

Dear Susan,

Thank you for taking on these Dictators (CASA)

I am a commercial helicopter pilot gaining my CPL(H) in 2000.

To achieve this I sold my earthmoving business, rented out our house on our farm, packed up my four young children and with the support of my wife Terri headed to the Sunshine Coast, Queensland.

I struggled with the theory, needing three attempts before completing all subjects. I was very fortunate not to fail any subjects more than three times and being locked out by CASA. I find this a ridiculous rule because a student is gaining more understanding of each of these subjects each time they study and sit these exams and a three-month suspension is just detrimental, nothing to be gained by this. If you fail a subject five times that's your career, over. If you fail to complete all seven subjects within the two-year period CASA start taking those past subjects off you, this must be unique, I doubt there is any other education institution where this happens.

The commercial subjects are written in a way as to trick a student, questions are written with several right answers one answer being more correct than the others, students are therefore studying just to pass as opposed to learning a subject properly. This is not good for the student and definitely not good for aviation.

I was also fortunate enough to do my license when a student had three years to complete their commercial subjects now CASA in their wisdom has changed this to two years with the introduction of Part 61.

This shows complete ignorance and a gross lack of understanding by CASA. A student completing a CPL(H) or a CPL(A) part time has next to no chance to complete seven subjects with each subject taking approximately 2 weeks to study, fourteen weeks this is assuming

they pass each subject the first time, that's seven weeks a year over the two years, I am not aware of anyone who gets seven weeks annual leave. The cost associated with this for rural, regional and remote students is astronomical and if you choose to attend a ground school good luck finding one in these areas.

I also believe that the ASIC requirement is nothing more than jobs for the boys! You do not need an ASIC to fly an aircraft, the requirements relate to security-controlled airports, I was recently on the secure side of Brisbane and Canberra airports and I was not asked for and I did not have my ASIC displayed or in fact on me. I am currently going through the ridiculous process of renewing my ASIC, I must return my expired ASIC to the ASIC team along with all the evidence they already have of myself proving again who I am, then it is sent to Auscheck, it's then I assume sent back to the ASIC team who send it to CASA who then send it back to the ASIC team, they then notify me that my ASIC will be available for collection from an agent closest to me who I have nominated and where the face to face component of the application process will occur, at this meeting I must produce original documentation to prove my identity. I cant express how ridiculous this whole process is to me, I have a CPL(H) produced and provided by CASA with my photo on it, I have a NSW drivers licence with my photo on it. I understand that the federal government should have strict guidelines associated with airport security and most definitely with baggage handlers, refuelers, security checkers, airline pilots and aircrew etc but why the hell does it need to go beyond that, surely it's as simple as pilots licence in the same form as a drivers licence but displayed when in or around an airport/aircraft.

Again CASA is out of touch with rural, regional and remote Australia, as if it's not difficult enough to find and get to a DAME without the ridiculous and unnecessary requirement to need an ASIC.

I would like CASA to explain why the Airworthiness Administration (AA) exam for Licence Aviation Maintenance Engineers (LAME's) is

closed book. My son is a very good LAME but he too struggled with the theory and in his case the subjects associated with becoming a LAME. The AA was the most difficult for him, the equivalent exam for pilots, Air Law is open book but the AA exam is closed book, and as my son says "they (CASA) don't expect you to carry out maintenance without access to the regulations, so why do they expect you to do an exam that's written for lawyers without reference to those regulations"

This enquiry is way overdue, CASA is ruled by dictators who believe they are beyond reproach. They are out of touch with GA, they have no regard for rural, regional or remote Australia.

12/02/2020, I've just been contacted by my DAME saying I need a fitness test as part of my aviation medical for my CPL(H), this along with an ECG, glucose, blood and hearing test's, yes I am 57 years old not overweight and in good physical health as far as me DAME was concerned. Again I am very pleased I do not live remotely, it's just ludicrous. I don't hold an ATPL or fly for a commercial airline, so why do we have to waste and spend so much of our valuable time and money, they just don't get it!!

Thank you again for standing up for general aviation (GA) a very important resource provided by a very dedicated but struggling industry.

Kind regards  
Scott Montgomery