



International Engagement Strategy 2023 to 2025

Version

1.0

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INTRODUCTION

Mindful of Australia's overarching international commitments and global strategic interests, CASA approaches its international engagement in a manner consistent with its obligations under the *Civil Aviation Act 1988* (the Act), the Minister's Statements of Expectations, the goals and objectives set out in CASA's Corporate Plan, responsibilities outlined in the Memorandum of Understanding of Australia's Agencies Involved in Civil and Defence Aviation in relation to the management of aspects of international activities, and the Tripartite Memorandum of Understanding in relation to arrangements for Australia's participation in the International Civil Aviation Organization.

CASA personnel actively participate in meetings, conferences, workshops, panels, seminars and similar events convened by foreign national and international organisations across the globe. They serve as members of, and often chair, important international advisory, decision-making and policy-setting bodies. The knowledge and experience of CASA's experts in a range of technical, operational and regulatory areas is widely recognised and respected. CASA's contributions to the development of technical, operational and regulatory standards and practices at the global and regional levels are highly valued, and CASA's continuing participation in these kinds of activities is frequently sought.

Purpose

CASA's International Engagement Strategy provides a framework within which an optimal balance can be struck between CASA's safety-related role and its contributions to Australia's national and international aviation-related interests.

Legislative Framework

The civil aviation legislative framework sets out CASA's various functions in respect of international engagement. In particular, paragraph 9 (1) (h) of the Act confers on CASA the function of conducting regular and timely assessment of international safety developments. Subsection 9 (3) of the Act confers on CASA the functions of:

- implementing the ANZA mutual recognition agreements;
- promoting the development of Australia's civil aviation safety capabilities, skills and services for the benefit of the Australian community and for export; and
- providing consultancy and management services relating to any of the matters conferred on CASA, both within and outside Australian territory – including, under subsection 9 (4) of the Act, entering into arrangements with a foreign country or agency to provide services.

Section 11 of the Act requires CASA to perform its functions in a manner consistent with Australia's obligations under the Chicago Convention and other agreements between Australia and other countries relating to the safety of air navigation.

Section 12A of the Act also requires CASA to perform its functions in a manner and in a strategic direction in accordance with the Minister's views.

Section 16 of the Act requires CASA to consult, where appropriate, with the International Civil Aviation Organization in the performance of CASA's functions and the exercise of CASA's powers.

Underlying Principles

This International Engagement Strategy is underpinned by the following principles:

1. Consistent with the primacy of safety in the performance of CASA's functions, CASA will prioritise its international engagement efforts in accordance with its functions under the Act, including monitoring developments in relevant overseas jurisdictions and international bodies as important sources of intelligence. Through these efforts, CASA will advance the general interests of, and opportunities for, Australian aviation, whilst also advancing the international framework for aviation safety.
2. Overall performance of aviation arrangements in Australia requires a cohesive and collaborative approach across Australian Government. CASA participates in coordination groups and work streams that draw together the agencies responsible for civil and defence aviation policy, regulation and service provision. These groups facilitate the development of whole of government policy positions, information sharing, reporting and governance for agencies.
3. CASA's actions in the international sphere are in accordance with its legal obligations and international agreements. This includes international activities undertaken by CASA involving the collection, exchange and dissemination of relevant safety-related information, which should be consistent with agreements and protocols governing the collection and use of such data.
4. CASA's international engagement is carried out in accordance with CASA's regulatory philosophy, including the requirement for appropriate consultation with parties likely to be affected by CASA's actions.
5. In making decisions to align Australian practices or procedures with those of other jurisdictions, or recognise foreign permissions or authorisations, CASA will exercise discretion and consider global strategic interests and the impact of these decisions on Australia's international commitments, consistent with CASA's obligations under the Chicago Convention and other international agreements but with safety as the most important consideration, consistent with section 9A of the Act.
6. CASA's education and training programs can make a significant contribution to the safety-related needs and expectations of the domestic and international aviation communities. CASA can provide these programs to foreign regulatory authorities, consistent with section 9 of the Act.
7. While safety remains paramount, CASA can also consider effective and appropriate ways and means by which Australia's civil aviation safety capabilities, skills and services can be promoted for export.

CASA's Strategic Approach

Enhancing CASA's international compliance is a key performance area to support our strategic approach as set out in our Corporate Plan. Activities include collaboration with overseas regulators to share information, reducing duplication and fostering consistency for better safety outcomes; and supporting regulators in the Asia-Pacific to safely manage growth in current and future aviation operations in the region. This strategy will remain consistent with CASA's Strategic Approach set out in our Corporate Plans.

Foreign Policy direction

The Australian Government expresses foreign policy priorities through Federal Budget papers and other guiding documents. From time to time, governments express long-term views in White Papers. Ensuring a stable and prosperous Indo-Pacific region with broad thematic concepts of opportunity, security and strength, are often themes in White Papers. CASA's international engagement will remain consistent with Foreign Policy directives, including the funding mechanisms through which CASA participates.

Objectives

OBJECTIVE NO. 1: CONTRIBUTING TO AUSTRALIA'S SIGNIFICANT ROLE IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

What we will continue doing

- Providing support for Australia's membership on the ICAO Council and the Air Navigation Commission and maintenance of Australia's position as a Category 1 member of the ICAO Council.
- Through our membership, providing leadership within the region by sharing our knowledge as well as seeking and representing interests of smaller Asia and Pacific States to the ICAO regional office and headquarters in Montreal.
- Contributing to and influencing the development of new and amended Standards and Recommended Practices for inclusion in the Annexes to the Chicago Convention and associated guidance materials through membership of ICAO Technical Panels and Working Groups, tasked and overseen by the Air Navigation Commission.
- Engaging in forums that support regulators and industry to continue to enhance safety standards in a challenging environment following the COVID-19 pandemic.
- Contributing to leadership roles in ICAO initiatives, including in roles as Chair or Rapporteur.
- Working with other Australian Government agencies in engaging with the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA), State Safety Program Implementation Assessment and actively participating in ICAO work streams targeted towards contemporary safety risk management and establishment of National Aviation Safety Plans and National Air Navigation Plans.
- Working with other Australian Government agencies to engage in security of air traffic management systems, emerging technologies, and cybersecurity matters which intersect with the safety of aviation operations.
- Maintaining support for ICAO's commitment to the maintenance of the rule of law and the integrity of a global rules-based order for international civil aviation to which Australia is committed.

Additional focus for 2023-2025

- identify ICAO Secondments to contribute to the work of ICAO as well as providing strategic benefit to Australia through providing international leadership in this field and significant influence in the future of the ICAO USOAP CMA.
- explore the benefits of establishing an ICAO Liaison Officer in the Pacific region – to influence and support Australian Government efforts.

OBJECTIVE NO. 2: CONTINUING SUPPORT BY CASA FOR THE GOVERNMENT'S AVIATION SAFETY INITIATIVES IN THE ASIA AND PACIFIC REGIONS

What we will continue doing

- Fostering dynamic and flexible delivery of capacity building support in the Indo-Pacific, in close and cooperative consultation with other aviation safety regulators, continuing to support and enhance regulator to regulator relationships. We will continue participating in Transport Portfolio programs in Indonesia and Papua New Guinea, coordinated by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Infrastructure) and funded by the Australian Aid program; and exploring new partnerships for aviation-specific advice and assistance coordinated by the Department of Foreign Affairs and Trade (DFAT).
- Enhancing support to Pacific Island States, including direct engagement and support to the Pacific Aviation Safety Office, coordinating with other donor States and Multilateral Development Banks and actively contributing to ICAO initiatives in the region including in support of an ICAO Regional Liaison Officer for the Pacific.
- Provide active leadership in the Federal Aviation Administration (FAA) Asia-Pacific Bilateral Partners forum (APAC Partners) to formulate strategic direction pertaining to airworthiness and aircraft certification, promoting the development and alignment of airworthiness policies, and fostering collaboration leading to the establishment of technical arrangements between member Authorities. Active representation in subordinate working groups reporting to the APAC Partners' Executive Committee.
- Harnessing existing and developing CASA training material and internal expertise to deliver to regional forums both in Australia and within the Asia Pacific on a variety of technical, operational and other safety-related themes.

Additional focus for 2023-2025

- Increase participation in, and contribution to, the *Cooperative Development of Operational Safety and Continuing Airworthiness Programme South East Asia (COSCAP-SEA)* to support enhanced safety and efficiency of air transport in the region through regional training activities, on-site assistance missions and regional meetings.
 - Timor-Leste –strengthen our relationship with the Timor-Leste regulator through inclusion in COSCAP-SEA's on-site mission and assistance needs review.
- Identify any newly developed or revised CASA aviation training and education courses that can be adapted for international participants; where themes/topics developed for CASA AvSafety Seminars can be delivered to international participants; and where partnerships can be created for education and training initiatives to be developed in collaboration with other partners.
- Aviation Medicine (AvMed) in the Pacific – 12-month pilot program for training and professional development for select Pacific States to enhance AvMed approaches in the region including a Pacific AvMed Virtual Grand Rounds; assistance to manage complex or contentious medical cases; and facilitation of a Pacific AvMed working group.
- Continue the three-year tenure on executive committee of *FAA-APAC Partners Executive Committee* to provide leadership in airworthiness and emerging technologies policies for the Asia Pacific region.

- Work with DFAT's Office of the Pacific to support Pacific Island countries through the provision of technical assistance and advice relating to regulatory activities to improve aviation regulatory oversight.

OBJECTIVE NO. 3: HARNESSING INTERNATIONAL SAFETY INTELLIGENCE FOR INNOVATION AND CASA OVERSIGHT AND SURVEILLANCE

What we will continue doing

- Ensuring robust entry control of foreign air operators, including maintaining the use of internationally standardised procedures that enable access to multilateral operational information sharing platforms. Under this objective, CASA's involvement in the International Aviation Transport Association Operational Safety Audit (IOSA) and European Union Ramp Inspection Programme (Safety Assessment of Foreign Aircraft component) will continue.
- Responding to the growth in the remotely piloted aircraft systems (RPAS) and Advanced Air Mobility (AAM) sector, continue to be involved in ICAO, FAA APAC Partners, NAA Network and JARUS forums addressing operational and airworthiness issues and strategic prioritisation of RPAS, AAM, artificial intelligence and electric propulsion and other future strategies.
- Understanding the impacts of aviation emissions / carbon offsetting schemes and how these influence the development and use of sustainable aviation fuels (including by Australian airlines) and the impact on continuing airworthiness.

Additional focus for 2023-2025

- Further examine ways by which arrangements for sharing of safety information and partnerships can be created with counterpart regulators, international organisations and academic/research institutions to foster innovation and enhance oversight, collection and use of safety intelligence.

OBJECTIVE NO. 4: ESTABLISHING AND REVIEWING APPROPRIATE MUTUAL RECOGNITION ARRANGEMENTS

What we will continue doing

- Developing and expanding mutual recognition technical arrangements on airworthiness certification and product manufacturing to allow easier access to overseas markets for Australian designed, certified and manufactured aeronautical products and services.
- Taking steps to assess the current use and validity of existing mutual recognition arrangements and considering the evidence and assessment tools used to evaluate equivalency.

Additional focus for 2023-2025

- New Zealand – Australia New Zealand Aviation (ANZA) Mutual Recognition Principle (ANZA)
 - Engage with the Civil Aviation Authority of New Zealand (CAA NZ) to seek the expansion of the ANZA mutual recognition air operator arrangements.
 - Consider extending mutual recognition to other authorisations such as private pilot licences and Class 2 medical certificates.
- United Kingdom – aviation safety Memorandum of Understanding (MOU) and Technical Arrangement

- Enhance ties with the United Kingdom Civil Aviation Authority (UK CAA) including through mutual recognition of airworthiness certification, continuing airworthiness and maintenance.
- United States – Annex to Bilateral Aviation Safety Agreement (BASA) on information sharing
 - Modernise the *Implementation Procedures for Airworthiness* with the United States' FAA to ensure it is fit for purpose, adopts a risk-based approach to validation, and considers the needs of an evolving Australian aviation industry.
- Infrastructure – mutual recognition arrangements policy enhancement
 - Work with the Department's Safety and Future Technology Branch in relation to progressing the mutual recognition of Australian aeronautical goods and services by other markets. This aligns with a commitment made by the Government as part of the Aviation Recovery Framework. To assist in progressing this commitment, CASA will assist the Department's review of mutual recognition arrangements and testing gaps in understanding.
- European Aviation Safety Agency (EASA) – enhanced bilateral relationship
 - Engage with EASA to exchange information for Part 145 maintenance organisations for the purpose of seeking opportunities for combined and/or aligned surveillance events for organisations holding both EASA and CASA approvals, which may lead to a technical arrangement with EASA.
- Japan – Technical Arrangement on Airworthiness
 - Engage with Japan to expand the operation of the *CASA and Japan Civil Aviation Bureau Technical Arrangement on Maintenance, March 2022* to include recognition of airworthiness related approvals.
- Canada – Technical Arrangements on airworthiness and maintenance
 - Engage with Canada to sign an MOU (anticipated in 2023) and build confidence for further technical arrangements.
- Assess opportunities with Brazil (MOU signed in 2010); Republic of Korea (2012); Mexico (potential for new engagement on airworthiness).
- Explore opportunities to establish a protocol for recognising flight simulation training device certification and training program approvals for personnel licensing with National Aviation Authorities (NAAs) in the Asia Pacific region.

OBJECTIVE NO. 5: WORKING WITH OTHER REGULATORS ON COLLABORATIVE AVIATION SAFETY MATTERS

What we will continue doing

- Enhancing international cooperation and bilateral arrangements through participation at the FAA-EASA International Aviation Safety Conference.
- Enhancing cooperation through the NAA Network (current membership is Australia, Canada, New Zealand, the United Kingdom and the United States) to consider harmonised approaches to common and emerging challenges and to share best practice.

- Sharing regulatory and safety information with Transport Canada and CAA NZ to support the Trilateral Partnership agreement and utilise these relationships to enhance CASA's representation footprint and global issues awareness.
- Sharing safety information via the FAA APAC partners continued operational safety working group, to collaborate on aircraft airworthiness concerns between the state of registry and the state of design.
- Maintaining engagement with EASA and the European Commission to support greater awareness of safety regulatory approaches, and to advocate for easier access to European markets by a diversifying Australian industry.
- Enhancing engagement with the UK CAA on both technical and organisational matters, including engagement with UK CAA International to maintain awareness of UK supported capacity building activity.

Additional focus for 2023-2025

- Encourage domestic and international adoption of innovative technologies to enable a resilient international aviation system prepared for future challenges as well as improving safety and efficiency.
- Canada – aviation safety MOU and Annex on RPAS training.
 - Significant interest in RPAS training from both parties. Using RPAS as a starting point, the MOU will contemplate further confidence building exercises and opportunities for information sharing.
- Respond to national and global trends in the General Aviation sector and growth in recreational flying/ultralights, including emerging market opportunities for flying school training and export/import of aircraft products.
 - Thailand: examine bilateral arrangement on flight training — Austrade missions to Thailand to secure business opportunities for Australian training schools. Opportunity for CASA to contribute to Thailand's interest with Australia as a preferred training location.
 - China: examine cooperation on general aviation — and potentially expand MOU and Implementation Procedures Arrangement for airworthiness matters, with possibility of a general information sharing annex or technical assistance Annex.