Sector Risk Profile for the aerodrome sector

INTRODUCTION

SECTOR RISK PROFILE PROCESS

Risk Assessment
Hazard
Risk

The demand for air services has been increasing steadily and therefore necessitates the development of a risk profile and retail complexes as a preferred commercial strategy, Apart from aircraft movements, aerodrome operators have business and tourism travel.

Risk Assessment
Hazard
Risk

Apart from aircraft movements, aerodrome operators have business and tourism travel.

Risk Assessment
Hazard
Risk

The demand for air services has been increasing steadily and therefore necessitates the development of a risk profile and retail complexes as a preferred commercial strategy, Apart from aircraft movements, aerodrome operators have business and tourism travel.

Risk Assessment
Hazard
Risk

Apart from aircraft movements, aerodrome operators have business and tourism travel.

Risk Assessment
Hazard
Risk

The demand for air services has been increasing steadily and therefore necessitates the development of a risk profile and retail complexes as a preferred commercial strategy, Apart from aircraft movements, aerodrome operators have business and tourism travel.
About the Civil Aviation Safety Authority

The Civil Aviation Safety Authority (CASA) was established on 6 July 1995 as an independent statutory authority under section 8 of the Civil Aviation Act 1988 (the Act). The main objective of the Act is ‘to establish a regulatory framework for maintaining, enhancing and promoting the safety of civil aviation with particular emphasis on preventing aviation accidents and incidents’ (section 3A). Section 9 of the Act lists CASA’s functions. In particular, subsection paragraph 9(1)(g) of the Act empowers CASA to conduct regular reviews of the system of civil aviation safety in order to monitor the safety performance of the aviation industry. CASA identifies safety-related trends and risk factors and promotes the development and improvement of the system.

About the Aerodrome Sector Risk Profile

The Sector Risk Profile (SRP) for the Aerodrome sector presents a picture of the key risks facing the sector at a defined point in time. The data-driven and collaborative approach provides a definition of the sector and the context used to develop the risk profile. The SRP process output is a collection of risks impacting the sector operations as a consequence of factors relating to the operating environment, supporting infrastructure or services and deviations associated with the growth and change in the sector.

Foreword

Aviation is a key driver for social and economic development and its demand has increased steadily over the years. A key element of the aviation system is aerodromes, whose main function is the provision of a safe and efficient transition of passengers and goods. The operations on the aerodrome surface are crucial to the achievement of this function. Aerodrome surface safety and in particular runway and taxiway safety is acknowledged globally as one of aviation’s greatest challenges. To improve this key area of aviation safety, it is necessary to identify the causal factors that underlie accidents and incidents, and to understand their impacts.

An analysis of occurrence data over a five year period (2010-2014) highlights the potential impact of aerodrome activities on aircraft operations. The safety events that occur on and in the vicinity of the aerodrome include aircraft damage caused by foreign object debris in the movement area, wildlife on the movement area and runway events such as runway excursion and runway incursion. The causal and contributory factors that underlie such safety occurrences often relate to the infrastructure characteristics, layout of the aerodrome, human factors issues arising from the interaction of various stakeholders carrying out airsides and poor aerodrome management processes.

As Australia’s aviation safety regulator, CASA is responsible to review, measure and monitor the safety of the Civil Aviation system within the State. In order to identify the safety-related trends and risk factors, CASA has developed a methodology that enables the identification of risk factors within the sectors which together form the Australian aviation community.

Sector risk profiling identifies sector specific risks and develops a deep understanding of the effects of risks that sector participants must address in order to maximise their aviation safety performance. Effective risk management also makes a significant contribution to an operator achieving its commercial objectives. The risk profiling process adopts the CASA Risk Management Framework, which is based on AS/NZS ISO 31000:2009 Risk Management – Principles and Guidelines, to identify, assess and treat the risks that must be managed by sector participants.

A risk profile provides the sector participants and CASA with an opportunity to understand the effects of aviation related risks on the sector and how the level of risks can be reduced and managed utilising an approach that monitors the implementation of risk treatments by sector stakeholders, including CASA, as well as evaluating the effectiveness of the risk treatments through a set of safety performance indicators. The sector risk profile also provides an opportunity for authorisation holders in a sector to manage the effects of risks listed in the sector’s risk register.

The successful development of a sector risk profile relies on industry participation in identifying hazards, associated risks and developing treatments which are not only feasible but also effective in delivering safe outcomes. It is in this regard that I would like to thank the aerodrome operators and CASA approved delegates for their valuable contribution through surveys and workshops, particularly, the principal contributors representing Australian Airports Association, Australian Local Government Association, Sydney Airport Corporation Limited, Adelaide Airport Limited, Townsville Airport Pty Limited, Canberra Airport Pty Limited and the Department of Defence for giving up their valuable time to attend workshops and demonstrating a complete dedication to building a risk profile for the sector.

Safe Flying

Mr Mark Skidmore, AM
Chief Executive Officer and
Director of Aviation Safety
INTRODUCTION

About the Aerodrome Sector

The aerodrome sector is an essential component of the Australian transport infrastructure, providing social, economic and cultural sustainability for the remote and regional communities who are heavily dependent upon air services. The demand for air services has been increasing steadily over the years. Over 4 million Australians rely on regional air services across the country to deliver essential services that include transport and freight, essential medical and flying doctor services, search and rescue, social and law enforcement services, specialised resource delivery and business and tourism travel.

The nature of surface operations is such that it requires the input, coordination and cooperation of various stakeholders. Apart from aircraft movements, aerodrome operators have diversified their interests to provide aerodrome business parks and retail complexes as a preferred commercial strategy, diversified their interests to provide aerodrome business parks and retail complexes as a preferred commercial strategy, infrastructure permitting. The complexity of aeronautical and non-aeronautical operations makes the system vulnerable, and therefore necessitates the development of a risk profile for aerodromes based on aeronautical activities on the surfaces of aerodromes.

CASA sector risk profiling process

The CASA sector risk profiling process consists of developing a picture of sector-specific risks in two phases. In Phase 1, information is sourced from a number of internal and external databases including Australian Transport Safety Bureau (ATSB) and the Bureau of Infrastructure, Transport and Regional Economics (BITRE) and supplemented with survey responses from authorisation holders, industry delegates and CASA inspectors and workshops conducted with sector participants. This data is analysed and the results compiled into a series of outputs, with the primary output being the Sector Risk Profile Report.

The primary outputs associated with the risk profiling process include the Sector Risk Profile Report and the public document which together provide comprehensive information on the risks and associated treatments for the sector.

Using the sector risk profile

The purpose of sector risk profiling is to present stakeholders with a risk picture specific to the operations of the defined sector. CASA, in collaboration with the sector participants, developed the sector risk profile process in which risks are jointly identified, agreed and assessed. The process further evaluates the risks to develop a risk treatment plan to reduce and manage the risks. The treatment owners have the primary responsibility for the continuous monitoring and feedback on the progress of the implemented treatment plans.

The sector risk profile is dynamic and will be periodically reviewed to adapt to the changes in the sector and the operating environment. The risk treatments are subject to a continuous monitoring plan that measures change in safety performance following implementation of the risk reduction measures. An evaluation plan evaluates the effectiveness of the risk reduction measures.

Assumptions and limitations

- The aerodrome sector risk profiling was limited to identifying hazards and associated risks which had an impact on achieving the agreed sector objectives
- The risks identified are generalised to apply to all the sector participants irrespective of the size or type of operations
- The risk while applicable to all facilities utilised for the movement of aircraft, the causal factors depend on the type and operational characteristics of the aerodrome.
PART 1—SECTOR RISK PROFILE CONTEXT

Sector definition

According to Civil Aviation Act 1988, aerodrome is defined as: “an area of land or water (including any buildings, installations, and equipment) the use of which as an aerodrome is authorised under the regulations, being such an area intended for use wholly or partly for the arrival, departure or movement of aircraft”. The term aerodrome includes any location where dedicated infrastructure is provided for the ground movement of aircraft with the intention of flight and comprises of ADs, ALAs and HLSs.

Sector stakeholders

- Economic departments
- Aircraft Noise Ombudsman
- Office of Transport security
- BITRE
- Australian Transport Safety Bureau
- Civil Aviation Safety Authority
- Australian Local Government Association
- Local community groups and resident forums
- Australian Airports Association
- Regional Aviation Association of Australia
- Australian Helicopter Industry association
- Travelling Public
- Community
- Clients and aerodrome users
- Airlines and Aircraft operators
- Fixed-base Operators
- Sector Participants
- Aerodrome Operators
- Third party
- Ground Handling Companies
- Aerodrome and airways equipment suppliers
- Training Organisations
- Refuelling Companies
- Aerodrome Maintenance Organisations

State/Local Government

- State planning and Infrastructure Authority
- State and Local Government agencies
- Conservation and Environment organisations

Service providers to the sector

- Aeronautical, navigation and telecommunication service providers
- Airservices Australia
- Aerodrome consultants

Sector objectives

- provide and manage infrastructure facilities to ensure safe arrival, departure and surface movement of aircraft
- maintain ongoing aerodrome viability through protection of airspace
- maintain safe, secure and sustainable operations through effective safety management
- encourage safety culture and management of safety through hazard identification, risk management and safety reporting
- grow revenue, manage costs and corporate social responsibility
- support economic growth within the community without affecting aerodrome capability
- provision of emergency and rescue facilities essential for recovery operations
- ensure appropriate compliance with other regulations whilst managing safety
- personnel are competent and appropriately qualified
**Operating Environment**

Australia’s network of aerodromes is widely dispersed, highly diverse and reflects the immense size of the Australian continent. There are over 3000 airfields within the Australian territory with the majority located in the rural or remote areas. This network of aerodromes comprises of 340 regulated aerodromes (ADs), operated by 309 entities, 2002 aeroplane landing areas(ALAs) and 734 helicopter landing sites (HLS). Figure 1 shows the geographic distribution of aerodromes across Australian states and territories with QLD, WA and NSW accounting for approximately 70 percent of aerodromes.

The 11 largest aerodromes in Australia service about 118 million domestic and international passengers and comprise about 87% of overall passenger traffic. Annual passenger traffic at aerodromes is projected to more than double in the next two decades, with Sydney, Melbourne and Brisbane aerodromes each expected to facilitate at least 50 million passengers per year. On average, regulatory impost are higher for regional and remote aerodromes, comprising around 12% of total expenses, compared with about 4% for major and large regional aerodromes. Smaller aerodromes provide vital services to rural and regional communities, including regular passenger transport, the facilitation of mail and time sensitive freight deliveries, the Royal Flying Doctor Service, Care Flight, and the transfer of workers to employment centres and job sites.

The main function of aerodromes is the provision of a safe and efficient transition of people and goods. The airside operations are crucial to the achievement of this function. Aerodrome surface safety and in particular, improving runway safety performance is a Global Aviation Safety Priority area identified by ICAO. To improve this key area of aviation safety, it is necessary to identify and understand the causal and contributing factors. Accidents and incidents are often the result of contributing factors across multiple domains of the aviation system including human factors, operations, procedures, the aerodrome infrastructure and its associated characteristics. Analysis of safety data for the period 2010-2014 identified 11,631 safety occurrences with 98% of the occurrences classified as incidents.

Figure 2 provides the breakdown of safety events occurring on and in the vicinity of aerodromes and includes runway events, ground operations related events, environment-related events and infrastructure related events.

**Figure 2 Safety events associated with aerodrome operations**

<table>
<thead>
<tr>
<th>Year</th>
<th>Bird Strike</th>
<th>Runway Incursion</th>
<th>Runway Confusion</th>
<th>Foreign Object Debris</th>
<th>Infrastructure - Other</th>
<th>Animal Strike</th>
<th>Runway Lighting</th>
<th>Taxiing Collision</th>
<th>Ground Handling</th>
<th>Interference - ground to aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>1791</td>
<td>2027</td>
<td>58</td>
<td>54</td>
<td>50</td>
<td>49</td>
<td>34</td>
<td>32</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>2011</td>
<td>1821</td>
<td>2027</td>
<td>58</td>
<td>54</td>
<td>50</td>
<td>49</td>
<td>34</td>
<td>32</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>2012</td>
<td>1697</td>
<td>2027</td>
<td>58</td>
<td>54</td>
<td>50</td>
<td>49</td>
<td>34</td>
<td>32</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>2013</td>
<td>1774</td>
<td>2027</td>
<td>58</td>
<td>54</td>
<td>50</td>
<td>49</td>
<td>34</td>
<td>32</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>2014</td>
<td>1711</td>
<td>2027</td>
<td>58</td>
<td>54</td>
<td>50</td>
<td>49</td>
<td>34</td>
<td>32</td>
<td>18</td>
<td>20</td>
</tr>
</tbody>
</table>

Source: ATSB Occurrence Data

Figure 3 shows the reportable occurrences which include accidents and serious incidents for the period 2010-2014. Runway excursion, incursion and taxiing collision accounted for approximately 85 percent of the accidents and serious incidents at aerodromes.

**Figure 3. Accidents and serious incidents for the period 2000-2014**

Source: ATSB Occurrence Data

Aerodromes are multi-faceted environments with complex organisational systems where many processes take place simultaneously. Many activities on the aerodrome are not actually performed by the aerodrome operator or the owner of the aerodrome. Multiple organisations are often involved in the operation of these large-scale infrastructures. Most aerodrome services are provided by commercial organisations; hence the aerodrome owner/operator plays a vital role as a facilitator to these organisations. This not only limits the transparency of responsibility, but equally distorts the reporting of safety incidents, accidents and the ability to respond to incidents.

Across the whole spectrum of aerodromes, little information on safety issues impacting aerodromes is publicly available from aerodrome operators and the safety performance of this sector thus remains obscure; except when safety fails entirely. Assessing the level of safety at aerodromes is difficult as there is little systematic collection of accident and incident data concerning air transport incidents occurring or originating on the ground, either in ground operations or maintenance.

Aerodromes are complex systems for which simple trends that indicate loss of life, or the number of incidents per year are simply not adequate to determine safety assurance at these facilities.
### PART 2—SECTOR RISK PROFILE

#### Short form version of the sector's risk register

<table>
<thead>
<tr>
<th>Risk #</th>
<th>Risk</th>
<th>Risk Owner - primary</th>
<th>Current Rating</th>
<th>Treatment</th>
<th>Treatment Owner</th>
<th>Residual Risk Rating</th>
<th>Risk Review date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Failure to adequately manage movement area</td>
<td>aerodrome operator</td>
<td>high</td>
<td>induction and continuous education (on safe operations)</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2017</td>
</tr>
<tr>
<td>2</td>
<td>Ineffective communication of safety information</td>
<td>aircraft operator; aerodrome operator</td>
<td>high</td>
<td>implement the aerodrome ‘conditions of use’ agreement (include compliance as a condition of use)</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>3</td>
<td>Unsafe operations by pilots</td>
<td>aircraft operator</td>
<td>high</td>
<td>regulation commensurate to type of operation (specific to uncontrolled aerodromes)</td>
<td>aerodrome operator/ CASA/ aircraft operator</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>4</td>
<td>Failure of infrastructure</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>induction and continual training (on airside and airport operations)</td>
<td>aerodrome operator/ industry associations/ CASA/ ANSP</td>
<td>low</td>
<td>2019</td>
</tr>
<tr>
<td>5</td>
<td>Accuracy of published information</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>induction and continual training (on personnel)</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2019</td>
</tr>
<tr>
<td>6</td>
<td>Adequate management of personnel airspace</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>implementation of national training program on communication of safety information</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2019</td>
</tr>
<tr>
<td>7</td>
<td>Protection of navigational integrity</td>
<td>aerodrome operator; ANSP</td>
<td>medium</td>
<td>regulation of radio frequency emissions</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2019</td>
</tr>
<tr>
<td>8</td>
<td>Protection of airspace</td>
<td>aerodrome operator; LAND USE planning authority and defence; state/territory government</td>
<td>high</td>
<td>regulation of airside and ground operations</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>9</td>
<td>Wildlife management</td>
<td>aircraft operator; aerodrome operator</td>
<td>high</td>
<td>implementation of national training program on wildlife management</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>10</td>
<td>Emergency response management</td>
<td>aircraft operator; aerodrome operator</td>
<td>high</td>
<td>implementation of national training program on emergency response</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>11</td>
<td>FOD management</td>
<td>aircraft operator; aerodrome operator</td>
<td>high</td>
<td>implementation of national training program on FOD management</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>12</td>
<td>Appropriately competent/qualified personnel carrying out safety-sensitive tasks</td>
<td>aerodrome operator</td>
<td>high</td>
<td>implementation of national training program on safety-sensitive tasks</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>13</td>
<td>Integration of safety management into other management systems</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>implementation of national training program on safety management</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2019</td>
</tr>
<tr>
<td>14</td>
<td>Fatigue management/ duty time limits</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>implementation of national training program on fatigue management</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2019</td>
</tr>
<tr>
<td>15</td>
<td>Failure to comply with applicable regulation and standards</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>implementation of national training program on compliance</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2019</td>
</tr>
<tr>
<td>16</td>
<td>Ineffective/ inadequate/ over prescriptive regulations</td>
<td>aerodrome operator; CASA</td>
<td>medium</td>
<td>implementation of national training program on regulatory process</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2019</td>
</tr>
<tr>
<td>17</td>
<td>Manoeuvring area incursions</td>
<td>aerodrome operator</td>
<td>high</td>
<td>implementation of national training program on manoeuvring area incursions</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>medium</td>
<td>2017</td>
</tr>
<tr>
<td>18</td>
<td>Unsafe handling and management of dangerous goods and hazardous material including composite fibres</td>
<td>aerodrome operator</td>
<td>medium</td>
<td>implementation of national training program on handling and management of dangerous goods and hazardous material</td>
<td>aerodrome operator/ industry associations/ CASA</td>
<td>low</td>
<td>2019</td>
</tr>
</tbody>
</table>

**Note:** The detailed version of the sector risk register (AARP Risk Register: CASA 2015) contains the risk cause/source, impacts, controls, stakeholders and likelihood/consequence ratings. For the full report version refer to ‘Aerodrome Sector Risk Profile Report, Civil Aviation Safety Authority, 2015.’
PART 3—SECTOR PRACTICE STATEMENTS

The key themes evolving from the risk treatments identified by CASA and a representative group of the industry include:

» Training and qualifications
» Effective SMS implementation and management
» Stakeholder communication and documented agreements
» National Training Program
» Regulation and regulatory review
» Safety culture/attitude

A working group comprising of CASA staff and industry representatives will address the above themes and develop the ongoing treatment plan.

Principal Contributors from the Sector:
The Civil Aviation Safety Authority thanks the following sector participants for the significant contribution to develop aerodrome sector risk profile:

» Adelaide Airport Limited
» Australian Airports Association
» Australian Local Government Association
» Canberra Airport Pty Limited
» Department Of Defence
» Sydney Airport Corporation Limited
» Townsville Airport Pty Limited

Related references

» ASRP-Sector Risk Profile Report, CASA 2015
» ASRP-Risk Register, CASA 2015

Abbreviations and terms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAA</td>
<td>Australian Airports Association</td>
</tr>
<tr>
<td>AD</td>
<td>Aerodrome</td>
</tr>
<tr>
<td>ALA</td>
<td>Aeroplane Landing Area</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>ALGA</td>
<td>Australian Local Government Association</td>
</tr>
<tr>
<td>ANSP</td>
<td>Air Navigation Service Provider</td>
</tr>
<tr>
<td>ARFF</td>
<td>Aviation Rescue Fire Fighting</td>
</tr>
<tr>
<td>ASRP</td>
<td>Aerodrome Sector Risk Profile</td>
</tr>
<tr>
<td>ATSB</td>
<td>Australian Transport Safety Bureau</td>
</tr>
<tr>
<td>BITRE</td>
<td>Bureau of Infrastructure, Transport and Regional Economics</td>
</tr>
<tr>
<td>CAO</td>
<td>Civil Aviation Order</td>
</tr>
<tr>
<td>CASA</td>
<td>Civil Aviation Safety Authority</td>
</tr>
<tr>
<td>CASR</td>
<td>Civil Aviation Safety Regulation</td>
</tr>
<tr>
<td>CNS</td>
<td>Communication Navigation and Surveillance</td>
</tr>
<tr>
<td>DIRD</td>
<td>Department of Infrastructure and Regional Development</td>
</tr>
<tr>
<td>ERSA</td>
<td>En-Route Supplement Australia</td>
</tr>
<tr>
<td>FOD</td>
<td>Foreign Object Debris</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>HLS</td>
<td>Helicopter Landing Sites</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>NASAG</td>
<td>National Airports Safeguarding Advisory Group</td>
</tr>
<tr>
<td>NASF</td>
<td>National Airports Safeguarding Framework</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
</tr>
<tr>
<td>OLS</td>
<td>Obstacle limitation surfaces</td>
</tr>
<tr>
<td>RPT</td>
<td>Regular Public Transport</td>
</tr>
<tr>
<td>SEP</td>
<td>Safety Education and Promotion Division of CASA</td>
</tr>
<tr>
<td>SME</td>
<td>Subject Matter Expert</td>
</tr>
<tr>
<td>SMS</td>
<td>Safety Management System</td>
</tr>
<tr>
<td>SRP</td>
<td>Sector Risk Profile</td>
</tr>
<tr>
<td>SSO</td>
<td>Safety Systems Office</td>
</tr>
</tbody>
</table>

© 2016 Civil Aviation Safety Authority

For further information visit www.casa.gov.au

This work is copyright. You may download, display, print and reproduce this material in unaltered form only (retaining this notice) for your personal, non-commercial use or use within your organisation. Apart from any use as permitted under the Copyright Act 1968, all other rights are reserved. Requests for further authorisation should be directed to: Manager, Safety Systems Office, Civil Aviation Safety Authority, GPO Box 2005 Canberra ACT 2601, or email safetysystems@casa.gov.au

Notice: The information contained in this document was correct at the time of publishing and is subject to change without notice.

1509.2015