



AVIATION SAFETY ADVISORY PANEL MEETING SUMMARY

Location:	Virtual Meeting
Time:	Wednesday 3 September, 09:00 – 12:00 AEST

			<i>Indicative timing</i>
Opening	MEETING DECLARED OPEN	Chair	09.00
0.1	Acknowledgement of Country	Chair	
0.2	Opening remarks from ASAP Chair	Chair	09.00 – 09.15
0.3	Opening remarks from CEO/DAS	CASA CEO/DAS	09.15 – 09.20
Item 1.	REVIEW OF ACTION ITEMS		09.20 – 09.25
	<i>A review and status update of any open action items from previous meetings.</i>		
Item 2.	EMERGING RISKS AND AREAS OF INTEREST		09.25 – 10.30
	<i>Aviation safety related emerging risks or areas of interest for discussion and/or notice.</i>		
2.1	Aviation Safety Scorecard	Mr Roberts	
2.2	Safety Risk Review/ Expert Reference Group Instructional Flying	Mr Roberts	
2.3	Aviation Safety Pledge	Chair	
2.4	2026 Forward Regulatory Plan	Mr Hibberd / Ms Allison	
	Break		10.30 – 10.40
Item 3.	POLICY AND PROJECT PROPOSALS AND UPDATES		10.40 - 11:20
	<i>Updates/Proposals to commence activity on a significant piece of work (including new TWGs etc)</i>		
3.1	Business Transport TWG	Chair	

3.2 Australian Future Airspace Framework Update (VERBAL UPDATE) *Dr Christine Boag-Hodgson*

Item 4 PRIORITY SAFETY MATTERS

11:20 – 11:35

Agenda Items brought forward by CASA or members relating to safety issues where action is considered necessary.

4.1 Flight Operations Regulations Implementation (VERBAL UPDATE) *Mr Campbell*

Item 5 OTHER BUSINESS

11:35 – 12:00

5.1 Secretariat Update *Chair / Ms Pierpoint*

5.2 Any Matters Arising *Chair*

5.3 In-camera ASAP Discussion *Chair*

Item 6. CLOSE

12:00

OPENING

The meeting was declared open at 9.00am.

ITEM: 0.1 Acknowledgement of Country

An acknowledgment of country was provided.

ITEM: 0.2 Opening Remarks – Andrew Andersen

The Chair formally introduced Tom McCarthy as the newest member of the Panel. Tom has been appointed by the CEO/DAS for a period of 12 months.

An overview of newly established Technical Working Groups (TWGs) was presented to the Panel. These include:

- Business Transport
- Obstacle Limitation Surfaces Modernisation.

These TWGs are expected to contribute to the ongoing efforts to enhance aviation safety and operational efficiency.

A message was conveyed from the CASA Board Chair of his interest in the work of the Panel, noting that the work is valued and appreciated. With the primary purpose of the Panel being to give the best possible advice to the Director, the ASAP Chair reiterated the Panel's focus must be directed to safety outcomes.

The Chair highlighted a request from CASA to establish expert reference groups (ERGs) within the framework of the Panel. It was explained the groups will help CASA to address identified safety issues (highlighted through the Aviation Safety Scorecard), without necessarily resulting in formal advice from the Panel (see item 2.2 below).

ITEM 0.3 Opening Remarks – Pip Spence

The CEO/DAS welcomed Mr McCarthy to the Panel and encouraged all members to continue sharing open and candid advice. The CEO/DAS advised the Panel of the work being undertaken through the engagement of Dr Reece Clothier. Dr Clothier's focus is on a framework for the use of Artificial Intelligence (AI) with a view to enhancing service delivery.

John Gissing (former CEO of QantasLink and longstanding former member of the Aviation Safety Advisory Panel) has been engaged to review how CASA's Aviation Safety Committee is operating. Mr Gissing has been asked to consider whether an independent member of the ASC would be beneficial.

CASA contributed to the government productivity roundtable following a request from the Treasurer and Finance Minister. CASA was asked to provide options that support productivity growth across Australia. [CASA's response](#) was provided to the Panel for information.

The CEO/DAS acknowledged the request for the Panel's consultation of the Forward Regulatory Program 2026 prior to Ministerial submission. The Panel was asked to consider the document with a view to CASA priorities.

The Panel was also advised work is progressing around RPAS approvals and was invited to provide feedback, given the current focus on improving RPAS service delivery timeframes. The Panel would also be engaged on CASA's implementation plans to give effect to the soon to be introduced safety management systems (SMS) and human factor non-technical skills (HFNTS) differed provisions.

Further work on the national oversight program with a view to identify any systemic patterns of non-compliance is taking place, as is airspace administration, noting significant impacts around Western Sydney International Airport and Brisbane expansion projects. Members thanked the CEO/DAS for her overview and provided insights from industry on safety issues affecting aviation productivity.

ACTION 2025-3/1 Include an agenda item on the implementation progress of deferred provisions during meeting 2025-4.

ITEM 1: Review of Action Items

Action items were agreed and updated as follows:

Reference	Action/Recommendation
2023-1/7	To be presented at ASAP 2025-4 meeting.
2025-1/1	To be presented at ASAP 2025-4 meeting.
2025-1/2	Update provided during ASAP 2025-3 meeting.
2025-2/2	In progress, presented in conjunction with item 2.2 below.
2025-2/3	In progress, presented in conjunction with item 2.2 below.
2025-2/4	Remain open, item on hold.

ITEM 2: EMERGING RISKS AND AREAS OF INTEREST

ITEM 2.1: Aviation Safety Scorecard

The Aviation Safety Scorecard monitors industry aviation safety performance (including accident and incident counts and rates) as well as CASAs performance against State Safety Programme obligations for the CASA Aviation Safety Committee and CASA Board.

The Panel was provided an abridged version of the Aviation Safety Scorecard focused on the industry performance metrics. The reporting period for the July Scorecard was for the 12 months through to the end of June 2025 with new data for May and June 2025. The Panel discussed:

- The Commercial Aviation Serious Incident Rate
- Runway Accident and Serious Incident Rate – Commercial Air Transport and Controlled Aerodromes.

Panel members provided feedback requesting rates and absolute data to provide a more holistic view. The delay in BITRE data was also discussed.

ITEM 2.2: Safety Risk Review Expert Reference Group

The Panel was asked to endorse implementation of Safety Risk Review (SRR) Expert Reference Groups (ERG) and agreed to establish an ERG to address concerns around instructional flying.

Consisting of CASA subject matter experts and invited industry professionals, CASA is seeking to implement ERGs leveraged through the ASAP Technical Working Group structure, to assist in expanding safety analysis and industry feedback.

SRR ERGs will be designed to assist both CASA and industry in enhancing safety collaboratively and to reinforce the shared nature of aviation safety.

The proposed groups will support CASA's aviation risk analysis and safety scorecard monitoring. Issues will be identified by ASAP to further investigate any trends or identified safety risks with a view to garnering data that doesn't currently inform analysis.

The ERGs would operate separate to the Sector Safety Risk Profile (SSRP) workshops. ERGs would only be established when a risk has been identified and/or when such a risk is highlighted through the Aviation Safety Scorecard. The SSRP workshops are designed to identify policy gaps in perceived sector risks due to growth or adaptations within an identified sector.

The Panel **endorsed** the establishment of the ERGs, advising further consideration of external (international) lessons/trends and how that applies and the establishment of strong perimeters around each group.

The Panel expressed satisfaction with the integration of both quantitative and qualitative data in discussions. Members emphasised the importance of being clear and transparent when requesting de-identified information.

The Panel agreed data is critical to support change, and the group should be forward looking, enabling CASA to respond to emerging trends and issues. It was recommended that the groups take advantage of external data sources, particularly international data, and enhance understanding of broader industry metrics. Suggestions were made to invite ATSB and Airservices contributions to the ERGs.

ITEM 2.3: Aviation Safety Pledge

Members of the Panel were invited to sign the Aviation Safety Pledge, which currently has gained more than 600 signatories from across Australia. The pledge is currently open to pilots, aircraft maintainers and aviation organisations.

Feedback was provided that the current target categories do not support several key groups of individual industry participants (such as managers, ground handlers and others). CASA intends to broaden the scope of those eligible to make the pledge, allowing a wider group of roles to be signatories. Panel members advised that there would be merit in some promotion of industry participants who sign the pledge (perhaps, an acknowledgment on a website), and may encourage uptake. It was suggested that making and renewing the pledge might become an ongoing activity.

Members noted that a collaborative approach to safety, highlights shared responsibility across the industry.

ASAP members supported the initiative and suggested the program could be developed to provide further participative safety promotion opportunities, within appropriate boundaries.

ITEM 2.4: 2026 Forward Regulatory Program

The Panel was consulted on the draft *Forward Regulatory Program (FRP) for 2026* prior to finalisation by CASA and submission to the Minister.

The FRP development process ensures alignment with CASA's strategic objectives, particularly the GA workplan and RPAS and AAM Roadmap.

Across the 2025 FRP, notable achievements include the completion of the Part 131 MOS, drafting of the Part 101 miscellaneous amendments package, and completion of the foreign licensing framework public consultation.

Preparations for implementing proposed Part 43 are underway, and public consultation on changes to Flight Crew Licensing and aerodrome obstacle limitation surfaces MOS amendments are also underway.

The outcomes to date demonstrate steady regulatory progress. A full list of the FRP 2025 objectives and progress against each item was also provided.

Panel members noted the strategic approach to the document and the importance of the document to assist industry with planning. They also noted the productivity benefits associated with the initiatives.

Panel members were invited to provide any additional comments on the FRP by 10 September 2025.

ACTION 2025-3/2: An overview of the broader work program of the National Operations Standards Division was provided. It was agreed to provide the Panel with the top 20 priorities as outlined by the Aviation Policy Gateway at the 2025-4 meeting.

ITEM 3: POLICY AND PROJECT PROPOSALS AND UPDATES

ITEM 3.1: Business Transport TWG

Acknowledging the complexity that exists within business transport operations, the Business Transport TWG is providing an opportunity for input from the business aviation operations.

It was acknowledged that the regulatory approach must reflect an appropriate degree of scale and complexity, tailored to this sector of the industry. It was acknowledged passenger carriage is a central piece of the TWG safety assessment.

The Chair emphasised the use of sound judgement ensuring recommendations are fit-for-purpose, evidence-based, and aligned with safety priorities.

It was recommended the TWG review the regulatory arrangements that were in place prior to the commencement of flight operations regulations.

ACTION 2025-3/3: The Business Transport TWG project team will develop a one page summary of the proposed impact of the project and provide this summary to the ASAP.

ITEM 3.2: Australian Future Airspace Framework TWG

A verbal update on the Australian Future Airspace Framework (AFAF) TWG was provided to the Panel.

Since the last presentation during the ASAP 2025-1 meeting, work on the AFAF has included industry and stakeholder presentations to the RPAS-AAM Roadmap Implementation Industry Session, AAUS conference, Airservices & Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts.

The team has commenced working on performance outcomes with the TWG being engaged to assist in finalising this piece of work. If required, working groups will be established to ensure outputs are efficiently delivered.

A single infographic is currently in development. The Panel requested an opportunity to review this output, when available.

The Chair will monitor the TWG membership, to ensure its members are actively participating, and able to support the project with timely and well-informed feedback about its deliverables.

ACTION 2025-3/4: AFAF infographic to be reviewed by the ASAP.

PRIORITY SAFETY MATTERS

ITEM 4.1: Flight Operations Regulations

The panel received an update on the implementation of the deferred provisions of the flight operations regulations covering SMS and HFNTS. The Aviation Safety Advisers will also support the implementation.

Stand-alone sessions for small operators are being considered and industry conferences will be leveraged to support relevant association members. CASA will provide advanced notice of submission commencement times to allow sufficient time for industry implementation.

An earlier action providing the Panel with a detailed brief during the next meeting was recorded at action item **2025-3/1**.

ITEM 5.1: Secretariat Update

The Secretariat sought views on the preferred communication channels such as using the GovTeams platform. Panel members indicated that email correspondence was currently working well and to continue this form of interaction.

There has been a noticeable increase in Technical Working Group (TWG) activity across the organisation. The ASAP Secretariat is currently supporting eight TWG project teams, reflecting a strong level of engagement and collaboration.

The Panel noted gender diversity opportunities for representation on the TWGs. The secretariat will seek to leverage appropriate industry opportunities and look to develop a refreshed TWG nomination campaign to encouraging broader TWG nomination and membership.

ITEM 5.2: Matters Arising

ITEM 5.3: In Camera ASAP Discussion

AGENDA ITEM 6: CLOSE

The meeting was closed at 12:00 noon.

Andrew Andersen
Chair
September 2025

CHAIR

Mr Andrew Andersen

PANEL MEMBERS

Mr Stuart Aggs

Ms Adrienne Fleming

Mr Tom McCarthy

Mr Andrew Monaghan

Ms Shannon O'Hara

Mr Mark Wardrop

Ms Lea Vesic

CASA REPRESENTATIVES

Ms Pip Spence PSM (CEO and Director of Aviation Safety)

Mr Andreas Marcelja (Executive Manager, Stakeholder Engagement Division)

Mr Steve Campbell (Executive Manager, National Operations and Standards)

Ms Danielle Tooke (Manager, Industry Consultation and Government Engagement)

SECRETARIAT

Ms Kirstin Pierpoint (Industry Consultation Coordinator, Industry and Government Engagement Branch)