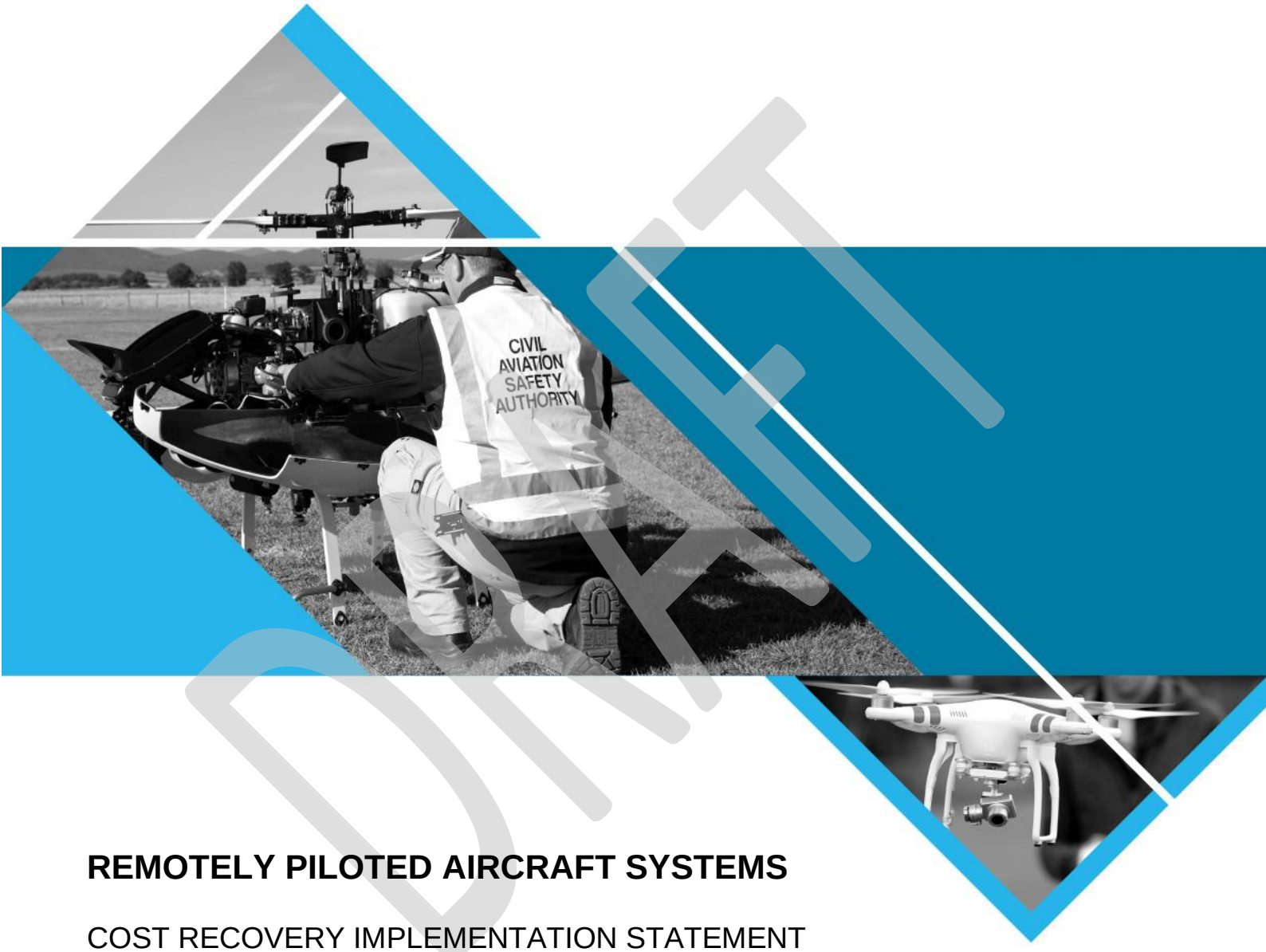
Australian Government
Civil Aviation Safety Authority



REMOTELY PILOTED AIRCRAFT SYSTEMS

COST RECOVERY IMPLEMENTATION STATEMENT

DRAFT FOR CONSULTATION

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Effective Date To be determined

Glossary

Activity	A service, support and/or benefits to the Australian public to achieve government policy outcomes
Business processes	The discreet steps undertaken in an activity for reporting and costing purposes, as relevant to the complexity, materiality and sensitivity, to deliver an output
BVLOS	Beyond Visual Line of Sight – (approval of operation of unmanned aircraft)
CA Act	*Civil Aviation Act 1988*
CA Fees	*Civil Aviation (Fees) Regulations 1995*
CAR	*Civil Aviation Regulations 1988*
CAO	*Civil Aviation Order*
CASA	Civil Aviation Safety Authority
CASR	*Civil Aviation Safety Regulations 1998*
CRGs	Cost Recovery Guidelines
CRIS	Cost Recovery Implementation Statement
DITRDC	Department of Infrastructure, Transport, Regional Development and Communications
PBS	Portfolio Budget Statements
ReOC	Remotely Piloted Aircraft Operator's Certificate
RePL	Remote Pilot Licence
RPA	Remotely Piloted Aircraft (Drone)
RPAS	Remotely Piloted Aircraft Systems
SORA	Specific Operations Risk Assessment workshops
TWG	Technical Working Group
Output	The product or direct result of business processes

1 Introduction

On 31 July 2018, the Senate Rural and Regional Affairs and Transport Committee (the Committee) tabled their Report into the current and future regulatory requirements that impact on the safe commercial and recreational use of Remotely Piloted Aircraft Systems (RPAS), Unmanned Aerial Systems and associated systems. This report provided 10 recommendations to Government.

The Australian Government's response to the Committee in November 2018 was that the Government recognises the importance of regulating the RPAS industry to ensure the safety of the public, RPAS pilots and other airspace users. The Government agreed to recommendation 2 of the report to introduce mandatory registration and operator basic competence testing.

In July 2019, the Australian Government passed the *Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulation 2019* legislation to introduce an RPA and model aircraft registration and operator accreditation scheme. For simplicity, this Cost Recovery Implementation Statement (CRIS) uses the term *'registration and operator accreditation scheme*'.

The registration and operator accreditation scheme will eventually require all RPA and model aircraft to be registered with CASA (with certain exceptions) and the operator or person supervising the operation to hold a valid accreditation or be the holder of a remote pilot licence. There are two commencement dates for the scheme:

> Registration and accreditation for RPA, often referred to as 'commercial' or 'professional' operations, opens 30 September 2020[1]. RPA include those operated under an RPA Operator's Certificate, Excluded RPA and Micro RPA, but does not include model aircraft (aircraft operated for sport or recreation that does not carry a human). Registration and accreditation for RPA becomes compulsory from 28 January 2021.
>
> Registration and accreditation requirements for model aircraft (aircraft operated for sport or recreation that does not carry a human) is currently planned to commence on 1 March 2022 and become compulsory on 30 May 2022.

The Civil Aviation Safety Authority (CASA) has calculated the cost of developing and sustaining the registration and operator accreditation scheme legislation and will introduce a new registration levy to recover costs in accordance with the Australian Government Charging Framework. As part of this financial cost calculation, CASA has reviewed the existing cost base for other regulatory activities applicable to RPA and model aircraft and is proposing changes to the way we apply those charges. From the period of 30 September 2020 until 30 June 2021 the RPA Levy will be set at $0.00. The Government will reconsider the pricing of the charge in early 2021.

1.1 Purpose of the CRIS

The purpose of this CRIS is to document CASA's cost recovery arrangements for RPA and model aircraft activity including registration and operator accreditation. It also reports financial and non-financial performance information for those activities and contains financial forecasts out to 2023-24.

CASA is responsible for the safety regulation of civil air operations in Australian territory and Australian aircraft operating outside Australian territory by, among other things:

- developing and promulgating appropriate aviation safety standards;
- developing effective enforcement strategies;
- conducting comprehensive aviation industry surveillance;
- issuing certificates, licences, registrations and permits; and
- conducting regular reviews and assessments of the system of civil aviation safety and international safety developments.

CASA has the safety-related functions of encouraging a greater acceptance by the aviation industry of its obligation to maintain high standards of aviation safety through:

- comprehensive safety education and training programs;
- the provision of accurate and timely aviation safety advice;
- fostering awareness of the importance of aviation safety and compliance with the relevant legislation; and
- promoting effective consultation and communication with all interested parties on aviation safety issues.

[1] On 30 March 2020, a legislative determination was signed by the Deputy Prime Minister (DPM) to delay the commencement date for the registration and operator accreditation scheme to 30 September 2020.

CASA also has the function of specifying the standards relating to the establishment, designation and use of Australian administered airspace.

Subject to section 9A(1) of the *Civil Aviation Act 1988* (CA Act), and in keeping with its obligations under the *Airspace Act 2007* and the *Airspace Regulations 2007*, CASA is required to exercise its powers and perform its functions in a manner consistent with the Australian Airspace Policy Statement.

Regulatory services are provided by CASA to the RPAS sector, which enables RPA operators to perform or provide commercial and other non-recreational aviation activities. RPA operators including individual licence holders are charged for those services, for example, permissions, licences and approvals as they provide a clear benefit to the RPAS sector. Regulatory services are also provided by CASA to the model aircraft sector, for example, the approval of certain sport and recreation activities by model aircraft associations and clubs.

RPA and model aircraft operators must operate safely and appropriately within the national aviation system and must comply with regulatory requirements relating to aviation operations. The registration and operator accreditation scheme encourages safer operations and serves as a deterrent for unlawful and unsafe activities.

Consistent with the principles of the Australian Government Cost Recovery Guidelines (the CRGs), there are two types of cost recovery charges:

- cost recovery fees – fees charged when a good, service or regulation is provided directly to a specific individual or organisation
- cost recovery levy – charges imposed when a good, service or regulation is provided to a group of individuals or organisations (e.g. an industry sector) rather than to a specific individual or organisation. A cost recovery levy is a tax and is imposed via a separate taxation Act. It differs from general taxation as it is 'earmarked' to fund activities provided to the group that pays the levy.

The Australian Government has determined that a levy will be imposed at the time of registration, known as the Unmanned Aircraft Levy. However, the levy will be set at $0.00 on commencement of the scheme on 30 September 2020 and remain at $0.00 until 30 June 2021. The Australian Government will reconsider the pricing of the levy in early 2021 for implementation post 30 June 2021.

In preparing for the introduction of the levy, CASA has amended the way it currently charges for a number of the regulatory services fees applicable to the RPA and model aircraft sector to a fixed fee rather than an hourly rate.

As the registration and operator accreditation scheme commences with RPA (operations other than sport or recreation), the levy is initially focused on the following broad categories:

a. Excluded RPA and Micro RPA
b. RPA operated under Remotely Piloted Aircraft Operator's Certificate (ReOC)
c. RPA registered in another country with a permission to operate in Australia.

This CRIS details:

a. how the levy and the regulatory service fees are determined
b. the cost base for setting the levy and respective regulatory service fees, and
c. the method and approach are consistent with the CRGs.

Furthermore, the levy will be considered by Government in the context of a holistic funding review. This will be subject to further industry consultation at a later date.

1.2 Description of the activity

RPAS operations are relatively new but are a rapidly developing sector of aviation. To oversee the safe and lawful operation of RPAS, the Government is mandating a national RPA registration scheme that also includes education/accreditation.

The introduction of the levy may require operators to be charged a fee for registering each of their RPAs in the future. This is in addition to other regulatory service charges that already exist. At the commencement of the registration and operator accreditation scheme on 30 September 2020, the levy will be $0.00. The Australian Government will reconsider the pricing of the levy in early 2021 for implementation post 30 June 2021.

The registration and operator accreditation scheme requirements commencing on 30 September 2020 **apply only to**:

- Excluded RPA and Micro RPA;
- RPA operated under a ReOC; and
- RPA registered in another country with a permission to operate in Australia.

The registration and operator accreditation scheme requirements commencing on 30 September 2020 and for the purposes of the CRIS, **do not apply to**:

- model aircraft (aircraft operated for sport or recreation that does not carry a human).

Registration and operator accreditation requirements for model aircraft do not commence until 1 March 2022.

Details of the processes required for the various RPA categories described above are summarised in the following table.

Table A – Requirements for RPA registration and accreditation

Drone User Type	ARN	ReOC	RePL	Accreditation	Registration RPA	Payment
Estimated time	3 Mins	Variable	Variable	30 Mins	4 Mins	
Excluded RPA (below 25kg) and Micro RPA	✓			✓	✓	$0.00
RPA operated under a ReOC	✓	✓	✓		✓	$0.00
RPA registered in another country	✓	Dependent on operation	Dependent on operation	Dependent on operation	Foreign registered RPA cannot be registered in Australia at the same time and are instead provided a permission to operate	$0.00

1.2.1 RPA Operator Accreditation

The operator (a person) of an RPA must:

- be the holder of a Remote Pilot Licence (RePL), or
- hold an accreditation, or
- be supervised by a person who holds a RePL or an accreditation.

The accreditation process will be delivered online, requiring the person to provide identity details (if they have not done so before with CASA), review written content and/or a short educational video and successfully complete an online basic knowledge test. Accreditation is designed to ensure RPA operators who do not hold a RePL are aware of the safety and lawful obligations when operating an RPA within Australia. Accreditation can only be completed by a person (not an organisation). If an organisation operates RPAs, each of its operators will need to hold, or be supervised by a person who holds, a RePL or an accreditation.

There is no charge for accreditation and it will be valid for three years from the date of issue. Re-accreditation includes successfully re-sitting the online basic knowledge test based on contemporary legislation that may have changed in the intervening 3-year validity period. This is particularly relevant given the dynamic technology and rapid adoption of new uses of RPA in Australia, potentially requiring regular updates to legislation.

1.2.2 RPA Registration

Each RPA must be registered with CASA before they can be operated.

Registration is for an individual RPA and must be renewed annually. A person or organisation may complete the registration process and may hold multiple RPAs that are required to be registered before being operated. Registration will be completed online. As part of the online process, the person can decide if they wish to register the RPA under their personal name, or under an organisation they are authorised to act on behalf of (for example, an RPA flying training organisation).

Registration requires a person to provide identity details (if they have not done so before with CASA), enter details about the RPA including its serial number (or if no serial number is provided by the manufacturer, CASA will provide one that is to be affixed to the RPA) and pay the levy. When the registration scheme commences on 30 September 2020 there will be a $0.00 levy.

1.2.3 RPA registered in another country given a permission to operate in Australia

RPA operators that have their RPA registered in another country must comply with the registration and operator accreditation requirements, however rather than registering their RPA, they will receive a permission to operate in Australia. The online process is the same for accreditation and similar for registration. As is the same for domestic operations, RPA permission to operate is valid for 12 months and accreditation is valid for three years.

1.3 Implementation

The commencement date for the registration and operator accreditation scheme is 30 September 2020. A period of time is provided to operators to complete both registration and accreditation as required. From 28 January 2020, RPA registration and operator accreditation becomes mandatory. Requirements for model aircraft (aircraft operated for sport or recreation that does not carry a human) commence 1 March 2022.

1.3.1 Policy outcomes

CASA is responsible under section 9 of the CA Act for the safety regulation of civil air operations including RPAs in Australian Territory. CASA's policy is to implement an effective aviation safety regulatory framework to enable the safe and efficient integration of RPAS into the Australian aviation system. This will be accomplished through policy, standards, regulations and guidance material that reflect the appropriate and proportionate approach to the relevant levels of risk and is consistent with international best practice.

1.3.2 Relevant legislation

CASA performs aviation regulatory services, which are cost recovered activities, under the:

- CA Act
- *Civil Aviation Regulations 1988* (CAR)
- *Civil Aviation Safety Regulations 1988* (CASR); and
- *Civil Aviation Orders* (CAO).

The cost recovery is facilitated through the *Civil Aviation (Fees) Regulations 1995* (CA Fees), as well as the proposed

- *Civil Aviation (Unmanned Aircraft Levy) Act 2020,*
- *Civil Aviation Amendment (Unmanned Aircraft Levy Collection and Payment) Act 2020*
- *Civil Aviation (Unmanned Aircraft Levy) Regulations 2020; and*
- *Civil Aviation Safety Amendment (Unmanned Aircraft Levy Collection) Regulations 2020 (the Collection Regulations).*

1.3.3 Why cost recovery is appropriate for the activity

Charging individuals or an organisation a levy will ensure the adequate funding for activities associated with administering and regulating the RPAS industry, operating the registration and operator accreditation scheme, conducting surveillance and compliance activities, responding to enquiries, developing legislation and policy frameworks, conducting safety education and promotion,

administering appropriate governance, and information systems support (including managing an online virtual assistant and CASA's digital RPAS Platform). Cost recovery will maintain the integrity and fiscal sustainability of the program over the long term.

Charging for regulatory service fees is based on the direct cost associated with an application that an individual or an organisation applies to CASA for the provision of the service. As part of this published CRIS consultation, CASA has also included fixed pricing for some RPAS regulatory services fees.

These regulatory services will be charged as "Fees for Regulatory Service" as the services are provided directly to a specific individual or organisation.

The RPAS regulatory services comprise of issuing certificates, licences, authorisations, risk assessment workshops, registration and permissions.

Further details regarding specific regulatory service fees are covered in section 4.2.

Appendix A outlines the RPAS Services Journey including the levy and the Regulatory Fee items.

Cost recovery provides:

- a level of assurance to CASA, government, industry and the community and a more accurate picture of the nature and size of the professional RPAS industry;
- for targeted education campaigns about safe and lawful RPAS operations;
- improved identification of the operator following an RPA-related safety accident, incident or surveillance event;
- facilitation for a future RPA traffic management system; and
- for an annual registration fee, initially set at $0.00 for 2020-21. The Government will reconsider the pricing of the charge in early 2021.

1.3.4 RPA Cost Recovery Principles

Consistent with the CRG's, CASA seeks to ensure that all of its cost recovery arrangements align with the principles outlined in Table B – *Cost Recovery Principles*:

Table B –Cost Recovery Principles

Principle	Description
Efficiency and Effectiveness	• CASA will set charges to recover all the costs of products or services where it is efficient to do so. • CASA will not seek cost recovery where it is not cost effective, inconsistent with Government policy objectives, or where it would unduly restrain competition or industry innovation. • CASA will ensure all cost recovery arrangements for an activity or service will be effective and include appropriate revenue management. Not limited to, developing a more precise cost model, with accuracy and related processes in measuring costs and reflecting those costs in the related charge i.e. resourcing, people, money and other supplies.
Transparency and Accountability	• CASA will ensure all cost recovery arrangements have a clear statutory authority for such charges. • CASA will ensure only costs associated with the direct or indirect support of the products or services will be recovered. This should include administration costs when determining, but not limited to, cost recovery for regulatory activities. Costs associated with broader administration support, such as support to the Minister or Parliament will not be included. • CASA is to be transparent and remain objective during any consultation process. There is to be clear roles and responsibilities for relevant stakeholders throughout all stages of the cost recovery process and having in place the appropriate governance structure. • CASA's accountability involves ensuring that all staff, including the Director of Aviation Safety, are answerable for their actions and decisions in relation to all cost recovery regulatory tasks. • CASA's current practice is to not charge for transitioning to new, replaced or amended regulations for services/permissions/ delegations/ratings/endorsements/approvals/ exemptions on a 'like for like' basis. Any change in activity from an existing submission or a new aviation participant or an existing applicant wishing to increase capability, is to be charged in accordance with CASA's CRGs.

Principle	Description
Stakeholder Engagement	• CASA will engage the aviation community, and consult with the relevant stakeholder parties, including other government agencies, during planning and implementation in regard to the outcome and any long-term funding strategy and changes to CASA's cost recovery arrangements. • CASA will complete a CRIS as required under the CRGs, Finance Circulars or under direction from the Minister. The CRIS will be endorsed by the Director of Aviation Safety and the Board to ensure it complies with the Australian Government's CRGs. The CRIS has been prepared in consultation with Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) and Department of Finance (DoF). The CRIS needs to be noted by the Minister for Infrastructure, Transport and Regional Development prior to finalisation. • CASA will review its cost recovery framework and policies every five years or when otherwise directed by Government, the Minister or the Board.

2 Policy and Statutory Authority to Cost Recover

2.1 Government policy approval to cost recover

Policy authority for cost recovery was given as a pre-cursor to statutory authority provided under the CA Act, the *Aviation Transport Security Act 2004* and the CA Fees.

The Government response to the Senate Standing Committee on Rural and Regional Affairs and Transport inquiry report: *Regulatory requirements that impact the safe use of Remotely Piloted Aircraft Systems, Unmanned Aerial Systems and associated systems* tabled in Parliament on 27 November 2018, agreed to progress a registration scheme in Australia.

Government agreed to the committee's recommendation that "the Australian Government introduce a mandatory registration regime for all remotely piloted aircraft (RPA) weighing more than 250 grams. As part of the registration requirements, RPA operators should be required to successfully complete a basic competence test".

The response articulates that "The Government supports the implementation of an appropriate mandatory testing regime as part of the registration process".

2.2 Statutory authority to cost recover

Section 98(3)(a) of the CA Act provides for the power to make regulations about registration.

Section 98(3)(c) of the CA Act provides for the power to make regulations about licences for the operation of aircraft.

Section 98(3)(u) of the CA Act enables fees to be prescribed in regulations in relation to services, applications or requests, or the doing of anything under the CA Act, the regulation or the CAOs.

Section 98(3)(v) of the CA Act enables fees to be prescribed in regulations in relation to services, applications or requests, or the doing of anything under the *Aviation Transport Security Act 2004*.

The proposed *Civil Aviation Amendment (Unmanned Aircraft Levy Collection and Payment) Act 2020* amends the CA Act to provide for the Commonwealth to pay CASA amounts equal to the amounts of unmanned aircraft levy mentioned above, as collected by CASA on behalf of the Commonwealth and deposited into the consolidated revenue fund.

The proposed *Civil Aviation (Unmanned Aircraft Levy) Regulations 2020* made under the proposed *Civil Aviation (Unmanned Aircraft Levy) Act 2020*will prescribe that a levy will be payable in relation to an RPA.

The proposed *Civil Aviation Safety Amendment (Unmanned Aircraft Levy Collection) Regulations 2020* made under the CA Act, provide that an application to register an aircraft as an RPA or as a model aircraft must be accompanied by the unmanned aircraft levy. The regulations also provide that an application for permission to operate, or to conduct operations using, an RPA or a model aircraft registered under a law of a foreign country must be accompanied by the unmanned aircraft levy.

Further information on CASA's Rules and Regulations is available on the CASA website at:
https://www.casa.gov.au/rules-and-regulations/current-rules

3 Changes to Cost Recovery Arrangements

3.1 RPAS Fees for Regulatory service arrangements

CASA is proposing to amend the current regulatory charging framework for RPAS regulatory services. Outlined below is the current hourly rate methodology and the new proposed fixed fee approach.

When making an application for an RPAS regulatory service, CASA provides an estimate of the cost to deliver that service to individuals or operators. These estimates are based on either a fixed fee or hourly rate charge and relies upon the applicant having a reasonable understanding of the nature of the RPAS task being requested and the documentation necessary to support the application.

This approach adds to the administrative effort required to process, estimate and accept an RPAS regulatory service application. Basing fees on an hourly rate estimate can invariably result in variations between the final charge and the initial estimate. This is not considered an efficient process and is an ineffective use of CASA and industry resources.

3.1.1 Hourly rate and levy

Staff effort is a key cost driver for delivering CASA's RPAS regulatory services. The CA Fees provide for hourly rates of $100, $130, $160 or $190 per hour. The hourly rates have not increased since July 2007 and are well below actual costs. The basis for some RPAS regulatory service fees is set at the hourly rate charge of $160 per hour however the hourly rate charge of $190 can also be applied for more complex work and fees can also be applied using a fixed charge.

In addition to the fee for RPAS regulatory services, RPA registration may be cost recovered through a levy charge per RPA. While the levy is initially set to $0.00, this is subject to change by Government.

3.1.2 Cost recovery approach

CASA's framework for RPAS regulatory activities is designed to streamline and standardise fees and charges to ensure that users are charged fairly and consistently for similar activities.

The framework aims to:

- minimise the number of individual fees and charges where possible to give clarity on price points;
- establish a levy for RPA operators; and
- move away from hourly rate estimates to fixed fee charges where practical.

RPAS regulatory services will be charged on an hourly rate dependant on complexity at either $160 or $190 per hour, which is derived from the estimated delivery time(s). However, several RPAS regulatory fee items will not be based on the hourly rate but contain a fixed price. For example, an initial ReOC is proposed to be charged at $1,175.00, the current average cost is $1,229.00.

3.1.3 Fixed fee approach

CASA is proposing to move from an estimated hourly rate to a fixed price regime for the majority of RPAS Regulatory services. This change is designed to:

- provide users with greater price certainty;
- minimise the cost of an application by requiring applicants to submit an application that meets the stipulated minimum standard;
- reduce the administrative burden for users applying for regulatory services and CASA in processing those applications; and
- better reflect CASA's cost structure.

Fixed fees apply to those services where delivery times do not greatly vary from the average delivery time. Where delivery times do vary, the relevant charge will reflect the time taken in its delivery with an hourly estimate (i.e. combination of both a fixed and variable charge).

The fixed fee is calculated by applying a proficient officer's delivery time against the appropriate pay classifications for undertaking the tasks. To determine each of the fixed prices, CASA uses an activity-based costing approach.

Table C shows the movement in the regulatory fees from current to proposed.

Table C – Proposed Regulatory Fee changes

Description	Charge Type	Existing Rate	*Average Historical Charge	Proposed Charge Type	Proposed Charge / Rate
Approval of an area for the purposes of operation of unmanned aircraft or rockets — processing and consideration of application	Hourly	$160	$773	Fixed	$875
Reissue of, Approval of an area for the purposes of operation of unmanned aircraft or rockets — processing and consideration of application	Hourly	$160	$329	Fixed	$312
Approval to operate unmanned aircraft near a non-controlled aerodrome —processing and consideration of application	Hourly	$160	$773	Fixed	$875
Reissue of, Approval to operate unmanned aircraft near a non-controlled aerodrome — processing and consideration of application	Hourly	$160	$329	Fixed	$312
Approval of operation of a large RPA —processing and consideration of application	Hourly	$190		Hourly	$190
Grant of, initial issue or variation of, a remote pilot licence (RePL) — processing and consideration of application	Hourly	$160	$40	Fixed	$17
Certification of a person as an RPA operator (ReOC) — processing and consideration of application	Hourly	$160	$1,229	Fixed	$1,175
Variation of, Certification of a person as an RPA operator – processing and consideration of application	Hourly	$160	$471	Fixed	$409
Renewal of, Certification of a person as an RPA operator – processing and consideration of application	Hourly	$160	$480	Fixed	$114
Certification, or variation of certification of a person as an RPA operator to conduct an RPL training course – processing and consideration of application	Hourly	$160		Hourly	$160
Permission to operate Beyond Visual Line of Sight (BVLOS) – processing and consideration of application.	Hourly	$190		Hourly	$190
Reissue of, Permission to operate Beyond Visual Line of Sight (BVLOS) – processing and consideration of application.	Hourly	$160		Hourly	$190
Approval of Risk Assessment workshops – processing and consideration of the risk assessment component for complex operations	Hourly	$160		Hourly	$190

**** Average historical charge based on two financial years of actual transactions***

3.2 Industry Impact

CASA has analysed data to demonstrate the changes in RPAS regulatory service fees. This includes the introduction of the levy for RPA operators for the period of 30 September 2020 until 30 June 2021 at no cost.

This data compares current average regulatory charges with the proposed regulatory charges for several typical scenarios and outlines the financial impact to the industry.

The analysis determined that the cost impact to industry for the majority of the operators to be a decrease under this proposal noting $0.00 fee for the registration and operator accreditation scheme.

Table D – Industry Impact (Sample set of historical data) includes examples of historical versus proposed new charges.

Table D – Industry Impact (Sample set of historical data)

	Historical charge											Proposed New charge											Client Impact
	Regulatory Fees										Total	Regulatory Fees										Levy	Total	Increase/ Reduction
	REOC				REPL		Approval of Unmanned Aircraft			Risk Assessment Course		REOC				REPL		Approval of Unmanned Aircraft			Risk Assessment Course	Registration Accreditation		
	Initial	Renewal	Variation	Complex	Manual	Automated	Re issue	Line of Sight	Beyond line of Sight			Initial	Renewal	Variation	Complex	Manual	Automated	Re issue	Line of Sight	Beyond line of Sight				
	Average Historical Charge											Proposed New charge												
	$ 1,280.00	$ 480.00	$ 760.00	Hourly	$ 40.00	-	$ 320.00	$ 800.00	Hourly	Hourly		$ 1,175.00	$ 114.00	$ 409.00	Hourly	$ -	$ 17.00	$ 312.00	$ 875.00	Hourly $190	Hourly $190	0.00		
Client																								
1								$ 800.00	$ 2,880.00		$ 3,680.00								$ 875.00	$ 3,420.00		$ -	$ 4,295.00	$ 615.00
2								$ 800.00			$ 800.00								$ 875.00			$ -	$ 875.00	$ 75.00
3		$ 480.00			$ 40.00						$ 520.00		$ 114.00				$ 17.00					$ -	$ 131.00	$ (389.00)
4		$ 480.00							$ 2,880.00		$ 3,360.00		$ 114.00							$ 3,420.00		$ -	$ 3,534.00	$ 174.00
5	$ 1,280.00										$ 1,280.00	$ 1,175.00										$ -	$ 1,175.00	$ (105.00)
6			$ 760.00						$ 2,880.00	$ 4,800.00	$ 8,440.00			$ 409.00						$ 3,420.00	$ 5,700.00	$ -	$ 9,529.00	$ 1,089.00
7		$ 480.00						$ 800.00			$ 1,280.00		$ 114.00						$ 875.00			$ -	$ 989.00	$ (291.00)
8		$ 480.00					$ 320.00	$ 800.00			$ 1,600.00		$ 114.00					$ 312.00	$ 875.00			$ -	$ 1,301.00	$ (299.00)
9			$ 760.00					$ 800.00			$ 1,560.00			$ 409.00					$ 875.00			$ -	$ 1,284.00	$ (276.00)
10		$ 480.00							$ 2,880.00		$ 3,360.00		$ 114.00							$ 3,420.00		$ -	$ 3,534.00	$ 174.00
11		$ 480.00	$ 760.00						$ 2,880.00		$ 4,120.00		$ 114.00	$ 409.00						$ 3,420.00		$ -	$ 3,943.00	$ (177.00)
12	$ 1,280.00						$ 320.00	$ 800.00			$ 2,400.00	$ 1,175.00						$ 312.00	$ 875.00			$ -	$ 2,362.00	$ (38.00)
13					$ 40.00						$ 40.00						$ 17.00					$ -	$ 17.00	$ (23.00)
14		$ 480.00					$ 320.00	$ 800.00	$ 2,880.00		$ 4,480.00		$ 114.00					$ 312.00	$ 875.00	$ 3,420.00		$ -	$ 4,721.00	$ 241.00
15							$ 320.00		$ 2,880.00		$ 3,200.00							$ 312.00		$ 3,420.00		$ -	$ 3,732.00	$ 532.00
16					$ 40.00						$ 40.00						$ 17.00					$ -	$ 17.00	$ (23.00)
17		$ 480.00						$ 800.00		$ 4,800.00	$ 6,080.00		$ 114.00						$ 875.00		$ 5,700.00	$ -	$ 6,689.00	$ 609.00
18				$ 4,280.00							$ 4,280.00				$ 4,280.00							$ -	$ 4,280.00	$ -
* Client Names de-identified											$ 50,520.00												$ 52,408.00	$ 1,888.00

See Appendix B diagram outlining 5 typical scenarios and financial impact to the industry.

4 Cost Recovery Model

4.1 Output and business processes of the RPAS services

4.1.1 Output

The key output of CASA's RPAS services is the safe integration of RPAS into the Australian aviation system through development and promulgation of safety standards and legislation, entry control of RPAS and model aircraft operators, including licensing, certification and the granting of approval and permissions to the RPAS and model aircraft industry.

4.1.2 Key business processes used to deliver RPAS services

CASA's RPAS activities are varied and cover a broad range of activities. In most cases they involve the processing and consideration of an application, an individual or organisation to obtain a licence, or approval to provide services and registration.

The outputs and business processes are based on CASA's assessment of key regulatory impacts and have a discernible link with the costs, charges and performance of the activity.

The business process and high-level description of the processes is set out in Table D.

Table E – Key business processes RPA services

Process	Activity
RPA registration	• Process RPA registrations (process registration renewals) • Manage and maintain client data
Surveillance	• Level One and Level Two surveillance events • Campaign monitoring of 'RPAs' at public events • Deploy and use surveillance equipment (RPA detection) • Collaboration with enforcement teams
Safety and Promotions	• Produce education campaign • Produce and maintain promotion materials (web site, paper based) • Circulate promotion material • Liaison with industry through forums, aviation safety seminars and consultation.
Education	• Development and publishing of CASA corporate publications. • Media and issues management, (social media, web and Minister's office correspondence) • Development of communications material for the RPA sector
Standards Development	• Emerging technology and amending the CASR Part 101 ➢ Regulation implementation ➢ Regulation maintenance
Enforcement (not cost recovered as per CRG's)	• Conduct investigations of offences against aviation or crimes legislation including liaison with Commonwealth Director of Public Prosecutions. • Represent CASA in legal proceedings including coronial and tribunal
IT Systems	• Support and maintenance of IT Systems
Client Services	• Manage and maintain all enquiries to the Client Services Centre in relation to RPAs • Manage complaints including escalation to Surveillance and Enforcement teams • Manage enquiries reporting

4.2 Cost drivers and assumptions

4.2.1 Cost drivers and key assumptions

CASA's costs to provide RPAS services are primarily driven by staff effort, as 60% of direct costs are employee related.

Accordingly, the amount of time spent on a particular service is the key driver of cost. CASA's other major costs are largely fixed and relate to supplier expenses, depreciation and amortisation. The registration and operator accreditation scheme will be potentially set at fixed rates based upon staff effort to undertake activities. These include surveillance, national awareness, education and safety campaigns, development and maintenance of regulations and standards, on-going maintenance and upgrades to the online services, IT systems security, RPAS digital platform, online virtual assistant.

The work effort is highly predictable, as such a fixed rate charge, covering direct and indirect costs of providing the service, is appropriate.

As the RPAS sector is dynamic and growing at an exponential rate, the demand for RPAS services is expected to increase.

The assumptions to determine RPAS volumes were based on market knowledge and readily available data. An estimated 0figure of 32,000 Excluded RPAs and8,000 RPAs operated by ReOCs were used for the year 2019/20. For the purposes of modelling, an annual growth rate of 7 per cent was applied to forecast volumes.

4.2.2 Sensitivity of cost estimates to changes in assumptions

The cost estimates for the RPAS activities, reflect the level of expected demand from the RPAS sector. The RPAS activities are influenced by a range of factors including but not limited to:

- rapidly evolving technology making RPA use more affordable;
- new disruptive and innovative business models that utilise RPAs for a wide array of commercial applications; and
- cultural shift in consumer acceptance and use of RPAs for unknown emerging purposes.

CASA data suggests that there are in excess of 40,000 RPAs (noting this is separate to model aircraft) and cost assumptions are based on this volume.

CASA will monitor demand through on-going data-gathering of RPA numbers, types, locations and the operational categories of RPAs to manage allocation of its resources.

CASA will review the cost model and refine assumptions as the data becomes available consistent with the Australian Government Charging Framework. The analysis may or may not result in model and driver changes however the annual analysis will account for relevant cost increases/decreases and changes in demand that may result in future price changes.

CASA forecasts the expected level of activity as part of its annual planning and budgeting process based on its understanding of these economic factors and through its ongoing interaction with industry.

4.2.3 Resources included in direct costs

Direct costs, which comprise the cost of the operational business units, together with any support costs allocated directly to outputs, include employee expenses, supplier expenses and consultancies and contracts.

4.2.4 Resources included in indirect costs

Indirect costs, which comprise the cost of the organisational support costs, other than those directly allocated to outputs, which are allocated to operational divisions include IT costs, including maintenance, depreciation and amortisation, asset related costs, including depreciation and amortisation and property operating costs.

Table F outlines the direct and indirect cost for the levy and Regulatory Service Fees.

Table F – Direct and Indirect Costs

All financial models used in this CRIS are based on pre COVID-19 estimated activity levels. CASA will be updating the models as actual data is collected from the commencement of the registration and operator accreditation scheme, with a view to updating the CRIS within the next twelve months.

Description	Type	2019-20 Direct Costs $	2019-20 Indirect Costs $	2019-20 Total Cost $	2019-20 Capital Cost $
Registration and Accreditation	Levy	7,294,255	3,643,361	10,937,616	967,274
Grant of, initial issue or variation of, a remote pilot licence	Regulatory Fee	52,431	8,343	60,774	232,237
Certification of a person as an RPA operator & Variation, Renewal of, Certification of a person as an RPA operator & Certification of a person as an RPA operator to conduct an RPL training course	Regulatory Fee	464,652	350,715	815,367	1,641,818
Approval & Reissue of, Approval of an area for the purposes of operation of unmanned aircraft or rockets & Approval & Reissue of, Approval to operate unmanned aircraft near non-controlled aerodrome & Permission to operate Beyond Visual Line of Sight (BVLOS)	Regulatory Fee	93,283	82,093	175,376	-
Approval of operation of a large RPA	Regulatory Fee	352,811	234,776	587,587	-
Approval of Risk Assessment workshops	Regulatory Fee	8,619	6,487	15,106	-
Total Cost Recovered Activities		**8,266,052**	**4,325,774**	**12,591,825**	**2,841,328**

4.2.5 Allocation of direct and indirect costs to outputs

The basis of allocation for the levy for service is described in Table G.

Table G – Cost Drivers and business rules

Division	Key Cost Driver	Business Rules
Operational Areas (Direct Costs)		
RPA registration	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on direct hours recorded. Other expenses, i.e. supplier, contractors, consultants and depreciation, are also allocated based on the same allocation proportion as employee expenses due to materiality. These outputs and business processes directly relate to the key activities of; registration and operator accreditation.
Surveillance	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on number of surveillance events for level 1 and level 2. Campaign Surveillance at public events such as Vivid festival etc.
Safety and Promotions	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on historical data, including projected peaks and troughs associated with registration and operator accreditation process.

Division	Key Cost Driver	Business Rules
Education	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on estimated effected population numbers based on research.
Standard Development	Staff Effort	Standard setting, surveillance and investigation costs are assigned to standard setting, surveillance and investigation services respectively. Corporate management related activities such as systems support, process re-engineering, guidance development and training are assigned to non-chargeable services.
Enforcement (not cost recovered)	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on the number of referrals recorded.
Platform and Application Support	Staff Effort	IT infrastructure costs are based on project numbers.
Enquiries Management	Staff Effort	Employee expenses are allocated to their corresponding outputs and business processes based on the estimated number of enquiries.
Client Services Centre	Staff effort	Chargeable activities are attributed to aviation regulatory services based on estimates of regulatory service volumes and a proficient CASA officer times. Regulatory service-related activities such as client enquiries and related administration are assigned to aviation regulatory services – non-chargeable.
Stakeholder Engagement	Staff effort	The costs are attributed to safety education and promotion services funded by Government and are not cost recovered.
Support Areas (Indirect Costs)		
Legal, International and Regulatory Affairs	Staff effort	Generally allocated across operational business units based on Average Staffing Level (ASL). Chargeable costs include drafting costs (e.g. the drafting of a legislative instrument).
Executive	Staff Effort	Allocated to operational decisions based on ASL and then distributed across services based on direct hours recorded by the operational area.
Corporate Services	Staff effort	Allocated to operational divisions based on ASL and then distributed across services based on direct hours recorded by the operational area. Other centrally managed expenses, i.e. supplier, contractors, consultants and depreciation, are also allocated based on the same allocation proportion as employee expenses due to materiality.

As previously noted, staff expenses represent on average 60% of direct costs. These costs are allocated to RPAS services based on a survey of staff effort. Where suppliers and other expenses are allocated directly to operational cost centres they are allocated to activities in accordance with estimates of usage.

4.2.6 Relationship of charges to cost of outputs/business processes

CASA uses an activity-based costing methodology for the assignment and allocation of all direct, indirect and overhead costs to RPAS services. Under this methodology, input costs are allocated to services based on their estimated consumption.

Using this methodology, costs are classified as direct and indirect. Direct costs can be easily and conveniently traced to the particular cost object (service), e.g. salary costs of staff involved in service delivery.

4.2.7 Categories of capital costs included in the business processes and outputs

Operating costs

The operating costs included in the business processes comprise depreciation of plant and equipment (including IT hardware and infrastructure) and amortisation of computer software together with certain software development costs where it is determined to be operating rather than capital in nature.

Capital expenditure

The RPAS regulatory services are supported by a number of significant capital infrastructure projects that will require ongoing investment. Upgrades to information technology systems to implement the registration and operator accreditation scheme will be delivered under CASA's Service Delivery Transformation program.

CASA's capital RPAS investment profile for future periods includes:

Table H – Capital Investment Profile

Year/ Amount	Description
2019-20 $2.8m	Continuation of the service delivery program, upgrades to European Aviation Processing (EAP) and other systems and infrastructure. Automation of processing of RePL and ReOC applications.
2020-21 $0m	
2021-22 $0m	
2022-23 $0m	
2023-24 $0m	

Design of cost recovery charges

4.2.8 Cost recovery charges

The costs associated with the delivery of RPAS services will be recovered through the levy and Regulatory Service Fees. All revenue collected will be aligned with expenses incurred in providing these activities.

A levy is appropriate for cost recovery RPAS services provided by CASA as it is applicable to a group of individuals or organisations. The levy will directly fund RPAS sector activities and is expected to cover the associated costs in the future.

4.3 RPAS charging structure

CASA administers RPAS regulation through cost recovery arrangements whereby it charges the RPAS sector the cost of issuing certificates, licences, authorisations, registration and accreditation.

The levy and regulatory service fees are expected to cover CASA's costs associated with regulating the RPAS sector. This will include costs such as administration, surveillance, education, standards development, regulation maintenance and implementation, enquiries management, IT infrastructure and support.

The *CA Fees* contains entry control and renewal type fees using a mixture of fixed and hourly rate fees. For an organisation or an individual to operate in the aviation community they must have an authorisation as required by the CA Act or regulations made under that Act or the CAOs. This is reflective of the size and complexity of services rendered under the regulatory framework.

The registration and operator accreditation scheme will be recovered through the implementation of the new cost recovery levy.

4.3.1 Volume and Demand Assumptions

CASA forecasts the expected level of activity as part of its annual planning and budgeting process. This is based on its understanding of these economic factors and through its ongoing interaction with the RPAS sector.

The level and complexity of safety regulatory activity required to be undertaken by CASA will increase as a result of an expanding RPAS sector.

Industry demand for RPAS services is driven by the demands of all participants of the RPAS industry. Demand for activities will vary depending on size, risk, complexity and maturity of the RPAS sector, individual organisations and individual participants.

4.3.2 Current schedule of charges

The current fees and charges are set out in the CA Fees which can be accessed at www.legislation.gov.au. A summary of proposed RPAS fees and levy are contained in Appendix C.

Risk Assessment

4.4 Management of cost recovery risks

CASA first commenced regulating RPAS when it published *CASR Part 101* in 2002 – which dealt with the technology of that time. However, the rules were substantially revised in September 2016 to encompass commercial operations (ReOC) and RePL incorporating certain qualifications and minimum number of hours of experience flying RPA.

The RPAS sector has experienced the most dynamic growth in aviation with future projections still expected to grow between 200 and 500 per cent. It is expected that the private sector will grow even more, but it is difficult to gauge exactly how many private RPAs will be flying in the future. In 2017, the number of RePL holders increased by 54 per cent, and the number of ReOC grew by 70 per cent.

Not only will the magnitude of this sector continue to grow, but so too will the complexity and types of activities. The challenges facing CASA in the RPAS sector include maintaining a safe aviation system, keeping abreast of rapidly evolving technology and balancing public interest expectations while allowing for RPA to be used for innovative purposes.

To better address the challenges associated with this growing and dynamic RPAS sector, CASA established a dedicated branch in August 2017 to assist in building relationships with RPA operators, manufacturers and industry associations, other national aviation authorities to develop a compatible approach to oversight as well as deliver safety education and public awareness of safe operations.

However, as previously noted, demand for RPAS activities is driven by advances in RPAS technology and cost of operation, which in turn drives the number of RPA operators by making available new opportunities for companies and individuals. Similarly, changes in costs and business processes related to the RPAS activities may fluctuate.

To mitigate these risks, CASA will review the cost drivers and volume metrics for RPAS charges annually. These reviews will ensure the RPAS charges reflect directly attributable costs and the appropriateness of drivers of those costs.

5 Stakeholder Engagement

Consultation and communication with the RPAS sector are an important part of CASA's activities. CASA undertakes stakeholder consultation through, amongst other things, the publication of this CRIS. Consultation enables industry to provide views on the proposed charging arrangements.

5.1 Community engagement

As part of the development of aviation rules, CASA consults with the community to ensure the rules will work in practice as they are intended. CASA has previously consulted with the community on RPA registration and accreditation as follows:

- August 2017 - CASA published a RPA discussion paper. The majority of respondents supported some form of registration, training and proficiency when the weight of the RPA was taken into account; and
- January 2019 – community consultation seeking feedback on the details of a registration and operator accreditation scheme (Including proposed charges to register RPAs).

5.2 Industry engagement

In November 2018, consultation with RPA and model aircraft industries was conducted through the Aviation Safety Advisory Panel – Technical Working Group (TWG). The TWG indicated to CASA that cost recovery should be balanced to the delivery of safety policy outcomes. The TWG surmised that a reasonable fee will maximise safety benefits through encouraging increased compliance rates.

- November 2018 – a group of RPAS industry experts met to consider registration and accreditation. This consisted of a TWG made up of industry representatives; and
- March 2019 – TWG met to consider the CASA proposed RPAS policy and responses to the consultation session.

5.3 CRIS consultation

The draft CRIS is available as part of CASA's introduction of cost recovery arrangements for RPA registration and accreditation requirements and amendment to the CA Fees to enable consultation with industry stakeholders.

Consultation is an important part of developing the final RPAS CRIS and CASA welcomes your comments. After all feedback is reviewed, the next step in the process is to complete and finalise the CRIS.

6 Financial Performance

6.1 Costs of RPAS services

Based on current projections, the cost of delivering RPAS services for 2020-21 is estimated to be $11.0m. This comprises $9m for new charges relating to the introduction of a registration and operator accreditation scheme and $2m for existing regulatory fees for service.

The cost of introducing the registration and operator accreditation scheme is primarily driven by the establishment of a dedicated area to manage and provide oversight over this growing and dynamic sector. Additionally, there is significant upfront and ongoing system maintenance costs to support the online system.

For existing Regulatory services, the increase in costs are a result of enterprise agreement staff salary increases, supplier cost increases, as well as increase in the level of services provided due to adjustments in activity in certain areas.

Table I defines all activities for the RPAS sector and the associated costs and projected revenue of all levy and Regulatory Fees.

Table I – RPAS Cost and Revenue forecast 2019-20

All financial models used in this CRIS are based on pre COVID-19 estimated activity levels. CASA will be updating the models as actual data is collected from the commencement of the registration and operator accreditation scheme, with a view to updating the CRIS within the next twelve months.

Description	Type	2020-21 Revenue $	2020-21 Costs $	2020-21 Surplus / (Deficit) $
Registration and Accreditation	Levy	0	8,672,153	(8,672,153)
Grant of, initial issue or variation of, a remote pilot licence	Regulatory Fee	68,628	66,464	2,164
Certification of a person as an RPA operator & Variation, Renewal of, Certification of a person as an RPA operator & Certification, or variation of certification of a person as an RPA operator to conduct an RPL training course	Regulatory Fee	899,999	876,149	23,849
Approval & Reissue of, Approval of an area for the purposes of operation of unmanned aircraft or rockets & Approval & Reissue of, Approval to operate unmanned aircraft near non controlled aerodrome & Permission to operate Beyond Visual Line of Sight (BVLOS)	Regulatory Fee	196,093	189,669	6,424
Approval of operation of a large RPA	Regulatory Fee	1,272,659	1,210,429	62,229
Approval of Risk Assessment workshops	Regulatory Fee	32,718	31,118	1,600
Total Cost Recovered Activities		**2,470,097**	**11,045,983**	**(8,575,887)**

6.2 Financial estimates

CASA has used historical data to determine volumes in order to develop the associated costings, CASA will monitor and review volumes on an annual basis to ensure projected numbers are accurate. Any significant variances will trigger adjustments to the CRIS and possible adjustments to the pricing indicated within this document.

Table J outlines the financial results which CASA expects to achieve for RPA cost recovered activities.

Table J: Financial performance

Description	2020-21 $	2021-22 $	2022-23 $	2023-24 $
Expense	11,045,983	12,103,318	13,005,857	13,931,582
Revenue	2,470,097	3,178,851	3,922,980	4,645,510
Surplus / (Deficit)	**(8,575,887)**	**(8,924,467)**	**(9,082,877)**	**(9,286,071)**
Cumulative Surplus / (Deficit)	**(19,420,535)**	**(28,345,002)**	**(37,427,879)**	**(46,713,950)**

Note: *Registration and Accreditation (Levy) - Over recovery based on projected volumes and will be reviewed annually to ensure accuracy in projections.

Financial performance

CASA's projected performance estimates and actual expense are set out in Table K.

Table K: Financial performance actuals

Description	2020-21 $	2021-22 $	2022-23 $	2023-24 $
RPAS Sector				
Total estimated expenses	11,045,983	12,103,318	13,005,857	13,931,582
Total actuals expense				
Surplus / (Deficit)				
Cumulative Surplus / (Deficit)				

Note: Actual expenses will be populated annually as part of the review process.

6.3 Non-financial performance

CASA's primary aim is maintaining, enhancing and promoting civil aviation safety with particular emphasis on preventing aviation accidents and incidents. Detailed performance targets are contained in the CASA Corporate Plan 2019-20[2] and Portfolio Budget Statements (PBS)[3].

The RPAS service charges align to the CASA's corporate objectives and performance measures to maximise aviation safety through a regulatory regime, detailed technical material on safety standards, comprehensive aviation industry oversight, risk analysis, industry consultation and training.

CASA measures its performance in achieving our purpose of 'maintaining, enhancing and promoting the safety of civil aviation'. CASA's annual performance statement provides details of our performance against the measures in the PBS and the annual report.

[2] https://www.casa.gov.au/publications-and-resources/publication/corporate-plan-2019-2020

[3] https://www.casa.gov.au/about-us/reporting-and-accountability/portfolio-budget-statements

6.4 Key Forward Dates and Events

Based on the new charging arrangements, the registration and operator accreditation scheme will commence 30 September 2020. Key dates in this CRIS process are:

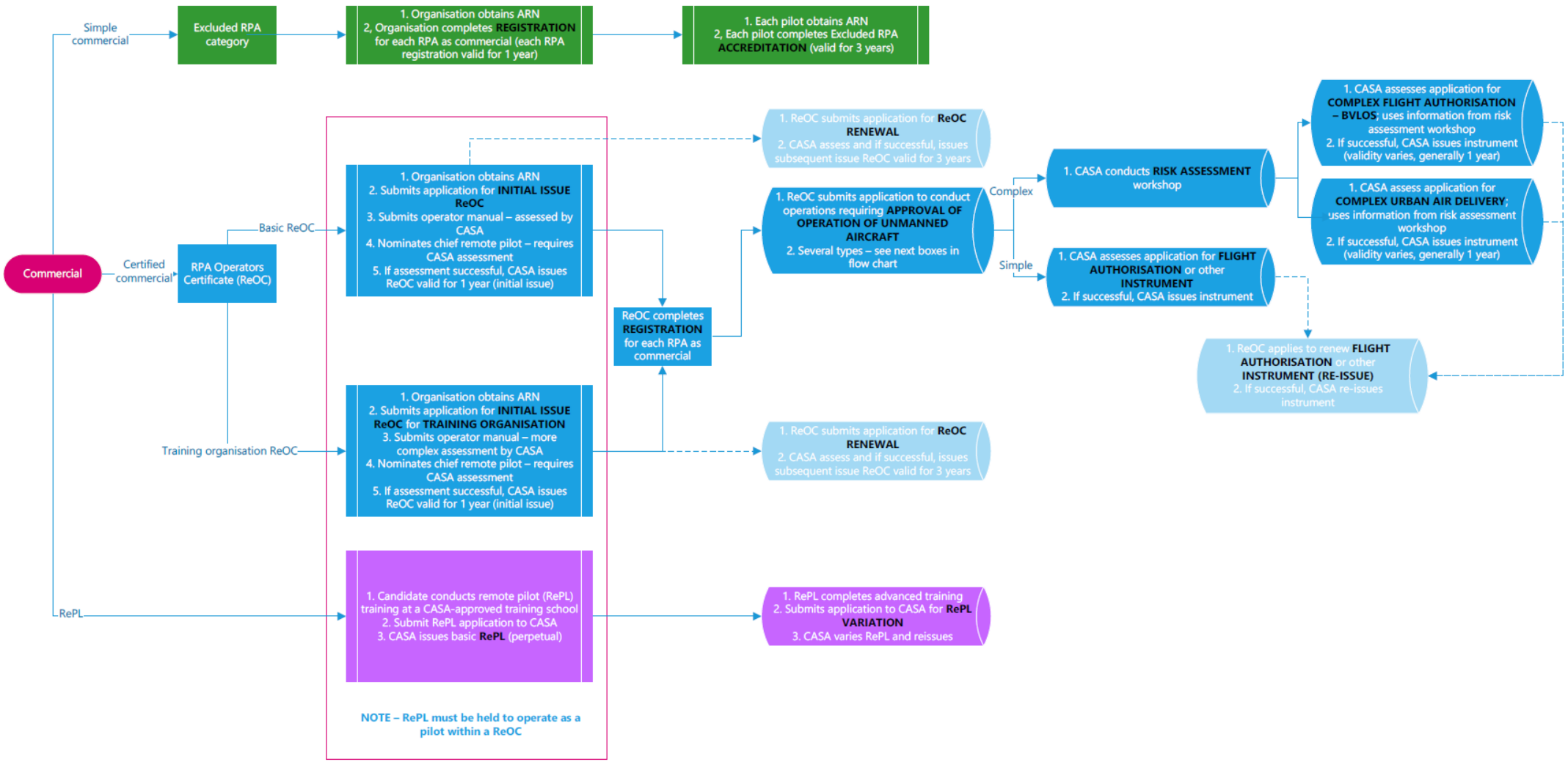
Table L: Consultation Schedule

Next Scheduled Event	Description	Date
Public consultation of draft CRIS	Published for consultation	TBD
	Public consultation closes	TBD
Responses to public consultation	Responses provided to respondents	TBD
CRIS finalised	CRIS updated to reflect results of public consultation where appropriate	TBD
Board endorsement of CRIS	Certification of the CRIS by the Board	TBD
Secretary endorsement of CRIS	Certification of the CRIS by the Secretary	TBD
Minister approval of CRIS	Agreement of the CRIS by the Minister for Infrastructure, Transport and Regional Development	TBD
Publication of the CRIS	CEO approves publication of the CRIS	TBD
Executive Council consideration	Executive Council to meet and approve the amended Civil Aviation (Levy) Regulations	TBD
New $0.00 levy comes into effect	Commencement of registration and operator accreditation scheme	30 September 2020
Annual Review	Review of cost drivers and volumes	TBD
Portfolio Charging Review	Review of all existing and potential charging activities within the portfolio	Undertaken in 2019, Next Due 2024

7 CRIS Approval and Change Register

Date of CRIS change	CRIS change	Approver	Basis for change
[insert date]	Certification of CRIS	Board, CASA	Updated CRIS
[insert date]	Publication of CRIS	CEO, CASA	Release of CRIS

Appendix A – RPAS Services Journey



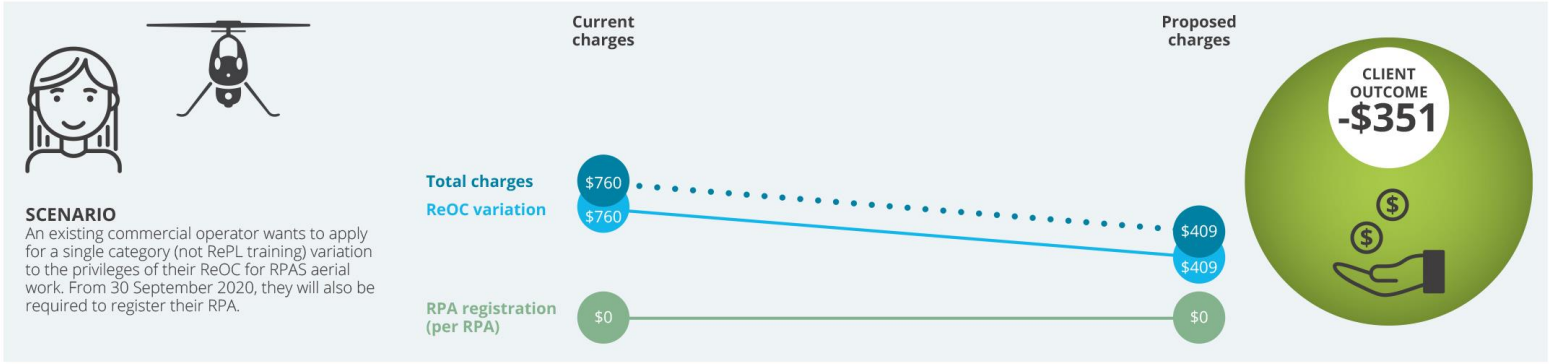
Appendix B – Industry Impact

Australian Government
Civil Aviation Safety Authority

TYPICAL COMMERCIAL AND EXCLUDED RPA OPERATOR SCENARIOS

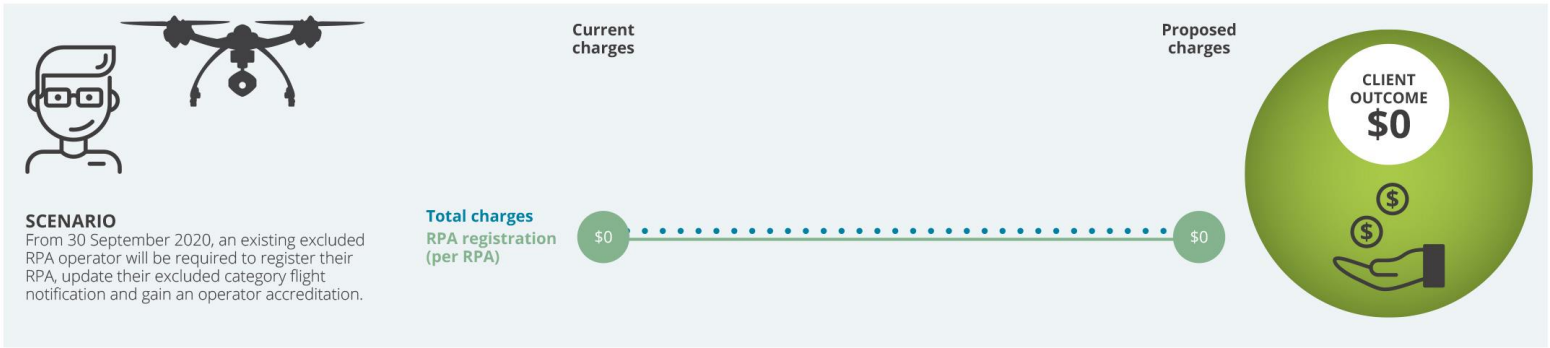
CASA has analysed client data to demonstrate the effect of the proposed remotely piloted aircraft (RPA) registration levy and change in regulatory fees for typical commercial and excluded RPA operators. This illustration compares current charges with the proposed charges for actual client operations. They have been deidentified for publication.

* ReOC renewal is due every three years.



SCENARIO
An existing commercial operator wants to apply for a single category (not RePL training) variation to the privileges of their ReOC for RPAS aerial work. From 30 September 2020, they will also be required to register their RPA.

SCENARIO
An existing commercial operator is due to renew their ReOC and obtain a new RePL. From 30 September 2020, they will also be required to register their RPA.



SCENARIO
From 30 September 2020, an existing excluded RPA operator will be required to register their RPA, update their excluded category flight notification and gain an operator accreditation.

* ReOC renewal is due every three years.

Appendix C – RPA levy & Regulatory fee schedule

Fee schedule

Description	Proposed Charge Type	Proposed Charge
RPA Levy	Fixed	$0
Approval of an area for the purposes of operation of unmanned aircraft or rockets	Fixed	$875
Reissue of, Approval of an area for the purposes of operation of unmanned aircraft or rockets	Fixed	$312
Approval to operate unmanned aircraft near a non-controlled aerodrome	Fixed	$875
Reissue of, Approval to operate unmanned aircraft near a non-controlled aerodrome	Fixed	$312
Approval of operation of a large RPA	Hourly	
Grant of, initial issue or variation of, a remote pilot licence	Fixed	$17
Certification of a person as an RPA operator	Fixed	$1,175
Variation of, Certification of a person as an RPA operator	Fixed	$409
Renewal of, Certification of a person as an RPA operator	Fixed	$114
Certification, or variation of certification of a person as an RPA operator to conduct an RPL training course – processing and consideration of application	Hourly	
Permission to operate Beyond Visual Line of Sight (BVLOS)	Hourly	
Reissue of, Permission to operate Beyond Visual Line of Sight (BVLOS)	Hourly	
Approval of Risk Assessment workshops – processing and consideration of the risk assessment component for complex operations	Hourly	