

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Additional Estimates 2023 - 2024**

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

**Committee Question Number: 100**

**Departmental Question Number: SQ24-000099**

**Division/Agency Name:** Agency - Civil Aviation Safety Authority

**Hansard Reference:** Spoken, Page No. 140 (12 February 2024)

**Topic:** CASA – Issues formally addressed with Airservices Australia

**Senator Bridget McKenzie asked:**

Senator MCKENZIE: On notice, I would like to know the number of issues you've formally addressed with Airservices Australia, what the actual issue was and what the outcome is. There are a lot of vagaries, but I want some practical examples.

**Answer:**

The total number of Safety Findings raised by the Civil Aviation Safety Authority with Airservices Australia between 1 January 2021 and 31 January 2024 is 219. The term 'Safety Findings' relates to matters of regulatory non-compliance, which does not always correlate with a safety issue.

Safety Findings were for non-compliance with the *Civil Aviation Safety Regulations 1998* (CASR) parts.

Part 139H - Aerodrome Rescue and Firefighting services,  
Part 143 - ATC Training,  
Part 171 - Aeronautical Communications,  
Part 172 - ATC Services,  
Part 173 - Instrument Flight Procedure design, and  
Part 175 - Aeronautical Information Management.

As of 13 February 2024, of the 219 Safety Findings issued, 156 have been closed with the remaining 63 findings subject to further regulatory oversight.

Of the 219 Safety Findings:

- 78 were associated with the provision of Aerodrome Rescue Fire Fighting Services (ARFFS) (CASR Part 139H), these included the number of operating personnel, training, and non-compliance with the Airservices operations manual suite;
- Five were associated with the provision of instrument flight procedure design services (CASR Part 173) and addressed issues of a technical nature and change management;
- 58 were associated with the provision of infrastructure that controllers use to separate aircraft or used by aircraft to navigate or communicate (CASR Part 171). Issues were also identified with change management and non-compliance with the Airservices operations manual suite and the Airservices Safety Management System; and

- 74 were associated with the provision of air traffic control services (CASR Part 172) and addressed non-compliance regarding the number of operating personnel, and non-compliance with the Airservices operations manual suite and the Airservices Safety Management System.