

Supplement to:

Joint Submission – Senate Inquiry

CASA Administration and Related Matters

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Noting the extension of the Committee’s reporting date, and reflecting on the difficulties we experienced because of the short lead time for our submission, we have taken the liberty of providing a supplement to our submission. We believe it more precisely describes our most important recommendation – the need for R&D-supported aviation safety training – and ensures the focus is tightly on real and urgent aviation safety needs.

Further input is motivated by evidence that only came to hand over the past weekend. It is:

- A report from a colleague just returned from a stint flying as a commercial pilot in remote areas.
 - The key issues are the alarming rate of poor flight discipline amongst recent graduates of flight training and inadequate preparation for professional duties.
- The terrible fatality rate on Queensland roads over a two-day period.
 - Increase in road fatality experience involving a particular circumstance – young drivers and their attitudes – has been noted in recent years. There is no reason to assume that similar mindsets will not eventually affect flight safety.
- Review of CASA’s report on the Avalon Airport airspace.
 - This Report conforms to common usage in Risk Management (RM). However, we believe it is deficient (in keeping with off-the-shelf RM) in that outcomes (recommendations for action) are risk-tolerant. That is, when it comes to flight safety – and passenger safety in particular – a higher standard may be necessary regardless of cost.

Our main recommendation – and we acknowledge that it could have been more clearly stated – is for a CASA funded (though independent) research and development facility capable of providing aviation safety and related training with special emphasis on Australian needs. If there is dissatisfaction with CASA performance, then high quality, pertinent, training should provide at least part of the solution, and perhaps the greater part.

In the cases cited, the need can, in small part, be exemplified as:

- Better training in the ab initio courses and low cost “flight-follow” technology.
 - The facility we have in mind will have the capacity to develop more potent training paradigms and associated reference materials.
 - Low cost flight-follow technology exists. Some R&D is needed for GA usage (and to ensure costs remain low – eg, \$500 per unit)
- A concern for aviation is that “generational attitude sets” might lie fallow within the workforce for decades before emerging as safety threats. It is hypothetical, but the risk factor is such that the matter demands analysis and conclusion.
- Risk review for some aviation applications – such as airspace management – call for broader and more flexible hazard analysis and design of control measures. This is the sort of thing routinely and effectively done by university accident research groups.