

The Secretary,

RRAT,

CANBERRA ACT 2600

Dear Dr. Thomson,

**2<sup>nd</sup> February 2018 - For Publication**

I wish to draw the Committee's attention, as I have in previous times to serious matters where the regulator CASA, has interfered with due process, to the extent that the aviation sector is now compromised and can no longer operate without the signs of serious stress that are embodied in (a) to (l) of your inquiry.

I seek to make a submission, which is to be private and for the following reasons:

***The aviation industry is in crisis, but there has been no definitive action. This must occur.***

**In July 2017:**

## Judicial Inquiry into CA\$A called for by LNP Queensland Conference

On the floor of the 2017 LNP [Liberal National Party] Queensland on Sunday 16th July 2016, the following motion was placed and carried ".....on the show of hands....".

***That this Convention of the LNP:***

*Calls upon the Federal Coalition to review recent air crash incidents and other matters, particularly in rural areas, with a view to developing and implementing changes to the Civil Aviation Act to:*

- 1. Better manage aviation in Australia and*
- 2. Implement a judicial inquiry to investigate existing problems of the Regulator.*

This becomes a direction to the LNP of Queensland as to the wishes of it's members.

Support came from the FNQ [Far North Queensland] branches represented at the Conference.

*Two written submissions were made from the family of a dead passenger and an injured passenger.*

***In part, the injured passenger [who would be happy on approach] to give evidence to the inquiry said:***

***Job:*** Retrieve an Australian women from Samoa that needed to go to Melbourne Intensive Care.

If I knew that in November 2009, I was NOT protected by our lawmakers as I flew around the South Pacific many times in a Jet, I would have stayed on the ground.

In Australia, international air ambulance aviation has no direct, specific risk analysed regulations. This continues today.

The regulator leave that responsibility, dodging accountability, up to the operator. Therefore, no oversight of high risk Ambulance Policy being adhered to as there are none.

**A glimpse of that night.**

Close your eyes & imagine.

You're in a private jet at night, in a storm over the ocean. Life-Vest on, ready to BRACE at any moment.

Silence.

Watching your patient in a stretcher, helpless, holding her husband's hands and saying goodbye to each other.

There is a calm chaos of emotion. You think of your family, your life. The reality of death is so raw. All odds are against you. You hope to die on impact.

BRACE is yelled.

You hit the water at 200km/h. The jet fractures under your seat on impact. Senses collect as instinct and training kicks in. The struggle to get out the sinking jet is second by second as water rushes in and the plane starts splitting.

In a rough ocean 1 ½ hrs with a ½ inflated life-vest, holding your patient who has no vest.

***This really did happen.***

I came home, heads turned the other way when I asked for truths, our mouths gagged, no support as a single mother. The truth about it all is still obscure.

No final report has been published.

8 years in November.

An inconvenient aviation accident at an inconvenient time.

*Is this Safe Aviation Practice?*

*Pushed aside, not speak the factual truths.*

*My name is: Discarded Citizen 2009*



*This is still the subject of serious obstufication by both the regulator – CASA and the Investigator – ATSB.*

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Further, the effect of the bad regulatory set that the regulator has "developed", is having serious impacts on rural and regional areas throughout Australia, but particularly in Queensland, NT and Western Australia on the following areas:

1. Maintenance;
2. Pilot training;
3. Pilot availability;
4. Ownership;
5. Engineer training
6. Aviation medicals
7. Compatibility with overseas regulations and certification
8. Other matters

Parts 61, 141, 91, 125, 135 all demonstrate the problems of CASA, who attempt to micro manage an industry out of existence.

In 2010, there was an increase in excise given to fund CASA for particular issues. This had a 4-year currency [to allow a \$89.9m fund to complete the rule set that at that time was estimated to be north of \$250m].

But the excise was never stopped.

A recent FOI says that CASA have no responsibility to account for the money and it now goes to consolidated revenue.

We need to rectify and control this runaway monster.