



Aviation Safety Advisory Panel 2026-2 Meeting Notes

Date: 16 June 2026

Location: Microsoft Teams

Item No 1	Item	Time required (minutes)	Speaker	Agenda Timing
0.1	Acknowledgement of Country	2	ASAP Chair	9:00 AM
0.2	ASAP Chair Opening Remarks	8	ASAP Chair	9:02 AM
0.3	CEO/DAS Opening Remarks	20	CEO/DAS	9:10 AM
0.4	Review of Action Items	5	ASAP Chair	9:30 AM
Item No. 2	EMERGING RISKS and AREAS of INTEREST			
2.1	Status of deferred provisions and service delivery	10	Mr Matt Bouttell	9:35 AM
2.2	Aviation Safety Scorecard	30	Mr Mark Roberts	9:45 AM
2.3	Instructional Flying ERG	20	Mr Mark Roberts	10:15 AM
2.4	Discussion on Industry requests for TWGs: 1) Request from AAA to re-establish the 139 TWG 2) Risk Factors affecting civilian formation flight operations	30	ASAP Chair	10:35 AM
	BREAK	15		11:05 AM
Item No. 3	POLICY AND PROJECT PROPOSALS & UPDATES			
3.1	GNSS Interference	15	Dr Jonathan Aleck/Mr Scott Watson	11:20 AM
3.2	SouthPAN SBAS	5	Mr Scott Watson	11:35 AM
3.3	Business Transport TWG	10	Mr Scott Watson	11:40 AM
3.4	MOSAIC Update	15	Mr Scott Watson	11:50 AM
Item No. 4	OTHER BUSINESS			
4.1	Secretariat Update	10	ASAP Secretariat	12:05 PM
4.2	Any Matters Arising	5	ASAP Chair	12:15 PM
4.3	In-camera ASAP Discussion	10	ASAP Members	12:20 PM
4.4	Meeting Close	5	ASAP Chair	12:30 PM

Item 0.1 – Acknowledgement of Country

An acknowledgement of country was provided by the CEO/DAS.

Item 0.2 – Opening Remarks (CEO/DAS)

The CEO/DAS thanked Panel members for their generosity of time and updated the Panel on preparations around annual VH registration and fee modernisation.

The CEO/DAS advised the Panel these measures were announced as part of the 2026 Federal Budget noting modernisation of the service fee estimate process is likely to reduce the current fee categories for CASA services from approximately 350 to around 100, significantly lowering the organisation's administration demand. The Panel was advised full consultation would occur and CASA would continue to consult through the ASAP.

An update on service delivery outlined the ways MyCASA is now expanded to accept most regulatory service requests. It is expected this transition will assist with service volumes and streamlining significant change vs non-significant changes.

Airspace changes across the Sydney Basin were highlighted as taking effect from 9 July. In addition to legislated responsibilities, CASA will be publishing a consolidated guide to 'Flying in the Sydney Basin' prior to this date.

The CEO/DAS responded to questions from the Panel on:

- Consolidated cost of budget measures for industry
- Regulatory measures that permit instrument approaches only at certified airports
- Bankstown traffic mix.

The CEO/DAS thanked members for their feedback and encouraged members to identify any safety concerns, accompanied by examples.

ACTION: 2026-2/1 The ASAP will compile a list of non-certified aerodromes, which do not have associated instrument approach procedures, that panel members consider problematic.

ITEM 0.4 – Review of Action Items

- The Panel was updated on progress of outstanding actions as recorded in table 1:

Reference	Status
2025-2/4	In progress
2025-4/4	Closed
2025-4/4	In progress
2026-1/2	In progress
2026-1/3	In progress

*Table 1 – ASAP Action Items

ITEM 2: EMERGING RISKS AND AREAS OF INTEREST

Item 2.1 – Flight Operations Regulations Implementation

Flight Operations Regulations Implementation:

Following the implementation of the broader Flight Operations Regulations, Safety Management Systems (SMS) were identified as a key benefit of the proposed framework, particularly for small operators.

Operators must submit their SMS procedures, safety manager nomination, human factors and non technical skills (HFNTS) procedures, and (if applicable) flight data analysis program (FDAP) procedures by 01

September 2026, with systems implemented by 01 December 2026. Operators are encouraged to submit documentation well before the September deadline.

The following implementation considerations were discussed by the panel:

- CEO/HOFO may act as Safety Manager
- CASA providing artefacts to support implementation
- Oversight to be tailored to operator maturity

CASA's initial approach will focus on support rather than findings.

Panel members encouraged consistency in regulatory process, specifically taking into consideration the scaled approach. Members further acknowledged the encouraging safety cultural shift the deferred provisions are likely to have across the industry.

Systems and service delivery:

CASA is working hard to reduce timeframes against a backdrop of both increasingly complex operations and significantly higher demand for approvals.

One of the ways of doing this is by moving more services online. For example, operators can now request significant changes to operator certificates, such as staff or location changes, through myCASA. Improvements have also been made to the authorized representatives function in myCASA to make approvals and updating contact information easier. More services for organisations will be added to the myCASA portal later this year.

CASA is also transitioning to alternative regulatory approaches and streamlining where appropriate for well understood risk activities, such as some of the new approaches being trialed for certain RPAS applications. This includes initiatives such as the Broad Area BVLOS Trial, commenced in October 2025 and the emergency services exemption, introduced in December 2025. CASA has also improved the BVLOS application process, enabling some organisations to be approved to self-assess individual BVLOS operations in certain circumstances.

These approaches are expected to reduce the volume of RPAS applications from industry and improve overall processing times.

CASA has recently updated its regulatory service fee estimates process to make estimates more consistent and accurate. CASA is now using standardised estimates which are based on more detailed and specific job information, rather than broad categories. Estimates may look different to what applicants have seen in the past given the use of improved data and a more precise approach to estimating.

OUTCOME: The Panel noted the update provided by the Executive Manager, Regulatory Oversight Division.

Item 2.2 – Aviation Safety Scorecard

The Aviation Safety Scorecard monitors industry aviation safety performance (including accident and incident counts and rates) as well as CASA's performance against State Safety Programme obligations for the CASA Aviation Safety Committee and CASA Board. The ASAP is provided an abridged version of the Aviation Safety Scorecard, focused on the industry performance metrics.

The reporting period for the May Scorecard was for 12 months through to the end of April 2026 with new data for March and April 2026.

OUTCOME: Panel members noted the information and sought broader visibility of the safety scorecard requesting year-on-year comparison data.

Item 2.3 – Instructional Flying

The ASAP was provided with an update on the work of the Instructional Flying Expert Reference Group (ERG), including key safety insights, emerging risks, and ongoing safety enhancement initiatives identified during the 3rd meeting held on 22 May 2026. Key issues included:

- Increasing availability and use of data-driven safety insights within instructional flying environments
- Strengthening integration of human factors (HF)

- Maturity of Safety Management Systems (SMS) varies across operators, with smaller organisations facing challenges in fostering a just culture

OUTCOME: The Panel recognised the work of the ERG and the modified approach to traditional TWGs.

Item 2.4 – Industry Requests for Re-engagement of 139 TWG / Formation Flying

The Panel considered a request from the AAA for the re-engagement of the Part 139 MOS TWG to provide a mechanism to ensure industry has visibility and input into the adoption of the latest ICAO annex 14 amendment packages. The Panel discussed the request and agreed there was not sufficient information to determine the need for a TWG at this stage, noting CASA's offer of discussions on the matter with the AAA.

The ASAP considered a further industry request which raised safety concerns around formation flying. The safety concerns specifically addressed:

- Currency of qualifications
- Limited regulatory coverage
- Reference to international practices
- Air displays vs. Private flying.

The ASAP considered many factors contributing to the issues and agreed the reputational implications for aviation safety were potentially significant. Further information would be required before deciding if advice was warranted.

OUTCOME: The Panel discussed the proposal to re-engage the Part 139 MOS TWG and noted CASA's ongoing discussions with the AAA advising no further action on the matter at this stage. The Panel agreed further information is required on the safety concern raised by Mr Mark Awad.

ACTION: *2026-2/2: ASAP Chair to write to CASA to seek further information about trending issues in the formation flying sector.*

ITEM 3: POLICY AND PROJECT PROPOSALS & UPDATES

Item 3.1 – GNSS Interference

Item held over until the next meeting.

OUTCOME: Nil.

Item 3.2 – SouthPAN SBAS

The Australia and New Zealand governments have jointly funded, and are jointly developing, a Satellite-Based Augmentation System (SBAS) known as the Southern Positioning Augmentation Network (SouthPAN) ([Southern Positioning Augmentation Network \(SouthPAN\) | Geoscience Australia](#)). SBAS are regional infrastructure which improve the accuracy, integrity and availability of global navigation satellite systems (GNSS – examples are the US GPS or European Galileo).

CASA has initiated a project to determine what, if any, changes need to be made to the civil aviation legislation to support the use of SBAS in Australia. It is anticipated (subject to change) that limited industry consultation will commence in the second half of 2026 and expand in 2027.

OUTCOME: The ASAP will be consulted on establishing an ERG/TWG out of session, as required.

Item 3.3 – Business Transport Update

Following the most recent TWG engagement, CASA has revised the draft policy proposal to better explain key assumptions and improve clarity ahead of public consultation. The proposed sectors and associated operational requirements remain unchanged.

Feedback received through the TWG has generally supported a scalable and proportionate framework outside the full AOC model, while some issues remain under discussion, including the treatment of goods carriage and pilot licensing requirements.

TWG engagement and public consultation on the exposure draft is planned for Q3 2026. The project was formally re-baselined under the GA Workplan for delivery by the end of November 2026.

OUTCOME: The Panel noted the approach.

Item 3.4 – MOSAIC Update

The Federal Aviation Authority's (FAAs) MOSAIC final rule (24 July 2024) introduces broad changes to Light Sport Aircraft (LSA)-related airworthiness, operational permissions and maintenance rules. It enables new kinds of LSA, and expansions of existing kinds of LSA, that are heavier, have higher performance, use different propulsion technologies and incorporate advanced safety and amenity features.

Australia's approach to LSA modernisation will adopt the FAA MOSAIC policies relating to airworthiness, and developments in other national aviation authorities, to ensure continued access to a wide range of modern LSA manufactured globally and shown to meet acceptable standards.

An expert reference group (ERG) for MOSAIC Tranche 1 was convened on 5 June 2026. The meeting was positive, with no substantial issues identified for the implementation of MOSAIC airworthiness policies into the existing Civil Aviation Safety Regulations and the Australian regulatory context.

OUTCOME: The Panel encouraged strong momentum for the project to ensure preparedness for industry.

ACTION: 2026-2/3: *The Panel requested CASA provide an update of the proposal at the next meeting.*

ITEM 4: OTHER BUSINESS

Item 4.1 – Secretariat Update

The Panel received an overview of the Sydney Basin Airspace Changes occurring from 9 July 2026. The Sydney basin will have 4 neighbouring control zones:

- Western Sydney International Airport - Class C (new)
- Sydney Kingsford Smith Airport - Class C
- Bankstown Airport - Class D
- Camden Airport - Class D.

The Panel was provided with the following list of TWGs that have occurred since the last meeting:

- 15 April 2026 – Business Transport TWG
- 23 April 2026 – Biannual RPAS/AAM Roadmap Implementation Industry Session
- 27 May 2026 – Biannual RPAS/AAM Roadmap Implementation TWG.

The Panel was provided with a list of ERGs that have occurred since the last meeting:

- 22 May 2026 – Instructional Flying ERG
- 5 June 2026 – MOSAIC ERG.

The MOSAIC ERG membership is confirmed as follows:

- Andrew Andersen
- Michael Halloran
- Maguerite Morgan
- Marty Peters.

The Panel will be consulted on establishing a TWG out of session, as needed, to support the MOSAIC initiative.

During this meeting, the Panel noted the update from the Executive Manager, Stakeholder Engagement Division on the Class 5 Medical Self Determination Initiative. CASA advised further information on the matter would soon be published.

OUTCOME: Members raised safety concerns about Sydney basin changes on the Flight Planning Requirements in the Aeronautical Information Publication (AIP) highlighting the YAKKA waypoint routing and operations in Class G airspace. CASA undertook to investigate further and discuss with Airservices. Other updates from the Secretariat were noted.

ACTIONS: *2026-2/4: The ASAP Chair will write to the DAS to advise of a safety concern associated with the AIP SUP for the Sydney Basin flight paths.*

Item 4.2 – Any Matters Arising

Nil

Item 4.3 – In Camera Discussion

N/A

Item 4.4 – Meeting Close

Meeting closed at 12:00 noon

Mr Andrew Andersen

Chair

July 2026

MEETING ATTENDEES:

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

Apology

- Ms Lea Vesic

CASA Representatives

- Ms Pip Spence PSM (CEO/DAS)
- Mr Andreas Marcelja
- Mr Scott Watson

Secretariat

- Ms Danielle Tooke
- Ms Kirstin Pierpoint