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Australian Government
Civil Aviation Safety Authority

LEGAL, INTERNATIONAL AND REGULATORY AFFAIRS

CASA Ref:
Your reference: LC COR 2020 000950

31 October 2024

State Coroner Judge John Cain
C/- Coroners Court of Victoria
65 Kavanagh Street,
Southbank, Victoria, 3006

By email: team3@courts.vic.gov.au

Dear Judge Cain

Response to Coroner's Recommendations Coronial Inquiry into the Mangalore Aircraft Accident

We refer to Coroner Judge Cain's findings dated 31 July 2024 and the three 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

I recommend that CASA develop and disseminate educational material for the aviation industry aimed at reinforcing the importance of accurate departure calls being made by pilots in command of aircraft. It is a matter for CASA to determine the process by which the educational material is disseminated to the aviation industry.

Response: CASA has already implemented this recommendation by publishing in August 2024 a significantly amended Advisory Circular (AC) 91-10 Operations in the vicinity of non-controlled aerodromes which contains enhanced emphasis on the criticality of correct, relevant and informative radio calls in the vicinity of non-controlled aerodromes. It adds a specific example relating to the circumstances of this accident. This AC is available at this link:
<https://www.casa.gov.au/sites/default/files/2021-10/advisory-circular-91-10-operations-vicinity-noncontrolled-aerodromes.pdf>.

In addition, CASA will arrange for an Aeronautical Information Circular (AIC) to be published which will emphasise the critical importance of accurate and informative radio calls in the vicinity of non-controlled

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aerodromes. This AIC will contain an example relevant to the circumstances of this accident. This AIC will be available on the Airservices Australia AIP website, accessible from this link: [Aeronautical Information Package \(AIP\) - Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com/Aeronautical-Information-Package-AIP).

The AIC will remain out for 6 months as it is intended to raise awareness of the issue and direct pilots to read our updated AC 91-10, which was amended in August 2024 to address the matters arising from the Mangalore accident.

CASA continually educates and promotes the importance of radio calls through its ongoing pilot safety campaign – Your safety is in your hands. This campaign emphasises safe operations in non-controlled airspace and at aerodromes, highlighting the critical role of radio calls. The campaign features a variety of resources, including a pilot safety hub with webinars, explainer videos, newsletters, and audio close calls, all aimed at encouraging pilots to prioritise their safety and engage in ongoing safety education. Relevant guidance materials are also linked and referenced where necessary.

Recommendation 4

I recommend that the ATSB, AMSA and CASA continue to work together to promote the voluntary uptake of ADS-B technology in Australian-registered aircraft. It is a matter for the ATSB, AMSA and CASA to determine how to best promote this initiative in the aviation industry.

Response: CASA continues to actively promote the voluntary uptake of ADS-B technology. CASA has set technical equipment standards that encompass the widest possible range of ADS-B solutions – ranging from low-cost portable transmitting and receiving devices through to complex 'glass cockpit'-style flight instrumentation. Additionally, the CASA website has a range of resources aimed at supporting and encouraging the installation of ADS-B technology. For example, there are a series of pages on the CASA website with information about the benefits of ADS-B, how ADS-B works, the Australian Government's ADS-B rebate scheme and buying and fitting ADS-B equipment. CASA has also issued Advisory Circular (AC) 91-23, [AC 91-23 v1.1 - ADS-B for enhancing situational awareness \(casa.gov.au\)](#) which explains the benefits, safety considerations, the range of acceptable equipment configurations as well guidance on installing and operating the ADS-B equipment.

In 2021 CASA established an Interagency Aviation Safety Promotions Working Group involving government agencies with a role in aviation safety. Meetings are held each quarter where the safety promotion teams discuss potential alignment of safety promotional activities, how to leverage the activities of each agency and to support initiatives across the aviation portfolio.

CASA has promoted the government's ADS-B rebate and ADS-B's safety benefits through multiple channels. These efforts include targeted emails to LAMEs, aircraft owners, pilots, and aviation associations, as well as including articles in both print publications and digital newsletters. We've also actively shared this information on social media, complementing similar promotions by the ATSB and AMSA.

Recommendation 5

I recommend that CASA conduct a cost-benefit study into the feasibility and potential benefits of requiring the installation of ADS-B IN devices in IFR-certified aircraft.

Response: Rather than preempt any working group considerations this recommendation will be addressed during the regulatory change process that results from the Australian government mandate set out in the Australian government's Aviation White Paper – Towards 2050, [Aviation White Paper – Towards 2050 \(infrastructure.gov.au\)](#). The Aviation White Paper sets out the Government's view that ADS-B equipment will eventually be required on all conventional aircraft in Australia airspace. The White Paper also states that the Australian government will consult on implementation arrangements for an ADS-B mandate ¹.

Specifically, initiative 43 of the Aviation White Paper states, "*Expand requirements for aircraft to broadcast their location electronically. Widespread use of ADS-B devices will increase aviation safety and efficiency and reduce collision risk. By late 2025, the Australian Government will consider advice about a timetable for mandating ADS-B devices, while also extending subsidies for the purchase of ADS-B equipment until 2027.*".

The Aviation White paper also states that "*keeping the skies safe by reducing collision risk between drones and crewed aircraft by considering advice, by in late 2025, about a timetable for mandating ADS-B devices*".²

In relation general aviation, the Aviation White Paper makes clear that the Government will extend existing subsidies for the purchase of ADS-B OUT equipment and expanding them to include ADS-B IN.³

By late 2025, the Australian government will consider advice about a timetable for mandating ADS-B devices, while also extending subsidies for the purchase of ADS-B equipment until 2027.⁴ The Australian government's plan is to establish a cross-agency working group, involving participants from the department, CASA and Airservices Australia. This cross-agency working group will advise the government on implementing a universal ADS-B mandate across all Australian airspace for both visual and instrument flight operations.⁵ As the government has directed the establishment of the cross-agency working group and it intends to mandate ADS-B devices, it will form part of CASA's policy on ADS-B in Australian aviation.

Cost benefit studies will be performed for any proposed regulatory changes to support this Australian government's proposed mandate.

Yours sincerely



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¹ Page 10 of the Aviation White Paper – Towards 2050

² Page 141 of the Aviation White Paper – Towards 2050

³ Pages 146 and 149 of the Aviation White Paper – Towards 2050

⁴ Page 171 of the Aviation White Paper – Towards 2050

⁵ Page 177 of the Aviation White Paper – Towards 2050