

**OFFICIAL**

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Supplementary Budget Estimates 2025-2026**

**Infrastructure, Transport, Regional Development, Communications, Sport and the Arts**

**Committee Question Number: 77**

**Departmental Question Number: SQ25-002152**

**Division/Agency Name:** Agency - Civil Aviation Safety Authority

**Hansard Reference:** Written (15 October 2025)

**Topic:** CASA - Testing flights

**Senator Jessica Collins asked:**

1. Why are testing flights up to twice a year from once a year? What has informed this change?
2. How many fatalities have occurred from training flights and procedure check-flights in Australia over the last 20 years?
3. Over the past 20 years how many fatalities have occurred in Australia caused by occurrences that are required to be simulated in training or check-flight conditions?

**Answer:**

Twice yearly proficiency checks were always required for pilots involved in regular public transport (RPT) operations and all other commercial operations in aircraft heavier than 5700kg.

These requirements were expanded in December 2021 to include all pilots involved in air transport operations where those operations involve flying in cloud or at night (flights needing to use instruments). They also apply to aerial work operations involved in large aircraft or high complexity. Prior to the change, aerial work operators and former charter and air ambulance operators (now known as air transport operators) using aircraft at or under 5700kg had less frequent checks.

A key driver for these changes was accident rate analysis for operations previously known as charter and regular passenger transport (RPT) operations identifying significant accident rate disparities between low-capacity charter and low-capacity RPT versus high-capacity RPT.

For operators conducting these operations before December 2021, the new requirements were delayed until the end of February 2025.