

OFFICIAL



Australian Government
Civil Aviation Safety Authority

LEGAL, INTERNATIONAL AND REGULATORY AFFAIRS DIVISION

CASA Ref: RMS F24/1458

Coroner's Registrar
Coroners Court of Queensland
Level 1, Cairns Court Complex
5D Sheridan Street
Cairns Queensland 4870

By email: Northern.Coroner@justice.qld.gov.au

Dear Registrar,

Response to Coroner's Recommendations
Inquest into the deaths of Wayne Anthony Brischke, Wayne Joseph Ganter, Mark Robert Rawlings, Henry Phillip Roebig, and Stuart Henry Russell Weavell
File Numbers: COR 2020/1178; 2020/1386; 2020/1387; 2020/1389; 2020/1393

We refer to Coroner Wilson's findings dated 30 August 2023 and the five recommendations directed to the attention of the Civil Aviation Safety Authority (**CASA**).

CASA has completed a detailed review of the findings and recommendations, and welcomes the opportunity to provide this update to the Coroner in respect of each of the recommendations:

Recommendation 1

The Civil Aviation Safety Authority to implement relevant regulation to mandate the fitment of TAWS for all small aeroplanes conducting air transport operations under IFR (and night VFR) where the aeroplane has a passenger carrying capacity of 6 or more regardless of whether the aeroplane is turbine or piston powered.

1. New regulations which expanded the requirement to fit TAWS to all aeroplanes used for air transport operations with 10 or more passenger seats, or a maximum take-off weight more than 5700kg, came into effect on 2 December 2023.
2. CASA will shortly commence detailed policy analysis on the safety benefits, and costs, of broadening these requirements to aeroplanes with 6 or more seats. This will include public consultation during 2024 to inform a decision on whether this recommendation should be implemented.

Recommendation 2

CASA, in consultation with AirServices Australia and appropriate aerodrome operators to consider the best way to monitor, or obtain data concerning, the use of the Baro-VNAV procedure at sample or selected aerodromes, including Lockhart River aerodrome, with a view to assessing or evaluating the effectiveness of those procedures and whether steps are needed to encourage air operators to do so.

3. CASA, in consultation with Airservices Australia and aerodrome operators, has investigated options to monitor, or obtain data concerning, the use of the Barometric Vertical Navigation (**Baro-VNAV**) procedure at sample or selected aerodromes, including Lockhart River aerodrome. On this basis, it was determined that there was no passive method available to determine the utilisation of Baro-VNAV approaches, and that the only way to determine whether a pilot had flown a Baro-VNAV approach is to ask them. Previous location-specific pilot surveys typically have a low response rate with results not being reliably representative of the population and potentially misleading. CASA will look for opportunities to collect information regarding equipage for, and utilisation of Approach with Vertical Guidance procedures (which includes Baro-VNAV), at a national level as part of a wider data collection survey in 2024.

Recommendation 3

CASA provide further information and aviation safety advice, together with education, to the relevant industry sectors, about the hazards of conducting instrument approaches (including RNAV(GNSS)) in IMC, and the importance of maintaining a comprehensive and competent systematic scan technique in hazardous weather conditions, including turbulence.

4. A communications strategy to raise awareness of the hazards and risks of flying in instrument meteorological conditions has been developed. This will target pilots flying under both visual flight rules and instrument flight rules (**IFR**). It addresses concerns relating to human factors such as pilot distraction and increased workloads, as well as the importance of visual scanning techniques. Communications will include an article in CASA's flagship aviation safety magazine, *Flight Safety Australia*, as well as social media posts and articles in other CASA newsletters. An Aviation Safety Advisor will also be speaking at the Regional Aviation Association of Australia annual conference on this topic on 20 March 2024.

Recommendation 4

CASA provide further information and aviation safety advice, together with education, to the flight examiners who conduct Instrument Proficiency Checks of the need to fully assess and check the competence of a pilot who is or may be required to conduct a RNAV/GNSS approach in maintaining a comprehensive and competent systematic scan technique in hazardous weather conditions, including turbulence, both in terms of underpinning knowledge and in terms of demonstrated performance.

5. CASA will add information to its Flight Examiner Handbook emphasising the need for an instrument rating applicant to demonstrate a comprehensive instrument scan at all times throughout a flight test or proficiency check. CASA will also highlight the importance of instrument scans in all IFR operations which includes Area Navigation/Global Navigation Satellite System approaches during the Flight Examiner Rating Course and its associated Professional Development Program.

Recommendation 5

That Civil Aviation Safety Authority:

- a) *review and amend its existing general guidance material (Advisory Circular AC 1-02) to include appropriate recommendations and guidance in relation to exposition content addressing the requirements of a pilot conducting an instrument approach procedure; and*

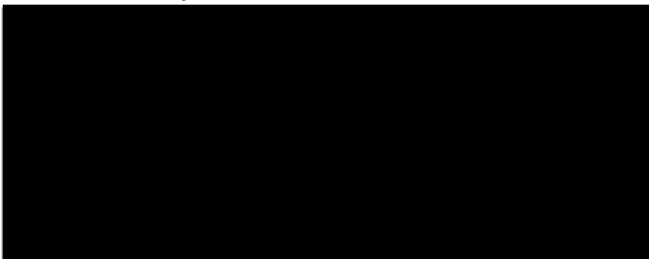
6. Sections 2.18.1 and 2.18.5 of Annex A to Advisory Circular 1-02 version 3.3 were updated in September 2023 to include exposition content guidance relating to instrument approach procedures. Copies of Advisory Circular 1-02 version 3.3 and Annex A to AC 1-02 v 3.3 are attached and marked "A".

- b) *consider how it might appropriately conduct surveillance of the exposition content of existing Australian air transport operators regarding stabilised approach procedures and the conduct by their pilots of instrument approach procedures.*

7. CASA's initial actions in response to this recommendation are focused on the implementation by Australian air transport operators of acceptable stabilised approach procedures, noting that these procedures partially overlap with the conduct of instrument approach procedures. CASA has added specific items to all planned surveillance activity to review compliance with the regulations under Part 121 and Part 135 of the *Civil Aviation Safety Regulations 1998* related to policies and procedures for the conduct of a stabilised approach and landing. In addition, in response to incidents or accidents arising from failure to maintain a stabilised approach, CASA has conducted focussed Response Surveillance events following those occurrences to review stabilised approach policies and procedures.

CASA invites you to contact the undersigned if you or the Coroner should have any further questions in relation to these matters.

Yours sincerely



29 February 2024