



Australian Government
Civil Aviation Safety Authority

Annex 14, Volume I: Adoption into National Standards

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Core philosophy

Setting the scene



CASA's regulatory philosophy:

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

Except where a difference to a standard specified in an Annex to the Chicago Convention has been properly notified to the International Civil Aviation Organization (ICAO) by Australia, CASA will strive to ensure its regulatory requirements, policies and practices:

- are consistent with ICAO standards
- harmonise with best international regulatory practice, having particular regard to aviation jurisdictions with features similar to Australia's.

Source: [Our regulatory philosophy | Civil Aviation Safety Authority](#)

CASA's regulatory philosophy

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

Although safety must always be CASA's 'most important consideration', this does not mean that safety is the only consideration CASA takes into account when performing its regulatory functions and exercising its regulatory powers.

CASA is required to take all relevant considerations, including cost, into account.

Source: [Our regulatory philosophy | Civil Aviation Safety Authority](#)

CASA's regulatory philosophy

6. CASA communicates fully and meaningfully with all relevant stakeholders

At every stage CASA will ensure that everyone whose rights, interests and legitimate expectations will, or are likely to be affected has access to information and advice about:

- what it proposes to do and why it is proposing to do so
- what considerations have taken into account
- what alternatives (if any) had been considered and why those alternatives had been ruled out
- what the effects of the proposed actions are expected to be, and
- what recourse is available to persons who are, or are likely to be, affected by the proposed action.

CASA's regulatory philosophy

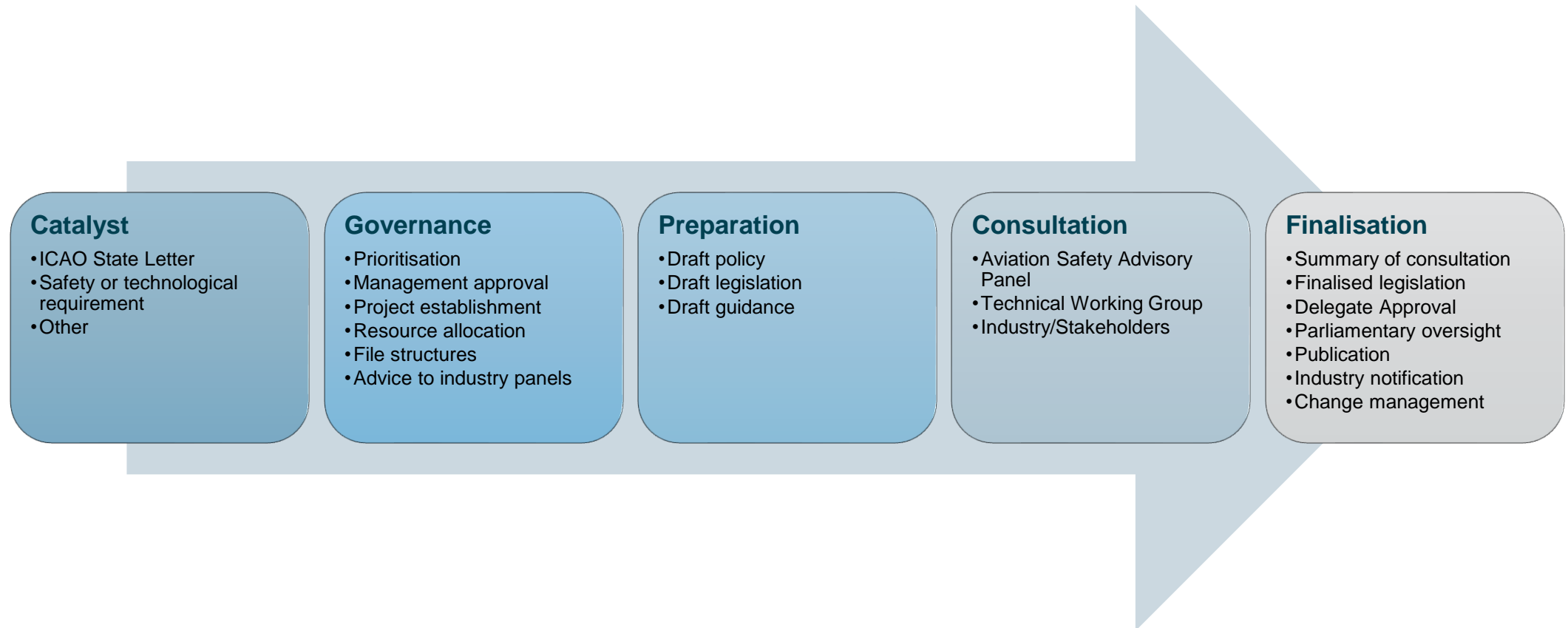
In practice:

- **Standards** in the annexes are included in our national legislation unless there is a significant and relevant consideration not to do so.
- **Recommended Practices** in the annexes are also included in national legislation wherever possible and practical for Australia's aviation environment.
- The impacts of regulatory change will be considered, including cost.
- Consultation and collaboration processes are essential for regulatory change.
- CASA engages in genuine, clear and responsive communications.

Change journey



Regulatory change process



Considerations and actions





Benefits of project management

- Management approval (and commitment)
- Terms of reference established
- Roles and responsibilities clarified
- Resources identified and available
- Timeframes and deliverables
- Monitoring of progress
- Finalisation and confirmation of 'success'

Considerations

Prescriptive legislation

Benefits:

- A singular approach
- Requirements for compliance are clear
- Consistent application

Limitations:

- Only one singular approach is possible to comply
- May not facilitate unique or innovated outcomes

Outcome based legislation

Benefits:

- Allows multiple options for compliance to meet the objective
- Fosters innovation
- Favored by 'mature' operators

Limitations:

- Some operators struggle with this concept and prefer 'prescriptive' requirements



Considerations

- What is the best ‘tier’ of legislation: Implementation via **Regulation** or the use of a ‘**Manual of Standards**’ or another means?
- Resource and cost impacts upon industry
- Required timeframe for implementation
- Preservation of current standards? (“Grandfathering”)
- Transitional provisions (when) and concurrency of different legislation
- Future requirement to review and approve the adoption by industry (**Surveillance**)
- Any requirement to approve an ‘alternative means of compliance’, or exempt a key stakeholder from the change.



Recommendations

- Change management is a ‘journey’ – lead your peers and stakeholders
- Engage early and genuinely
- Use clear and simple communications where possible
- Explain the ‘**why**’ – Why are we doing this? Why is it important?
- Be open to feedback, including any suggestions for alternative approaches
- Remain focused however on your objective: Full ICAO compliance wherever possible
- Sometimes you can’t get it right first time, but continue to persist
- Conduct a **post implementation review** after the change (continuous improvement)

**Thank you in
advance for any
questions later**