

**Question on notice no. 123**

**Portfolio question number: 446**

**2017-18 Supplementary budget estimates**

**Rural and Regional Affairs and Transport Committee, Infrastructure and Regional Development Portfolio**

**Senator Nick Xenophon:** asked the Civil Aviation Safety Authority on 27 October 2017—

**Senator XENOPHON:** It's good to clarify that. I'm almost finished. The Senate inquiry some time ago found that there were a number of points of fault in the Pel-Air incident. It's clear there are a number of impositions on Mr James. Can CASA advise what other officials or what other entities by title, not name have had a remedial action placed on them in terms of whether there were multiple points of fault leading to this incident? **Mr Carmody:** Sorry, Senator, can I just clarify that. Are you talking specifically about the Pel-Air incident? **Senator XENOPHON:** Yes, I am. **Mr Carmody:** And whether we have placed restrictions on anyone else? **Senator XENOPHON:** Yes. **Mr Carmody:** I can take it on notice, but I understand the only restriction that was placed would be a restriction placed on the pilot in command, at this stage. I don't believe any other restrictions have been placed on the first officer, but I can check. **Senator XENOPHON:** And not on management issues with Pel-Air and their systems? **Mr Carmody:** I don't know whether that leads to any restrictions, but I'll take that on notice. **Senator XENOPHON:** And, on notice, there are issues of air traffic control and weather forecasting, so, if not restrictions, were there recommendations made in relation to improvements of that? **Mr Carmody:** Certainly I'm aware that a number of changes or improvements were made post that accident, but I can provide those responses on notice. I think they've been provided before, but I'm quite happy to provide them. **Senator XENOPHON:** Okay. On notice, after the release of the report, can you advise the committee of every person who was identified as contributing to the accident directly or indirectly and any action that CASA has taken in respect of those persons. That is something that can be done after the ATSB report. **Mr Carmody:** We will have to wait for the ATSB report, but certainly.

**Answer —**

CASA has taken no regulatory action against any person identified in the initial ATSB investigation report (AO-2009-072) released on 30 August 2012, or in the final ATSB investigation report published on 23 November 2017, who could be considered as contributing to the accident, other than the Pilot in Command.