



Australian Government
Civil Aviation Safety Authority



CASA Actions Following an Accident or Incident

Case study of Mangalore mid-air collision

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Introduction to CASA

CASA's Vision, Mission and Values



OUR
VISION

'Safe skies for all'



OUR
MISSION

To promote a positive and collaborative safety culture through a fair, effective and efficient aviation safety regulatory system, supporting our aviation community.



OUR
VALUES

Excellence
Courage
Teamwork
Fairness

Integrity
Respect
Innovation

Introduction to CASA

CASA's Role in Aviation (functions)

As Australia's aviation safety regulator, CASA's objectives and functions are specified in the Civil Aviation Act 1988 and the Airspace Act 2007.

Under the Civil Aviation Act 1988, CASA has the primary function of conducting the safety regulation of civil air operations in Australian territory and the operation of Australian registered aircraft outside Australian territory by means that include:

- setting aviation safety standards
- conducting industry surveillance
- certifying aircraft, maintenance organisations, operators and licensing pilots, engineers and registering examiners
- developing enforcement strategies
- conducting regular reviews of the system of civil aviation safety
- assessing international safety developments.

Regulatory Framework

CASA's Regulatory Philosophy Principles



1 CASA is committed to maintaining the trust and respect of the aviation community.



2 Mindful of the primacy of air safety, CASA takes account of all relevant considerations, including cost.



3 CASA takes risk-based approaches to regulatory action and decision making.



4 CASA performs its functions consistently with Australia's international obligations.



5 CASA approaches its regulatory functions consultatively and collaboratively.


Regulatory Framework

CASA's Regulatory Philosophy Principles

 **6** CASA communicates fully and meaningfully with all relevant stakeholders.

 **7** CASA fairly balances the need for consistency with the need for flexibility.

 **8** CASA embraces and employs rational 'just culture' principles in its regulatory and related actions.

 **9** CASA demonstrates proportionality and discretion in regulatory decision-making and exercises its powers in accordance with the principles of procedural fairness and natural justice.

 **10** CASA has a legitimate, but limited, role in pursuing punitive action for breaches of the civil aviation legislation.

Regulatory Framework

CASA's Regulatory Compliance

Section 9 (1) of the CAA 1988:

(d) developing effective enforcement strategies to secure compliance with aviation safety standards.

(f) **conducting comprehensive aviation industry surveillance**, including assessment of safety-related decisions taken by industry management at all levels for their impact on aviation safety.

Section 9 (3) of the CAA 1988:

(a) cooperating with the Australian Transport Safety Bureau in relation to investigations under the Transport Safety Investigation Act 2003 that relate to aircraft.



Civil Aviation Act 1988

Regulatory Framework

Surveillance – National Oversight Plan (NOP)

CASA's National Oversight Plan is a structured and coordinated set of actions to provide visibility over Authorisation Holders' operations and includes four pillars:

Planned Surveillance (NSSP)

Planned and scheduled audits following analysis and prioritisation. Surveillance scheduled provided to Regional Offices and Branches for completion.

National Sector Campaigns

Campaign surveillance relates to events that are scheduled to look at specific sectors of aviation.

Response Activities

Audits and surveillance events planned by teams and/or requested by inspectors based on local intelligence and other information.

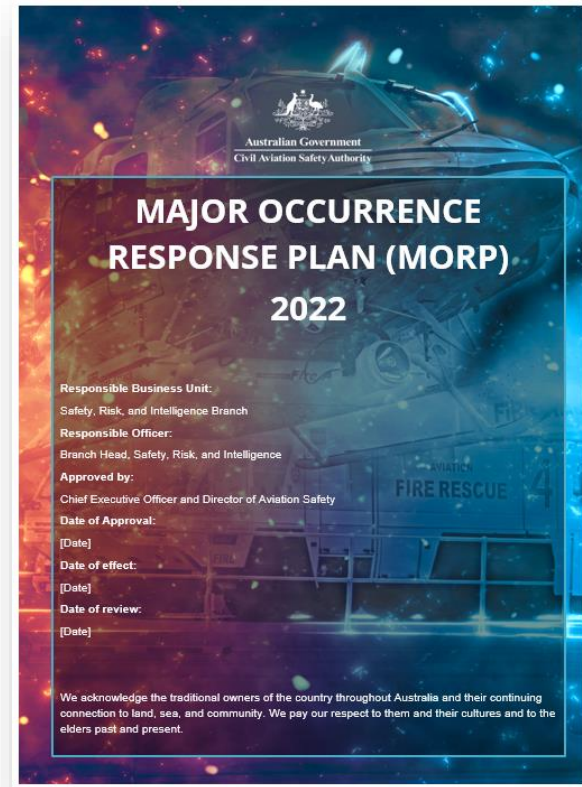
Regulatory Services (inc. Entry Control)

Assessment and approval of licenses, certificates etc. as required by legislation in order for an Authorisation Holder to complete approved tasks.

CASA major occurrence response

Major Occurrence Response Plan (MORP)

The Major Occurrence Response Plan (MORP) is CASA's internal response plan for specific domestic and international aviation safety occurrences. The MORP is activated by the CEO/DAS on advice of any member of the Aviation Safety Committee (ASC) or the CASA Aviation Incident Response Coordinator (AIRC).



CASA major occurrence response

Activation criteria

| Criterion | Threshold |
|--|--|
| Safety of flight | Aircraft accident involving CASA-registered VH-tailed aircraft resulting in three or more fatalities |
| Stakeholder relationships | Affects CASA's credibility with a wide range of stakeholders |
| Serious injury or death to CASA staff member <u>related to an aviation event</u> | Serious injury or death of CASA staff member <u>related to an aviation event</u> |

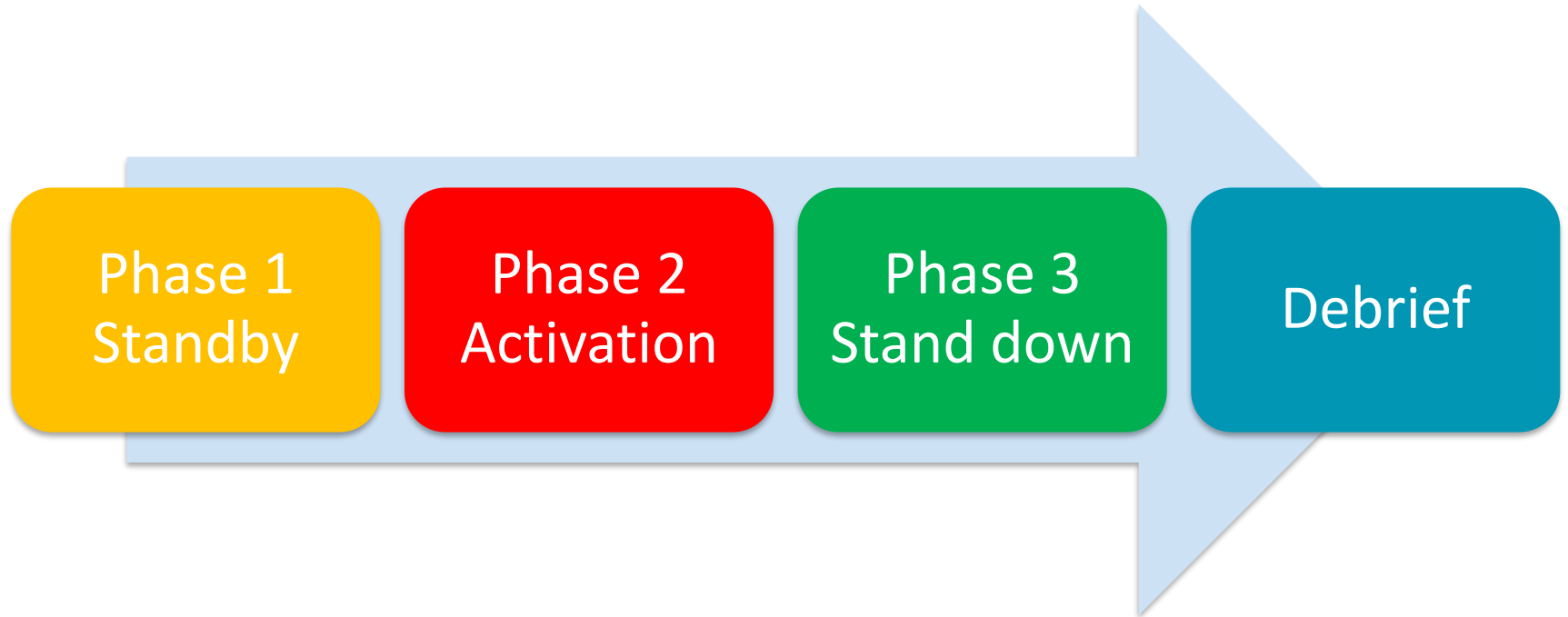
CASA major occurrence response

Secondary activation criteria

| Criterion | Threshold |
|-----------------------------|--|
| Public profile | Aircraft accident involving prominent public figure, such as an entertainment personality or political figure |
| Security-related occurrence | Aircraft occurrence confirmed as a security-related event such as aircraft theft or hijacking. Note: this may be in advance of an actual accident. |
| Prior interaction with CASA | Aircraft accident confirmed as involving an individual, organisation or aircraft that has been subject to coordinated enforcement. |
| Service/capacity reduction | Real or threatened degradation to critical aviation services such as Aviation Rescue and Firefighting Services or Air Traffic Services. |

CASA major occurrence response

Phases of operation



CASA major occurrence response

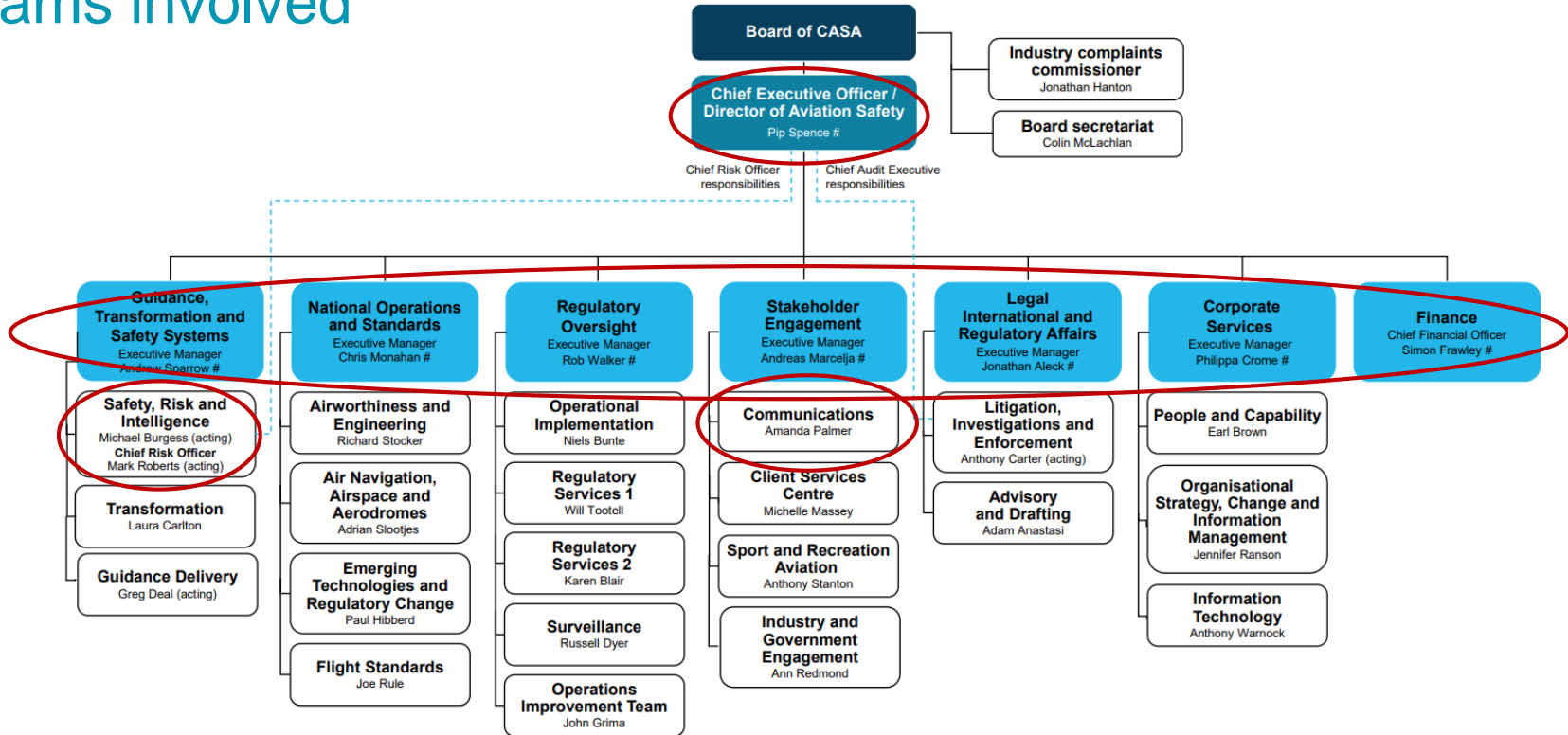
Supporting documents

1. Incident Log and action register
2. Situation Template
3. Communications Plan
4. Briefing Strategy (needs basis)
5. Staff Welfare Plan (needs basis)
6. Intelligence Plan (needs basis)



CASA major occurrence response

Teams involved



AO-2020-012

Initiation of MORP

- Accident approx. midday, 19 February 2020
- Meeting #1 held 1430 , 19 February 2020
- Initial advice
- Determine next steps

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Minutes of Critical Occurrence Response Plan (CORP)

Meeting 1: CORP #2-2020

VH-JQF and VH-AEM, suspected mid-air collision near Mangalore VIC,
19 February 2020

2:30pm, Wednesday 19 February 2020

AO-2020-012

Key activities

- Liaison with stakeholders
- Request and collection of key information
- Initiation of key safety review processes
- Regulatory enablers
- Information sharing with ATSB



AO-2020-012

Closure of MORP

- Final meeting 0900, 21 February 2020
- Transfer actions to BAU processes
- Communication activities

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Minutes of Critical Occurrence Response Plan (CORP)

Meeting 3: CORP #2-2020

VH-JQF and VH-AEM, suspected mid-air collision near Mangalore VIC,

19 February 2020

9:00am, Friday 21 February 2020



Questions

Contact us

ALO@casa.gov.au