

SUBMISSION – ENQUIRY INTO ADMINISTRATION OF CASA.

This submission deals with only one aspect of CASA administration, but a very vital aspect.

Bluntly put, the administration is, I believe, institutionally corrupt.

Up until about 1990 CASA was an organization that was respected by the General Aviation section of the business, since that time everything has changed.

Each different state interprets and administers rules and regulations differently, yet it is supposed to be a national body. Consistency across the organization is non-existent, the rules/regulations applied to one GA company are not applied to another, with no explanation for the discrimination.

My more recent experience is with the N.T. area. which appears to ignore or not reply to letters or queries, and when a copy of that letter was sent to CEO Byron, there was still no response.

They are an arm of government but they are not answerable to anyone. They still act as judge, jury and executioner, when their role should be in administering the rules and regulations, not prosecuting or making administrative decisions to bypass any court action, having made their own judgments on a situation.

They are quite happy to misuse the Freedom of Information laws to support their own decisions, when questioned by an organization.

Their decisions have been based on personalities, not on proven facts and their decisions have been made on untested allegations, not facts.

My experience shows that 99% of allegations that have been tested in a proper court have been shown to be baseless, and yet CASA has taken punitive action based on these allegations, without any recourse available to the person or organization affected.

Decisions are made on personal interpretations of regulations, and decisions have been based on allegations of perceived personality traits, not on known and proven facts.

The present situation has seen the demise of the commercial General Aviation section of the industry, with the resulting loss of training of pilots and thus the loss of experienced pilots ready to move to airlines/regional RPT. For forty years the GA sector was the training ground for airline pilots, and with a healthy GA sector there was no shortage of good pilots for the airlines, now it is such a problem that some RPT services have had to

be cancelled because of a lack of suitably qualified pilots. This can be directly linked back to the destruction of the GA sector by CASA.

. Engineering is no better, with the lack of commercial G.A. there is not the ability to provide apprenticeships, and for those that do have apprentices the cost of examinations is ridiculous and prohibitive. Qualified engineers are treated like ignorant school-children by many of the CASA staff, so it is no wonder that they leave the industry.

The continued invention and over application of regulations to a sector that does not need such regulations has proven to be the death knell of that sector of the industry, and has discouraged many qualified people to leave the industry.

The time taken to approve even the simplest addition to an AOC is destructive of business expansion and to take twelve months or more to approve an AOC for a small G.A. company indicates either a lack of ability or lack of will in CASA.

Good employees of CASA leave because of the corporate culture of that body.

Any person who depends upon CASA for the continued operation of their business is afraid to speak out, because past actions have shown that those who do speak out are no longer welcome in the industry, with their businesses destroyed.

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