

**Memorandum of Understanding of Australia's Agencies Involved in  
Civil and Defence Aviation**

**between**

**the Department of Infrastructure, Transport, Regional Development,  
Communications and the Arts**

**and**

**the Civil Aviation Safety Authority**

**and**

**Airservices Australia**

**and**

**the Department of Home Affairs**

**and**

**the Australian Transport Safety Bureau**

**and**

**the Australian Maritime Safety Authority**

**and**

**the Australian Bureau of Meteorology**

**and**

**the Department of Defence**

**and**

**the Department of Foreign Affairs and Trade**

**in relation to the management of aspects of international activities**

**2023**



# 1 THE PARTICIPANTS

1.1 The Participants to this Memorandum of Understanding (MOU) are:

- the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Infrastructure)
- the Civil Aviation Safety Authority (CASA)
- Airservices Australia (Airservices)
- the Department of Home Affairs (Home Affairs)
- the Australian Transport Safety Bureau (ATSB)
- the Australian Maritime Safety Authority (AMSA)
- the Australian Bureau of Meteorology (BoM)
- the Department of Defence (Defence)
- the Department of Foreign Affairs and Trade (DFAT).

1.2 The Participants to this MOU will be collectively referred to within the MOU as the 'agencies' or 'the agencies' without any inference as to their legal status.

## 2 PURPOSE

2.1 This MOU records arrangements between Australia's agencies involved in civil and defence aviation and their management of international and domestic issues.

2.2 This MOU also records arrangements for managing engagement with the International Civil Aviation Organization (ICAO), including matters involving correspondence, representation, whole of government policy positions, the sharing of information, and the filing of differences against ICAO Standards and Recommended Practices (SARPs).

2.3 This MOU does not create, maintain or govern legally binding obligations between the agencies or between the agencies and any third party. It will be implemented subject to and in accordance with Australian laws, policies and international legal obligations.

2.4 While this MOU is not legally binding, agencies will endeavour to perform their respective functions in a manner consistent with the values and principles it embraces.

2.5 This MOU should be read with the Tripartite MOU, which records arrangements between the Tripartite member agencies (Infrastructure, CASA and Airservices).

## 3 ICAO AND ANNEX RESPONSIBILITIES

3.1 ICAO was established by the Convention on International Civil Aviation made in Chicago on 7 December 1944 (the Chicago Convention). The Convention established certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.

3.2 On 1 March 1947 Australia ratified the Chicago Convention thereby becoming a member of ICAO. The Chicago Convention is implemented domestically through a schedule to the *Air Navigation Act 1920*, which is administered by Infrastructure. While State aircraft are excluded from the Chicago Convention under Article (3), the Defence Aviation Safety Program (DASP) strongly aligns with the Chicago Convention and integrates with Australia's State Safety Program (SSP) to drive improvements in safety performance across civil and defence aviation sectors.

3.3 Australia maintains a Permanent Mission to ICAO in Montreal, comprising a Permanent Representative to ICAO (and Representative on the ICAO Council), and an Air Navigation Commissioner. Australia is a member of the ICAO Council, which is ICAO's governing body. As a member of the ICAO Council, Australia has the ability to influence the international civil aviation

agenda, ICAO's forward program and standards, as well as the governance of ICAO and the utilisation and allocation of its resources.

- 3.4 Australia also maintains a nominee to the Air Navigation Commission of ICAO, an independent technical body, which reviews and considers safety and air navigation-related standards and recommendations for adoption by the ICAO Council.
- 3.5 The Minister for Infrastructure, Transport, Regional Development and Local Government has primary responsibility for Australia's obligations under the Chicago Convention.
- 3.6 Infrastructure is responsible for administering Australia's arrangements under the Chicago Convention. This includes the legal matters involved with the Chicago Convention, administration of other treaties, and management of international affairs arising from ICAO. In addition to its lead coordination role, Infrastructure is responsible for:
  - Aviation policy, economic regulation of civil aviation (including airline and airport operations), aviation statistics and the coordination of facilitation-related engagement with ICAO.
  - Aviation environmental issues, including aircraft noise management and the coordination of Carbon Offsetting Reduction Scheme for International Aviation (CORSIA).
  - The coordination of issues related to the governance of ICAO.
- 3.7 CASA is an independent statutory authority established under the *Civil Aviation Act 1988*. CASA is responsible for the safety regulation of civil air operations in Australian territory and Australian aircraft operating overseas. It is also responsible for regulating the administration of Australia's airspace.
- 3.8 Airservices is the independent air navigation service provider established under the *Air Services Act 1995* to provide safe, secure, and environmentally responsible air navigation and aviation rescue fire fighting services to the civil aviation industry. Airservices is responsible for Australia's air traffic services (service provider) (including licensing and training), airspace management, aeronautical information, aviation communications, radio navigation aids, and aviation rescue and fire fighting services.
- 3.9 Home Affairs provides coordinated strategy and policy leadership for Australia's national and transport security, federal law enforcement, criminal justice, cyber security, border, immigration, multicultural affairs, emergency management and trade related functions. Home Affairs is responsible for:
  - Transport security in the aviation sector through the *Aviation Transport Security Act 2004* and the *Aviation Transport Security Regulations 2005*.
  - Providing advice on cyber security and resilience for the civil aviation sector.
  - Immigration arrangements to facilitate entry of genuine travellers to Australia while preventing entry of those likely to commit immigration fraud or threaten the national interest.
  - Border arrangements which allow for the lawful passage of goods, including in the form of air cargo.
- 3.10 The ATSB is established by and operates under the *Transport Safety Investigation Act 2003*. The ATSB is responsible for:
  - The independent investigation of accidents and other safety occurrences involving civil aircraft in Australia, and taking part in the investigation of accidents and other occurrences involving Australian aircraft overseas.
  - Australia's system for mandatory reporting of aviation safety occurrences, and a national scheme for the voluntary and confidential reporting of aviation safety concerns.
- 3.11 AMSA is a statutory authority established by the *Australian Maritime Safety Authority Act 1990*. AMSA's functions under that Act include the provision of a search and rescue service. AMSA provides that service in a manner that is consistent with the obligations of Australia under agreements made with other countries, including, for example, the Chicago Convention and the International Convention on Maritime Search and Rescue.
- 3.12 BoM is Australia's national weather, climate and water agency and operates under the authority of the *Meteorology Act 1955* and the *Water Act 2007*. BoM is the designated Meteorological Authority in Australia and the legislated provider of meteorological information used in civil aviation including observations, forecasts and warnings. In providing aviation services, BoM fulfils Australia's

international obligations under the Convention of the World Meteorological Organization (WMO) and related international meteorological treaties and agreements.

- 3.13 Defence's primary role is to defend Australia and its national interests, promote security and stability and support the Australian community as directed by the Government. A Joint Directive issued by the Secretary for Defence and the Chief of the Defence Force under the *Defence Act 1903* provides the framework for aviation safety within Defence. Two distinct and separate elements within Defence have responsibilities within the scope of this MOU:
- The Defence Aviation Safety Authority (DASA), as Australia's Military Aviation Authority, is an independent authority within Defence. DASA is responsible for the safety regulation of Defence aviation and has an equivalent role to CASA except for some differences in scope (eg DASA does not regulate airspace). The Defence Flight Safety Bureau within DASA is responsible for independent investigation of Defence aviation accidents and other safety occurrences, equivalent to the role of the ATSB in respect of civil aviation.
  - Various Groups and Services in Defence carry out and support aviation operations, including the provision of air navigation services. While agencies may deal directly with any relevant organisation within Defence, the Royal Australian Air Force (RAAF) Chief of Air Force, who is also appointed as the Defence Aviation Authority, will represent Defence in the coordination and working arrangements concerning the interaction of civil and defence aviation.
- 3.14 DFAT promotes and protects Australia's international interests to support its security and prosperity. Under aviation arrangements DFAT is responsible for:
- The provision of passport and international travel documentation for Australians.
  - The provision of travel documentation for specified non-citizens.
  - Providing guidance on international interests that may impact engagement on ICAO matters.
  - Leading engagement on matters concerning international litigation and disputes brought to ICAO to which Australia is a party.
- 3.15 The respective Annex responsibilities for each agency is set out in Attachment A with the lead agency being listed first.

## **4 COORDINATION AND WORKING ARRANGEMENTS**

- 4.1 Overall performance of aviation arrangements in Australia requires a cohesive and collaborative approach across, and within, civil and defence aviation. There are a range of coordination groups and work streams that draw together the agencies responsible for aviation policy, regulation and service provision. These groups facilitate the development of whole of government policy positions, information sharing, reporting and governance for agencies. A structure for these groups is at Attachment B.
- 4.2 The Aviation Policy Group's (APG) role is to enhance cooperation and coordination across the four Australian Government agencies that have responsibilities for aviation policy, regulation and service provision. APG brings together the agency heads of Infrastructure, Airservices, CASA and the RAAF representing Defence. The APG is chaired by the Secretary of Infrastructure and meets several times a year.
- 4.3 The Aviation Implementation Group (AIG) is a working group of senior officials comprising representatives from Infrastructure, CASA, Airservices and the RAAF. The AIG supports the APG in the implementation of cross-agency strategies.
- 4.4 The Tripartite is the focal point on civil aviation issues and is chaired by Infrastructure and includes representatives from CASA and Airservices. The Tripartite serves as a coordination body for the management of ICAO related matters and the financial arrangements of Australia's representatives at ICAO in Montreal. In the event of a substantive increase in access and undertakings required by another agency of the Australian Mission to ICAO, the Tripartite may seek to recover the costs from that agency.
- 4.5 Agencies under this MOU should attend a twice yearly Civil and Defence Aviation Coordination Group (Coordination Group) meeting to discuss and coordinate whole of government arrangements on

international and domestic aviation matters, including ICAO issues. The Coordination Group will be chaired by Infrastructure and should be composed of senior officials from MOU agencies.

- 4.6 The Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA) Working Group is a working level cross-agency team with representatives of agencies with Annex responsibilities. The objective of USOAP is to promote civil aviation safety through ICAO conducting audits to determine a State's safety oversight capabilities, while the CMA provides an opportunity for States to regularly update ICAO on the status of their safety oversight system. The USOAP-CMA Working Group meets regularly and is responsible for coordinating the provision of information and reporting on Australia's implementation of ICAO's safety oversight standards.
- 4.7 The State Safety Program Cross-Agency Team (SSP-CAT) is chaired by Infrastructure, and its role is to drive improvement in the performance of Australia's integrated state safety program within and across civil and defence aviation. This integration includes close operational coordination between the civilian agencies responsible for executing the Australian SSP for civil aviation and the Defence entities responsible for executing the DASP for military aviation. The SSP-CAT is also responsible for maintaining and continuously improving Australia's SSP and for reporting to AIG in relation to the progress of its work and on any operational safety risks or organisational challenges. Australia's SSP seeks to meet the requirements set out under ICAO Annex 19.
- 4.8 Infrastructure coordinates input and arrangements on environmental aviation matters through regular engagement with the Department of Climate Change, Energy, the Environment and Water and the aviation industry. This includes matters to be put forward to the Committee on Aviation Environmental Protection (CAEP) and progressing CORSIA and the Long-Term Aspirational Goal (LTAG).
- 4.9 Infrastructure coordinates input and arrangements on facilitation-related matters through regular engagement with Home Affairs, DFAT, the Department of Agriculture, Fisheries and Forestry, and the Department of Health. This includes providing a link between ICAO forums and the National Passenger Facilitation Committee (NPFC). The NPFC is Australia's National Facilitation Committee, as required under Annex 9 of the Chicago Convention, and is chaired by Home Affairs and includes Infrastructure, DFAT, Department of Health and the Department of Agriculture, Fisheries and Forestry, as well as industry.

## **5 ICAO STATE LETTERS**

- 5.1 State Letters (received from ICAO Headquarters in Montreal) and Regional Letters (received from the ICAO Asia and Pacific Regional Office in Bangkok) are official correspondence from ICAO and responses to these letters represent Australia's official position. The topics of these letters are wide ranging, and include proposed amendments to Annexes and Procedures for Air Navigation Services (PANS), invitations to ICAO events, ICAO administration issues or arrangements, surveys, or ICAO employment/secondment and training opportunities. Regional Letter topics are also diverse and can include amendments to Asia Pacific regional navigation plans and procedures as well as specific Asia Pacific planning issues. The distribution of these letters among agencies along with any final official responses, are coordinated by Infrastructure.
- 5.2 Where a State Letter requires a response from Australia, the action agency will be determined by Infrastructure according to their respective Annex responsibilities and subject matter expertise, including determination of a lead agency. However, should more than one action agency be identified as having significant Annex responsibilities, Infrastructure will provide additional assistance by collating any final comments, as well as acting as an intermediary to resolve any differing views.
- 5.3 A State Letter will typically be distributed within a week of receipt of the letter from ICAO. The action agency should seek comments from the other agencies, as appropriate, and ensure agency-level clearance before returning the draft response to Infrastructure, with confirmation of the officer who has cleared the draft response. Agencies acknowledge that the timeliness and quality of State Letter responses has an impact on Australia's standing within ICAO. If an extension of time is required, the agency requiring such an extension will make a request of Infrastructure. In the case of a State Letter, Infrastructure will review draft responses to State Letters to ensure quality and consistency with other ICAO communications, and then provide Australia's coordinated response to the Australian Mission to ICAO for final clearance and dispatch to ICAO under signature of our Permanent Representative to ICAO. In the case of a Regional Letter, Infrastructure will respond directly to the ICAO Asia and Pacific Regional Office. Infrastructure will provide a copy of the final response to relevant agencies.

- 5.4 Infrastructure maintains a list of State Letters, Regional Letters and other ICAO correspondence or documents requiring action, and will follow up with the relevant agencies as required to facilitate timely responses. Infrastructure keeps the Australian Permanent Mission to ICAO informed of the status of outstanding State Letters during the monthly video conference with the Mission.
- 5.5 Agencies should ensure they maintain up to date contact details with Infrastructure to facilitate communication about State Letters, Regional Letters and other ICAO correspondence or documents requiring action. This should include contact details for the best contact regarding the ICAO-related subject-matter they are responsible for.

## **6 NOTIFICATION OF COMPLIANCE AND DIFFERENCES**

- 6.1 Agencies responsible for Annexes will have primary responsibility to file all identified differences against ICAO Standards using the ICAO systems, in order to fulfil Australia's obligations under the Chicago Convention. Where agencies that have joint responsibilities for Annexes, the lead agency will coordinate with the other agency and file the compliance and differences. As best practice, Australia will also file differences against those ICAO Recommended Practices that are considered to form an integral part of the implementation of an ICAO Standard.
- 6.2 Infrastructure will retain oversight over all differences filed with ICAO and will work with agencies to ensure a consistent approach.
- 6.3 The trigger for notifying a difference can occur in one of three ways:
- New or amended SARPs are adopted by ICAO.
  - Australia introduces or updates a change in its legislation, regulations or procedures.
  - A regular review is conducted and differences are identified.
- 6.4 When responding to ICAO State Letters advising of amendments to Annexes, the agency responsible for the Annex or subject matter will have primary carriage of identifying the issue and proposing a response to ICAO in line with the procedure in Section 5.2 above.
- 6.5 When notifying ICAO of differences, the responsible agency (or lead agency where there is joint responsibility for an Annex) is required to liaise with Infrastructure prior to finalisation. The finalised text of differences is lodged using the online ICAO system by the relevant agency who has the responsibility for the Annex. This does not apply to Annex 17, for which there is no online lodgement.
- 6.6 While the DASP is strongly aligned to ICAO, there is no requirement to notify differences against the SARPs as State aircraft are formally excluded under Article 3 of the Chicago Convention.

## **7 ICAO MEETINGS AND GROUPS**

- 7.1 The composition of delegations to ICAO conferences and meetings, as detailed in its forward meeting schedule online, should be the subject of consultation between Infrastructure and the agencies having the lead role for the particular area (Annex) issue, as identified in Section 3 and the Annex responsibilities in Attachment A.
- 7.2 ICAO has established a number of standing groups, in order to progress work on ICAO SARPs and other issues. ICAO also establishes ad-hoc groups to undertake specific short-term projects. ICAO groups include:
- ICAO Panels — the primary bodies for progressing work on ICAO SARPs as well as guidance material. Panels are formally established by the ICAO Council or Air Navigation Commission, and operate according to formal directives. Depending upon their establishment, Panels either report to a Council Committee or the Air Navigation Commission.
  - Working Groups of Panels — established by Panels to progress detailed work.
  - A range of ICAO groups may be established to address ad hoc or emerging issues and report to the ICAO Council and/or Secretariat. These include Secretariat Study Groups, Expert Groups, advisory committees, or may take other forms.

- Regional Groups are formed to deal with regional issues and may report or make representations to ICAO through the Asia and Pacific Regional Office, to the Air Navigation Commission, or to the ICAO Council.
- 7.3 Nominations for Australian representation to ICAO groups should be the subject of consultation between the Tripartite, with Infrastructure taking the lead, and the agencies having the lead role for the particular issue. Should multiple agencies seek to nominate a representative for a new or established group, Infrastructure will make the final decision on the appointment taking into account the agency responsibilities outlined in Section 3 and lead agencies identified under the Annex in Attachment A. Consultation on appointments may also occur with other agencies as appropriate. Infrastructure will provide written advice to each agency on its decision.
  - 7.4 Once a nominee is determined, the nominee will prepare a CV relevant to the ICAO position. The Australian Permanent Mission to ICAO will formally submit the nomination to ICAO.
  - 7.5 The representative that attends ICAO meetings or groups should prepare a summary report within one month following their attendance, in line with individual agency requirements. Infrastructure is responsible for circulating the report to relevant Participants and maintaining a library of reports.
  - 7.6 Infrastructure will maintain a list of ICAO Committees, Panels, Working Groups identifying Australian representation and current Australian agency commitments.
  - 7.7 The Tripartite, with input from other agencies, will undertake a review every two years of Australia's engagement with ICAO groups to ensure that attendance and engagement remains in the national interest. To support this review, the representative that participates in ICAO Panels and Committees should prepare, by the end of each calendar year, a brief of activities undertaken by the group and proposed activities and key outcomes.
  - 7.8 Infrastructure will host an annual ICAO Engagement Forum (also known as the ICAO Panels and Working Groups Forum) inviting officials that have direct dealings with ICAO through meetings or representation at groups. This forum will provide guidance on the strategic priorities for Australia's engagement with ICAO and key messages to progress over the course of the year.
  - 7.9 All agencies and representatives should coordinate with Infrastructure on any direct dealings with the ICAO Secretariat located in Headquarters and/or Regional Office that sits outside of the scope of work of their meeting or group. Agencies should also coordinate with Infrastructure on emerging issues that will or may require intervention, or assistance from our Permanent Mission to ICAO.

## **8 DURATION, VARIATIONS & DISPUTE RESOLUTION**

- 8.1 This MOU commences on the date it has been signed by a representative of each of the agencies participating in this MOU. This MOU terminates and replaces any existing MOU.
- 8.2 This MOU will be reviewed by the Coordination Group every 3 years after the date of commencement. The Coordination Group will review the MOU and provide advice to AIG as to its continuation or recommended amendments.
- 8.3 The Coordination Group may review the operation of the MOU on a periodic basis and consult with each other about improving the operation of the MOU where necessary. This may include ongoing monitoring by the Coordination Group, with significant issues to be considered at management meetings.
- 8.4 In the event that any disputes arise in respect to any of the provisions of this MOU, the Participants acknowledge and accept that the dispute will initially be referred to the Senior Executive Service Band 2 (or equivalent for non-public service agencies) of Infrastructure and the respective agencies involved. Should the dispute not be resolved, the issue will be referred to the responsible Deputy Secretaries (or equivalent for non-public service agencies) of the respective agencies for resolution. If the dispute is not resolved at that level, the matter should be jointly raised with the Secretary of Infrastructure and the respective agency head or heads.
- 8.5 Any part of this MOU may be amended at any time with the mutual consent of the Participants. The MOU may be varied or terminated by exchange of letters between the Participants.

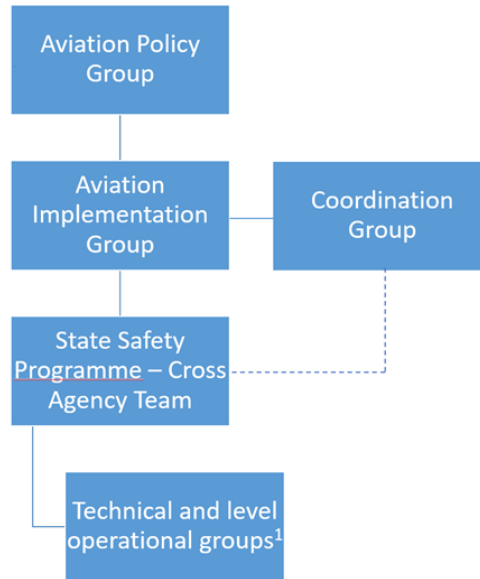
## Attachment A – Agency responsibilities

Annex	Description	Agency Responsible
1	Personnel Licensing (licensing of flight crews, air traffic controllers and aircraft maintenance personnel)	CASA, Defence (DASA)
2	Rules of the Air (rules relating to the conduct of visual and instrument flights)	CASA
3	Meteorological Service for International Air Navigation (provision of meteorology services for international air navigation and reporting of meteorology observations from aircraft)	BoM
4	Aeronautical Charts (specifications for aeronautical charts for use in international aviation)	CASA, Airservices Australia
5	Units of Measurement to be used in Air and Ground Operations (dimensional systems to be used in air and ground operations)	Airservices Australia
6	Operations of Aircraft (specifications which will ensure in similar operations throughout the world a level of safety above a prescribed minimum): Part I - International Commercial Air Transport – Aeroplanes Part II - International General Aviation – Aeroplanes Part III - International Operations – Helicopters	CASA, Defence (DASA)
7	Aircraft Nationality and Registration Marks (requirements for registration and identification of aircraft)	CASA, Defence (DASA)
8	Airworthiness of Aircraft (certification and inspection of aircraft according to uniform procedures)	CASA, Defence (DASA)
9	Facilitation (requirements relating to facilities, services and arrangements for the entry and departure of aircraft, passengers and cargo)	Infrastructure, Home Affairs and DFAT
10	Aeronautical Telecommunications (standardisation of communications systems) Vol I - Radio Navigation Aids Vol II - Communications Procedures including those with PANS status Vol III – Communication Systems Vol IV - Surveillance and Collision Avoidance Systems Vol V - Aeronautical Radio Frequency Spectrum Utilization	CASA, Airservices Australia, Defence
11	Air Traffic Services (establishment and operation of air traffic control, flight information and alerting services)	CASA, Airservices Australia, Defence
12	Search and Rescue (organisation and operation of facilities and services necessary for search and rescue)	AMSA and Infrastructure
13	Aircraft Accident and Incident Investigation	ATSB, Infrastructure, Defence (DASA)
14	Aerodromes (specifications for the design and equipment of aerodromes) Vol I - Aerodrome Design and Operations Vol II - Heliports	CASA, Defence (DASA)
15	Aeronautical Information Services (methods for the collection and dissemination of aeronautical information required for flight operations)	CASA, Airservices Australia, Defence
16	Environmental Protection: Vol I - Aircraft Noise (specifications for aircraft noise certification, noise monitoring and noise exposure units for land use planning) Vol II - Aircraft Engine Emissions Vol III - Aeroplane CO <sub>2</sub> Emissions	Infrastructure
17	Security - (Safeguarding International Civil Aviation Against Acts of Unlawful Interference)	Home Affairs
18	The Safe Transport of Dangerous Goods By Air (specifications for the labelling, packaging and shipping of dangerous goods)	CASA
19	Safety Management	CASA, ATSB, Defence



## Attachment B – Civil-Defence aviation related groups

### Structure of Civil-Defence aviation related groups<sup>1</sup>



### Description of civil-defence cooperation related aviation groups involving the management of aspects of international activities

Title	Agencies (Chair is first)	Role	Meets	Reports/Updates
Aviation Policy Group (APG)	Infrastructure, CASA, Airservices, Defence	To enhance cooperation and coordination across the four Australian Government agencies responsible for aviation policy, regulation and service provision	As per its terms of reference	Minister for Infrastructure, Transport, Regional Development and Local Government
Aviation Implementation Group (AIG)	Infrastructure, CASA, Airservices, and Defence	Supports the APG in the implementation of cross-agency strategies.	As per its terms of reference	APG
Tripartite Management Group	Infrastructure, CASA, and Airservices	The lead body on aviation issues and serves as a coordination body for the management of ICAO related matters and the financial arrangements of Australia's Permanent Mission to ICAO in Montreal.	As per the Tripartite MOU	AIG
Coordination Group	Infrastructure, CASA, Airservices, Home Affairs, ATSB, AMSA, BoM, Defence, and DFAT	Is an information sharing body and will report on ICAO related matters and coordinate whole of government arrangements on aviation matters.	Twice yearly, as per this MOU	AIG

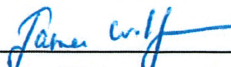
<sup>1</sup> Including but not limited to the Volcanic Ash Working Group, National Runway Safety Group, Australian Aviation Wildlife Hazard Group, Bureau of Meteorology Consultancy Group, JAASCAG, Australian Strategic Air Traffic Management Group, Regional Airspace Advisory Committee, Airspace and Infrastructure User Groups and Local Runway Safety Teams(s).

<b>Work Streams</b>				
Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA) Working Group	Infrastructure, CASA, Airservices, Home Affairs, ATSB, AMSA, and BoM	Coordinates on Australia's safety oversight standards under the Chicago Convention.	As per its terms of reference	AIG/ Coordination Group
State Safety Programs Cross-Agency Team (SSP-CAT)	Infrastructure, CASA, Airservices, ATSB, Defence, AMSA and BoM	Drives improvement in the performance of Australia's integrated state safety programs within and across civil and Defence aviation.	As per its terms of reference	AIG/ Coordination Group
Environmental Matters	Infrastructure, Department of Climate Change, Energy, the Environment and Water and aviation industry.	Progresses matters to be put forward to the Committee on Aviation Environmental Protection (CAEP) and progressing the Carbon Offsetting Reduction Scheme for International Aviation (CORSIA).	As per its terms of reference	AIG/ Coordination Group
National Passenger Facilitation Committee	Home Affairs, Infrastructure, DFAT, Department of Health and the Department of Agriculture, Fisheries and Forestry	Coordinates on passenger facilitation issues.	As per its terms of reference	AIG/Coordination Group/Minister for Home Affairs

# 9 SIGNATORIES

This MOU was agreed between:


Name: JAMES WOLFE

Signature: 

Date: 7 July 2023.

Representative of the Department of Infrastructure,  
Transport, Regional Development, Communications  
and the Arts

Name: Pip Spence

Signature: 

Date: 12 July 2023

Representative of the Civil Aviation Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of Airservices Australia

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Department of Home Affairs

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Australian Transport Safety  
Bureau

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Australian Maritime Safety  
Authority

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Australian Bureau of  
Meteorology

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Defence Aviation Authority

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Representative of the Department of Foreign Affairs  
and Trade

Date: \_\_\_\_\_

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Name: JAMES WOLFE

Signature: *James Wolfe*

Date: 7 July 2023.

Representative of the Department of Infrastructure,  
Transport, Regional Development, Communications  
and the Arts

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Name: PAUL LOGAN

Signature: *Paul Logan*

Date: 11 JULY 2023

Representative of Airservices Australia

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Home Affairs

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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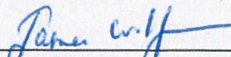
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Representative of the Civil Aviation Safety Authority

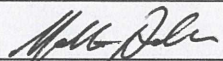
Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of Airservices Australia

Name: MATTHEW PEDLER

Signature: 

Date: 21 JULY 2023

Representative of the Department of Home Affairs

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Transport Safety  
Bureau

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Maritime Safety  
Authority

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Representative of the Australian Bureau of  
Meteorology

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Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Defence Aviation Authority

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Date: 7 July 2023.

Representative of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of Airservices Australia

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Home Affairs

Name: Colin McNamara

Signature: 

Date: 7 July 2023

Representative of the Australian Transport Safety Bureau

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Maritime Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Bureau of Meteorology

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Defence Aviation Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Foreign Affairs and Trade



# 9 SIGNATORIES

This MOU was agreed between:

Name: JAMES WOLFE

Signature: *James Wolfe*

Date: 7 July 2023.

Representative of the Department of Infrastructure,  
Transport, Regional Development, Communications  
and the Arts

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of Airservices Australia

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Home Affairs

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Transport Safety  
Bureau

Name: Kevin McEvoy

Signature: *K. McEvoy*

Date: 10 July 2023

Representative of the Australian Maritime Safety  
Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Bureau of  
Meteorology

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Defence Aviation Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

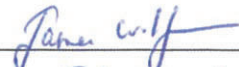
Date: \_\_\_\_\_

Representative of the Department of Foreign Affairs  
and Trade

## 9 SIGNATORIES

This MOU was agreed between:

Name: JAMES WOLFE

Signature: 

Date: 7 July 2023.

Representative of the Department of Infrastructure,  
Transport, Regional Development, Communications  
and the Arts

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of Airservices Australia

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Home Affairs

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Transport Safety  
Bureau

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Maritime Safety  
Authority

Name: ANDREW K L JOHNSON

Signature: 

Date: 24 JULY 2023

Representative of the Australian Bureau of  
Meteorology

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Defence Aviation Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Foreign Affairs  
and Trade



# 9 SIGNATORIES

This MOU was agreed between:

Name: \_\_\_\_\_

Representative of the Department of Infrastructure,  
Transport, Regional Development, Communications  
and the Arts

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of Airservices Australia

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of the Department of Home Affairs

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of the Australian Transport Safety  
Bureau

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of the Australian Maritime Safety  
Authority

Signature: \_\_\_\_\_

Date:

Name: \_\_\_\_\_

Representative of the Australian Bureau of  
Meteorology

Signature: \_\_\_\_\_

Date:

Name: JOSEPH MEDVED

Representative of the Defence Aviation Authority

Signature: 

Date: 12 JUL 2023

Name: \_\_\_\_\_

Representative of the Department of Foreign Affairs  
and Trade

Signature: \_\_\_\_\_

Date:

# 9 SIGNATORIES

This MOU was agreed between:

Name: JAMES WOLFE

Signature: *James Wolfe*

Date: 7 July 2023.

Representative of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Civil Aviation Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of Airservices Australia

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Department of Home Affairs

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Transport Safety Bureau

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Maritime Safety Authority

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Australian Bureau of Meteorology

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Representative of the Defence Aviation Authority

Name: TROY KALZIK

Signature: *Troy Kalzik*

Date: 14 July 2023

Representative of the Department of Foreign Affairs and Trade