

**G. A. [Peter] Lloyd AO OBE MId**

Villa 36, "Wollondilly Gardens",  
10 Mary Martin Drive,  
Goulburn N.S.W. 2850.

Phone: (02) 48210882  
Fax: (02) 48236648

15<sup>th</sup> January 2007.

Ms. Jeanette Radcliffe,  
Committee Secretary,  
Standing Committee on Rural and Regional Affairs and Transport,  
The Senate,  
Parliament House,  
Canberra A.C.T. 2004.

Dear Ms Radcliffe,

Thank you for your letter to me dated the 14<sup>th</sup> December 2006 suggesting I make a submission to the Committee in relation to the Airport Amendment Bill 2006, Airspace Bill 2006, Airspace (Consequential and other Measures) Bill 2006. I appreciate the opportunity to respond to your invitation and enclose a document to that effect.

In relation to The Airport Amendment Bill 2006 I have no written comments to make other than to point out to you and your Committee that around the world at any point of time in dollars value is the equivalent of three 747 Boeing aircraft on the ground due to mishaps on the tarmac area of airports; with the exception of Perth Airport, Australia is not exempt from this expensive and sad situation. Otherwise my remarks are relating to the other two Bills.

Further I add that I would appreciate an opportunity to address the Committee if they think it desirable as I believe in a spoken presentation I could make some points more strongly and perhaps more usefully than I am able to do in a written submission.

While your letter was addressed to me as the Executive Chairman of Safeski's International Aviation Safety Conferences and although that Body has a considerable influence on what I may write and say, the enclosed document is purely from me as a concerned Australian person of some world standing in aviation matters.

Thank you again for your courtesy in contacting me.

Yours Sincerely

"Peter" Lloyd

G.A Lloyd AO OBE MiD

P.S. you will note that although I am generally called Peter Lloyd my proper name and title is as above. Thank you.

- Attached: 1. Partial C.V. ¼ out of date.  
2. 2. Recent 2006 award citation.

①

PREPARED FOR THE 100TH ANNIVERSARY OF THE  
FEDERATION AERONAUTIQUE INTERNATIONALE 2005  
AT THE REQUEST OF DEPT OF FOREIGN AFFAIRS  
FOR THE AUSTRALIAN AMBASSADOR TO FRANCE  
BY WING COMMANDER MICHAEL ALVES, RAAF (RTD)

BIOGRAPHY

**GEORGE ALFRED (PETER) LLOYD AO OBE MID**  
**BORN 15 DECEMBER 1920**

---

<b>AO</b>	Officer of the Order of Australia – for services to aviation and international affairs
<b>OBE</b>	Order of the British Empire – for services to aviation and the motor industry
<b>MID</b>	Mentioned in Dispatches – for bravery in action WWII (Soldier Mid East and P.N.G.)
<b>FAIM</b>	Fellow of the Australian Institute of Management
<b>FCIT</b>	Fellow of the Chartered Institute of Transport
<b>FID</b>	Fellow of the Institute of Directors
<b>FRECS</b>	Fellow of the Royal Economic Society

---

- Educated Shore School, Sydney and University of Sydney
- Retired grazier and company director
  
- Powered aircraft pilot with 11,000 command hours
- Gas balloon pilot
- Qualified parachutist
- Flying experience in gliders and microlight aircraft
  
- Founding President, Australian Acrobatic Club
- Past President, Royal Aero Club and Royal Federation of Aero Clubs of Australia
- Past Chairman, Guild of Air Pilots and Navigators – Australian Region  
(Liveryman with Freedom of the City of London)
- President of Honour           FAI 1989 –
- President                        FAI 1986-1988
- Vice President                 FAI 1982-1986
- Treasurer                       FAI 1976-1984
- Australian Delegate to FAI from 1971
- Honorary Governor, Australian Sport Aviation Confederation
- Executive Chairman, Safeskiies, Australia's International Air Safety Conferences
- Life Member, Australian Parachute Federation
- Life Member, Recreational Aviation Australia
- Director, Royal Flying Doctor Service – 14 years (retired)

---

**AWARDS**

- World Gold Air Medal – the world's highest aviation award
- Oswald Watt Gold Air Medal – Australia's highest air award
- FAI Bronze Medal
- Paul Tissandier Diploma
- Yuri Gagarin Decorations (Russia) for distinguished services to the cause of world peace and cosmonautics through international aviation
- Order of Svazam (1st Class) Czechoslovakia for distinguished services to the cause of world peace through air sport

---

**FOOTNOTE:**            Founder and Executive Chairman  
                              Helicopter Utilities Pty Limited  
                              Operating 89 helicopters at his retirement

(2)

**AVIATION SAFETY FOUNDATION AUSTRALASIA**  
**ASFA** "Independently Promoting and Facilitating SAFE & SOUND AVIATION"

**AVIATION SAFETY AWARDS FOR 2006**

*Presented by ASFA's Patron*

**THE GOVERNOR-GENERAL OF THE COMMONWEALTH OF AUSTRALIA**

His Excellency Major General Michael Jeffery AC CVO MC (Retd) Governor-General of the Commonwealth of Australia, and ASFA's Patron, honoured aviation safety leaders with prestigious awards at a ceremony at **Admiralty House, Sydney on 17 July 2006**. The eighty guests in attendance included representatives from Government and Australian and New Zealand aviation industry sectors.

The awards presented and the proud recipients were as follows:

- o **ASFA Patron's Aviation Safety Lifetime Achievement Award** was presented to **Mr George Alfred (Peter) Lloyd AO OBE MID** for outstanding lifetime commitment and contribution to enhancing aviation safety in Australasia.

*George Alfred Lloyd, "Peter" to all who know him, is the Executive Chairman of the most successful SAFESKIES International Aviation Safety Conferences and Convenor of the Sir Reginald Ansett Memorial Lecture. His AO was awarded for services to international relations and aviation; his OBE for services to aviation and the motor industry. He was mentioned in dispatches for World War II bravery. His aviation achievements include powered aircraft pilot with 11,000 command hours as well as glider pilot, balloon pilot and parachutist. He is a past Chairman of the Guild of Air Pilots and Air Navigators (GAPAN) - Australian Region; the founding President of the Australian Aerobatic Club; past President of the Royal Aero Club and the Royal Federation of Aero Clubs of Australia. From 1971-1989 he served in various senior positions with the Federation Aeronautique Internationale, including as President and President of Honour.*

*Overall, Peter has an extraordinary record of achievement and recognition in aviation, business and community affairs within Australia and internationally.*

*He is a great Australian and has received many worthy awards for his services including the World Gold Air Medal (World's highest Aviation Award), the Oswald Watt Gold Air Medal (Australia's highest Aviation Award), the Paul Tissandier Diploma (issued by the Federation Aeronautique Internationale), the Yuri Gagarin Decoration (Russia) for distinguished services to the cause of world peace through air sport and the Order of Svazam (1<sup>st</sup> Class) Czechoslovakia, for distinguished services to the cause of world peace through air sport.*

*Peter Lloyd is truly a most worthy recipient of the prestigious ASFA Patron's Aviation Safety Lifetime Achievement Award for 2006.*

The Secretary,  
Senate Rural and Regional Affairs and Transport Committee,  
Department of the Senate,  
Canberra A.C.T.

**Submission by G. A. ["Peter"] Lloyd AO, OBE, MiD, in relation to the  
Airspace Bill 2006 and Airspace (Consequential and Other Measures) Bill  
2006.**

This is a personal submission and in no way should be construed as representing the views of the various aviation bodies with which I am connected. However, a great deal of my life has been involved in developing better air safety in all areas of aviation; and I believe that I have some special qualifications. I attach to this an Aviation CV prepared a year ago for use in France on the 100<sup>th</sup> Anniversary of the Federation of Aeronautics Internationale in which I had the honour of being the World President and am now a President of Honour.

Summary.

1. The above introduction.
2. The Bills.
3. Remarks concerning CASA and its suitability to do the tasks envisaged in the Bills.
4. Conclusion.

2. ***The Bills.*** These represent, if they become Acts of Parliament, a very valuable step forward for the administration of airspace, and for creating the best world practise in relation to that duty, compatible with the most desirable safety outcomes. It is to be realised that safety in the air has to be striven for as a continual aim. Air safety may never be taken for granted as there are both human and mechanical factors, as well as weather, that will always have an impact. The Bills are to be applauded for their clearness of statement, and the use of English in a perfectly understandable fashion which is invaluable in setting up the best system and the safest.

In consequence, I believe that these Bills should become Acts of Parliament and in doing so will eliminate some considerable and undesirable anomalies that exist

in the present system. Airservices, since the problems that arose under its old Board of Directors in relation to the introduction of a National Airspace System, has addressed those problem with resolution, and is in a position to hand over to CASA a good working introduction to its perceived new duties. The body within the Airservices, called in short the AERU, is a brilliant creation of the CEO of Airservices, Mr Greg Russell, and has been able to divorce itself from the slurs that existed over the previous space debacle, and patently is not driven by the profit motive; this is a proper aim of the general operations of Airservices Australia.

*In short, I recommend that these Bills be adopted as Acts of Parliament.*

***3. In considering CASA's suitability to administer these, hopefully, new Acts, the following point perhaps are worthy of memberance and consideration.***

- A Regulator in the Aviation business, if in disarray, inevitably leads to accidents. In making this comment I speak with some considerable knowledge having flown light aircraft, and as I stress to my Qantas friends, IN not over, more than 60 different countries. Although my duties in high office in the Federation of Aeronautics Internationale for some 20 years had access to leading figures around the world in matters of aviation, in many cases starting with the President of the nation concerned, nothing has caused me to resile from that opinion.
- The appointment of Mr. Bruce Byron A.M as CEO of CASA and Director of Aviation Safety for Australia stopped the sad situation into which CASA had degenerated. A very well known Air Marshall in referring to CASA at the time of Mr. Byron's appointment, referred to it as a "poisoned chalice". The problems confronting Mr. Byron to revolutionise CASA were great. Imbedded in CASA were virtual concrete silos of independent opinions, aims and ambitions, which in too many cases did not look upon the creation and preservation of the best air safety outcomes, from their actions, as a duty. Many of these people were simply time servers and CASA was a convenient receptacle for their employment. Because of the structure of CASA, and the way in which the Public Service operates, it was not possible for Mr. Byron to clean-out all those people in one fell swoop. In my considerable experience in industry – motor industry, tourism, and finance – I, as the CEO, would have been able to act fiercely and with complete resolution to do what was necessary. This procedure was denied to Mr. Byron. But now he is almost there!

To come to the recent situation; the dramatic alterations that have now been introduced into CASA have achieved some very valuable outcomes.

- The appointment of Mr. Carmody as a Deputy CEO is a good move, and he is not tarred with the brush that affects so many senior public servants that because a person is employed in an expert role, therefore he is an expert!

Many of the people, who have now left CASA, under the revised regime, were no more experts in the areas in which they proffered to be experts, than a number of people in high places outside CASA who presumed to advise "how it should be done". Mr Byron had to 'bust up' what could only be described as a "Maffia" in Canberra and within CASA, that did not have, even in some cases the people involved thought they did so, the nations best safety interests at heart. I am now convinced, that the people who are staying in CASA, and particularly those who are now heading departments, are dedicated to actions aimed to achieve a better safety outcome than at present, and hopefully the very best safety outcome. This will flow onto Air Space Control and Administration if given the chance. Now is the time to test it.

Messrs Byron, Gemmel and Carmody, I am sure are fully committed to this ideal and policy.

- As to the achievement of the aims of the Airspace Bill and the other, it is heartening to know that the AERU of Airservices will be fully available, through its personnel, to lead not only to a smooth transmission of obligations from Airservices Australia to CASA, but to the instilling of the concept of the best and proper way to manage air space wherever Australia may have responsibilities in a manner that will be held by CASA also to be compatible with the best safety outcomes.
- The Creation within CASA of the necessary air space management function as a separate operation with its head reporting directly to the CEO is wholly desirable, and in my view vital. That head person has to be recruited from outside CASA, and if my wide knowledge of people around the world in aviation can be of use it is freely available to whose who will make the decision in relation to that person.

- A matter of great concern which is addressed in the Airspace Bill is the responsibility of the Minister to make a statement of National Airspace Policy – “The Statement.” From conversations I have had within the three involved bodies, Dotars, CASA and Airservices, The Statement will need to be well considered in recommendations to the Minister, by people who will hear what the CASA officers have to say that will be independent and clear thinking in their advice. This body obviously has to be within Dotars and it must conform in its advice to the Minister, so that he too may conform and decide appropriately. Whatever is recommended has to be aimed at achieving an improved, or, I say hopefully the best, safety outcome. This must of course be, compatible with efficient management of air space.

- A further matter which comes broadly within this obligation is the need for an outside body to check the various means of Risk Analysis. There are excellent bodies, the University of NSW comes to mind, who are capable of doing very good Risk Analysis Exercises and the use of these people should not be overlooked by CASA or Dotars. In particular in this area I commend, to the use of those involved, the skills and knowledge of Dr. Bob Hall, who I understand has also submitted a paper on the subject of these two Bills to the Committee, as he has had the longest association of anyone of whom I know with air space efforts to ‘*get it right*’ within Australia. His advice has far too often been overridden by the self seeking representation of those who have not had the total National interest at heart. I commend Dr Hall to the Committee to hear what he may have to say, particularly as Dr Hall himself is an expert in creating “*models*” from which informed decisions may be taken. Like me, and also Mr. Byron, he is wholly dedicated in all regularity matters relating to aviation and air space, to see that they are aimed at least to achieve the best safety outcome, compatible with sensible interpretation and available fact.

**A word of warning:** In aviation, more than any other discipline, I have found a worldwide undesirable tendency of those who write regulations, to have the most difficulty to shake paternal, proprietary interest in them - be they meeting the requirement for “*the best safety outcome*” or not . I stress that the ministerial advisors must have no such parental aim. I am sure Mr. Mick Taylor, Secretary of Dotars, and Deputy Secretary Mr. Myrdak, are resolute in preventing such an intrusion.



- Mentioned in the Bill is a reference to the *Australian Defence Force*. Again I believe this is very sensible and with goodwill and again dedication to the best outcome of any rules introduced, a good result will follow. There is an unofficial body comprising the Secretary of Dotars, the CEO Air Services, Chief of Air Force, and CEO CASA, that can be invaluable in guiding all areas of participants in air space matters. This body is significant, as long as it has no legislative standing, as it can conduct its deliberations in an area of absolute goodwill one to another, dedicated to looking after Australia's air space and indeed most other aviation needs. This body has, behind the scenes, a highly significant role to play in the furtherance of the requirements of the Bill.

### 3. Conclusion.

The purpose of these two Bills will be achieved, if the actions under them particularly by the CEO of CASA and his senior officers, are supported and encouraged by the *Parliament*, the *Government*, other involved senior members of the *Australian Defence Fore* and the *Public Service*, and finally, and terribly importantly, *the Industry*. The latter is ready to be convinced that the moves being made in CASA will lead to a civil aviation regime in Australia of a worldwide reputation comparing favourably with our highly acclaimed Department of Civil Aviation of years ago



Signed: G.A. ["Peter"] Lloyd.

Dated: 16<sup>th</sup> January 2007.

(1)

PREPARED FOR THE 100TH ANNIVERSARY OF THE  
FEDERATION AERONAUTIQUE INTERNATIONALE 2005  
AT THE REQUEST OF DEPT OF FOREIGN AFFAIRS  
FOR THE AUSTRALIAN AMBASSADOR TO FRANCE  
BY WING COMMANDER MICHAEL ALVES, RAAF (RTD)

BIOGRAPHY

**GEORGE ALFRED (PETER) LLOYD AO OBE MID**  
**BORN 15 DECEMBER 1920**

---

<b>AO</b>	Officer of the Order of Australia – for services to aviation and international affairs
<b>OBE</b>	Order of the British Empire – for services to aviation and the motor industry
<b>MID</b>	Mentioned in Dispatches – for bravery in action WWII (Soldier Mid East and P.N.G.)
<b>FAIM</b>	Fellow of the Australian Institute of Management
<b>FCIT</b>	Fellow of the Chartered Institute of Transport
<b>FID</b>	Fellow of the Institute of Directors
<b>FRECS</b>	Fellow of the Royal Economic Society

---

- Educated Shore School, Sydney and University of Sydney
- Retired grazier and company director
  
- Powered aircraft pilot with 11,000 command hours
- Gas balloon pilot
- Qualified parachutist
- Flying experience in gliders and microlight aircraft
  
- Founding President, Australian Acrobatic Club
- Past President, Royal Aero Club and Royal Federation of Aero Clubs of Australia
- Past Chairman, Guild of Air Pilots and Navigators – Australian Region  
(Liveryman with Freedom of the City of London)
- President of Honour           FAI 1989 –
- President                        FAI 1986-1988
- Vice President                FAI 1982-1986
- Treasurer                       FAI 1976-1984
- Australian Delegate to FAI from 1971
- Honorary Governor, Australian Sport Aviation Confederation
- Executive Chairman, Safeski's, Australia's International Air Safety Conferences
- Life Member, Australian Parachute Federation
- Life Member, Recreational Aviation Australia
- Director, Royal Flying Doctor Service – 14 years (retired)

---

**AWARDS**

- World Gold Air Medal – the world's highest aviation award
- Oswald Watt Gold Air Medal – Australia's highest air award
- FAI Bronze Medal
- Paul Tissandier Diploma
- Yuri Gagarin Decorations (Russia) for distinguished services to the cause of world peace and cosmonautics through international aviation
- Order of Svazam (1st Class) Czechoslovakia for distinguished services to the cause of world peace through air sport

---

**FOOTNOTE:**            Founder and Executive Chairman  
                              Helicopter Utilities Pty Limited  
                              Operating 89 helicopters at his retirement