloted aircraft operations, including progressing the initiatives in the National Emerging Aviation Technologies policy statement.</p>
<p><b>(f) support the development and implementation of a new Flight Information Management System (FIMS) to underpin Australia's Unmanned Traffic Management (UTM) ecosystem, through regulatory oversight and review.</b></p>	<p>(f) CASA will provide timely regulatory review services in the development and implementation of a new Flight Information Management System (FIMS).</p>



**(g) provide regulatory oversight for major aerodrome infrastructure projects, including significant new runway projects, as well as advising me and the Department on leased federal airport developments.**

(g) CASA will conduct regulatory oversight for major aerodrome infrastructure projects and provide comprehensive and timely advice to the Minister and Department regarding developments at federal leased airports.

**(h) apply sufficient resources to the regulatory oversight of the development of Western Sydney Airport and associated airspace, noting the Government's stated intent of having the airport open to traffic by the end of 2026.**

(h) CASA will provide appropriate resourcing to its regulatory oversight for the development of Western Sydney Airport and associated airspace to support the safe and on-time delivery of the project.

**(i) share safety information consistent with the Safety Information Policy Statement agreed with the Australian Transport Safety Bureau (ATSB).**

(i) CASA will continue to share safety information with the ATSB in line with the agreed Safety Information Policy Statement.

**(j) work with the Department and Airservices Australia to modernise airspace management and lead the development of the Australian Future Airspace Framework.**

(j) CASA will work with the Department and Airservices to modernise airspace management, including leading the development of an Australian future airspace framework that is consistent with the Government's objectives.

**(k) work with Geoscience Australia and Airservices Australia to implement satellite-based augmentation systems in the aviation environment.**

(k) CASA will work with Geoscience Australia and Airservices to ensure the safe and timely implementation of satellite-based augmentation systems in the aviation context.

**(l) work with the Australian Space Agency to advance Australia's space policies and industries.**

(l) CASA will work with the Australian Space Agency on the advancement of Australia's space policies and industry through timely decision making and the provision of advice.

**(m) work closely and constructively with the Department on the Review of Operations and Financial Sustainability of Australia's Transport Safety and Investigatory Bodies announced in the 2023-24 Budget and to advise the Government on CASA's long-term funding with a view to ensuring CASA's ongoing financial viability, while minimising the aviation industry's regulatory costs.**

(m) CASA will work with the Department on the review of operations and the financial sustainability, taking into account CASA's ongoing financial viability, while minimising the aviation industry's regulatory costs.



**(n) work with the Department to pursue appropriate mutual recognition and bilateral arrangements to support the recognition of Australian designs, innovation and certification internationally, and to minimise red tape in transitioning between jurisdictions, such as the automatic recognition of licences and approvals.**

(n) Building on activities already underway, CASA will continue to work with the Department to progress appropriate mutual recognition and other bilateral arrangements.

**(o) identify ways to promote the provision of flight instruction and related services, including in remote and regional areas of Australia, and as an export industry.**

(o) CASA will work to develop paths or clarify existing capabilities to ensure flight instruction is available with particular emphasis on how this is enabled across the entire aviation spectrum, with a particular focus on general aviation, and across the diversity of operating locations.

**(p) support the Department in preparing and implementing the Government's Aviation White Paper to set the long-term policies to guide the next generation of growth and innovation in the aviation industry**

(p) CASA will work with the Department of the development of the Aviation White Paper.

**(q) apply sufficient resources to the Office of the Industry Complaints Commissioner within CASA and give due consideration to all findings and recommendations made by that Commissioner.**

(q) CASA will ensure that the functions of the Industry Complaints Commissioner are resourced appropriately and will give due consideration to all findings and recommendations made by the Commissioner.

**(r) undertake regular surveillance activities pursuant to paragraph 9(1)(f) of the Act and provide regular summaries of surveillance activities to me and the Department.**

(r) CASA's National Surveillance Program ensures systematic and responsive surveillance capability to address ongoing and emerging safety issues. CASA will include regular summaries of the outcomes of this surveillance activity in our Accident, Incident and Surveillance reports.



# Stakeholder Engagement

Statement of Expectations (SoE)	Statement of Intent (SoI)
<b>(a) engage clearly, transparently and regularly with stakeholders regarding CASA’s activities and functions, including regulatory development.</b>	(a) CASA will engage and communicate clearly and regularly, both formally and informally and through a variety of mechanisms with stakeholders.
<b>(b) engage effectively with Government and each of the various sectors which comprise the Australian aviation community.</b>	(b) CASA will engage effectively with Government and the Australian aviation sector.
<b>(c) work closely with the Department and other agencies, including the ATSB, Airservices Australia and the Department of Defence, to deliver integrated and comprehensive safety advice to Government, the aviation industry and the community.</b>	(c) CASA will work closely with the Department and other agencies to deliver integrated and comprehensive advice to the Government and other stakeholders on issues affecting the regulation of aviation safety.

