



## Aviation Safety Advisory Panel 2026-1 Meeting Notes

### Agenda

Date: 17 March 2026

Location: CASA Offices, 18 Marcus Clarke Street, Canberra

Item No	Item	Time required (minutes)	Speaker	Agenda Timing
0.1	Acknowledgement of Country	5	ASAP Chair	10:00 AM
0.2	ASAP Chair Opening Remarks	25	ASAP Chair	10:05 AM
0.3	CEO/DAS Opening Remarks	15	CEO/DAS	10:30 AM
1	Review of Action Items	10	ASAP Chair	10:45 AM
<b>Item No. 2</b>	<b>EMERGING RISKS and AREAS of INTEREST</b>			
2.1	Aviation Safety Scorecard <ul style="list-style-type: none"> <li>RPAS NFZ Incursions</li> </ul>	30	Mr Mark Roberts	10:55 AM
	BREAK	15		11:25 AM
<b>Item No. 3</b>	<b>POLICY AND PROJECT PROPOSALS &amp; UPDATES</b>			
3.1	2026/27 Forward Regulatory Program	15	Mr Paul Hibberd	11:40 AM
3.2	Obstacle Limitation Surfaces Modernisation	10	Mr Steve Campbell	11:55 AM
3.3	Status of Deferred Provisions	30	Mr Scott Watson	12:05 PM
3.4	Australian Future Airspace Framework	30	Dr Christine Boag-Hodgson	12:35PM
	LUNCH	30		1:05 PM
<b>Item No. 4</b>	<b>PRIORITY SAFETY MATTERS</b>			
4.1	Update on Class 5 Medical Self Declaration PIR TWG	35	Dr Kate Manderson	1:35 PM
4.2	eAIP Update – Verbal Update	10	Mr Andreas Marcelja	2:10 PM
4.3	Expert Reference Group – Instructional Flying	20	Ms Lea Vesic	2:20 PM
4.4	Update of ASAP Terms of Reference	15	ASAP Secretariat	2:40 PM
	BREAK	10		2:55 PM
<b>Item No. 5</b>	<b>OTHER BUSINESS</b>			
5.1	Secretariat Update	5	ASAP Secretariat	3:05 PM
5.2	Any Matters Arising	5	ASAP Chair	3:10 PM
5.3	In-camera ASAP Discussion	15	ASAP Members	3:15 PM
5.4	Meeting Close	5	ASAP Chair	3:30 PM

### Item 0.1 - Acknowledgement of Country



An acknowledgment of country was provided by the Chair.

### Item 0.2 – Opening Remarks ASAP Chair

The Chair welcomed everyone to the meeting. The following points were highlighted:

- Recognition of strong Panel engagement in 2025, which included four well-attended meetings and ongoing contributions from Panel members, CASA managers and the ASAP Secretariat.
- Key focus areas for 2025 included airspace regulation and risk modelling, the aviation safety scorecard, which is now a standing agenda item; ADS-B, obstacle limitation surfaces (OLS), Forward Regulatory Program, and implementation of deferred flight operations provisions (SMS, human factors, non-technical skills and Flight Data Analysis Program (FDAP).
- The Panel's role in aviation safety strategy and stakeholder engagement oversight, and the opportunity to influence risk management and regulatory proposals in support of safety and efficiency.
- New Panel members welcomed in 2025, who included Mark Wardrop, Tom McCarthy and Paul Crawford; the value of their extensive knowledge, experience and fresh perspectives, was acknowledged.
- Panel member Adrienne Fleming OAM was acknowledged for her work as author of the report [\*The System, Techniques, Technologies and Methods of Instruction Employed in Pilot Training\*](#), sponsored by the Park Family Churchill Fellowship.

**OUTCOME:** The Panel recognised the valuable work carried out and presented by Ms Adrienne Fleming and noted the comments from the Chair.

### Item 0.3 – Opening Remarks CEO/DAS

The CEO/DAS noted continued regulatory and program activity across flight operations, the teams are addressing how the FAA's MOSAIC initiatives will apply to an Australian setting and are working through the definitions and airworthiness measures as a first step.

Other areas of note for the CEO/DAS included:

- Deferred provisions and scalable Safety Management System (SMS) uplift for 400+ operators
- Advice from the ASAP on the Class 5 Medical Self Declaration Post Implementation Review (PIR).

Members asked about CASA's artificial intelligence program. In response, the CEO/DAS provided an update on the positive roll out of the AI Directive across CASA. CASA policy was reiterated, that any use of AI must support human-decision making and not replace it.

Members also raised concerns about operational safety impacts from Airservices Air Traffic Services (ATS) variability and on-route planning constraints. Panel members reported that unpredictability in ATS is impacting the effectiveness of preflight planning, making it harder for operators to reliably anticipate flight time, fuel use, and airspace access.

**OUTCOME:** The Panel noted the remarks of the CEO/DAS and the positive intentions for AI as a means to support efficiencies across CASA.

### ITEM 1– Review of Action Items

The Panel was advised of the progress against outstanding action items. Table 1 outlines the progress of items:



Reference	Action/Recommendation
2025-2/4	In progress
2025-3/4	Closed
2025-4/1	Closed
2025-4/2	Closed
2025-4/3	Closed
2025-4/4	In progress

\*Table 1 – ASAP Action Items

## ITEM 2: EMERGING RISKS AND AREAS OF INTEREST

### Item 2.1 – Aviation Safety Scorecard

The Aviation Safety Scorecard is used by CASA’s Aviation Safety Committee and the CASA Board to monitor industry aviation safety performance (including accident and incident counts and rates) as well as CASA’s performance against State Safety Program obligations. The ASAP was provided an abridged version of the Aviation Safety Scorecard focused on the industry performance metrics.

The reporting period for the January Scorecard was for 12 months through to the end of December 2025 with new data for November and December 2025.

**OUTCOME:** The Panel noted the information provided in the scorecard.

## ITEM 3: POLICY AND PROJECT PROPOSALS & UPDATES

### Item 3.1 – 2026-27 Forward Regulatory Program

On 13 October 2025, the Australian Minister of Infrastructure, Transport, Regional Development issued the 2025-2027 Statement of Expectations (SoE) to CASA. The expectations include CASA providing its forward regulatory program (FRP) on an annual basis; and reporting how industry and stakeholder views have been considered, which are included within CASA’s Corporate Plan. Previously this was reported to the Minister by 30 September each year.

The FRP is embedded within CASA’s integrated planning and reporting framework and ensures integration with the GA Workplan, and the RPAS and AAM Roadmap. Given the short period of time that has elapsed since CASA prepared the 2025 FRP, the initiatives will remain as stated in the current FRP.

Additional information about initiatives will be published on the CASA website as they evolve, ensuring content remains current and relevant.

**OUTCOME:** The Panel noted the paper and thanked the team for their update.

### Item 3.2 – Obstacle Limitation Surfaces (OLS) Modernisation

The International Civil Aviation Organization (ICAO) has issued two new updates regarding the Adoption of Amendment 18 to Annex 14, Volume I and the approval of Amendment 5 to the PANS-Aerodromes. The significance of these updates is the changes to Standards and Recommended Practices (SARPs) related to the design, establishment, monitoring and reporting of aerodrome obstacle limitation surfaces (OLS).

The ASAP was provided with an update on the modernised OLS which will create a better balance between aviation safety and urban development by protecting necessary airspace



while facilitating the construction of taller buildings and other infrastructure within the airport vicinity where safe to do so.

Over 350 airports will be required to amend their OLS, and many commercial organisations are expected to seek outcomes that leverage the new criteria to support developments that would not otherwise be approved under current OLS regulations. CASA is engaging with government counterparts prior to further engagement with the TWG and industry.

**OUTCOME:** The Panel noted the update on the OLS Modernisation project.

### **Item 3.3 - Status of Flight Operations Regulations (FOR) deferred provisions**

The ASAP was updated on the status of the FOR deferred provision. Relevant operators will need to submit their proposed safety management system (SMS), human factor non-technical skills (HFNTS), and Flight Data Analysis Program (FDAP) procedures, and nominate their Safety Manager (SM), by 2 September 2026, with implementation to occur by 2 December 2026.

By the end of 2026, any operator requiring SMS, HFNTS and FDAP must have implemented procedures within their operations, as exemptions will end. These operators include all air transport operators not conducting scheduled services (as these operators were not part of the deferral) and those aerial work operators conducting more complex operations, using more complex aircraft or, for helicopters, conducting fireground passenger carriage.

**OUTCOME:** The Panel noted the activities underway to implement the final originally deferred elements of the FOR relating to SMS, HFNTS and FDAP with a strong degree of satisfaction. They note a requirement to ensure any off the shelf options are met by the Australian Standards.

### **Item 3.4 - Australian Future Airspace Framework (AFAF) Update**

The Panel was provided an update on the Australian Future Airspace Framework (AFAF) which is driven through the Australian Airspace Policy Statement, as well as an outcome within the Australian Government Aviation White Paper. The AFAF seeks to support emerging demands and strategically address airspace challenges to ensure the continued safety, efficiency and equitable accessibility of Australian-administered airspace for all airspace users. Since 2024, CASA has progressed the AFAF in 3 areas: Collaboration; Deliverables; and Process maps/models.

The TWG has contributed to the AFAF through workshops, surveys and updates with the CASA team, however, has not yet been provided with draft documentation to review. A commitment to share the draft AFAF volumes with the ASAP when they are shared with the TWG was provided. It was noted that Australia is one of the international best practice countries in developing this project.

**OUTCOME:** *ACTION 2026-1/1* The Chair will seek further information from project teams in relation to the draft AFAF volumes.

## **ITEM 4: SAFETY PRIORITY MATTERS**

### **Item 4.1 - Class 5 Medical Self-declaration Post Implementation Review (PIR) and Aviation Medicine (AvMed) updates**

The Class 5 Medical Self-declaration option was introduced to support low risk flying for people who would otherwise be required to hold a Class 2 aviation medical certificate.



There has been a considerable uptake of Class 5 medical certificates since the introduction. Typically, CASA issues around 8,000 medical certificates annually for private pilots. Since February 2024, there have been approximately 2,500 Class 5 Self Declarations. The current Class 5 model provides a popular, simple and safe medical certification option for a significant number of private pilots.

The post implementation review reaffirmed that the policy should remain in place and not be reversed.

Overall, the CASA Class 5 Medical Self Declaration marks a significant step forward in updating Australia's aviation medical certification framework. By allowing pilots to make informed assessments of their own fitness to fly, the system reduces administrative burden while preserving robust safety standards.

The Panel was also provided an update on broader AvMed priorities including service delivery and medical standards. The Panel were advised approximately 85% of medical applications are completed within published service-delivery timeframes and is working on practices to reduce disruption to operational activities. The importance of complete applications prior to submission was highlighted, as was encouraging flightcrew to ensure testing and reporting was completed in advance of their medical expiry to support efficiency. Pilots are encouraged to contact AvMed directly as soon as they are aware there is an issue such as is needed to commence training or for rostering.

**OUTCOME:** The Panel noted the feedback from Dr Manderson and requested a breakdown of the AvMed statistics to demonstrate where, of the 2,500 Class 5 medical certificates granted, how many were a down grade of an existing medical and how many are new applications.

*ACTION 2026-1/2:* CASA will provide a written response to the ASAP advice following a report from the Class 5 Medical Self Declaration PIR TWG.

*ACTION 2026-1/3:* CASA will provide a breakdown of the Class 5 medical certificates to demonstrate the delineation between downgraded or new Class 5 applications.

### **Item 4.2 – eAIP Update**

In supporting changes to Airservices Australia's publication of electronic AIP, CASA is exploring viable options for use in licensing exams.

**OUTCOME:** The Panel noted this update.

### **Item 4.3 – Expert Reference Group – Instructional Flying**

An Expert Reference Group (ERG) on instructional flying met to support CASA's analysis of emerging aviation safety trends, with a particular focus on serious incidents in instructional flying. The discussion aimed to contextualise available data, identify systemic contributors, and agree on next steps to strengthen insight and response.

**OUTCOME:** The Panel noted the update from the Co-Chair of the ERG, Panel member Ms Lea Vesic.

## **ITEM 5: OTHER BUSINESS**

### **Item 5.1 – Secretariat Update**

The Panel was updated on the TWG activity that has taken place since the last meeting, the Secretariat noted the following activity:



- 1 Dec 2025 – AFAF TWG
- 15 Dec 2025 – RPAS Review TWG
- 3 Feb 2026 – Business Transport TWG
- 3 & 5 Feb 2026 – AFAF Australian Airspace Vision Workshops
- 10 Feb 2026 – Instructional Flying ERG
- 12 Feb 2026 – RPAS Review TWG
- 25 Feb 2026 – NVIS Fixed Wing TWG

The RPAS Review TWG report was submitted to the Panel for consideration.

The Panel considered a request to establish a proposed CASR Part 5 to create a single harmonised Safety Management System (SMS) regulation that is aligned with the ICAO Annex 19 SMS framework.

**OUTCOME:** The Panel noted the TWG activity since the last meeting and agreed to support the proposed CASR Part 5 regulatory change. The Panel encouraged direct engagement with affected stakeholders as necessary.

**5.2 – Any Matters Arising:**

Nil.

**5.3 – In Camera ASAP Discussion:**

N/A.

**5.4 – Meeting Close:**

The meeting was closed at 3:30pm.

Mr Andrew Andersen  
Chair  
March 2026



**CHAIR**

Mr Andrew Andersen

**PANEL MEMBERS**

Mr Stuart Aggs  
Mr Paul Crawford  
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)

**SECRETARIAT**

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