



# AVIATION SAFETY ADVISORY PANEL

CASA Sydney Office,  
Sir Charles Kingsford Smith Room,  
Level 2, Centennial Plaza (Tower A), 260 Elizabeth St, Sydney

Date: 14 March 2019, 10:00 – 14:30

## MINUTES

Item No	Item	
<b>1. OPENING</b>		
<i>A review and status update of any open action items from previous meetings.</i>		
<b>2. REVIEW OF ACTION ITEMS</b>		
<i>A review and status update of any open action items from previous meetings.</i>		
<b>3. PRIORITY SAFETY MATTERS</b>		
<i>Agenda items brought forward by CASA or members relating to safety issues where action is considered necessary.</i>		
<b>4. POLICY PROPOSALS</b>		
<i>Consultation/endorsement of a policy position.</i>		
4.1	Regulatory Reform – Fatigue Instrument	
<b>5. PROJECT INITIATION</b>		
<i>Proposals to commence activity on a significant piece of work (including Technical Working Groups, etc).</i>		
5.1	Flight Operations suit transition – ASAP standing agenda item	
5.2	Continuing Airworthiness and Maintenance Regulations for aircraft engaged in charter operations	
5.3	PIR for Part 61, Part 141 & Part 142	
5.4	Terms of Reference for the Part 66 TWG	
<b>6. OTHER BUSINESS</b>		
6.1	Regulatory Reform – Program update	
6.2	Technical Working Group update	
6.3	Community Service Flight update (Mr Russell)	
6.4	Pilot shortages and training (Mr Sharp)	
6.5	Future ASAP membership (Chair)	

## 1. WELCOME/INTRODUCTION

The Chair welcomed members and observers to the first ASAP meeting for 2019.

Apologies had been received from Mr John Gissing and Ms Caroline Wilkie.

The minutes from the meeting in November 2018 were noted and agreed by all panel members in attendance.

## 2. REVIEW OF ACTION ITEMS

Action items from the previous meeting were reviewed and are recorded at Attachment 1 and, where appropriate, below.

### **2017-2/2 – In progress.**

With regard to foreign recognition of simulators, there are currently methods to recognise both the device and programs provided by foreign operators for Australian use. The path is easier if you are one of CASAs recognised states but not impossible for other countries to be successful. CASA provides a path for Australian operators to use foreign simulators for their needs. One area that requires more work and evaluation is related to simulators that meet most but not all of CASA's requirements to be a fully qualified sim. In this case operators often ask for outright relief or to do some components in the aircraft. Occasionally, they ask to be waived from using an international sim but this is typically not granted. CASA evaluates these requests on a case by case basis

With regard to mutual international recognition in flight training, Mr Crawford noted that there are issues regarding Part 142 approvals for foreign training schools and that CASA is looking at other ways to recognise these schools from other states. He highlighted that there are a few complexities on this matter and for the international recognition of maintenance training.

With regard to the parallel issue of the recognition of foreign MROs Mr Crawford advised that CASA will do desktop audits rather than sending CASA personnel overseas, where applicable.

The ASAP continues to strongly encourage CASA to progress mutual recognition in flight training and maintenance training. CASA will continue looking at this matter and continue to provide an update to the ASAP.

### **2018-1/1 – In progress.**

The ASAP will continue to maintain a watching brief on this matter.

### **2018-2/3 – In progress.**

Mr Carmody and Mr Crawford informed the ASAP that this was discussed at the CASA Board meeting in December. Mr Crawford noted that it will take time to operationalise the Regulatory Posture chart. The ASAP also noted that CASA's intent of the Sector Risk Profiles (SRPs) should be documented and communicated with industry. An update on this matter is to be provided at the ASAP 2019-2 meeting.

### **2018-2/4 – In progress**

Mr Davis sent the Chair and ASAP Secretariat the presentation outlining the RAAA position on classification of operations however he will arrange for a presentation at a subsequent meeting.

### **2018-3/1 – Completed.**

Mr Carmody and Mr Crawford presented the CASA Board's Risk Appetite Statement for 2019 to the ASAP (attached). They also outlined the Board's view of CASA's key risks and the priority safety matters.

**2018-3/2 – Completed.**

Chair received advice from a Part 139 TWG member that matters were captured in the Part 139 TWG to ensure the ASAP were aware of the need to align Part 121 with some technical requirements. The Chair was satisfied with the response and has provided the DAS appropriate ASAP advice on 30 November 2018.

**2018-3/3 – Completed.**

Mr Walker noted the ASAP’s view that standing working groups are out of scope of the Technical Working Group Terms of Reference and are to not be established under the ASAP. He informed the ASAP that CASA is working to reconvene and reinstate a Runway Action Safety Group, or alike. He also informed members that CASA will pursue the NAPAC under the RAPAC structure, as opposed to being under the ASAP structure. The Chair highlighted that the ASAP is open to consider the necessity of a standing working group, should there be a need.

**3. PRIORITY SAFETY MATTERS AND EMERGING RISKS**

There were no agenda items relating to priority safety matters and emerging risks, however the CASA DAS/CEO, Mr Carmody, addressed the ASAP to discuss CASA’s key aviation safety priorities for 2019. He also highlighted the success of the ASAP, reputationally and practically, and gave thanks to the ASAP members. The primary organisational matters he stated that CASA was focusing its efforts on for the year include the remaining three CASRs, the fatigue rules, and RPAS registration.

**4. POLICY PROPOSALS**

**4.1 Regulatory Reform – Fatigue Instrument**

Mr Jason McHeyzer, CASA Regional Manager Southern Region and CASA Lead for the CAO 48.1 (Fatigue Rules) TWG, provided an update to the ASAP on the progress of the TWG and the outcome of their meeting on 25-26 February 2019 in Melbourne. The Chair informed the ASAP that some of the TWG members contacted him out of session regarding their concerns with the TWG reporting process. Members agreed that the TWG should meet once again as there were further discussions needed, particularly surrounding the unresolved technical matters where consensus was not achieved. The ASAP agreed that it would not be appropriate for the ASAP to consider the TWG report in its current form.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Did not endorse</b> the CAO 48.1 TWG report due to remaining unresolved technical matters.  (2) <b>Requests</b> CASA to reconvene the CAO 48.1 TWG as soon as practicable to further discuss remaining technical matters, and for TWG members to agree on the TWG report.  (3) <b>Agreed</b> to convene an extraordinary ASAP meeting out of session to consider the revised CAO 48.1 TWG report.
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## 5. PROJECT INITIATION

### 5.1 Flight Operations suite transition

Mr Crawford provided an update on the implementation of the flight operations regulations noting that CASA aims to develop Manual of Standards, guidance and other material to support implementation. The ASAP suggested continued industry engagement in the development of the MOS and the importance of having guidance material for industry.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Recommends</b> CASA continues industry engagement in the development of the Manuals of Standards for the flight operations regulations.
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### 5.2 Continuing Airworthiness and Maintenance Regulations for aircraft engaged in charter operations

Mr Crawford presented a paper seeking to establish a TWG to assist in defining what the maintenance requirements would be for current charter operators that will transition to CASR Part 135. There was discussion around the key principles including the consideration of the economic cost imposed in the tasking instructions. Members considered that TWGs would generally be taking these considerations into account implicitly but agreed that it would be useful to include a specific principle in their tasking instructions to make this clear – both for this TWG and as a template for future TWGs.

The Chair invited members to provide him with nominations for the TWG, noting that they should be individuals with technical expertise and not simply representative of organisations.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Requests</b> that an additional principle is included in the tasking instructions from Point 3 of the Minister’s Statement of Expectations (SOE).  (2) <b>Provisionally agreed</b> to establish a TWG proposed, with nominations for the TWG membership to be provided to the Chair.
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### 5.3 PIR for Part 61, Part 141 & Part 142

Mr Davis presented a discussion paper seeking to establish a TWG to resolve any outstanding issues with CASR Part 61 and Parts 141/142. The Chair noted that the ASAP is supportive of CASA conducting an PIR on the Parts. The ASAP agreed that it would be important that there was a clearly defined scope for any PIR to ensure that it targeted the relevant issue that industry was concerned about and did not become an open-ended review.

The Chair asked that members consider the specific issues that should be considered. Once given the list of issues, the ASAP will be able to make a recommendation on the batting order of priorities.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <ul style="list-style-type: none"> <li>(1) <b>Supports</b> CASA conducting a PIR on CASR Part 61 and Parts 141/142.</li> <li>(2) <b>Requests</b> Mr Davis to collate a list of specific issues experienced with CASR Parts 61 and 141/142 from all members for ASAP consideration and recommendation to CASA at the next meeting.</li> </ul>
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#### 5.4 Terms of Reference for the Part 66 TWG

Mr Davis presented a paper proposing to amend the Terms of Reference of the Part 66 TWG and to reconvene the TWG with a mandate to adopt the EASA rules. He noted industry concerns regarding the desire for regulatory harmonisation with EASA. The ASAP considered that a detailed update of both CASA’s progress with Part 66 and on the specific concerns from industry would better inform this issue. The Chair request that members provide him specific detail and that CASA provides an update at the next meeting.

Mr Davis also raised a previous update provided by the Department of Infrastructure in relation to the Memorandum of Understanding (MoU) signed between the Australian Skills Quality Authority (ASQA) and CASA. Mr Marcelja noted that CASA has held discussions with ASQA and stated that CASA can provide a comprehensive update to the ASAP.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <ul style="list-style-type: none"> <li>(1) <b>Requests</b> CASA to provide a detailed update to the ASAP on the progress of the CASR Part 66 PIR at the next meeting.</li> <li>(2) <b>Provide</b> feedback and input to the Chair on specific issues relating to the CASR Part 66 PIR which will be developed into a paper for ASAP consideration.</li> <li>(3) <b>Requests</b> CASA to provide an update on the discussions between CASA and ASQA at the next meeting.</li> </ul>
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## 6. OTHER BUSINESS

### 6.1 Regulatory Reform – Program update

Mr McHeyzer outlined CASA’s regulatory development priorities to the ASAP. He noted that CASA is suggesting conducting direct engagement with industry for certain CASR Parts as opposed to proposing to establish TWGs due to the close relationship and specific sectors involved. This includes CASR Parts 103, 105 and 131, the final three remaining regulations to be made.

<b>Action / Recommendation</b>	<p>The ASAP:</p> <ul style="list-style-type: none"> <li>(1) <b>Notes</b> CASA’s regulatory program priorities.</li> <li>(2) <b>Agrees</b> for CASA to conduct direct engagement with industry for CASR Parts 103, 105, 131, 137 and 132.M, and <b>seeks</b> to remain informed of their progress.</li> </ul>
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## 6.2 Technical Working Group update

Mr Di Toro provided a detailed update on recent and upcoming TWG activity. He noted that the DAS will require ASAP advice on the Part 101 (RPAS Registration) TWG soon after the meeting to meet CASA's deadlines for implementation and suggested that the ASAP convene an extraordinary teleconference to determine advice to CASA.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Notes</b> the update on Technical Working Groups.  (2) <b>Agrees</b> to convene an extraordinary teleconference during week commencing 1 April 2019.
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## 6.3 Community Service Flights update

Mr Russell requested an update on CASA's implementation of the new Community Service Flight (CSF) standards. Mr Marcelja noted that the proposed policy has been amended following public consultation and that the proposed maintenance requirements were the biggest issue in the consultation. Over 200 responses were received during consultation and the new standards, which place conditions on pilot licences, were coming into effect on 19 March 2019.

## 6.4 Pilot shortages and training

The ASAP discussed the flow on consequence of the establishment of large flight academies which would reduce the supply of flight instructors (particularly Grade 1) in the industry. Members also discussed the link between pilot shortages to safety standards.

## 6.5 Future membership of the ASAP

The Chair asked the ASAP for their views on a transition plan to determine the future membership of the ASAP. He also noted that he suggested to the DAS that new members of the ASAP should attend the next meeting and highlighted that current members may be extended, or perhaps replaced. The ASAP agreed with the suggested membership transition plan. The ASAP discussed that they believe that the membership should be based on an individual's experience, ability to be objective and should be selected on a sector-based representation approach. The Chair also raised that the ASAP Terms of Reference will be reviewed at the next meeting to evaluate the ASAP's role.

<b>Action / Recommendation</b>	The ASAP:  (1) <b>Agrees</b> with the ASAP membership transition plan.  (2) <b>Strongly recommends</b> that future ASAP membership consideration being based on sector-representation and an individual's ability to be objective.
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Professor Patrick Murray  
Chair  
April 2019

**CHAIR**

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Prof Patrick Murray

**ATTENDING PANEL MEMBERS**

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Mr Jim Davis

Mr Greg Russell

Mr Michael Monck

Mr Rob Sharp

Mr Graeme Crawford

Mr Rob Walker

**APOLOGIES**

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Mr John Gissing

Ms Caroline Wilkie

**OBSERVERS**

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Mr Matthew Di Toro      ASAP Secretariat  
Civil Aviation Safety Authority

Mr Brendan McRandle    Executive Director Aviation and Airports  
Department of Infrastructure, Regional Development and Cities

Mr Murray Collings      Regional Manager Sydney Region  
Civil Aviation Safety Authority

Mr Andreas Marcelja      ASAP Secretariat  
Civil Aviation Safety Authority

**ATTACHMENT 1**

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Updated Action Register (8 April 2018)

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Reference	Action/Recommendation	Responsible	Status
2017-2/2	<p>CASA to provide further advice on issues raised by panel members:</p> <ul style="list-style-type: none"> <li>- Multiple flight testing requirements for flight examiner ratings</li> <li>- Recognition of foreign simulator training</li> </ul>	CASA	<p>Flight Examiners: Completed. Additional information about the structured approach to obtaining flight examiner qualifications provided through TAAAF to interested parties. With forward planning, flight test requirements can be streamlined and on many occasions, proficiency checks or flight tests for examiners may just involve a CASA officer seated in a non-control seat observing an actual flight test.</p> <p>Foreign Training: In progress. Policy to streamline recognition of specific pilot training conducted overseas by organisations holding foreign training approval is close to finalisation. In addition, a policy is close to being finalised that will streamline the issue of Australian CASR Part 142 approval to foreign training organisations that apply for recognition. In both cases, the streamlined arrangements will be implemented for training conducted by holders of EASA and/or FAA Part 142 approval and from a state where the national aviation authority is recognised by CASA.</p> <p>2018-2 update: Advice from the ASAP to DAS to be provided out of session by the ASAP Chair seeking that CASA prioritise work associated with international recognition of training schools, simulators and maintenance organisations. CASA to provide ASAP with a progress update, including timelines, by the next ASAP meeting.</p> <p>2018-3 update: CASA advised that work continues with regards to international recognition. Noting complexities associated with this matter, CASA will consider prioritising this taking into account capacity constraints. ASAP strongly encourages CASA to progress mutual international recognition in flight training and maintenance training. CASA to provide update at 2019-1.</p> <p>2019-1 update: CASA advised that there are still some complexities on this matter and will produce a paragraph to provide an update for the ASAP and publish in the minutes.</p>
2018-1/1	<p>ASAP to maintain a watching brief on potential issues arising from shortages of skilled aviation personnel.</p>	ASAP	<p>2019-1 update: ASAP will continue to maintain a watching brief on this matter.</p>

2018-2/3	ASAP <b>requests</b> CASA to operationalise the Regulatory Posture chart at the earliest opportunity.	CASA	2018-3 update: CASA continues to develop this tool and will discuss with CASA Board at the December Board meeting. CASA to provide update at 2019-1 meeting.  2019-1 update: CASA discussed this matter with the CASA Board. Mr Crawford advised that it will take time to operationalise the Regulatory Posture. CASA to provide an update at the 2019-2 meeting.
2018-2/4	ASAP <b>request</b> TAAF and RAAA to distribute their classification of operations chart be circulated to ASAP members for review and comment.	Mr Davis	2018-3 update: Mr Davis to provide a paper to outline RAAA position on classification of operations at 2019-1 meeting.  2019-1 update: Mr Davis sent a presentation outlining the RAAA position on classification of operations to the Chair and ASAP Secretariat. It is to be presented at a subsequent ASAP meeting.
2018-3/1	Mr Crawford seek advice from DAS/CEO regarding what he and the Board saw as the gaps and emerging risks in order to guide future ASAP discussion and advice on priority safety matters.	Mr Crawford	Completed. CASA presented the Board's Risk Appetite Statement for 2019 and outlined their view of CASA's key risks and the priority safety matters.
2018-3/3	Examine opportunities to expand the role of the ASAP with a particular focus on standing working groups.	Chair / Mr Walker	Completed. Mr Walker noted the ASAP's view that standing working groups are out of scope of the TWG TOR. CASA will establish working groups, such as the Runway Action Safety Group, outside of the ASAP structure. The Chair highlighted that the ASAP is open to consider the need of a standing working group.
2019-1/1	CASA to meet with the CAO 48.1 TWG as soon as practicable to further discuss remaining technical matters.	CASA	Completed. CAO 48.1 TWG held an additional meeting on 29 March 2019. ASAP advice on the matter sought at the extraordinary teleconference meeting on 2 April 2019.
2019-1/2	ASAP requests an additional principle is included in the tasking instructions for continuing airworthiness and maintenance regulations for aircraft engaged in charter operations from Point 3 of the Minister's Statement of Expectations (SOE)	CASA	Completed.
2019-1/3	ASAP requests Mr Davis to collate a list of specific issues experienced with CASR Parts 61 and 141/142 from all members for ASAP consideration and recommendation to CASA at the next meeting.	Mr Davis	To be updated at the 2019-2 meeting.
2019-1/4	ASAP requests CASA to provide a detailed update on the progress of the CASR Part 66 PIR. Members are to provide feedback and input to the Chair on specific issues relating to the Part 66 PIR to develop into a paper for ASAP consideration.	CASA/ASAP	

2019-1/5	CASA to provide an update on the discussions between CASA and ASQA.	CASA	To be updated at the 2019-2 meeting.
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