

**Memorandum of Understanding of Australia's Agencies Involved in
Civil and Defence Aviation**

between

the Department of Infrastructure, Regional Development and Cities

and

the Civil Aviation Safety Authority

and

Airservices Australia

and

the Department of Home Affairs

and

Australian Transport Safety Bureau

and

Australian Maritime Safety Authority

and

Australian Bureau of Meteorology

and

the Department of Defence

and

the Department of Foreign Affairs and Trade

in relation to the management of aspects of international activities

2018



1 THE PARTICIPANTS

- 1.1 The Participants to this Memorandum of Understanding (MOU) are:
- 1.1.1 The Department of Infrastructure, Regional Development and Cities (Infrastructure)
 - 1.1.2 The Civil Aviation Safety Authority (CASA)
 - 1.1.3 Airservices Australia (Airservices)
 - 1.1.4 The Department of Home Affairs (Home Affairs)
 - 1.1.5 Australian Transport Safety Bureau (ATSB)
 - 1.1.6 Australian Maritime Safety Authority (AMSA)
 - 1.1.7 Australian Bureau of Meteorology (BoM)
 - 1.1.8 Department of Defence (Defence)
 - 1.1.9 Department of Foreign Affairs and Trade (DFAT)
- 1.2 The Participants to this MOU, will be collectively referred to within the MOU as the ‘agencies’ or ‘the agencies’, without any inference as to their legal status.

2 PURPOSE

- 2.1 The purpose of this MOU is to record arrangements between Australia’s agencies involved in civil and Defence aviation and their management of international and domestic issues.
- 2.2 The MOU will also record arrangements for managing engagement with the International Civil Aviation Organization (ICAO), including matters involving correspondence, representation, whole of government policy positions and the sharing of information.
- 2.3 This MOU does not create, maintain or govern legally binding obligations between the agencies or between the agencies and any third party. It will be implemented subject to and in accordance with Australian laws, policies and international legal obligations.
- 2.4 While this MOU is not legally binding, agencies will endeavour to perform their respective functions in a manner consistent with the values and principles it embraces.
- 2.5 This MOU is to be read with the Tripartite Management Group (the Tripartite) MOU, which records arrangements between the Tripartite member agencies (Infrastructure, CASA and Airservices) (see Section 4.4).

3 ICAO AND ANNEX RESPONSIBILITIES

- 3.1 ICAO was established by the Convention on International Civil Aviation made in Chicago on 7 December 1944 (the Chicago Convention). The Convention established certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.
- 3.2 On 1 March 1947, Australia ratified the Chicago Convention, thereby becoming a member of ICAO. The Chicago Convention is an approved schedule to the *Air Navigation Act 1920*, which is administered by Infrastructure. While State aircraft are excluded from the Convention under Article (3), Defence’s aviation safety program strongly aligns with the Convention and integrates with Australia’s State Safety Programme (SSP) to drive improvements in safety performance across civil and Defence aviation sectors.
- 3.3 Australia maintains a Permanent Mission to ICAO in Montreal, comprising a Permanent Representative to ICAO (and Representative on the ICAO Council), and an Air Navigation Commissioner. Australia is a member of the ICAO Council, ICAO’s governing body. As a member of the ICAO Council, Australia has the ability to influence the international civil aviation agenda, ICAO’s forward program and standards, as well as the governance of ICAO and the utilization and allocation of its resources.

- 3.4 Australia also maintains a nominee to the Air Navigation Commission of ICAO, an independent technical body, which reviews and considers safety and air navigation-related standards and recommendations for adoption by the ICAO Council.
- 3.5 The Minister for Infrastructure and Transport has primary responsibility for Australia's obligations under the Chicago Convention.
- 3.6 Infrastructure is responsible for administering Australia's arrangements under the Chicago Convention. This includes the legal matters involved with the Chicago Convention, administration of other treaties, and management of international affairs arising from ICAO. In addition to its lead coordination role, Infrastructure is responsible for:
- 3.6.1 Aviation policy, economic regulation of civil aviation (including airline and airport operations), aviation statistics and the coordination of facilitation-related engagement with ICAO.
 - 3.6.2 Aviation environmental issues, including aircraft noise management and the coordination of Carbon Offsetting Reduction Scheme for International Aviation (CORSIA).
 - 3.6.3 The coordination of issues related to the governance of ICAO.
- 3.7 CASA is an independent statutory authority established under the *Civil Aviation Act 1988*. CASA is responsible for the safety regulation of civil air operations in Australian territory and Australian aircraft operating overseas. It is also responsible for regulating the administration of Australia's airspace.
- 3.8 Airservices is the independent air navigation service provider established under the *Air Services Act 1995* to provide safe, secure, and environmentally responsible air navigation and aviation rescue fire fighting services to the civil aviation industry. Airservices is responsible for Australia's air traffic services (service provider) (including licensing and training), airspace management, aeronautical information, aviation communications, radio navigation aids, and aviation rescue fire fighting services.
- 3.9 Home Affairs provides coordinated strategy and policy leadership for Australia's national and transport security, federal law enforcement, criminal justice, cyber security, border, immigration, multicultural affairs, emergency management and trade related functions. Home Affairs is responsible for:
- 3.9.1 Transport security in the aviation sector through the *Aviation Transport Security Act 2004* and the *Aviation Transport Security Regulations 2005*.
 - 3.9.2 Providing advice on cyber security and resilience for the civil aviation sector.
 - 3.9.3 Immigration arrangements to facilitate entry of genuine travellers to Australia while preventing entry of those likely to commit immigration fraud or threaten the national interest.
 - 3.9.4 Border arrangements which allow for the lawful passage of goods, including in the form of air cargo.
- 3.10 ATSB is established by and operates under the *Transport Safety Investigation Act 2003*. ATSB is responsible for:
- 3.10.1 The independent investigation of accidents and other safety occurrences involving civil aircraft in Australia, and taking part in the investigation of accidents and other occurrences involving Australian aircraft overseas.
 - 3.10.2 Australia's system for mandatory reporting of all aviation safety occurrences and operates schemes for voluntary and confidential reporting of aviation safety concerns.
- 3.11 AMSA is a statutory authority established by the *Australian Maritime Safety Authority Act 1990*. AMSA's functions under that Act include the provision of a search and rescue service. AMSA provides that service in a manner that is consistent with the obligations of Australia under agreements made with other countries, including, for example, the Chicago Convention and the International Convention on Maritime Search and Rescue.
- 3.12 BoM is Australia's national weather, climate and water agency and operates under the authority of the *Meteorology Act 1955* and the *Water Act 2007*. BoM is the designated Meteorological Authority in Australia and the legislated provider of meteorological information used in civil aviation including observations, forecasts and warnings. In providing aviation services, BoM must also fulfil Australia's international obligations under the Convention of the World Meteorological Organization (WMO) and related international meteorological treaties and agreements.
- 3.13 Defence is comprised of two distinct and separate elements:

- 3.13.1 The Defence Aviation Safety Authority (DASA) is the National Military Aviation Authority for Australia, established under Joint Directive 24/2016 *Defence Aviation Safety Framework* by the Chief of Defence Force and Secretary of the Department of Defence. As an independent authority within Defence, DASA is responsible for the safety regulation of State aircraft, and the independent investigation of accidents and other safety occurrences for Defence aviation.
- 3.13.2 Various Groups in Defence are involved in the design, construction, maintenance, operation, control and support of State aircraft. While agencies may deal directly with any Group in Defence, the Royal Australian Air Force (RAAF) will represent Defence in the coordination and working arrangements concerning the interaction of civil and Defence aviation.
- 3.14 DFAT promotes and protects Australia's interests internationally and contributing to global stability and economic growth. Under aviation arrangements it is responsible for:
 - 3.14.1 The provision of passport and international travel documentation for Australians.
 - 3.14.2 The provision of travel documentation for specified non-citizens.
 - 3.14.3 Providing guidance on international interests that may impact engagement on ICAO matters.
- 3.15 The respective Annex responsibilities for each agency is set out in Attachment A with the lead agency being listed first.

4 COORDINATION AND WORKING ARRANGEMENTS

- 4.1 Overall performance of aviation arrangements in Australia requires a cohesive and collaborative approach across, and within, civil and Defence aviation. There are a range of coordination groups and work streams that draw together the agencies responsible for aviation policy, regulation and service provision. These groups facilitate the development of whole of government policy positions, information sharing, reporting and governance for agencies. A structure for these groups is at Attachment B.
- 4.2 The Aviation Policy Group's (APG) role is to enhance cooperation and coordination across the four Commonwealth Government agencies that have responsibilities for aviation policy, regulation and service provision. APG brings together the agency heads of Infrastructure, Airservices, CASA and the RAAF representing Defence. The Secretary of Home Affairs will attend at least one APG meeting each year. The APG is chaired by the Secretary of Infrastructure and meets on a quarterly basis. The APG reports annually to the Minister for Infrastructure and Transport.
- 4.3 The Aviation Implementation Group (AIG) is a working group of senior officials comprising representatives from Infrastructure, CASA, Airservices and RAAF. The AIG supports the APG in the implementation of cross-agency strategies and is chaired by the Executive Director of the Aviation and Airports Division in Infrastructure.
- 4.4 The Tripartite is the focal point on aviation issues and is chaired by Infrastructure and includes representatives from CASA and Airservices. The Tripartite serves as a coordination body for the management of ICAO related matters and the financial arrangements of Australia's representatives at ICAO in Montreal. In the event of a substantive increase in access and undertakings required by another agency of the Australian Mission to ICAO, the Tripartite may seek to recover the costs and consider revising Tripartite arrangements.
- 4.5 Agencies under this MOU should attend a twice yearly Civil and Defence Aviation Coordination Group (Coordination Group) meeting to discuss and coordinate whole of government arrangements on international and domestic aviation matters, including ICAO issues. The Coordination Group will be chaired by Infrastructure and should be composed of senior officials from MOU agencies.
- 4.6 The Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA) Working Group is a working level cross-agency team with representatives of all agencies with Annex responsibilities. The objective of USOAP is to promote civil aviation safety through ICAO conducting audits to determine a State's safety oversight capabilities. This Working Group meets regularly to ensure that Australia adheres to ICAO's safety oversight standards.
- 4.7 The State Safety Programmes Cross-Agency Team (SSP-CAT) is chaired by Infrastructure, and its role is to drive improvement in the performance of Australia's integrated state safety programmes within and across civil and Defence aviation. This integration includes close operational coordination between the civilian agencies responsible for executing the SSP for civil aviation and the Defence

entities responsible for executing the Defence Aviation Safety Program (DASP) for Defence aviation. The SSP-CAT is also responsible for the development and continued maintenance of Australia's SSP, and for monitoring and reporting to the AIG. Australia's SSP seeks to meet the requirements set out under Annex 19.

- 4.8 Infrastructure coordinates input and arrangements on environmental aviation matters through regular engagement with the Department of Environment and Energy, the Clean Energy Regulator, DFAT and the aviation industry. This includes matters to be put forward to the Committee on Aviation Environmental Protection (CAEP) and progressing CORSIA.
- 4.9 Infrastructure coordinates input and arrangements on facilitation-related matters through regular engagement with the Home Affairs, DFAT, the Department of Agriculture and Water Resources, and the Department of Health. This includes providing a link between ICAO forums and the National Passenger Facilitation Committee (NPFC). The NPFC is Australia's National Facilitation Committee as required under Annex 9 of the Chicago Convention, and is chaired by Home Affairs and includes Infrastructure, DFAT, Department of Health and the Department of Agriculture and Water Resources as well as industry.

5 ICAO STATE LETTERS

- 5.1 State Letters (received from ICAO Headquarters in Montreal) and Regional Letters (received from the ICAO Asia and Pacific Regional Office in Bangkok) are official correspondence from ICAO and responses to these letters represent Australia's official position. The topics of these letters can range from proposed amendments to Annexes and Procedures for Air Navigation Services (PANS), invitations to ICAO events, ICAO administration issues or arrangements, surveys, or employment and training opportunities. Regional letters topics could include amendments to regional navigation plans and procedures as well as specific regional planning issues. The distribution of these letters along with any official responses are coordinated by Infrastructure.
- 5.2 Where a State Letter requires a response from Australia, the action agency will be determined by Infrastructure according to the respective Annex responsibilities and subject matter expertise. All efforts will be made by Infrastructure to ensure only one lead agency is nominated to provide a response to each State Letter. However, should more than one action agency be identified as having significant Annex responsibilities, Infrastructure will provide additional assistance by correlating any final comments, as well as acting as an intermediary to resolve any differing views. A State Letter will typically be distributed within a week of receipt of the letter from ICAO. The action agency should seek comments from the other agencies, as appropriate, and ensure agency-level clearance before returning the draft response to Infrastructure, with confirmation of the officer who has cleared the draft response. Agencies acknowledge that the timeliness and quality of State Letter responses has an impact on Australia's standing within ICAO. If an extension of time is required, the agency requiring such an extension will make a request of Infrastructure. In the case of a State Letter, Infrastructure will review draft responses to State Letters to ensure quality and consistency with other ICAO communications, and then provide Australia's coordinated response to the Australian Mission to ICAO for final clearance and dispatch to ICAO under signature of the Permanent Representative to ICAO. In the case of a Regional Letter, Infrastructure will respond directly to the ICAO Asia and Pacific Regional Office. Infrastructure will copy relevant agencies in on the response.
- 5.3 Infrastructure will maintain a register of State Letters, Regional Letters and other ICAO correspondence or documents requiring action.
- 5.4 Infrastructure will maintain a register of topics and agency contacts (noted in Section 5.2). Agencies will regularly review the register and topics to remain current. Agencies will ensure they maintain up to date contact details with Infrastructure to facilitate this communication.

6 NOTIFICATION OF COMPLIANCE AND DIFFERENCES

- 6.1 Agencies responsible for Annexes will have primary responsibility to file all identified differences against ICAO Standards using the ICAO systems, in order to fulfill Australia's obligations under the Chicago Convention. Where agencies that have joint responsibilities for Annexes, the lead agency will coordinate with the other agency and file the compliance and differences. As best practice, Australia

will also file differences against those ICAO Recommended Practices that are considered to form an integral part of the implementation of a standard.

- 6.2 Infrastructure will retain oversight over all differences filed with ICAO and will work with agencies to ensure a consistent approach.
- 6.3 The trigger for notifying a difference can occur in one of three ways:
 - 6.3.1 A new or amended Standard or Recommended Practice is adopted by ICAO.
 - 6.3.2 Australia introduces or updates a change in its legislation, regulations or procedures.
 - 6.3.3 A regular review is conducted and differences are identified.
- 6.4 When responding to ICAO State Letters advising of amendments to Annexes, the agency responsible for the Annex or subject matter will have primary carriage of identifying the issue and proposing a response to ICAO in line with the procedure in Section 5.2 above.
- 6.5 When notifying ICAO of differences, the responsible agency, or lead agency where there is joint responsibility for an Annex, are required to consult with Infrastructure prior to finalisation. The finalised text of differences is lodged using the online ICAO system by the relevant agency who has the responsibility for the Annex. This does not apply to Annex 17, for which there is no online lodgment system.
- 6.6 While DASP is strongly aligned to ICAO, there is no requirement to notify differences against the Standards as State aircraft are formally excluded under Article (3) of the Chicago Convention.

7 ICAO MEETINGS AND GROUPS

- 7.1 The composition of delegations to ICAO conferences and meetings, as detailed in its forward meeting schedule online, should be the subject of consultation between Infrastructure and the agencies having the lead role for the particular area (Annex) issue, as identified in Section 3 and the Annex responsibilities in Attachment A.
- 7.2 ICAO has established a number of standing groups, in order to progress work on ICAO Standards and Recommended Practices and other issues. ICAO also establishes ad-hoc groups to undertake specific short-term projects.
 - 7.2.1 ICAO Panels are the primary bodies for progressing work on ICAO Standards and Recommended Practices as well as guidance material. Panels are formally established by the Air Navigation Commission or Council, and operate according to formal Directives. Depending upon their establishment, Panels either report to a Council Committee or the Air Navigation Commission.
 - 7.2.2 Working Groups of Panels are established by those Panels to progress detailed work.
 - 7.2.3 A range of ICAO groups may be established to address ad hoc or emerging issues and report to the Secretariat and/or the Council. These include Secretariat Study Groups, Expert Groups, advisory committees, or may take other forms.
 - 7.2.4 Regional Groups are formed to deal with regional issues and may report or make representations to ICAO through the Asia and Pacific Regional Office, to the Air Navigation Commission or to the Council.
- 7.3 Nominations for Australian representation to ICAO groups should be the subject of consultation between the Tripartite, with Infrastructure taking the lead, and the agencies having the lead role for the particular issue. Should multiple agencies seek to nominate a representative for a new or established group, Infrastructure will make the final decision on the appointment subject to Section 3 and lead agencies identified under the Annex in Attachment A. Consultation on this appointment may also occur with other agencies as appropriate. Infrastructure will provide written advice to each agency on its decision.
- 7.4 Once a nominee is determined, the nominee will prepare a resume relevant to the ICAO position. The Australian Mission to ICAO will formally submit the nomination to ICAO.
- 7.5 The representative that attends ICAO meetings or groups should prepare a summary report within one month following their attendance, in line with individual agency requirements. Infrastructure is responsible for circulating the report to relevant Participants and maintaining a library.

- 7.6 Infrastructure will maintain a list of ICAO Committees, Panels, Working Groups identifying Australian representation and current Australian agency commitments.
- 7.7 The Tripartite, with input from other agencies, will undertake an annual review of Australia's engagement with ICAO groups to ensure that attendance and engagement remains in the national interest. To support this review, the representative that participates in ICAO Panels and Committees should prepare, by the end of each calendar year, a brief of activities undertaken by the group and proposed activities and key outcomes.
- 7.8 Infrastructure will host a regular ICAO Engagement Forum which will include all officials that have direct dealings with ICAO through meetings or representation at groups. This Forum will provide advice on the development of the strategic direction on Australia's engagement with ICAO and key messages to progress over the course of the year.
- 7.9 All agencies and representatives should coordinate with Infrastructure on any direct dealings with the ICAO Secretariat located in Headquarters and/or Regional Office that sits outside of the scope of work of their meeting or group. Agencies should also coordinate with Infrastructure on emerging issues that will require intervention by the Australian Mission to ICAO.

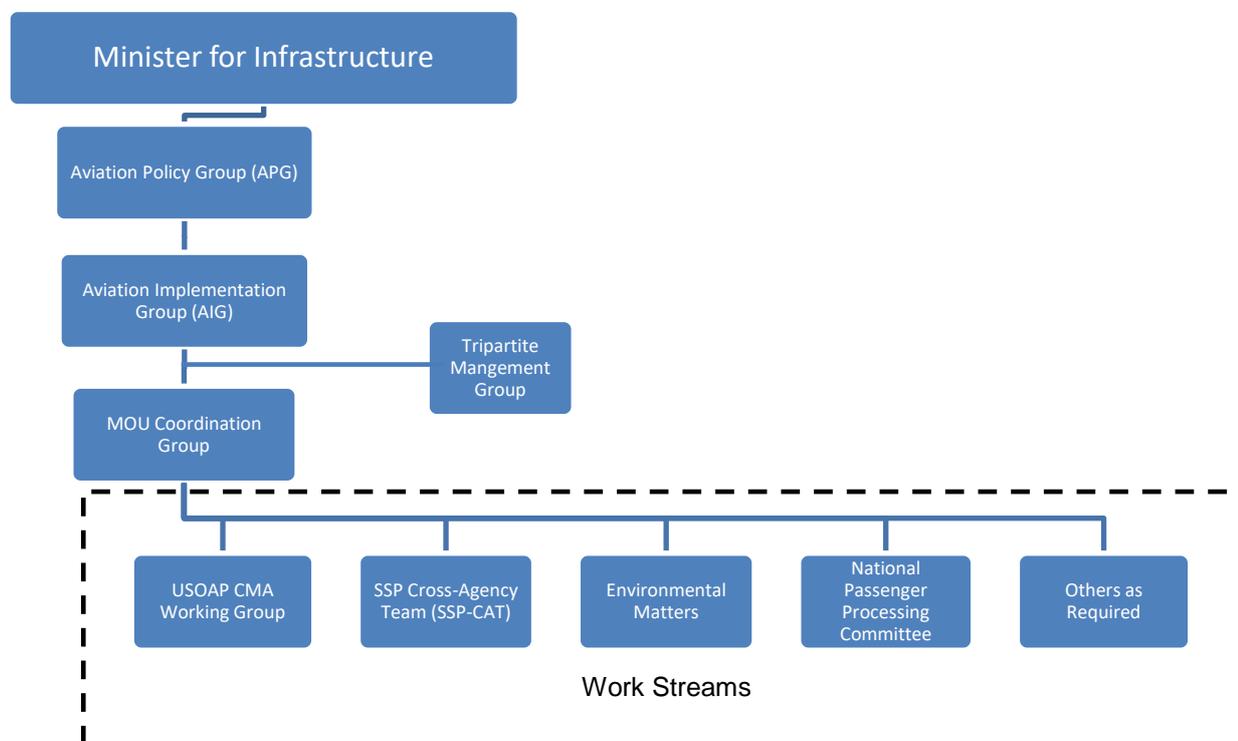
8 DURATION, VARIATIONS & DISPUTE RESOLUTION

- 8.1 This MOU will apply for three years from the date of the first signature and may be extended, varied or terminated at any time by exchange of letters between the agencies in the MOU.
- 8.2 At the end of the three years, the MOU will be reviewed by the MOU Coordination Group who will provide advice to AIG on its continuation.
- 8.3 In the event that any disagreements or disputes arise in respect to any of the provisions of this MOU, the Participants acknowledge and accept that the dispute/disagreement will initially be referred to the Senior Executive Service Band 2 (or equivalent for non-public service agencies) of Infrastructure and the respective agencies involved. Should resolution not be forthcoming, the issue will be referred to the responsible Deputy Secretaries (or equivalent for non-public service agencies) of the respective agencies for resolution. If the dispute is not resolved at that level, the matter should be jointly raised with the Secretary of Infrastructure and the respective agency head.

AGENCY RESPONSIBILITIES

Annex	Description	Agency Responsible
1	Personnel Licensing (licensing of flight crews, air traffic controllers and aircraft maintenance personnel)	CASA
2	Rules of the Air (rules relating to the conduct of visual and instrument flights)	CASA
3	Meteorological Service for International Air Navigation (provision of meteorology services for international air navigation and reporting of meteorology observations from aircraft)	BOM
4	Aeronautical Charts (specifications for aeronautical charts for use in international aviation)	CASA and Airservices Australia
5	Units of Measurement to be used in Air and Ground Operations (dimensional systems to be used in air and ground operations)	Airservices Australia
6	Operations of Aircraft (specifications which will ensure in similar operations throughout the world a level of safety above a prescribed minimum): Part I - International Commercial Air Transport – Aeroplanes Part II - International General Aviation – Aeroplanes Part III - International Operations – Helicopters	CASA
7	Aircraft Nationality and Registration Marks (requirements for registration and identification of aircraft)	CASA
8	Airworthiness of Aircraft (certification and inspection of aircraft according to uniform procedures)	CASA
9	Facilitation (requirements relating to facilities, services and arrangements for the entry and departure of aircraft, passengers and cargo)	Infrastructure, Home Affairs and DFAT
10	Aeronautical Telecommunications (standardisation of communications systems) Vol I - Radio Navigation Aids Vol II - Communications Procedures including those with PANS status Vol III – Communication Systems Vol IV - Surveillance and Collision Avoidance Systems Vol V - Aeronautical Radio Frequency Spectrum Utilization	CASA and Airservices Australia
11	Air Traffic Services (establishment and operation of air traffic control, flight information and alerting services)	CASA and Airservices Australia
12	Search and Rescue (organisation and operation of facilities and services necessary for search and rescue)	AMSA and Infrastructure
13	Aircraft Accident and Incident Investigation	ATSB and Infrastructure
14	Aerodromes (specifications for the design and equipment of aerodromes) Vol I - Aerodrome Design and Operations Vol II - Heliports	CASA
15	Aeronautical Information Services (methods for the collection and dissemination of aeronautical information required for flight operations)	CASA and Airservices Australia
16	Environmental Protection: Vol I - Aircraft Noise (specifications for aircraft noise certification, noise monitoring and noise exposure units for land use planning) Vol II - Aircraft Engine Emissions Vol III - Aeroplane CO ₂ Emissions	Infrastructure
17	Security - (Safeguarding International Civil Aviation Against Acts of Unlawful Interference)	Home Affairs
18	The Safe Transport of Dangerous Goods By Air (specifications for the labelling, packaging and shipping of dangerous goods)	CASA
19	Safety Management	CASA

STRUCTURE OF AVIATION RELATED GROUPS



Title	Agencies (Chair is first)	Role	Meets	Reports/Updates
Aviation Policy Group (APG)	Infrastructure, CASA, Airservices, RAAF, and Home Affairs	To enhance cooperation and coordination across the four Commonwealth Government agencies responsible for aviation policy, regulation and service provision	Quarterly	Minister for Infrastructure and Transport
Aviation Implementation Group (AIG)	Infrastructure, CASA, Airservices, and RAAF	Supports the APG in the implementation of cross-agency strategies.	Quarterly	APG
Tripartite Management Group	Infrastructure, CASA, and Airservices	The lead body on aviation issues and serves as a coordination body for the management of ICAO related matters and the financial arrangements of Australia's representatives at ICAO in Montreal.	Monthly	AIG

MOU Coordination Group	Infrastructure, CASA, Airservices, Home Affairs, ATSB, AMSA, BoM, Defence, and DFAT	Is an information sharing body and will report on ICAO related matters and coordinate whole government arrangements on aviation matters.	Twice yearly	AIG
Work Streams				
Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA) Working Group	Infrastructure, CASA, Airservices, Home Affairs, ATSB, AMSA, and BoM	Coordinates on Australia's safety oversight standards under the Chicago Convention.	Quarterly	Coordination Group/AIG
State Safety Programmes Cross-Agency Team (SSP-CAT)	Infrastructure, CASA, Airservices, ATSB, DASA, AMSA and BoM	Drives improvement in the performance of Australia's integrated state safety programmes within and across civil and Defence aviation.	Every two months	Coordination Group /AIG
Environmental Matters	Infrastructure, Department of Environment and Energy, Clean Energy Regulator, DFAT and aviation industry.	Progresses matters to be put forward to the Committee on Aviation Environmental Protection (CAEP) and progressing the Carbon Offsetting Reduction Scheme for International Aviation (CORSIA).	Quarterly	Coordination Group
National Passenger Facilitation Committee	Home Affairs, Infrastructure, DFAT, Department of Health and the Department of Agriculture and Water Resources, and industry	Coordinates on passenger facilitation issues.	Quarterly	Coordination Group/Minister for Home Affairs

9 SIGNATORIES

This MOU was agreed between:

Signature: _____
Date: _____

Dr Steven Kennedy PSM
Secretary of the Department of Infrastructure,
Regional Development and Cities

Signature: _____
Date: _____

Mr Shane Carmody
Chief Executive Officer and Director of Civil Aviation
Safety Authority

Signature: _____
Date: _____

Mr Jason Harfield
Chief Executive Officer of Airservices Australia

Signature: _____
Date: _____

Mr Michael Pezzullo
Secretary of the Department of Home Affairs

Signature: _____
Date: _____

Mr Greg Hood
Chief Commissioner and Chief Executive Officer of
Australian Transport Safety Bureau

Signature: _____
Date: _____

Mr Mick Kinley
Chief Executive Officer of Australian Maritime
Safety Authority

Signature: _____
Date: _____

Dr Andrew Johnson
Chief Executive Officer and Director of Australian
Bureau of Meteorology

Signature: _____
Date: _____

Mr Greg Moriarty
Secretary of the Department of Defence

Signature: _____
Date: _____

Ms Frances Adamson
Secretary of the Department of Foreign Affairs and
Trade

Signature: _____

Gen Angus Campbell AO, DSC
Chief of the Defence Force

Date: