



AVIATION SAFETY ADVISORY PANEL MEETING AGENDA

Location:	CASA Melbourne Office – 720 Bourke Street, Melbourne
Time:	Wednesday 30 October 2024, 09:00 – 16:00 AEDT

			<i>Indicative timing</i>
Opening	MEETING DECLARED OPEN	<i>Chair</i>	09.00
0.1	Acknowledgement of Country	<i>Chair</i>	
0.2	Update from the Director of Aviation Safety	<i>Ms Spence</i>	
0.3	Department of Infrastructure update	<i>Ms Redmond</i>	
Item 1.	REVIEW OF ACTION ITEMS		09.50
	<i>A review and status update of any open action items from previous meetings.</i>		
	Break - Morning Tea		10.15 – 10.30
Item 2.	EMERGING RISKS AND AREAS OF INTEREST		10.30 – 12.00
	<i>Aviation safety related emerging risks or areas of interest for discussion and/or notice.</i>		
2.1	Aviation Medical – Safe Haven	<i>Dr Manderson</i>	
2.2	Data Sharing	<i>Dr Clothier</i>	
2.3	Aviation Safety Scorecard	<i>Mr Roberts</i>	
2.4	Recreational RPAS Analysis	<i>Mr Roberts</i>	
Item 3.	POLICY AND PROJECT PROPOSALS AND UPDATES		12.00 – 13.00
	<i>Updates/Proposals to commence activity on a significant piece of work (including new TWGs etc)</i>		
3.1	Flight Operations Regulations Implementation Update	<i>Mr Rule</i>	
3.2	Upset Prevention and Recovery Training (UPRT)	<i>Mr Rule</i>	

3.3	Satellite-Based Augmentation Systems (SBAS)	<i>Chair</i> <i>Ms Fleming</i>	
	Other CASA Updates:		
3.4	<ul style="list-style-type: none"> • Forward Regulatory Program • General Aviation Workplan 2.0 • Foreign LAME Recognition 	CASA	
	<i>Break – Lunch</i>		13.00 – 13.45
Item 4	PRIORITY SAFETY MATTERS		13.45 – 14.15
	<i>Agenda Items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>		
4.1	RPAS/AAM Roadmap Review Update	<i>Mr Thomas</i> <i>Dr Clothier</i>	
	<i>Break – Afternoon Tea</i>		14.15 – 14.30
Item 5	Secretariat Update	<i>Mr Eldridge</i> <i>Chair</i>	14.30 – 15.00
Item 6	OTHER BUSINESS		15:00 – 16:00
6.2	Any Matters Arising		
6.3	In-camera ASAP Discussion	<i>Chair</i>	
Item 7.	CLOSE		16.00

OPENING

The meeting opened at 09.00 am. The Chair welcomed all attendees to the third Aviation Safety Advisory Panel (ASAP) meeting of 2024.

Agenda Item 0.2 - Update from the Director of Aviation Safety

The Director of Aviation Safety (DAS) updated the Panel on current areas of focus for CASA, including:

- reviewing and implementing CASA-led initiatives from the Aviation White Paper
- refreshing the General Aviation (GA) Workplan
- progressing the Part 43 regulatory package
- achieving the safety benefits of the Flight Operations Regulations
- modernising CASA's service delivery platforms
- enhancing the capability of CASA's workforce.

The Panel was interested in the work underway to enhance the capability of CASA's workforce and suggested that with further automation and streamlining of service delivery processes, there may be increased capacity for more technical personnel. It was agreed that CASA would brief the Panel at the next meeting on its workforce planning approach.

New Action (2024-3/1): CASA to brief the Panel on its current approach to workforce planning and enhancing workforce capability at ASAP meeting 2025-1. This will include recent activities such as a technical workforce survey and supply/demand modelling.

The Panel also noted the progression of the Part 43 regulatory package and highlighted the importance of appropriate, ongoing risk management processes as the suite is implemented. This should form part of a wider effort to improve access to Licenced Aircraft Maintenance Engineers (LAMEs), particularly in regional areas and those who provide specialist services.

Agenda Item 0.3 – Update from the Department of Infrastructure

CASA noted the key initiatives in the Aviation White Paper in which it will be involved. The Panel spoke positively of the extension to the Automatic Dependent Surveillance – Broadcast (ADS-B) rebate program and the changes that came from industry feedback from the first round of the program.

The Panel will discuss the possibility of a future policy mandating ADS-B prior to any public consultation at the next ASAP meeting. ADS-B is an additional aviation safety risk control, albeit one of several, and could be a tool used to manage risk in increasingly busier airspace. Comparisons were also made between current airspace management in Australia and other international contemporaries.

New Action (2024-3/2): Reviewing current and future proposed ADS-B requirements will be an agenda item at ASAP 2025-1. CASA representative(s) from

inter-agency ADS-B working group to attend. Discussion to include an analysis of current data available and whether the rebate in its current form is appropriate.

Agenda Item 1 – Review of Action Items

2022-1/4	This item was addressed through agenda item 2.1.
2023-1/1	This item was addressed through agenda item 5.
2023-1/7	A key personnel training needs analysis and subsequent key personnel syllabus and training modules is being finalised. CASA to provide an in-depth briefing on this work at ASAP 2025-1.
2023-3/4	The CASA business area engaging with the sandbox concept will reach out to the relevant Panel members to inform a paper being drafted for ASAP 2025-1.
2023-3/6	CASA is reviewing internally the different options associated with the OLS modernisation project. It will soon look to engage with the ASAP and likely request a TWG.
2023-3/7	The secretariat will continue to engage the process improvement group as needed.
2024-1/4	CASA will update the Panel at ASAP 2025-1 with progress against the initiatives in the FRP.
2024-2/1	Relevant Panel members will engage with the AHIA subgroup associated with the rotorcraft performance class rules to draft a paper advising the Panel on how the transition is progressing.
2024-2/2	This item was closed. CASA will prepare a new, more detailed paper when there is more certainty of the proposed options to progress the matter and the role of the Panel is more clear.
2024-2/3	This item was closed and further discussed in agenda item 4.1.

Agenda Item 2.1 – Aviation Medical – Safe Haven

The Panel was briefed on the status of various initiatives underway, from different national aviation authorities, that seek to improve pilot mental health and the way it is managed both by operators and regulators. The Panel appreciated the update and sought further information on some international models, in order to provide CASA with informed advice around the risks of implementation in future. Panel members emphasised that a program to better manage mental health conditions for personnel in safety sensitive roles should be considered a high priority and progressed in parallel or ahead of other aviation medicine initiatives discussed.

New Action (2024-3/3): CASA will liaise with CAA NZ to brief the Panel on the progress and details of New Zealand's Safe Haven program. This is to occur out-of-session and will precede further ASAP advice on the matter.

Agenda Item 2.2 – Data Sharing

The Panel sought information from CASA to better understand its strategy to be a safety and data-informed regulator. There was discussion on some international models in place for safety data sharing. CASA outlined that the key benefit of these platforms was the ability for the State to have a more proactive and deeper understanding of trends and potential safety issues due to the amount of flight data available to them. This benefit can be difficult to measure, particularly in the short-term.

New Action (2024-3/4): The Panel will write to the DAS outlining its aims in better understanding CASA's safety data and data sharing strategy, requesting a briefing at ASAP 2025-1.

Agenda Item 2.3 - Aviation Safety Scorecard

The Aviation Safety Scorecard results were shared and discussed with the Panel. From a State safety perspective there is additional focus being placed on commercial aviation not related to air transport (aerial work sector) due to some trends identified through recent accidents and other data sources.

Agenda Item 2.4 - Recreational RPAS Analysis

The Panel was briefed on an analysis performed on incidents and accidents associated with recreational remotely piloted aircraft systems (RPAS). Overall, the risk of an incident is very low, with further research now being conducted on the possible consequences if a collision takes place and the risk profile of various aircraft types during a possible collision. The analysis focused on the Sydney area but may be repeated in other locations with suitable drone detection systems. The Panel looked forward to further updates and also noted that it may be worthwhile including data received through police and public reporting in future analyses.

Agenda item 3.1 - Flight Operations Regulations Implementation Update

Panel members were updated on progress of the flight operations regulations implementation transition. This included the status of training and checking systems submissions for Part 121 operators and the ongoing engagement with the rotorcraft sector on new performance rules. The Panel was supportive of CASA setting firm transition deadlines and also queried the appropriateness of current requirements for the 'Head of Training and Checking' position.

Agenda item 3.2 – Upset Prevention and Recovery Training (UPRT)

CASA is planning to engage with a range of industry stakeholders in a workshop in November 2024. This workshop will allow stakeholders to share their experiences on UPRT delivery within GA and better understand what is sought from CASA to continue improving this training. The Panel reiterated the importance of UPRT being conducted safely and appropriate risk-based justification for any proposed regulatory intervention. CASA will submit a more detail paper to the Panel when there is more certainty around the preferred options to proceed.

Agenda item 3.3 – Satellite-Based Augmentation Systems (SBAS)

The Panel discussed the need for GA's ability to utilise SBAS, when it becomes available in the coming years, to be reviewed and understood. This could be addressed through a focused technical working group (TWG).

Agenda item 3.4 – Priority Safety Matters

Forward Regulatory Program (FRP)

CASA has used previous ASAP feedback to improve the FRP to make it clearer and more easily understood. It demonstrates CASA's shift from rules-based deliverables to risk and policy-based initiatives. The Panel sought to be regularly updated on the CASA's progress with the initiatives, which was captured through action item 2024-1/4.

GA Workplan 2.0

CASA is continuing its refresh of the GA Workplan, incorporating some new activities and lessons learned from the original version. The Panel agreed that SBAS would not be an appropriate topic for the GA Workplan due to its wider ranging implications for all IFR operations.

Foreign LAME Recognition

CASA briefed the Panel on work undertaken to streamline the process of issuing Part 66 LAME licences based on foreign qualifications. CASA expects to seek ASAP advice later in 2024 on a more formalised proposal, which would encompass a Part 66 Manual of Standards amendment (that would require public consultation).

The Panel made several comments on the initial proposal, which will be formalised through a letter of advice to CASA. These comments centred around the need for timely implementation of any proposals designed to increase the number of operational LAMEs within Australia, as well as creating an additional pathway for foreign LAMEs to work within Australian approved maintenance organisations without the need for an Australian qualification – like the Certificate of Validation pathway available for pilots.

New Action (2024-3/5): The Panel to provide formal feedback on the initial proposal by 8 November.

Agenda item 4.1 – RPAS/AAM Roadmap Review Update

The Panel was updated on the progress of the RPAS and AAM Regulatory Roadmap Review TWG. There was positive feedback for the TWG's co-design methodology, and this extensive industry input could be extended to work within other sectors. The TWG members are satisfied with the outcome of the roadmap review, particularly the focus on initiatives rather than the regulatory intervention required (similar principle to the FRP), despite some challenges in sequencing some activities. The Panel will await receipt of the final TWG meeting report before providing any formal recommendations to CASA.

New Action (2024-3/6): The ASAP will provide any recommendations to CASA on the suitability of the roadmap by 11 November, following receipt of the TWG meeting report.

Agenda item 5 – Secretariat update

The Panel discussed its role in providing safety advice to CASA. Potential areas for improvement were outlined, given that CASA's focus on regulatory reform has reduced with the implementation of the majority of the flight operations suite. It was suggested that

ASAP advice that recommends what should be prioritised, and what CASA should commit more or less resources to, was particularly valuable. This aligns with previous conversations seeking a more strategic remit for the Panel.

Several enhancements to secretariat and TWG processes were also identified. This included the implementation of CASA and industry co-chairs for all TWGs moving forward, an appropriate combination of task-specific, shorter term TWGs and longer term TWGs that focus on broader topics (such as aerodromes) and appropriate recognition of industry members who volunteer to participate on TWGs.

New Action (2024-3/11): *The ASAP Secretariat will provide the Panel with revised draft of the ASAP Terms of Reference, reflecting the above changes, before ASAP 2025-1.*

7. NEXT MEETING

The next ASAP meeting will be held on Wednesday February 26, 2025 in Sydney.

8. CLOSING

The Chair thanked all meeting attendees and closed the meeting at 15.30.

Andrew Andersen

Chair

October 2024

CHAIR

Mr Andrew Andersen

PANEL MEMBERS

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 Joe Rule (CASA Representative)

SECRETARIAT

Sarojni Samy	Industry Consultation Coordinator, CASA
Ann Redmond	Branch Manager, Industry and Government Engagement CASA
Chace Eldridge	ASAP Secretariat, CASA