

Flight

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Submission to the Senate Committee for pilots and training,  
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In the USA individual instructors can instruct without the need for an Air Operators Certificate.

In terms of flight safety;

1. There is no incentive from CASA, nor sensible pathway for experienced instructors outside the expensive and unwieldy Air Operators Certificate to impart their flying skills. There are now very few VH (or mainstream) flying schools left in Australia, especially in country regions. This is against safety.

2. Most of the VH registered general aviation (GA) segment is dying on its feet due to being over-regulated to the point of strangulation. This is unhealthy and therefore against safety.

3. There is little scope for individuals attempting to engage CASA on any level to improve systems of training or maintenance. The CASA mindset often being against the industry, and it will not relinquish one iota of control, it always claims 'safety' as its reason. This is against safety.

4. Because of GA shrinkage there are fewer skilled people engaged in maintenance. This is against safety.

5. Because of GA shrinkage there are fewer refuelling points country wide. Literally dozens of bowsers have been de-commissioned in the last couple of years. This is against safety.

6. Every new CASA imposition, be it changing the rules again and again, creating more and more useless paperwork, making more 'make work' programs (drugs and alcohol testing for example) turns people away and drives up the cost of flying. Driving up costs can cause people to cut corners. This is against safety.

7. CASA sits on its hands when airports are being lost to land developers, drag racing, building of road transport terminals, or compromised with retirement housing and so on. Fewer airports is against safety.

We will only get some life back into mainstream GA when government makes changes to the charter of CASA. CASA should be made responsible to assist the industry to be viable and healthy. The Minister also should be made aware of today's parlous state of general aviation (GA). CASA could be greatly reduced in size, thus saving the taxpayer many millions of dollars, were it be constrained to core functions.

Perhaps a ginger group from Qantas pilot ranks will attract the attention of government, starting with the fact that we do not have enough Australian pilots coming through ranks. What will happen if the push for airline pilots to have more flying time before big jet employment comes into being? Then there really will be a problem in sourcing home grown pilots from the reduced circumstance of present day GA. Most likely some pilots will come from the USA, out of the system of individual instructors and maintenance engineers that CASA claims is not safe (recall the number that came when the Hawke government took control of the pilot's dispute). It is time for the Parliament to make changes for the betterment of Australian aviation and the country as a whole.

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