Australian Government

The Australian National Aviation Safety Plan

2021–2023

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The Australian National Aviation Safety Plan

2021–2023

Contributing agencies

- Department of Infrastructure, Transport, Regional Development and Communications
- Civil Aviation Safety Authority
- Airservices Australia
- Australian Transport Safety Bureau
- Australian Maritime Safety Authority
- Department of Defence
- Department of Foreign Affairs and Trade
- Department of Home Affairs
- Bureau of Meteorology

EXECUTIVE SUMMARY

Air transport is essential to Australia's economy, community and market access. A safe aviation system contributes to Australians' confidence in our air transport network.

Maintaining Australia's high safety standards will be integral to restoring passenger confidence as civil aviation recovers from the severe operational and financial impacts resulting from the coronavirus disease 2019 (COVID-19) pandemic. This includes addressing the safety challenges arising out of recommencing operations after a period of extraordinary low activity for aviation personnel, equipment and supporting infrastructure.

Throughout the recovery from COVID-19 it will be important that the Australian aviation industry grows in a safe and sustainable way, and that we strengthen our safety oversight capabilities. The need to ensure that protection of the health of passengers and those working in the industry will also be fundamental as aviation gradually recovers.

Australia recognises the need for adequate air navigation services, airport infrastructure and safety governance systems supported by qualified personnel and resources will be essential to enabling a broader economic recovery for Australia.

This Australian National Aviation Safety Plan (NASP) details Australia's commitment to continuously improve aviation safety management capabilities to reduce the risks of aviation operations. It complements the Australian State Safety Programme (SSP) and our existing National Air Navigation Plan (NANP): *Australia's Air Traffic Management Plan 2017* (ATMP) to support the achievement of an acceptable level of safety performance. The NANP will also be updated in 2021.

Through the NASP and SSP, aviation stakeholders affirm their commitment to the ongoing improvement of aviation safety, sufficient resourcing of activities and increased collaboration at the global, regional and State level.

The NASP establishes Australia's safety goals, targets and initiatives consistent with the International Civil Aviation Organization's Global Aviation Safety Plan and the Asia Pacific Regional Aviation Safety Plan. The NASP is subject to a triennial review cycle.

Australia's six aviation safety goals for 2021–2023 are to:

1. improve the safety of Australian aviation operations across all sectors;
2. strengthen Australia's safety oversight capabilities;
3. embed an effective State Safety Programme that delivers an acceptable level of safety performance;
4. reduce the likelihood of Australians being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety;
5. expand the use of industry safety programmes by Australian industry; and
6. ensure Australia has the appropriate aviation infrastructure to support safe operations.

To achieve these goals, Australia has developed operational and organisational 'roadmaps' comprising a range of defined safety enhancement initiatives and actions. Success will be measured against accompanying safety performance indicators and targets.

The Aviation Policy Group (APG), comprising the chief executives of Australia's key aviation agencies, is responsible for oversighting the National Aviation Safety Plan. The APG is directly supported in this role by the Aviation Implementation Group of senior aviation officials, and the State Safety Programme Cross Agency Team.

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ABBREVIATIONS AND ACRONYMS

ACI APEX	Airport Council International Airport Excellence Programme
ADS-B	Automatic Dependent Surveillance Broadcast
AIG	Aviation Implementation Group
Airservices	Airservices Australia
AMSA	Australian Maritime Safety Authority
APAC	Asia Pacific
APG	Aviation Policy Group
AP-RASP	Asia Pacific Regional Aviation Safety Plan
APRAST	Asia Pacific Regional Aviation Safety Team
ARFFS	Aviation Rescue and Fire Fighting Service
ATM	Air Traffic Management
ATMP	Air Traffic Management Plan
ATSB	Australian Transport Safety Bureau
BITRE	Bureau of Infrastructure, Transport and Regional Economics
BoM	Bureau of Meteorology
CANSO	Civil Air Navigation Services Organisation
CASA	Civil Aviation Safety Authority
CAT	Commercial Air Transport
CE	Critical Element
CFIT	Controlled Flight into Terrain
CMA	Continuous Monitoring Approach
DASA	Defence Aviation Safety Authority
Defence	Department of Defence
DFAT	Department of Foreign Affairs and Trade
DGCA	Director General Civil Aviation
EI	Effective Implementation
EVTOL	Electric take-off and landing
FDAP	Flight Data Analysis Program
FIR	Flight Information Region
GA	General Aviation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GNSS	Global Navigation Satellite System
Home Affairs	Department of Home Affairs
HRC	High Risk Categories

IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
Infrastructure	Department of Infrastructure, Transport, Regional Development and Communications
IOSA	IATA Operational Safety Audit
IS-BAO	International Standard for Business Aircraft Operations
LOC-I	Loss of Control In-flight
LR-ATFM	Long Range Air Traffic Flow Management
MAC	Mid-Air Collision
NASP	National Aviation Safety Plan
PASO	Pacific Aviation Safety Office
PQ	Protocol Question
RASG	Regional Aviation Safety Group
RASG-APAC	Regional Aviation Safety Group Asia Pacific
RASP	Regional Aviation Safety Plan
RAST	Regional Aviation Safety Team
RE	Runway Excursion
RI	Runway Incursion
RPAS	Remotely Piloted Aircraft System
SAR	Search and Rescue
SARP	Standards and Recommended Practices
SEI	Safety Enhancement Initiative
SMICG	Safety Management International Collaboration Group
SMS	Safety Management System
SPI	Safety Performance Indicator
SPT	Safety Performance Target
SSP	State Safety Programme
SSP-CAT	State Safety Programme Cross Agency Team
TAWS	Terrain Avoidance Warning System
UAM	Urban Air Mobility
UFR	Upper Flight Region
URPT	Upset Prevention and Recovery Training Workshop
USOAP CMA	Universal Safety Oversight Audit Programme Continuous Monitoring Approach

1. INTRODUCTION

Safety is always the primary consideration of Australian Government aviation agencies to ensure continued confidence in our aviation industry.

The Australian National Aviation Safety Plan (NASP) 2021–2023 complements the Australian State Safety Programme (SSP). It identifies initiatives that are being undertaken to reduce the risks associated with aviation operations in Australia, and details the strategic direction for the management of aviation safety in the short, medium and long term.

This first edition of the NASP presents the national strategy and roadmap of actions for enhancing aviation safety for the period 2021 to 2023. Australian safety enhancement initiatives (SEIs) not only support the improvement of safety domestically, but within the Asia-Pacific region and globally.

While the NASP is based on Australia's operating environment and risks, it is strategically aligned with the International Civil Aviation Organization's (ICAO) Global Aviation Safety Plan 2020–2022 (GASP) and the Asia Pacific Regional Aviation Safety Plan 2020–2022 (AP-RASP), in recognition that aviation activities are global in nature.

The NASP is subject to ongoing maintenance aligned to the review, development and publication of the GASP, the AP-RASP and the Australian SSP.

1.1 Purpose

The SSP sets out how Australia identifies, monitors and maintains the effectiveness of its aviation safety performance, and sets key safety principles that underpin the system. The NASP is the continuous improvement element of the Australian SSP. It prioritises initiatives that aim to enhance aviation safety by identifying strategies and actions to reduce specific risks.

The NASP reaffirms Australia's commitment to aviation safety, and seeks to ensure initiatives are appropriately managed and resourced. For each safety initiative, the NASP clearly defines responsibilities, accountabilities, timelines and deliverables, whilst ensuring alignment to GASP and AP-RASP requirements.

The NASP integrates all SSP agencies' existing corporate planning documents to present a consistent national aviation safety strategy that is efficient to develop and implement. The NASP is not intended to replace SSP agencies' existing corporate planning documents or processes.

Implementing this NASP satisfies Australia's obligations under ICAO Assembly Resolution A39-12, which recognises the importance of effective national aviation safety planning consistent with the vision and goals of the GASP.

1.2 Relationship to other documents

The Australian SSP comprises processes and activities that, drawn together, provide for proper oversight and management of aviation safety at a State level. Development of the NASP is informed by outputs of the SSP's safety risk management activities and international aviation developments.

Australia's Air Traffic Management Plan (ATMP) outlines Australia's current Air Traffic Management (ATM) system, roles and responsibilities of Australian Government agencies and industry participants, and Australia's national ATM policy objectives. The ATMP helps inform future ATM planning and investment decisions.

1.3 Key participants

The Aviation Policy Group (APG), comprising the chief executives of Australia's key aviation agencies, is responsible for oversighting the NASP. The APG is directly supported in this role by the Aviation Implementation Group (AIG) of senior aviation officials.

The State Safety Programme Cross Agency Team (SSP-CAT), chaired by the Department of Infrastructure, Transport, Regional Development and Communications (Infrastructure), leads the day-to-day development, implementation and monitoring of the NASP, associated goals and objectives.

The stakeholders contributing to the NASP (SSP stakeholders) are:

- Infrastructure;
- Civil Aviation Safety Authority (CASA);
- Airservices Australia (Airservices);
- Australian Transport Safety Bureau (ATSB);
- Australian Maritime Safety Authority (AMSA);
- Department of Defence (Defence);
- Department of Home Affairs (Home Affairs);
- Department of Foreign Affairs and Trade (DFAT);
- Bureau of Meteorology (BoM); and
- Australian aviation industry participants (industry)[1].

Each SSP stakeholder is responsible for implementing particular NASP action items as assigned in Appendix A and Appendix B.

1 For the purposes of the NASP, 'SSP agencies' are Australian Government departments and agencies with SSP responsibilities but exclude industry participants.

2. ROLES AND RESPONSIBILITIES

2.1 Role of ICAO

ICAO is responsible for coordinating and monitoring the implementation of the GASP at a global and regional level. Through the GASP, ICAO seeks to promote global collaboration to enhance aviation safety. [2]

ICAO also coordinates a series of Regional Aviation Safety Groups (RASG) and Regional Aviation Safety Teams (RAST), to facilitate the sharing of information, resources and expertise among States.

2.2 Role of the region

ICAO has established a series of regions (groups of States and/or entities) around the world to promote collaboration on aviation safety enhancement within a specific geographic area. Australia is part of the ICAO Asia Pacific (APAC) region.

Each ICAO region produces a Regional Aviation Safety Plan (RASP) that presents the strategic direction for the management of aviation safety within the region. While RASPs generally align with the GASP, they are designed to focus on regional priorities and specific risks. The AP-RASP is the chief aviation safety planning document for the APAC region.

RASGs are the main drivers of safety planning and implementation within a given region, and serve to integrate global, regional, State and industry efforts in continuing to enhance aviation safety. In the APAC region, the AP-RASP is overseen by the Regional Aviation Safety Group – Asia Pacific (RASG-APAC).

The RASG-APAC is tasked with developing, implementing and delivering the AP-RASP. The RASG-APAC is supported by the Asia Pacific Regional Aviation Safety Team (APRAST), comprising representatives from Asia Pacific States.[3]

2.3 Role of the State

States are required to develop and implement a NASP to support their SSP. The NASP must consider national challenges and priorities, GASP and RASP expectations of States, and address any significant safety concerns as a matter of priority. For Australia, responsibility for developing and implementing the NASP is shared by SSP agencies.[4]

2 See Part I, Chapter 2.3 of the GASP (2020–2022 Edition) for detail on the role of ICAO with regard to the GASP.
3 See Part I, Chapter 2.5 and Part II, Chapter 1 of the GASP for detail on the roles of the region in global, regional, national and industry safety planning.
4 See Section 1.3 of the Australian SSP.

2.3.1 Role of governance forums and working groups

Australia's SSP provides for governance forums and working groups that are responsible for the development, implementation and function of the SSP, including monitoring progress against national SEIs.

The overall function and responsibility of each SSP governance forum is defined in Section 1.2 of the SSP and outlined below.

- APG is the strategic leadership forum and accountable for ongoing oversight of the SSP and NASP. The APG oversees the AIG and SSP-CAT, which are responsible for the practical development and implementation of the SSP and NASP.
- AIG is a working group of senior officials that support the APG in implementing cross-agency strategies. The AIG is responsible to the APG for SSP initiatives and milestones, and provides guidance and direction to the SSP-CAT on SSP implementation.
- SSP-CAT can report to the APG (through the AIG) on the development and implementation of the SSP and the NASP. The SSP-CAT is responsible for Australian safety oversight including SSP working groups.

2.3.2 Role of Australian aviation agencies

The Australian SSP defines the roles and responsibilities of Australian Government agencies that manage aspects of the civil aviation system.

Each SSP agency is responsible for implementing specific NASP Safety Enhancement Initiatives (SEIs) or actions assigned to them. SSP agencies provide regular updates on the status and progress of NASP SEIs and associated actions to the relevant SSP governance forum.

SSP agencies may prepare a dedicated safety plan, or align existing plans, to complement the NASP and articulate how they will meet their obligations. This ensures SEIs and actions assigned to an SSP agency are appropriately managed and issues are escalated to the relevant SSP governance forum as required.

2.4 Role of industry and industry participants

Industry and industry participants are expected to actively support implementation of the NASP, and are encouraged to identify and undertake relevant supporting actions. Industry should engage in Safety Management System (SMS) implementation to continually identify hazards and address operational safety risks.

Industry is encouraged to work collaboratively with SSP agencies on safety information exchange, safety monitoring and safety oversight programs. Industry should develop their own indicators consistent with the NASP safety goals and targets, to ensure industry safety strategies align with those of the State. Industry should adopt a harmonised approach in developing SMS indicators and targets.

3. CHALLENGES AND PRIORITIES IN SAFETY PLANNING

3.1 Global challenges and priorities

The GASP outlines the safety challenges and priorities that ICAO considers to be of concern to the international aviation community, identified on the basis of safety data collected from proactive and reactive activities.

In response to these challenges, ICAO develops and prioritises global SEIs to reduce the risk associated with aviation activities. The GASP identifies two broad categories of challenges and associated initiatives that States are required to address through a NASP and SSP.

3.1.1 Global organisational challenges

Organisational challenges are systemic issues concerning organisational culture, policies and procedures on the effectiveness of safety risk controls. Organisations can include State aviation agencies and service providers (including ATM services providers, aerodrome operators and aircraft operators). ICAO has identified effective safety oversight and effective safety management as requirements to addressing organisational challenges.

3.1.2 Global operational safety risks

Operational safety risks arise during the delivery of a service or the conduct of an aviation activity. The GASP has identified five High Risk Categories (HRCs) of occurrences based on global fatalities, fatality rates and the number of accidents and incidents.

1. Controlled flight into terrain (CFIT);
2. Loss of control in-flight (LOC-I);
3. Mid-air collision (MAC);
4. Runway excursion (RE); and
5. Runway incursion (RI).

The GASP has detailed specific 'roadmaps' (action plans) on organisational challenges and operational safety risks to support States in achieving the GASP goals.

Given global health crisis events in 2020, ICAO have recognised and responded to the many challenges that the global aviation community has to face in relation to the COVID-19 crisis. ICAO established the Council Aviation Recovery Task Force (CART) in response to COVID-19 to partner with Member States, international and regional organizations, and industry to address the challenges presented by COVID-19. CART has provided initial global guidance for a safe, secure and sustainable restart and recovery of the aviation sector, through the CART Report recommendations and Take-off guidance material.

In November 2020 CART produced its Phase 2 report with a specific recommendation that States should put in place the necessary measures to mitigate risks associated with prolonged alleviations and should not extend alleviations (both core and extended COVID-19 Contingency Related Differences) beyond 31 March 2021.

3.2 Regional challenges and priorities

The diversity of the APAC region, coupled with the severe operational and financial impacts on the aviation industry as a result of the COVID-19 pandemic, and the expected gradual recovery in aviation activity in the region, poses significant challenges for regional aviation safety. A full analysis of safety trends impacting the APAC region is detailed in the Asia Pacific Annual Safety Report published annually by the RASG-APAC.

The RASG-APAC, through the 2020–2022 AP- RASP has established the following regional goals:

1. Reduce operational risks;
2. Improve States' safety oversight and compliance;
3. Implement effective SMS and SSP;
4. Move towards data-driven regulatory oversight; and
5. Enhance aviation infrastructure.

In addition, the RASP Organisational Roadmap also includes the challenges of an increasingly complex aviation system, an increased need for capability and capacity building, and the limited collection of and use of safety data for decision-making. Challenges concerning the fast growth in air traffic volumes in the region up until March 2020 are now irrelevant as States in the region focus on responding to and planning for the eventual restart and recovery of aviation from COVID-19 pandemic impacts.

Australia actively engages in the development of regional aviation safety priorities and policies through forums such as the RASG-APAC, APRAST and Directors General of Civil Aviation Asia and Pacific Region (DGCA) conferences.

3.3 Australian risks and challenges

The Australian aviation system is rapidly changing in light of economic, social and technological developments. Australia adopts a forward-looking approach to identify emerging aviation trends and associated hazards where possible, and assess risks and implement effective mitigation strategies.

Although Australia has experienced a very low rate of GASP HRC occurrences over the past decade, has an excellent high-capacity regular public transport safety record and an advanced regulatory system, all GASP HRCs remain relevant to Australian aviation. In this context, Australia will actively manage these HRCs, by implementing strategies to seek to further reduce the rate of incidents and accidents.

For context, in 2017 ICAO measured the effective implementation (EI) of the eight Critical Elements (CE) by Australia as part of its Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) is shown in Table 1.

Table 1. Australia's Overall EI Score 2017

95.02%							
EI score by CE*							
CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
93.75%	86.73%	98.77%	93.51%	97.24%	95.90%	96.20%	98.11%
EI score by audit area^							
LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
80.95%	100%	97.50%	88.89%	93.16%	97.00%	99.40%	96.32%

* The eight ICAO CEs that underpin a State's safety oversight system are: Primary aviation legislation (CE1); Specific operating regulations (CE2); State civil aviation system and safety oversight functions (CE3); Technical personnel qualification and training (CE4); Technical guidance, tools and the provision of safety critical information (CE5); Licensing, certification authorisation and approval obligations (CE6); Surveillance obligations (CE7); and Resolution of safety concerns (CE8).

^ The eight USOAP audit areas are primary aviation legislation and civil aviation regulations (LEG), civil aviation organisation (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

3.3.1 Global COVID-19 pandemic

The global COVID-19 pandemic has resulted in an unprecedented period of acute disruption to international and domestic air travel to which the Australian aviation industry has not been immune. The Australian Government has implemented a series of short and long term economic strategies and initiatives in response to COVID-19 to support Australia's airline industry through the sustained impact of the pandemic.

Australia's SSP agencies will ensure the ongoing safety of Australia's aviation industry is not adversely affected by the economic crisis, particularly as aviation gradually recovers over several years. Alongside the need to ensure safety outcomes, Australia is cognizant of the need to ensure that protection of passengers health and those working in the industry is also fundamental to recovery of the aviation industry.

Australia will continue to engage with ICAO and other international organisations in the development of suitable regulatory and safety strategies that support the return of international and domestic aviation activity.

Australia's regulatory alleviation measures, put in place as part of ICAO's global coordinated response in the first half of 2020, are not planned to continue beyond the period required to support recovery of the industry and will need to be supported by thorough assessment of risks to ensure the safety of Australia's aviation operating environment is not compromised.

3.3.2 Operational complexity

The Australian aviation system is complex with a diverse aircraft fleet, from traditional jet aircraft services provided by international (including ultra-long haul), domestic and regional airlines to offshore helicopters, sport and recreational aircraft, and Remotely Piloted Aircraft Systems (RPAS).

Notwithstanding the impacts of the COVID-19 pandemic, over the next decade, as aviation recovers traditional and non-traditional aviation activities will increasingly need to operate in conjunction,

further increasing the complexity of airspace and airport operations. Regulatory requirements and air traffic management arrangements will need to be able to meet this increasingly complex operating environment.

Industry complexity also creates challenges for regulatory, investigative and service agencies alike. The qualified technical personnel and resources necessary to support agencies and industry into the future will need to be carefully considered in resource and workforce planning.

3.3.3 RPAS

The use of recreational and commercial RPAS has continued to expand in Australia for activities such as aerial taxis and delivery drones in low altitude airspace. As RPAS technology improves, the uptake of new models will accelerate RPAS use in Australia. Aviation safety and air traffic management issues require active management to ensure RPAS operations are safely integrated into Australian airspace alongside traditional flight operations, as the airline industry gradually recovers from the COVID-19 pandemic.

3.3.4 Electrification of aircraft propulsion

The introduction of electric and hybrid-electric propulsion systems has the potential to revolutionise the aviation industry, providing significant benefits over internal combustion engines in terms of safety, reliability, cost and environmental impact. Electric engines also remove aircraft design constraints inherent with internal combustion engines.

Pure electric or hybrid-electric propulsion systems are likely to be introduced on smaller, short-range, piloted aircraft in the form of electric vertical take-off and landing (EVTOL) vehicles and the retrofit of existing general aviation aircraft.

The urban air mobility (UAM) concept of travel is set to expand over time. Piloted air taxis are expected to commence in Australia in the medium term. Strong investment in urban air mobility aircraft continues from the traditional aviation industry, automobile manufacturers and electric-engine industry.

3.3.5 Other emerging technology

Advances in aircraft technology have contributed to making commercial aviation the safest mode of transport. Emerging technology and the integration of existing technologies into aircraft will play a vital role in meeting Australia's future aviation safety, efficiency and long-term capacity requirements.

Modern aircraft and air traffic management equipment have improved communications, navigation and surveillance systems. The introduction of new technology requires new regulations, procedures and processes to support safe and effective adoption.

Australia has implemented technology including Automatic Dependent Surveillance-Broadcast (ADS-B) to enhance the accuracy and reliability of surveillance across the country, while air navigation is increasingly based on the Global Navigation Satellite System (GNSS). These technologies are complemented by robust ground-based surveillance and navigation systems, including a modern enroute and terminal area radar surveillance network.

Australia will continue to engage with ICAO and other international bodies in the development of standards and recommended practices that safely facilitate the global, regional and State adoption of new and enhanced technology and infrastructure.

3.3.6 Infrastructure

While investments by aircraft and airport operators, air traffic and aviation rescue and firefighting service providers are often intended to increase capacity and improve efficiency, safety must remain the primary consideration.

Major aviation infrastructure projects are currently underway in Australia including a new runway at Brisbane Airport and the new Western Sydney Airport. In addition, there are plans to develop new runways at Melbourne and Perth airports by the mid-2020s. On airspace, Airservices and Defence are implementing the OneSKY Project to increase national air traffic management capacity and efficiency.

3.3.7 Ageing aircraft fleet

The average age of the Australian piston engine, general aviation aircraft is about 40 years old. Older aircraft are also predominant in Australia's small air transport sector, particularly in regional and remote areas. While large transport aircraft are generally newer, older aircraft will likely remain a large part of Australia's general aviation and aerial work fleets.

Older aircraft can pose challenges to airworthiness assurance. This includes through reduced reliability, airframe degradation and metal fatigue, more demanding and costly maintenance, and costs associated with retrofitting new technology to improve piloting and air traffic management. Fleet ageing is likely to continue as replacing aircraft can be cost prohibitive.

3.3.8 Organisational complexity

Australia has nine separate departments and agencies responsible for implementing the SSP and NASP, six of which are responsible for one or more ICAO Annexes and associated Protocol Questions (PQs) (see Section 1.3 of the SSP).

Competing priorities and interests can hinder achievement of SSP and NASP objectives and goals. However, to ensure efforts are aligned, Australia has established a governance structure that is inclusive of relevant Australian Government agencies and ensures oversight of all SSP and NASP activities. Australia will monitor the SSP governance framework to ensure alignment of agency activities and that the requirements of the SSP are met.

3.3.9 Workforce capability

Increased uptake of new aircraft, RPAS, satellite-based navigation systems and other new technology requires properly skilled, qualified and experienced personnel to safely and effectively operate these systems and equipment.

Training and education is key to maintaining a skilled workforce and enhancing aviation safety performance. Increased use by industry of systems-based approaches to safety management will require workforce planning strategies to develop, recruit and retain a skilled and capable workforce. Similarly, increased use of performance-based rules and greater use of risk-based surveillance concepts in safety oversight will change the way agencies conduct regulatory oversight functions and require new skill sets for regulatory staff.

Planning to ensure sufficient effective controls are in place to mitigate the spread of COVID-19 will continue to be an integral component of workplace health and safety planning to ensure that both government and non-government operations are able to undertake their roles and responsibilities to the required safety standards.

4. NASP GOALS, TARGETS AND INDICATORS

4.1 Australia's safety goals

Australia's safety goals represent our desired outcomes and objectives, and stem from the aviation challenges and priorities outlined in Section 3. Australia's safety goals, which align with the GASP global safety goals and AP-RASP regional priorities, are outlined in Figure 1.

4.1.1 Goal 1 — Improve the safety of Australian aviation operations across all sectors

Goal 1 seeks to achieve continuous reduction of operational safety risks faced by Australian SSP stakeholders (including industry) and reflects the ICAO HRCs.

4.1.2 Goal 2 — Strengthen Australia's safety oversight capabilities

Goal 2 seeks to improve Australia's organisational ability and oversight capabilities. Australia will continue to effectively implement the eight ICAO CEs and ensure the State oversight and governance structure is appropriate to meet State organisational challenges.

4.1.3 Goal 3 — Embed an effective SSP that delivers an acceptable level of safety performance

Goal 3 seeks to ensure the continued effectiveness and improvement of Australia's SSP, including in achieving aviation safety goals and Australian service providers' level of SMS implementation.

4.1.4 Goal 4 — Reduce the likelihood of Australians being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety

Goal 4 seeks to support APAC States improve their safety performance and outcomes through enhanced collaboration by Australia, noting some States have limited capacity and capability.

4.1.5 Goal 5 — Expand the use of industry safety programmes by Australian industry

Goal 5 seeks to increase industry participation with relevant industry programmes, as well as harmonise service providers' performance indicators. This would facilitate improvements in safety risk management at the national, regional and global level, and foster better engagement. Industry programmes often encourage service providers to strive for higher levels of safety than otherwise required by States, though do not replace State safety oversight.

4.1.6 Goal 6 — Ensure Australia has the appropriate aviation infrastructure to support safe operations

Goal 6 seeks to ensure that Australia has the appropriate infrastructure to support safe operations. It is linked to Australia's obligations under the ICAO Global Air Navigation Plan (GANP) and seeks ongoing investment in Australia's air navigation and airport core infrastructure to maintain compliance with safety standards.

Figure 1. Australia's safety goals and their alignment with global and regional priorities

GASP Goals	1.	2.	3.	4.	5.	6.
	Achieve a decreasing trend of global accident rate	Strengthen States safety oversight capabilities	Implement effective State safety programmes (SSPs)	Increase Collaboration at the regional level	Expand the use of Industry Programmes	Ensure the appropriate infrastructure is available to support safe operations
AP-RASP Goals	1.	2.	3.	4.		5.
	Reduce operational risks	Improve States' safety oversight and compliance	Implement effective SMS and SSP	Move towards data-driven regulatory oversight		Enhance aviation infrastructure
State Safety Goals	1.	2.	3.	4.	5.	6.
	Improve the safety of Australian aviation operations across all sectors.	Strengthen Australia's safety oversight capabilities	Embed an effective SSP that delivers Australia's acceptable level of safety performance.	Reduce the likelihood of Australians being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety.	Expand the use of Industry safety Programmes by Australian industry	Ensure Australia has the appropriate aviation infrastructure to support safe operations

4.2 Acceptable level of safety performance

Each safety goal contributes to an overall acceptable level of safety performance for Australia. Australia's acceptable level of safety performance, or the sum output of Australia's safety goals, is:

> *No accidents involving commercial air transport that result in serious injuries or fatalities, no serious injuries or fatalities to third parties as a result of aviation activities and improving safety performance across all sectors.*

4.3 Safety performance indicators and targets

Each safety goal is accompanied by safety performance indicators (SPI) to measure Australia's performance and provide evidence on whether desired outcomes are being achieved.

To define a benchmark for each SPI, Australia has set safety performance targets (SPT) which represent the level of performance considered to be acceptable.

A summary of Australia's safety goals, SPIs and SPTs is at Table 1.

4.3.1 Accident rate

ICAO considers the accident rate for Commercial Air Transport (CAT) operations (above 5,700 kilograms) as a primary safety indicator in the global air transport system.

Australia considers this accident rate to be a reactive SPI and has broadened the definition in order to better understand the safety of the air transport system, by including fatal and non-fatal accidents across CAT and non-CAT operations, serious incident rates, runway safety events rate and number of ground fatalities.

Airservices and BITRE data is used to determine the number of departures or sectors when determining accidents rates. ATSB data is used to assess the number of accidents or incidents. The definition used to differentiate between accidents, incidents and serious incidents is consistent with ICAO Annex 13 – *Aircraft Accident and Incident Investigations requirements.*

4.3.2 Protocol Questions (PQs)

PQs are the primary tool used by ICAO in its USOAP CMA to assess the effective implementation of the eight CEs of a State safety oversight system. The USOAP CMA Working Group is responsible for coordinating Australia's response to all PQs by SSP agencies and for tracking overall compliance.

There are currently around 1,000 PQs, of which ICAO has identified a subset of Priority PQs that have a higher correlation to operational safety risks and should be used to prioritise State resources. SSP Foundational PQs are another subset considered by ICAO as prerequisites for the sustainable implementation of a full SSP.

4.3.3 Safety Oversight Index

A State's Safety Oversight Index is defined by ICAO as the difference between the State's EI score and the minimum EI score the State should have based on its traffic volume. A Safety Oversight Index can be positive or negative.[5]

5 For further information on the Safety Oversight Index, including how the index is determined and the functional breakdown, refer to Part I, Chapter 4.2.5 of the GASP.

Table 1 Australia's safety goals, indicators and targets

Australian acceptable level of safety performance

No accidents involving commercial air transport that result in serious injuries or fatalities, no serious injuries or fatalities to third parties as a result of aviation activities and improving safety performance across all sectors.

Australian Safety Goal	Australian Safety Performance Indicators	Australian Safety Performance Targets	Link to GASP Target	Agency / SSP Forum
Goal 1: Improve the safety of Australian aviation operations across all sectors (where Australia has State oversight responsibility)	Fatal accident rate (per 10,000 flying hours) (CAT)	**1A** No fatal accidents	G 1.1	JAASACG
	Number of fatal accidents (non-CAT)	**1B** 10% reduction*		JAASACG
	Number of ground fatalities	**1C** No ground fatalities as a result of an aviation accident		JAASACG
	Accident rate (CAT) (per 10,000 flying hours)	**1D** 10% reduction*		JAASACG
	Number of accidents (non-CAT)	**1E** 10% reduction*		JAASACG
	Serious incident rate (CAT) (per 10,000 flying hours)	**1F** 10% reduction*		JAASACG
	Number of serious incidents (Non-CAT)	**1G** 10% reduction*		JAASACG
	Number of runway safety events	**1H** 10% reduction*		JAASACG
	Aviation Search and Rescue response activations	**1I** 10% reduction*		AMSA
Goal 2: Strengthen Australia's safety oversight capabilities	Safety regulatory implementation	**2A** 80% of regulatory development delivered against plan	G2.1, G2.2	CASA
	Priority PQs self-assessment (%)	**2B** ≥2018 score		USOAP CMA
	PQs (all) self-assessment (%)	**2C** 100% completion of all Priority PQs self-assessment		USOAP CMA
	Safety Oversight Index	**2D** 95% compliance score		SSP CAT
	Number of ICAO significant safety concerns findings	**2E** Positive score		SSP CAT
	ICAO audit findings (action)	**2F** Nil ICAO Significant Safety Concerns Findings		SSP CAT
	Domestic safety surveillance events	**2G** 80% of surveillance achieved against schedule		Home Affairs
	National Compliance Plan (NCP) (aviation security)	**2H** 100% of activities completed against the NCP		Home Affairs
	Aviation Security Regulatory Implementation	**2I** 100% of scheduled aviation entities subject to risk-based compliance assessment, meet their statutory obligations or a prioritised compliance activity is commenced.		Home Affairs
	Unnecessary SAR incidents (false Emergency Locator Transmission activation, SARTIME errors)	**2J** 10% reduction on the number of unnecessary SAR incidents		AMSA

Australian acceptable level of safety performance *No accidents involving commercial air transport that result in serious injuries or fatalities, no serious injuries or fatalities to third parties as a result of aviation activities and improving safety performance across all sectors.*				
Australian Safety Goal	**Australian Safety Performance Indicators**	**Australian Safety Performance Targets**	**Link to GASP Target**	**Agency / SSP Forum**
Goal 3: Embed an effective State Safety Programme that delivers an acceptable level of safety performance	Foundational SSP PQs self-assessment (%)	**3A** 90% completion of all foundational PQs (self-assessment)	G3.1	USOAP CMA
	Appropriate SSP governance	**3B** 90% of defined SSP governance meetings conducted (based on annual schedule)	G3.2	APG
	Implementation of strategy items included in the NASP	**3C** 90% of NASP safety enhancement initiative actions completed in accordance with defined timeline		APG
	Number of aviation safety education seminars to industry	**3D** 95% of seminars delivered against annual plan		CASA
	Feedback ratings for aviation safety education seminars	**3E** 80% satisfaction rating		CASA
	CASA stakeholder survey scores	**3F** ≥2018 scores		CASA
Goal 4: Reduce the likelihood of Australian's being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety.	Australian representation at ICAO meetings, panels and working groups	**4A** ≥90% of meetings attended (defined by annual Strategic Review)	G4.1, 4.2, 4.3	Tripartite
	Regional engagement activities conducted by Australia	**4B** 90% of planned activities conducted		Tripartite
Goal 5: Expand the use of Industry Safety Programmes by Australian Industry	Percentage of defined service providers^ using globally harmonized metrics for their SPIs	**5A** 100% of defined service providers**	5.1	CASA
	Percentage of major*** Airports participating in ACI APEX programme	**5B** ≥2018 level	5.2	Infrastructure
	Airservices Civil Air Navigation Services Organisation maturity assessment score	**5C** ≥2018 level		Airservices
Goal 6: Ensure Australia has the appropriate aviation infrastructure to support safe operations	COSPAS-SARSAT satellite distress beacon system availability	**6A** 100% availability for the Australian Flight Information Region (FIR)	6.1	AMSA

* Based on 2018 established levels.
** Defined service providers for the purposes of harmonised SPIs are Airservices Australia, international airlines and international airports.
*** Major Airports for the purposes of ACI APEX participation are international airports.

4.4 Aviation safety roadmap

The aviation safety roadmap comprises an action plan of 20 SEIs designed to help Australia achieve its NASP safety goals and an acceptable level of safety performance. It is divided into Operational (OPS) and Organisational (ORG) components in line with the GASP and AP-RASP. A summary of Australia's aviation safety roadmap is included at Table 2.

Each SEI comprises specific actions that Australia intends to undertake to improve State safety performance.

The OPS roadmap (Appendix 1) details Australia's SEIs to meet global, regional and national goals related to the continuous reduction of operational safety risks, including risk management activities associated with ICAOs HRC items.

The ORG roadmap (Appendix 2) details Australia's SEIs associated with Australia's safety oversight capabilities and the implementation (and ongoing improvement) of Australia's SSP, including industry's SMS implementation.

Figure 2 Demonstrates the relationship between Australia's safety goals, SPIs, SPTs SEIs and actions

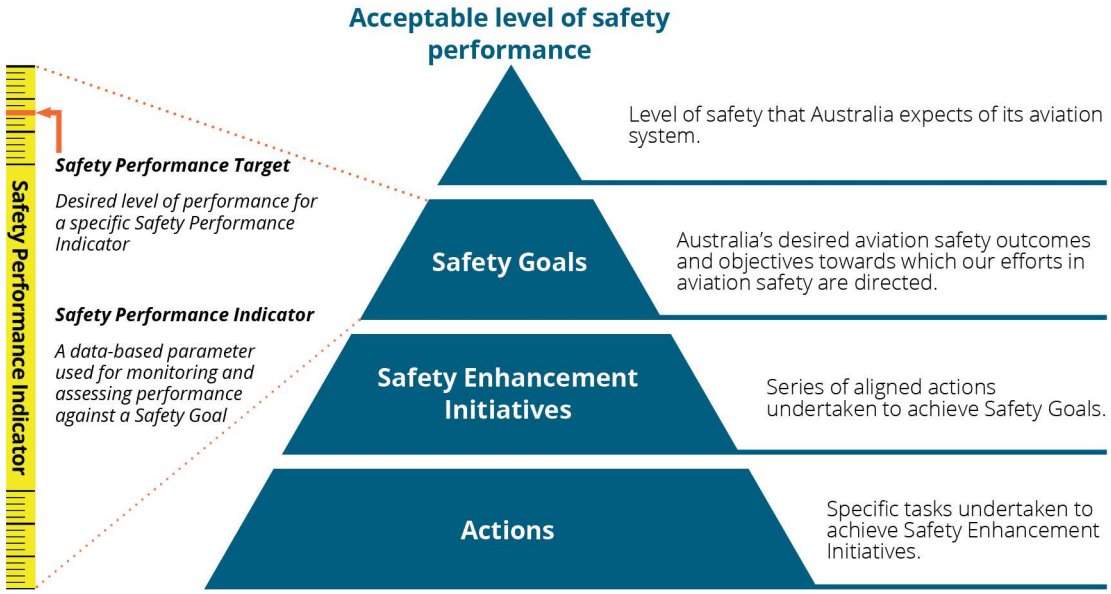

Table 2 Australian aviation safety roadmap summary

Goal	ID	Safety Enhancement Initiative (SEI)	Critical Element
Operational Roadmap			
1. Improve the safety of Australian aviation operations across all sectors	1.1	Mitigate contributing factors to CFIT accidents and incidents.	CE-2, CE-5
	1.2	Mitigate contributing factors to LOC-I accidents and incidents.	CE-2, CE-5
	1.3	Mitigate contributing factors to Mid-Air Collisions accidents and incidents.	CE-2, CE-5
	1.4	Mitigate contributing factors to Runway Safety (Excursions and Incursions) accidents and incidents.	CE-2, CE-5
Organisational Roadmap			
2. Strengthen Australia's safety oversight capabilities	2.1	Ensure the Australian civil aviation safety regulatory regime is optimised for aviation safety performance, and where practical for the Australian aviation environment, aligned to the standards and practices of ICAO and leading aviation countries.	CE-1, CE-2
	2.2	Enhance Australia's regulatory services and compliance monitoring of the aviation industry to assure aviation safety performance to regulatory requirements.	CE-6, CE-7
	2.3	Ensure Australia's safety oversight capability is responsive to new or emerging threats or trends.	CE-2, CE-4, CE-5
	2.4	Strengthen Australia's SSP agencies' Workforce Capabilities.	CE-4
3. Embed an effective State Safety Programme that delivers Australia's acceptable level of safety performance	3.1	Ensure the continuous improvement of Australia's SSP and the associated governance.	CE-3
	3.2	Enhance strategic collaboration amongst Australia's key aviation stakeholders to support ongoing SSP implementation.	CE-3, CE-5
	3.3	Embed safety risk management at a national level.	CE-3
	3.4	Standardise and streamline Australian industry's SMS obligation to ensure effective implementation and ongoing improvement.	CE-2, CE-5
	3.5	Develop an Australian, data driven proactive risk management modelling capability.	CE-8
4. Reduce the likelihood of Australians being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety	4.1	Strengthen Australia's Regional (APAC) Engagement.	N/A
	4.2	Strengthen International aviation safety engagement and contribute expertise to the global civil aviation system.	N/A
	4.3	Deliver Australia's reporting and oversight obligations under the GASP 2020–2022 and RASP 2020–2022.	N/A
5. Expand the use of Industry safety Programmes by Australian industry	5.1	Encourage industry participation in defined industry safety programmes.	CE-7
6. Ensure Australia has the appropriate aviation infrastructure to support safe operations	6.1	Ensure Australia has the appropriate Air Traffic Services and airspace infrastructure to support safe operations.	N/A
	6.2	Ensure Australia has the appropriate aerodrome infrastructure to support safe operations.	N/A
	6.3	Ensure Australia has the appropriate other national infrastructure / Capabilities (for example meteorological infrastructure) to support safe operations.	N/A

4.5.1 Roadmap structure

Each SEI is presented in a standardised format using the template at Figure 3, and aligns with GASP and AP-RASP requirements as shown at Figure 3.

Figure 3 Australian aviation safety roadmap SEI template

Safety Enhancement Initiative	*Title of SEI*		
ID	*Unique identifier for SEI.*		
SSP Governance	*SSP governance forum with principal responsibility for SEI oversight.*		
Stakeholders	*Details each stakeholder related to the SEI.*		
Actions	*Action to be undertaken in support of the SEI.* *Each action is assigned a unique identifier based on the SEI ID.*	**Responsible Agency** *Primary agency responsible for each action.*	**Completion** *Proposed completion date (period) for each action.*
Related NASP target(s)	*NASP targets that relate to defined SEI.* *For further details on the NASP targets refer to Table 1.*		
GASP Reference	*Details any related GASP Goals / Targets / SEIs.* *Demonstrates NASP alignment to GASP.*		
AP-RASP Reference	*Details any related GASP priority areas / Targets / actions.* *Demonstrates NASP alignment to AP-RASP.*		
Other Reference	*Details any other pertinent reference to the SEI or associated actions. This can include reference to SSP agency corporate planning document etc. where the SEI and/or action is included.*		

Figure 4 Australian SEI alignment to GASP and AP-RASP requirements

	Goal 1					Goal 2											Goal 3									Goal 4	Goal 5	Goal 6
GASP (State)	Ops Roadmap					Organisational Roadmap																						
						Component 1: State Safety Oversight System											Component 2: State Safety Programme											
						Phase 1							Phase 2																
	SEI CFIT	SEI LOC-I	SEI MAC	SEI RE	SEI RI	SEI 1	SEI 2	SEI 3	SEI 4	SEI 5	SEI 6	SEI 7	SEI 8	SEI 9	SEI 10	SEI 11	SEI 12	SEI 13	SEI 14	SEI 15	SEI 16	SEI 17	SEI 18	SEI 19	SEI 20	SEI 21			
RASP (State requirements)	Regional Goal I					Regional Goal II											Regional Goal III											Regional Goal V
																	Regional Goal IV											
	A.I.1, A.I.9–A.I.17	A.I.1 –A.I.4		A.1.5–A.I.8						A.II.4	A.III.1	A.I.18A. IV.1 A.V.4				A.II.4		A.III.1 A.III.3	A.III.1		A.I.22	A.IV.1 A.IV.4		A.I.18 A.II.2 A.II.4 A.III.3 A.V.4	A.II.3	A.v.6
NASP	SEI 1.1	SEI 1.2	SEI 1.3	SEI 1.4		SEI 2.1	SEI 2.2	*	SEI 2.2	SEI 2.4	SEI 3.2	SEI 4.3	SEI 2.1		SEI 2.2	SEI 3.2	SEI 4.3	SEI 3.1	SEI 3.2	SEI 3.3			SEI 3.5	SEI 3.3	SEI 4.1 SEI 4.2 SEI 4.3	SEI 5.1	SEI 6.1 SEI 6.2 SEI 6.3

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5. SAFETY PERFORMANCE MEASUREMENT

The ability to measure and report on Australia's safety performance is vital to determine the success of NASP strategies. Performance of each NASP safety goal is measured against metrics (SPIs) that are aligned to, but expanded upon, those identified in the GASP. Each SPI has a defined benchmark or target (SPT). Details on the SPIs and SPTs are identified in Table 1.

5.1 SSP agencies data analysis

Data collected by SSP agencies based on their legislative requirements and practical needs is used to support Australia's safety goals. Agencies that collect and analyse aviation safety data include:

- CASA*;
- ATSB*;
- Airservices*;
- BITRE*;
- AMSA;
- BoM; and
- Defence*.

** Primary aviation safety data collecting agencies.*

The primary aviation safety data collecting agencies regularly meet through the Joint Agency Aviation Safety Analysis Coordination Group (JAASACG) to facilitate the exchange of data and analysis.

Industry generally has access to better and more timely data, which can be useful to inform individual operators of pertinent safety risks when used in conjunction with an effective SMS. Implementing data sharing programmes have the potential to improve the range of data shared by industry with SSP agencies to enhance State-level risk-based decisions.

5.2 Sharing safety data

SSP stakeholders collect information that can contribute to understanding safety performance and identify safety-related trends. Sharing safety information among SSP stakeholders helps support risk management at a national level and ensure Australia's safety performance can be readily measured.

Government agencies can often access information based on legislated (mandatory) or voluntary reporting from industry. SSP stakeholders should make every effort to share safety information in a timely manner, working within the extant limits required by legislative and privacy considerations.

5.3 Monitoring and oversight

SSP governance meetings and working groups play a key role in monitoring and delivering NASP SEIs, safety goals, SPIs and SPTs.

Each SEI action and SPT is tracked via an appropriate SSP governance forum, to monitor the achievement of defined State safety goals and status of planned initiatives. Agencies or SSP governance forums may be assigned responsibility to provide supporting safety information or conduct certain analysis. Performance will be escalated by the responsible SSP governance forum in accordance with the governance structure and escalation process detailed in the SSP. Relevant responsibilities are defined in Table 1, and throughout Appendix A and Appendix B.

5.4 Actions on not meeting Australia's acceptable level of safety performance, safety goals and/or targets

The relevant SSP governance forum (as defined in Table 1) is responsible for monitoring the implementation of specific NASP strategy items and for continuous improvement of the NASP. Should Australia not meet, or is not expected to meet, its acceptable level of safety performance, goals or targets, the relevant SSP governance forum will seek to identify root causes and take reasonable measures to mitigate any critical safety risks as soon as reasonably practicable.

APPENDIX A—AUSTRALIAN OPS ROADMAP

1. Improve the safety of Australian aviation operations across all sectors

Safety Enhancement Initiative	Mitigate contributing factors to Controlled Flight into Terrain.		
ID	1.1		
SSP Governance	SSP-CAT		
Stakeholders	• CASA • ATSB	• BoM • Industry	
Actions		**Lead Agency**	**Completion**
	1.1.1 Enhance cooperation of the national airports safeguarding advisory group with the broader SSP governance framework.	Infrastructure	2021
	1.1.2 Improved Flight Data Analysis Program (FDAP) guidance to encourage operators to consider CFIT precursors as part of FDAP.	CASA	2021
	1.1.3 Improve the airworthiness regulatory environment to more easily allow installation of non-required, non-certified, safety enhancing technology.	CASA	2021
	1.1.4 Extend the existing regulatory requirements for the fitment of Terrain Awareness and Warning System (TAWS) to aircraft used in lower capacity air transport operations.	CASA	2021
	1.1.5 Implementation of Satellite-based Augmentation System to enable vertically guided and continuous descent approaches.	Airservices	2022
Related NASP target(s)	1A, 1B, 1C, 1D, 1E, 1F, 1G,1H, 1I		
GASP Reference	• SEI-CFIT (States) — *Mitigate contributing factors to the risk of CFIT.*		
AP-RASP Reference	• Goal I. *Reduction in Operational Risks* A.I.1, A.I.9, A.I.10, A.I.11, A.I.12, A.I.13, A.I.14, A.I.15, A.I.16, A.I.17		
Other Reference	• Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations — Airservices Australia (15 Jul 19 to 30 Jun 21)		

Safety Enhancement Initiative	Mitigate contributing factors to Loss of Control In-Flight.		
ID	1.2		
SSP Governance	SSP-CAT		
Stakeholders	• CASA • ATSB	• BoM • Industry	
Actions		**Lead Agency**	**Completion**
	1.2.1 Finalise the standards for upset prevention and recovery training (URPT).	CASA	2022
	1.2.2 Improved FDAP guidance to encourage operators to consider LOC-I precursors as part of FDAP.	CASA	2021
	1.2.3 Conduct a campaign surveillance and education campaign on aircraft engine reliability, maintenance and overhaul.	CASA	2021
	1.2.4 Facilitate the efficient certification approval of electric aircraft and the retrofitting of electric engines onto general aviation aircraft.	CASA	ongoing
Related NASP target(s)	1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I		
GASP Reference	• SEI-LOC-I (States) — *Mitigate contributing factors to Loss of Control In-Flight accidents and incidents.*		
AP-RASP Reference	• Goal I. *Reduction in Operational Risks* A.I.1, A.I.2, A.I.3, A.I.4		
Other Reference	• CASA Corporate Plan 2019–20: 1.2.3		

Safety Enhancement Initiative	Mitigate contributing factors to Mid-Air Collision accidents and incidents.			
ID	1.3			
SSP Governance	SSP-CAT			
Stakeholders	• CASA • ATSB	• Airservices • Defence	• Industry	
Actions			**Lead Agency**	**Completion**
	1.3.1 Transiton the Regional Airspace and Procedures Advisory Committee(s) to the Aviation State Engagement Forums to simplify State governance processes		Infrastructure	2021
	1.3.2 Continue to implement programs that raise awareness of drone safety rules in the community		CASA	ongoing
	1.3.3 Implement RPAS passive detection at selected Australian aerodromes.		CASA	2022
	1.3.4 Improved FDAP guidance to encourage operators to consider MAC precursors as part of FDAP.		CASA	2021
	1.3.5 Establish provisions for the installation and use of ADS-B for Visual Flight Rules (VFR) aircraft operations.		CASA	2021
Related NASP target(s)	1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I			
GASP Reference	• SEI-MAC (States) — *Mitigate contributing factors to Mid-Air Collision accidents and incidents.*			
AP-RASP Reference				
Other Reference				

Safety Enhancement Initiative	Mitigate contributing factors to Runway Safety* accidents and incidents.		
ID	**1.4**		
SSP Governance	SSP-CAT		
Stakeholders	• Infrastructure • CASA • ATSB	• Airservices • Industry	• Defence • BoM
Actions		**Lead Agency**	**Completion**
	1.4.1 Reinvigorate the National Runway Safety Group.	CASA	2021
	1.4.2 Promote the establishment of local runway safety teams.	All	ongoing
	1.4.3 Establish requirements for a reporting format for assessing and reporting runway surface conditions in accordance with the ICAO Global Reporting Format in Annex 14 Vol I.	CASA	2021
	1.4.4 Improved FDAP guidance to encourage operators to consider Runway Safety precursors as part of FDAP.	CASA	2021
	1.4.5 Agree on a common definition for runway safety events.	CASA	2021
	1.4.6 Increase Australia's compliance with Annex 14 through the completion of the CASR Part 139 post implementation review.	CASA	2022
Related NASP target(s)	1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H		
GASP Reference	• SEI-RE (States) — *Mitigate contributing factors Runway Excursion accidents and incidents.* • SEI-RI (States) — *Mitigate contributing factors Runway Incursion accidents and incidents.*		
AP-RASP Reference	• Goal I. *Reduction in Operational Risks* A.I.1, A.I.9, A.I.10, A.I.11, A.I.12, A.I.13, A.I.14, A.I.15, A.I.16, A.I.17		
Other Reference	• (ICAO) Runway Safety Programme — Global Runway Safety Action Plan, First Edition, November 2017		

* Runway safety is considered runway incursions and runway excursions.

APPENDIX B—AUSTRALIAN ORG ROADMAP

2. Strengthen Australia's safety oversight capabilities

Safety Enhancement Initiative	Ensure the Australian civil aviation safety regulatory regime is optimised for aviation safety performance, and where practical for the Australian aviation environment, aligned to the standards and practices of ICAO and leading aviation countries.			
ID	2.1			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA	• Airservices • ATSB	• Industry • BoM	
Actions			**Lead Agency**	**Completion**
	2.1.1 Finalise and implement the last tranche of the regulatory program including any consequential amendments.		CASA	2023 (and ongoing)
	2.1.2 Embed the regulatory project management approach and integrate change management.		CASA	2023
	2.1.3 Implement the self-administration funding model.		CASA	2021
	2.1.4 Continue to modernise and refine Australia's approach to medical certification.		CASA	2023
	2.1.5 Introduce new continuing airworthiness regulatory environment for general aviation, based on the United States FAR Part 43, relying on individual rather than organisational approvals.		CASA	2022
	2.1.6 Introduce contemporary continuing airworthiness regulatory environment for small air transport sector.		CASA	2022
	2.1.7 Continue to refine Australia's approach to the carriage of Dangerous Goods by Air.		CASA	2021
Related NASP target(s)	2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2I			
GASP Reference	• SEI-1 (State) — *Consistent implementation of ICAO SARPs at the national level.* • SEI-8 (State) — *Consistent implementation of ICAO SARPs at the national level.* • SEI-9 (State) — *Continued implementation of and compliance with ICAO SARPs at the national level.*			
AP-RASP Reference				
Other Reference	• CASA Corporate Plan 2019–20: 1.2.1, 1.2.2, 1.2.4, 1.2.6, 1.4.2 • Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Enhance Australia's regulatory services capabilities and compliance monitoring of the aviation industry to assure aviation safety performance to regulatory requirements.			
ID	2.2			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA	• Airservices • BoM	• Defence • Industry	
Actions			**Lead Agency**	**Completion**
	2.2.1 Develop, implement and refine a risk-based audit methodology across the regulated industry sectors.		CASA	2021
	2.2.2 Implement an enhanced regulatory oversight operating model to ensure the effective allocation of resources to enable optimal safety oversight.		CASA	2021
	2.2.3 Promote and enhance the application of (CASA's) regulatory philosophy.		CASA	2021
	2.2.4 Revise Australia's Enforcement Framework.		CASA	2021
	2.2.5 Introduce a quality assured, risk-based process for the assessment of the continued operational safety of aircraft types, aligning with an established international convention.		CASA	2021
Related NASP target(s)	2C, 2D, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2L, 2M			
GASP Reference	• SEI-2 (State) — *Development of a comprehensive regulatory oversight framework.* • SEI-4 (State) — *Strategic allocation of resources to enable effective safety oversight.* • SEI-10 (State) — *Strategic allocation of resources to enable effective safety oversight.* • SEI-11 (State) — *Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner.*			
AP-RASP Reference				
Other Reference	• CASA Corporate Plan 2019–20: 1.1.1, 1.1.2, 1.1.3, 1.5.1, 1.5.2, 1.5.3, 1.5.4, 1.5.6, 1.6.2			

Safety Enhancement Initiative	Ensure Australia's aviation safety system and safety oversight capability are responsive to new or emerging threats or trends.			
ID	**2.3**			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA • ATSB	• Airservices • Industry • Defence	• BoM • Home Affairs	
Actions			**Lead Agency**	**Completion**
	RPAS			
	2.3.1 Conduct Unmanned Aerial Vehicles (UAV) Integration and Management Services trials.		Airservices	2021
	2.3.2 Establish a RPAS registration and operator accreditation system.		CASA	2021
	2.3.3 Develop a national drones policy to manage the safe integration of RPAS into Australia airspace.		Infrastructure	2021
	Cyber Security			
	2.3.4 Increase Air Traffic Management System Cyber Resilience.		Airservices	ongoing
	2.3.5 Implement cyber security requirements for Aviation Industry Participants.		Home Affairs	2023
	Urban Air Mobility (Piloted)			
	2.3.6 Establish enhanced processes and technical capability to assess the safe entry into service of new aircraft designs for urban air mobility application (EVOTL).		CASA	ongoing
	Ageing Aircraft			
	2.3.7 Conduct a targeted campaign of oversight for continuing airworthiness management of ageing aircraft used in the small air transport (charter) sector.		CASA	2021
Related NASP target(s)	2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2L, 2M			
GASP Reference	• SEI-10 (State) — *Strategic allocation of resources to enable effective safety oversight.* • SEI-11 (State) — *Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner.*			
AP-RASP Reference				

Other Reference	• CASA Corporate Plan 2019–20: 1.2.5
	• Airservices Corporate Plan 2019–20:
	  • Service Innovation — *Unmanned Aerial Vehicles (UAV) Integration and Management Services.*
	  • Organisational Agility — *Cyber Resilience.*
	• Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Strengthen Australia's SSP agencies' Workforce Capabilities.			
ID	2.4			
SSP Governance	APG			
Stakeholders	• Infrastructure • CASA • ATSB	• BoM • Defence • Airservices	• AMSA • Home Affairs • DFAT	
Actions			**Lead Agency**	**Completion**
	2.4.1 SSP agencies to develop, implement and enhance Workforce Strategies.		All	2021
	2.4.2 SSP agencies to support and facilitate SSP agency personnel exchanges.		All	ongoing
	2.4.3 Conduct a review of CASA's airworthiness personnel technical capability against required competencies and establish an external engineering support network.		CASA	2021
Related NASP target(s)	2C, 2D, 2E, 2F, 2G			
GASP Reference	• SEI-5 (State) — *Qualified technical personnel to support effective safety oversight.*			
AP-RASP Reference	• A.II.4 — *Standardised Capacity Building Programme*			
Other Reference	• CASA Corporate Plan 2019–20: 3.4.1, 3.4.2, 3.4.3, 3.4.4 • ATSB Corporate Plan 2019–20: *Workforce Capability Strategy* • Airservices Corporate Plan 2019–20: *Organisational Agility – People* • Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations — ATSB (15 Jul 19 to 30 Jun 21)			

3. Embed an effective State Safety Programme that delivers an acceptable level of safety performance

Safety Enhancement Initiative	Ensure the continuous improvement of Australia's SSP and the associated governance.			
ID	3.1			
SSP Governance	SSP-CAT			
Stakeholders	• AMSA • Infrastructure • CASA • ATSB	• Airservices • Industry • Defence	• BoM • Home Affairs • DFAT	
Actions			**Lead Agency**	**Completion**
	3.1.1	Develop and deliver SSP education for SSP governance and working group participants.	CASA	2021
	3.1.2	Enhance communication between SSP governance meetings.	Infrastructure	2021
	3.1.3	Conduct industry SSP Awareness Campaign.	Infrastructure	2021
	3.1.4	Continue to refine CASA's regulatory policies and practices with a view to the promotion of an open and effective safety reporting culture.	CASA	2021
	3.1.5	Complete and maintain currency of priority PQ self-assessment.	Infrastructure	2021
	3.1.6	Complete and maintain currency of PQ self-assessment.	Infrastructure	2021
	3.1.7	Develop / align agency level planning to NASP safety enhancement initiatives and actions.	All	ongoing
	3.1.8	Define SSP governance interaction and communication requirements for all SSP working groups (update Terms of Reference).	Infrastructure	2021
	3.1.9	Conduct SSP Self-Assessment (Safety Management International Collaboration Group Tool).	Infrastructure	2021
	3.1.10	Review attendance for all SSP governance and working group meetings.	All	2021
Related NASP target(s)	3A, 3B, 3C			
GASP Reference	• SEI-13 (State) — *Start of SSP implementation at the national level.* • SEI-14 (State) — *Strategic allocation of resources to start SSP implementation.*			
AP-RASP Reference	• A.III.1 — *Support robust implementation and continuous improvement of SMS and SSP.* • A.III.3 — *Support the development of NASPs*			
Other Reference	• CASA Corporate Plan 2019–20: 1.6.1			

Safety Enhancement Initiative	Enhance strategic collaboration amongst Australia's key aviation stakeholders to support ongoing SSP implementation.			
ID	**3.2**			
SSP Governance	SSP-CAT			
Stakeholders	• Infrastructure • CASA • ATSB	• Airservices • Industry • Defence	• BoM	
Actions			**Lead Agency**	**Completion**
	Improve Agency — Agency Communication			
	3.2.1 Present reports on safety trends to the Minister and safety entities twice a year.		ATSB	ongoing
	3.2.2 Develop and implement an SSP portal to support sharing of essential SSP information.		Infrastructure	2021
	3.2.3 Clarify regulatory oversight arrangements for BoM and AMSA		Infrastructure	2021
	3.2.4 Establish subsidiary agreements under the CASA-Defence Aviation Safety Authority (DASA) memorandum of understanding to facilitate the efficient recognition of authority approvals.		CASA	ongoing
	Improve Agency — Industry Communication			
	3.2.5 Further develop the Aviation Safety Advisory Panel and associated technical working groups.		CASA	ongoing
	3.2.6 Develop educational campaign and associated SSP / NASP communications plan to industry.		Infrastructure	2021
	3.2.7 Continue to implement a Stakeholder Engagement Strategy in order to improve trust, user experience and seek safety behavioural change.		CASA	ongoing
Related NASP target(s)	3A, 3B, 3C, 3D, 3E, 3F			
GASP Reference	• SEI-15 (State) — *Strategic Collaboration with key aviation stakeholders to start SSP implementation.* • SEI-16 (State) — *Strategic Collaboration with key aviation stakeholders to complete SSP implementation.*			
AP-RASP Reference	• A.III.1 — *Support robust implementation and continuous improvement of SMS and SSP.*			
Other Reference	• CASA Corporate Plan 2019–20: 2.1.1, 2.1.2, 2.2.1, 2.2.2, 2.5.1, 2.5.2, 2.5.4 • ATSB Corporate Plan 2019–20: *Stakeholder Engagement Strategy, Focussed Communication Strategy* • Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations - ATSB (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Embed safety risk management at a national level.			
ID	3.3			
SSP Governance	SSP-CAT			
Stakeholders	• Infrastructure • CASA • ATSB	• Airservices • Industry • Defence	• BoM	
Actions			**Lead Agency**	**Completion**
	3.3.1 Continue to improve and implement of a regulatory management system.		CASA	ongoing
	3.3.2 Establish State level risk register.		Infrastructure	2022
	3.3.3 Continue to engage industry in the development and refinement of sector safety risk profiles.		CASA	ongoing
	3.3.4 Establish comprehensive risk analysis on significant risks by sector.		CASA	2021
	3.3.5 Further develop and embed SafetyWatch priorities.		ATSB	2021
	3.3.6 Implement improved system safety methodologies for CASA product approval (aircraft certification function).		CASA	2021
Related NASP target(s)	3A, 3B, 3C			
GASP Reference	• SEI-17 (State) — *Establishment of safety risk management at the national level (1).* • SEI-18 (State) — *Establishment of safety risk management at the national level (2).* • SEI-21 (State) — *Advancement of safety risk management at the national level.*			
AP-RASP Reference				
Other Reference	• CASA Corporate Plan 2019–20: 1.3.1, 1.3.2, 1.5.5 • ATSB Corporate Plan 2019–20: *Data Driven Strategy*			

Safety Enhancement Initiative	Standardise and streamline Australian industry's SMS obligation to ensure effective implementation and ongoing improvement.		
ID	**3.4**		
SSP Governance	SSP-CAT		
Stakeholders	• CASA • Airservices • Industry		
Actions		**Lead Agency**	**Completion**
	3.4.1 Develop and implement a common SMS regulation.	CASA	2021
	3.4.2 Create and deliver an SMS education package to industry to support new SMS regulations.	CASA	2021
	3.4.3 Further develop and embed the use of the CASA SMS Evaluation Tool to support risk- and performance-based oversight.	CASA	2021
	3.4.4 Develop and implement a SMS refresher course for all inspectors to capture updates to processes and lessons learnt.	CASA	2021
	3.4.5 Further develop and embed the use of the CASA Human Factors Assessment Tool.	CASA	2021
	3.4.6 Develop and implement a Human Factors refresher course for all inspectors to capture updates to processes and lessons learnt.	CASA	2021
	3.4.7 Develop and implement standardised SMS education for senior CASA management.	CASA	2021
	3.4.8 Encourage adoption of globally harmonised SPIs by all Australian service providers.	CASA	2021
Related NASP target(s)	3A, 3B, 3C, 5A		
GASP Reference	• SEI-13 (State) — *Start of SSP implementation at the national level.* • SEI-17 (State) — *Establishment of safety risk management at the national level (1).* • SEI-18 (State) — *Establishment of safety risk management at the national level (2).*		
AP-RASP Reference	• A.III.1 — *Support robust implementation and continuous improvement of SMS and SSP.*		
Other Reference			

Safety Enhancement Initiative	Develop a data driven proactive risk management modelling capability.		
ID	**3.5**		
SSP Governance	SSP-CAT		
Stakeholders	• Infrastructure • CASA • ATSB	• Airservices • Industry • Defence	• BoM

Actions		**Lead Agency**	**Completion**
	3.5.1 Investigate the implementation of an Australian Safety Data warehouse to enhance available data to SSP agencies.	Infrastructure	2021
	3.5.2 Australia to investigate joining regional AP SHARE programme.	CASA	2021
	3.5.3 Update mandatory reportable aviation safety occurrences.	ATSB	2021
	3.5.4 Develop methods to analyse safety hazard and risk data in order to proactively determine what occurrences to investigate and what safety studies to commence.	ATSB	2021
	3.5.5 Research and develop proposal for a State/industry collaborative safety data sharing and analysis programme ('predictive' risk management).	CASA	2022

Related NASP target(s)	3A, 3B, 3C
GASP Reference	• SEI-19 (State) — *Acquisition of resources to increase the proactive use of risk modelling capabilities.* • SEI-20 (State) — *Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities.* • SEI-21 (State) — *Advancement of safety risk management at the national level.*
AP-RASP Reference	• A.IV.1 — *Establish a mechanism to collect and analyse SSP SPI data from APAC States and common industry indicators.* • A.IV.4 — *Establish a mechanism for regional aviation safety data collection and sharing and support States'/ Administrations' participation in regional aviation safety data-sharing projects.*
Other Reference	• CASA Corporate Plan 2019–20: 1.3.2 • ATSB Corporate Plan 2019–20: *Data Driven Strategy*

4. Reduce the likelihood of Australians being involved in an aviation accident outside of Australia by supporting and influencing global aviation safety

Safety Enhancement Initiative	Strengthen Australia's Regional (Asia Pacific) Engagement.			
ID	**4.1**			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA	• BoM • DFAT	• ATSB • Home Affairs	
Actions			**Lead Agency**	**Completion**
	4.1.1 Provide capacity building assistance (including the Regional Transport Assistance Program) to Indonesia and Papua New Guinea to improve transport safety and security outcomes.		Infrastructure	
	4.1.2 Define requirements and ensure participation in regional forums to share and enhance regional safety knowledge.		Infrastructure	annually
	4.1.3 Develop and implement an Australian strategy in response to ICAO's 2019 'Pacific Small Island Developing States Aviation Needs Analysis' including consideration of Australia's future engagement with the Pacific Aviation Safety Office.		Infrastructure	2021
	4.1.4 Continue to engage bilaterally and multilaterally with regional partners to improve efficiency, safety and harmonise services.		All	ongoing
	4.1.5 Improve transport security through Capacity Building Plan.		Home Affairs	ongoing
	4.1.6 Support regional States to meet AP-RASP requirements and regional objectives.		Infrastructure	ongoing
Related NASP target(s)	4A, 4B			
GASP Reference	• Regional SEI-1 — SEI-16			
AP-RASP Reference	• A.I.18 — *Review, implement (and update the status of) priority RASG-APAC/ APRAST SEIs.* • A.II.2 — *Establish, enhance and populate a COSCAP technical experts' database.* • A.II.4 — *Standardised Capacity Building Programme* • A.III.3 — *Support the development of NASPs* • A.V.4 — *Establish a means for States/ Administrations to informally share information and coordinate on operational issues in the USOAP Audit Areas of OPS, ANS and AGA.*			
Other Reference	• CASA Corporate Plan 2019–20: 2.3.1, 2.3.2, 2.4.1, 2.4.2 • ATSB Corporate Plan 2019–20: *International and regional engagement Strategy* • Infrastructure Corporate Plan 2019–20: Program 2.3 – Air Transport • Home Affairs Corporate Plan 2020–21: 1.1.1 • Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations — Airservices Australia (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations — ATSB (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Strengthen international aviation safety engagement and contribute expertise to the global civil aviation system.			
ID	4.2			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA	• ATSB • BoM	• DFAT • Home Affairs	
Actions			**Lead Agency**	**Completion**
	4.2.1 Define requirements, ensure participation and provide expertise in international forums (including ICAO).		Infrastructure	2021
	4.2.2 Ongoing participation in Safety Management International Collaboration Group (SMICG).		CASA	ongoing
	4.2.3 Establish mutual recognition aviation safety agreements with other State aviation safety regulators.		CASA	2021
	4.2.4 SSP Agencies to support and facilitate international personnel exchanges for SSP agencies.		All	ongoing
	4.2.5 Ongoing participation in European Union (Safety Assessment of Foreign Aircraft) Ramp Inspection Programme in accordance with CASA-European Aviation Safety Agency Working Arrangement.		CASA	ongoing
Related NASP target(s)	4A, 4B			
GASP Reference	• Regional SEI-1 — SEI-16			
AP-RASP Reference				
Other Reference	• CASA Corporate Plan 2019–20: 1.7.1, 2.3.1, 2.3.2, 2.4.1, 2.4.2 • ATSB Corporate Plan 2019–20: *International and regional engagement Strategy* • Airservices Corporate Plan 2019–20: *Industry Leadership — International Capability Development Program* • Infrastructure Corporate Plan 2019–20: *Program 2.3 – Air Transport* • Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations Airservices Australia (15 Jul 19 to 30 Jun 21) • Minister's Statement of Expectations — ATSB (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Deliver Australia's reporting and oversight obligations under the Regional Aviation Safety Plan and Global Aviation Safety Plan.			
ID	**4.3**			
SSP Governance	SSP-CAT			
Stakeholders	• Infrastructure • CASA • ATSB	• BoM • Defence • Airservices	• AMSA • Home Affairs • DFAT	
Actions			**Lead Agency**	**Completion**
	4.3.1 Provide input and support for all necessary reporting obligations under the RASP/GASP.		All	ongoing
	4.3.2 Contribute to regional and global mechanism to collect and analyse SSP SPI data from APAC States and common industry indicators.		CASA	ongoing
	4.3.3 Review, implement and update the status of priority RASG-APAC/ APRAST SEIs.		CASA	ongoing
	4.3.4 Contribute to a regional ICAO / APAC calendar to enhance coordination of activities and schedules among regional bodies and meetings, regional workshops/ courses.		All	ongoing
	4.3.5 Review, implement and update the status of priority RASP SEIs		CASA	ongoing
Related NASP target(s)	4A, 4B			
GASP Reference	• SEI-7 (State) — *Provision of the primary source of safety information to ICAO by updating all relevant documents and records.* • SE1-12 (State) — *Continued provision of the primary source of safety information to ICAO by updating all relevant documents and records as progress is made.*			
AP-RASP Reference	• A.I.18 — *Review, implement (and update the status of) priority RASG-APAC/ APRAST SEIs.* • A.IV.1 — *Establish a mechanism to collect and analyse SSP SPI data from APAC States and common industry indicators.* • A.V.4 — *Establish a means for States to informally share information and coordinate on operational issues in the USOAP Audit Areas of OPS, ANS and AGA.*			
Other Reference	• CASA Corporate Plan 2019–20: 2.3.2 • Infrastructure Corporate Plan 2019–20: Program 2.3 – *Air Transport*			

5. Expand the use of industry safety programmes by Australian industry

Safety Enhancement Initiative	Encourage industry participation in defined* industry programmes.		
ID	5.1		
SSP Governance	SSP-CAT		
Stakeholders	• Infrastructure • CASA	• Airservices • Industry	
Actions		**Lead Agency**	**Completion**
	5.1.1 Baseline current Australian industry programme participation.	Infrastructure	2021
	5.1.2 Define how participation in defined industry programmes can be used to inform State oversight.	CASA	2021
	5.1.3 Promote participation in industry programmes.	CASA	2021
Related NASP target(s)	5B, 5C, 5D, 5E		
GASP Reference	• Goal 5: *Expand the use of industry programmes.*		
AP-RASP Reference	• A.II.3 — *Encourage IATA IOSA and ISAGO registrations*		
Other Reference	• CASA Corporate Plan 2019–20: 1.5.5		

*Defined industry programmes are those defined in the 2020–2022 GASP, for Australia these are:

- *Airports Council International — Airport Excellence in Safety programme (for airports);*
- *Civil Air Navigation Services Organisations maturity assessment (Air Traffic Service providers);*
- *International Air Transport Association Operational Safety Audit (Airlines);*
- *International Business Aviation Council International Standard for Business Aircraft Operators (business aviation).*

6. Ensure Australia has the appropriate aviation infrastructure to support safety operations

Safety Enhancement Initiative	Ensure Australia has the appropriate Air Traffic Services and airspace infrastructure to support safety operations.		
ID	**6.1**		
SSP Governance	AIG		
Stakeholders	• Airservices • Defence • Infrastructure • CASA		
Actions		**Lead Agency**	**Completion**
	6.1.1 Develop and implement a National Air Navigation Plan to supplement the NASP and meet the requirements of the GANP.	Infrastructure	2021
	6.1.2 Progress implementation of a new national air traffic system under the OneSKY project.	Airservices	2024
	6.1.3 Implement Air Navigation Services Readiness Program.	Airservices	2021
	6.1.4 Deliver an Airspace Modernisation Program to deliver a series of enhancements (Tranche (T) 1–6) to improve safe and efficient service outcomes and increase airspace access for the aviation industry.	Airservices	T2. 2021 T3. 2021 T4. 2021 T5. 2022 T6. 2023
	6.1.5 Design and implement new airspace associated with new Brisbane, Perth and Melbourne runways and Western System airport.	Airservices	2024
	6.1.6 Provide regulatory services to support major developments such as new runways and other major air navigation initiatives.	CASA	ongoing
	6.1.7 Develop and implement the Future Air Navigation Research and Development Program	CASA	2023
	6.1.8 The development of a National Strategic Airspace Plan.	Infrastructure	2021
Related NASP target(s)			
GASP Reference	• Goal 6: *Ensure the Appropriate Infrastructure is available to support safe operations.*		
AP-RASP Reference	• Priority Area V. *Enhanced aviation infrastructure.* • A.V.6 — *Implement safety-related initiatives from the APAC Seamless ANS Plan in a timely manner, as applicable.*		

Other Reference	• CASA Corporate Plan 2019–20: 1.5.7
	• Airservices Corporate Plan 2019–20:
	  • Industry Leadership — *Airspace Modernisation Program.*
	  • Service Excellence — *OneSky.*
	  • Service Excellence — *Air Navigation Services Readiness Program.*
	• Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21)
	• Minister's Statement of Expectations — Airservices Australia (15 Jul 19 to 30 Jun 21)		

Safety Enhancement Initiative	Ensure Australia has the appropriate aerodrome (including runway) infrastructure to support safety operations.			
ID	6.2			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA	• Airservices • Defence	• Industry	
Actions			**Lead Agency**	**Completion**
	6.2.1 Airport Development Support Program - Deliver essential communications, navigation and surveillance facilities for new Brisbane, Perth, Melbourne and Western System runways.		Airservices	ongoing
	6.2.3 Introduce Digital Aerodrome Services.		Airservices	2022
	6.2.4 Implement ARFFS Modernisation Program.		Airservices	2021
	6.1.6 Provide regulatory services to support major developments such as new runways and other major air navigation initiatives.		CASA	ongoing
Related NASP target(s)				
GASP Reference	• Goal 6: *Ensure the Appropriate Infrastructure is available to support safe operations.*			
AP-RASP Reference	• Priority Area V. *Enhanced aviation infrastructure.* • A.V.6 — *Implement safety-related initiatives from the APAC Seamless ANS Plan in a timely manner, as applicable.*			

Other Reference	• CASA Corporate Plan 2019–20: 1.5.7
	• Airservices Corporate Plan 2019–20:
	  • *Service Innovation — Digital Aerodrome Services.*
	  • *Service Excellence — Airport Development Support Program.*
	  • *Service Excellence — ARFFS Modernisation Program.*
	• Infrastructure Corporate Plan 2019–20: *Program 2.3 — Air Transport*
	• Minister's Statement of Expectations — CASA (15 Jul 19 to 30 Jun 21)
	• Minister's Statement of Expectations — Airservices Australia (15 Jul 19 to 30 Jun 21)			

Safety Enhancement Initiative	Ensure Australia has the appropriate other national infrastructure / Capabilities to support safety operations			
ID	**6.3**			
SSP Governance	AIG			
Stakeholders	• Infrastructure • CASA • Airservices	• Industry • Defence • BoM	• Home Affairs	
Actions			**Lead Agency**	**Completion**
	6.3.1 Implement Airport Collaborative Decision Making across major national airports.		Airservices	2021
	6.3.2 Long Range Air Traffic Flow Management.		Airservices	2021
Related NASP target(s)				
GASP Reference	• Goal 6: *Ensure the Appropriate Infrastructure is available to support safe operations.*			
AP-RASP Reference	• Priority Area V. *Enhanced aviation infrastructure.* • A.V.6 — *Implement safety-related initiatives from the APAC Seamless ANS Plan in a timely manner, as applicable.*			
Other Reference	• CASA Corporate Plan 2019–20: 1.5.7 • Airservices Corporate Plan 2019–20: • *Service Innovation — Network Management.* • Minister's Statement of Expectations — Airservices Australia (15 Jul 19 to 30 Jun 21)