



## AVIATION SAFETY ADVISORY PANEL MEETING MINUTES

<b>Location:</b>	<b>CASA Canberra Office – 18 Marcus Clarke St Canberra</b>
<b>Time:</b>	Friday 19 July 2024, 09:00 – 17:00 AEST

			<i>Indicative timing</i>
<b>Opening</b>	<b>MEETING DECLARED OPEN</b>	<i>Chair</i>	<i>0900</i>
<b>0.1</b>	Acknowledgement of Country	<i>Chair</i>	
<b>0.2</b>	Update from the Director of Aviation Safety	<i>Ms Spence</i>	
<b>0.3</b>	Update from the Department of Infrastructure <ul style="list-style-type: none"><li>Australian Airspace Policy Update</li><li>Aviation White Paper</li><li>Emerging Technology Update</li></ul>	<i>Mr Everist</i>	
<b>Item 1.</b>	<b>REVIEW OF ACTION ITEMS</b> <i>A review and status update of any open action items from previous meetings.</i>		<i>10.00</i>
	<b>Break - Morning Tea</b>		<i>10.45 – 11.00</i>
<b>Item 2.</b>	<b>EMERGING RISKS AND AREAS OF INTEREST</b> <i>Aviation safety-related emerging risks or areas of interest for discussion and/or notice.</i>		<i>11.00 – 12.30</i>
<b>2.1</b>	Aviation Medical – Mental Health Strategy	<i>Dr Manderson</i>	
<b>2.2</b>	Aviation Safety Scorecard	<i>Mr Roberts</i>	
<b>Item 3.</b>	<b>POLICY AND PROJECT PROPOSALS AND UPDATES</b> <i>Updates / Proposals to commence activity on a significant piece of work (including new TWGs etc)</i>		<i>12.30 – 1.30</i>
<b>3.1</b>	Flight Operations Regulations Implementation Update	<i>Mr Campbell Mr Rule</i>	
<b>3.2</b>	National Oversight Plan and Third-Party Surveillance	<i>Mr Bouttell</i>	
<b>3.3</b>	Upset Prevention and Recovery Training (UPRT)	<i>Mr Frearson</i>	
<b>3.4</b>	Business Transport Rules	<i>Mr Rule</i>	

<b>3.5</b>	Flight Examiner Rating Flight Tests Policy Update	Mr Crosthwaite	
	<b><i>Break – Lunch</i></b>		<b><i>1.30 – 2.00</i></b>
<b>Item 4</b>	<b>PRIORITY SAFETY MATTERS</b>		<b>2.00 – 3.30</b>
	<i>Agenda Items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>		
<b>4.1</b>	Forward Program and Emerging Areas of Interest		
	• General Aviation Workplan	Ms Redmond	
	• Forward Regulatory Program	Mr Thomas	
	• RPAS/AAM Roadmap	Mr Thomas	
	<b><i>Break – Afternoon Tea</i></b>		<b><i>3.30 – 3.45</i></b>
<b>Item 5</b>	Secretariat Update	Ms Tooke Mr Eldridge	<b>3.45 - 4.00</b>
<b>Item 6</b>	<b>OTHER BUSINESS</b>		
<b>6.1</b>	Any matters arising		
<b>6.2</b>	In-camera ASAP discussion	Chair	
<b>Item 7.</b>	<b>CLOSE</b>		<b>5.00</b>

## **OPENING**

The Chair opened the meeting and welcomed all attendees to the second Aviation Safety Advisory Panel (ASAP) meeting of 2024.

The Chair gave an opening address and noted the positive impact of the Panel on the relationship between the aviation community and CASA. The Chair acknowledged the immense contribution of Professor Murray, the outgoing Chair of the Panel, to Australian aviation in general and the ASAP in particular.

### **Agenda Item 0.2 - Update from the Director of Aviation Safety**

The Director of Aviation Safety (DAS) updated the Panel on current CASA focuses, which include:

- CASA's short and long-term planning approach
- achieving the safety benefits of the Flight Operations Regulations
- continuous improvement to CASA's risk-based approach to surveillance
- improving the delivery of service standards
- lifting the capability of the organisation to carry out its required functions effectively through the strategic workforce plan
- refreshing the General Aviation Workplan
- further utilising the Aviation Safety Scorecard to ensure CASA's actions are evidence-based and regularly measured against international frameworks
- achieving effective regulatory reform with the resources available.

The Panel commented that CASA was well-managing significant amounts of change, but also acknowledged that all organisations are experiencing challenges with recruiting and retaining suitably qualified personnel.

### **Agenda Item 0.3 – Update from the Department of Infrastructure**

An update was provided on the Australian Airspace Policy, Aviation White Paper and Emerging Technology.

- The Aviation White Paper has been developed with extensive industry consultation and is due to be released soon.
- The Panel queried the process for establishing policy relating to integrating new technologies within the Australian airspace. There is a wide range of views on the integration of new technologies within the industry, and there should be an appropriate forum for these views to be discussed.

### **Agenda Item 1 – Review of Action Items**

<b>2022-1/4.</b>	This item was addressed through agenda item 2.1.
<b>2022-3/4</b>	A letter was provided to the Chair and will be shared with the wider Panel. Progress to be decided out of session.
<b>2023-1/1</b>	<p>This item relates to a proposal to establish Expert Industry Reference Groups. CASA noted the benefit of having regular connections with industry experts.</p> <p>The Panel also agreed that there was an opportunity to utilise the expertise of the many individuals who had expressed interest in participating in TWGs. It could provide both CASA and the ASAP with a means of getting advice when a TWG, which is usually more associated with regulatory change, is not required. However, several Panel members raised that the TWG process ensures a balanced view – comparatively, seeking counsel from individual experts could provide a less balanced view. Ultimately, there can be value in getting individual opinions, but it should not undermine the TWG process.</p> <p>CASA will incorporate these ideas in the revised ASAP Terms of Reference and will share these with the Panel.</p>
<b>2023-1/7</b>	CASA is currently developing a needs analysis, competency mapping and training programs for key personnel, beginning with the Head of Flying Operations. The Panel will be updated at the next ASAP meeting.
<b>2023-3/3</b>	This item was addressed through agenda item 3.2.
<b>2023-3/4</b>	There was some discussion on the progression of a regulatory sandbox concept. CASA stated that this was being developed and that feedback from other National Aviation Authorities, who had previously implemented a sandbox, was being considered. CASA will review its previous work and current status and provide the Panel with an update at the next meeting.
<b>2023-3/6</b>	The Panel agreed to delay establishing a TWG related to Obstacle Limitation Surfaces. An ICAO State Letter has been received and the relevant coordination across Government agencies is underway.
<b>2023-3/7</b>	The secretariat will continue to engage the process improvement group as needed.
<b>2024-1/4</b>	The item was addressed through agenda item 4.1.

### **Agenda Item 2.1 – Mental Health Strategy**

The Panel were briefed on the status of various initiatives underway that seek to improve pilot mental health and the way it is managed both by operators and regulators. The Panel appreciated the update and agreed that these changes are important.

### **Agenda Item 2.2 – Aviation Safety Scorecard**

The Aviation Safety Scorecard results were shared with the Panel. Although no risk trends were identified for air transport operations in a recent review, some trends were identified

in the instructional flying and non-air transport (private or aerial work) sectors. These results are being further considered.

The Panel thanked CASA for the briefing and wished to continue improving their understanding of how the metrics were standardised globally and how CASA used the information to improve in specific areas.

### **Agenda Item 3.1 - Flight Operations Regulations Implementation Update**

An update was provided on the implementation of various provisions of the Flight Operations Regulations. Current focus areas include the implementation of training and checking systems and rotorcraft performance provisions.

CASA has been actively engaging with the aviation community on the upcoming requirements. It was noted that some operators were submitting their systems for approval ahead of the deadline and that CASA wanted to work proactively with operators who may miss deadlines.

The rotorcraft performance class rules are also close to implementation. CASA also acknowledged the high workload for some operators related to regulatory compliance during this period of change. Implementation of safety management system and human factors/non-technical skills requirements is the next planned area of focus.

A Panel member suggested that the changes to rotorcraft performance class rules would negatively impact operations in critical areas (such as in fire and flood emergencies and the Antarctic region). CASA will work closely with the Australian Helicopter Industry Association (AHIA) to mitigate these concerns.

The Panel flagged that further industry involvement (TWG or similar) could be useful on both topics raised but stressed that this group would not target already settled rules.

***New Action (2024-2/1): Engagement between the AHIA and CASA on rotorcraft performance class changes and aerial work passenger carriage. Mr Cronin will also be involved in the discussions and will report back at the next ASAP meeting.***

The Panel also raised the commercial implications for operators who have implemented the new requirements by the original due date, or ahead of new deadlines. Anecdotal industry feedback indicated that operators who had not transitioned were not being penalised, and thus, there was little incentive for early submission.

### **Agenda item 3.2 National Oversight Plan and Third-Party Surveillance**

The revised National Oversight Plan forms part of CASA's effort for more consistent oversight and further standardised surveillance methodology across all surveillance activities. The Panel supported the risk-based and proportionate approach adopted by CASA.

The Panel reiterated their desire for industry participants to be able to see and utilise the data points and trends that CASA utilises. CASA is undertaking process development to

permit this in future. It was also clarified that the scheduled surveillance works in conjunction with both campaign and more random surveillance.

Another Panel member highlighted the need for inspectors, while conducting surveillance, to have appropriate guidance to understand and accurately assess the wide range of possible activities an operator may undertake, particularly when assessing smaller operators. This would also aid in the standardisation of inspectors. CASA acknowledged that it would like to share with industry what it is looking for during surveillance, like what has been done for Key Personnel assessments.

### **Agenda item 3.3 – Upset Prevention and Recovery Training (UPRT)**

The Panel discussed Upset Prevention and Recovery Training (UPRT) and the merit of developing additional guidance and/or regulatory pathways for the delivery of UPRT to a wider range of pilots. The Panel believed the matter should be referred to a TWG and will engage further with CASA to progress out-of-session. The consequences of any changes to pilot training should be considered, such as insurance implications for training organisations that begin undertaking new activities.

***New Action (2024-2/2):** CASA and the ASAP to work closely on the progression of any proposals. A TWG will also be established at the request of the ASAP.*

### **Agenda item 3.4 – Business Transport Rules**

CASA is seeking to establish a clearer regulatory framework for operations which currently exist as exempted air transport operations but had previously been considered private flights. A discussion paper will be provided to the ASAP with an initial proposal for these operations. This paper has also been circulated with the Australian Business Aviation Association (ABAA). The Panel's initial discussion indicated that a TWG may be required but that they will wait to review the discussion paper before progressing.

### **Agenda item 3.5 – Flight Examiner Rating Flight Tests Policy Update**

An update was provided on Flight Examiner flight tests and the drivers for permitting industry to conduct these tests directly. CASA recognised the need for continued improvement but also highlighted that other ongoing reforms should reduce the number of flight tests required by industry, and thereby should also improve examiner availability.

The current focuses of the ICAO working group on Flight Crew Licensing were noted. These include automation dependency, competency-based training and assessment models that challenge existing thinking around experience requirements, flight simulator certification, reduced flight crew in cockpits and electronic documentation.

Some Panel members have observed trends in large air transport operations of overreliance on automation from crew members. Future discussions on this topic should be informed by a clearer classification of what constitutes automated or manual flight and the graduation from one to the other. The Panel suggested that pilot training and

assessment may transition to become more personalised and evidence-based, and this may allow automation dependency to become a bigger training focus where appropriate.

## **Agenda item 4.1 – Forward program and Emerging Areas of Interest**

### ***General Aviation Workplan***

The refresh of the General Aviation Workplan was discussed with the Panel. Industry feedback has been considered as part of this refresh, including some new initiatives, and is now being finalised by CASA. The Panel also flagged Satellite-based Augmentation Systems as an area of future focus for CASA.

Additionally, the Panel noted that a future review of the pilot licensing scheme needs to be appropriately scoped and that any proposals relating to maintenance engineer licensing should consider the recognition of foreign licences.

### ***Forward Regulatory Program***

The Forward Regulatory Program (FRP) is a government requirement and helps CASA prioritise initiatives. The language used to capture these initiatives is being amended, where necessary, to list the desired outcome of the initiative, rather than listing the proposed regulatory change. The Panel suggested that the timing for publishing the FRP should be considered to allow changes based on other guiding documents, such as the RPAS/AAM Roadmap and the General Aviation Workplan.

### ***RPAS/AAM Roadmap***

The original Roadmap was developed with significant industry involvement. Industry input has again been sought during the review process. A TWG was requested to validate industry feedback and work through technical details. The Panel agreed to establish a TWG for the Roadmap review but would like to consider the proposed TWG membership further.

***New Action (2024-2/3):*** *The Panel and secretariat will work together to finalise the RPAS/AAM TWG membership and arrange the first TWG meeting.*

## **Agenda item 5 – Secretariat update**

The Panel were briefed on upcoming changes within the secretariat team, the current online document management system for Panel members and currently active TWGs.

The ASAP Terms of Reference are also being reviewed. This will be shared with the Panel as soon as practicable. Some of the proposed changes aim to more clearly capture the roles of the Panel and TWGs. Additionally, refinement of related processes will better reflect anticipated workload, and a more structured approach to identifying, prioritising and tracking issues will be explored.

## **7. NEXT MEETING**

The next ASAP meeting will be held on Wednesday October 30 in Melbourne.

## **8. CLOSING**

The Chair thanked all meeting attendees and closed the meeting at 1600.

Andrew Andersen

Chair

July 2024



## **CHAIR**

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Mr Andrew Andersen

## **PANEL MEMBERS**

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Mr Stuart Aggs

Dr Reece Clothier

Mr Ray Cronin OAM

Ms Adrienne Fleming OAM

Ms Shannon O'Hara

Mr Andrew Monaghan

Mr Mark Thompson

Ms Lea Vesic

Mr Andreas Marcelja (CASA Representative)

Mr Steve Campbell (CASA Representative)

Mr Matt Bouttell (CASA Representative)

## **OBSERVERS**

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Mr Kai Everist

Department of Infrastructure, Transport, Regional Development, Communications,  
and the Arts

## **SECRETARIAT**

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Danielle Tooke	Section Manager Industry Consultation and Government Engagement, CASA
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Ann Redmond	Branch Manager Industry and Government Engagement Civil Aviation Safety Authority
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Chace Eldridge	ASAP Secretariat, CASA
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