

Glenfield NSW 2167

The Manager  
National Aviation Policy Statement  
Department of Infrastructure, Transport,  
Regional Development and Local Government  
GPO Box 594  
CANBERRA ACT 2601

Dear Sir,

### **Aviation Green Paper Comments**

Having participated in the recent Senate Enquiry on the administration of the Civil Aviation Safety Authority (CASA), I was interested to review the contents of the Aviation Green Paper, to see how the three main senate enquiry recommendations were translated into the document. Although the first two senate enquiry recommendations were addressed, I'm disappointed that the third recommendation appears not to have even been considered.

As a recently retired CASA airworthiness inspector with principal oversight responsibility of Qantas Airways for a period of 10 years, I feel that recommendation three, requesting a National Audit Office audit of CASA's implementation and administration of its Safety Management Systems (SMS) approach is absolutely essential, following the failure of SMS after introduction by both FAA and Transport Canada. The SMS approach is basically quasi self regulation by aviation operators, in order for National Authorities to reduce oversight resources, which are already at a questionable minimum level for a realistic regime of effective audit and surveillance oversight.

If you review my Senate Enquiry submission and interview transcript I have been concerned for some time about the level of resources allocated to the CASA Sydney office for the effective airworthiness oversight of Qantas. In having only a total of eight airworthiness inspectors, allocated to not only oversight Qantas, but also other regional airlines is a nonsense and my worst fears are that Qantas will need to lose an aircraft before manpower is increased, by what appears to be a CASA management tombstone mentality on increasing resources at Sydney.

[http://www.aph.gov.au/SENATE/committee/rrat\\_ctte/casa/submissions/sublist.htm](http://www.aph.gov.au/SENATE/committee/rrat_ctte/casa/submissions/sublist.htm)

[http://www.aph.gov.au/SENATE/committee/rrat\\_ctte/casa/hearings/index.htm](http://www.aph.gov.au/SENATE/committee/rrat_ctte/casa/hearings/index.htm)

Trusting you will give the above comments consideration in further development of an Aviation National Policy White Paper.

Yours sincerely,

David Klein

05 December 2008

**From:** david klein  
**Sent:** Saturday, 7 February 2009 1:34 PM  
**To:** Aviation Statement  
**Subject:** Aviation green Paper - Qantas Regulatory Oversight

The Manager - National Aviation Policy Statement

Dear Sir,

Following my submission of 05 December 2008, regarding the Aviation Green Paper shortcomings for the regulatory oversight of Qantas airworthiness, I have attached an article from today's Sydney Morning Herald to support my case on the lack of resources at the Sydney CASA office. The fact that the President of the Australian Licenced Maintenance Engineers Association claims CASA are ineffective, following the discovery of another Qantas engineer falsifying his qualifications, speaks for itself and supports my claim that the number of airworthiness inspectors being allocated to the Sydney office for Qantas oversight is a nonsense. After 10 years of the responsibility for Qantas airworthiness oversight at the Sydney office prior to my retirement, I consider there is a desperate need to have a minimum of three full time inspectors covering international operations and 5 full time inspectors for domestic operations. Additional inspectors should then be employed to cover all other major airline and regional airline responsibilities.

Please attach this email and PDF attachment, as part of my Green Paper review submission.

Yours sincerely,

David Klein

Glenfield NSW 2167

# Unqualified Qantas engineer discovered

**EXCLUSIVE**  
**Ben Schneiders**

QANTAS has allowed an unqualified employee to undertake specialist maintenance work on its aircraft, the *Herald* can reveal, in the latest blow to the safety reputation of the airline.

Last night the Civil Aviation Safety Authority said it had ordered Qantas to identify all the work done by the "employee over the past two years and assess the risk to air safety of each piece of work".

Airline sources said the man had been working as a licensed engineer in Sydney on aircraft used for domestic and international flights.

The authority has also ordered an audit of the qualifications of all Qantas licensed engineers – a process Qantas said had begun.

A CASA spokesman, Peter Gibson, said the issue was serious, as licensed engineers were required to have the highest possible qualifications and approve and supervise the maintenance done by others.

He said responsibility for checking qualifications fell with the airline.

The latest case follows the sentencing in December of Timothy McCormack to a minimum of two years' jail after he falsified qualifications to work as a licensed engineer at Qantas.

McCormack had been employed as a lower-level maintenance engineer but started wearing the uniform of a licensed engineer and performing more important tasks.

Up to 10 years' training is needed to qualify as a licensed

engineer. The training includes 25 basic exams, a four-year apprenticeship and hundreds of hours' learning to work on a particular type of aircraft.

A Qantas spokesman said the latest case involved an employee who was an aircraft maintenance engineer doing work "he was not licensed to do".

The spokesman said the matter was being treated "very seriously" and that his employment had been terminated after the breach was discovered earlier this week. He said the man was qualified to undertake Boeing 767 maintenance work but not to certify the work of other engineers.

"We do not believe there are any flight safety issues," the Qantas spokesman said.

The federal secretary of the Australian Licensed Aircraft Engineers Association, Steve Purvinas, expressed regret at the latest incident. But he said CASA was ineffective.

"I don't blame Qantas," he said. "They only work within the framework and guidelines set by CASA. Some organisations are proactive; others with a little less foresight are reactive. But the only word we could use to describe CASA is inactive."

The latest case follows a string of safety problems at Qantas last year, including a midair drama in which a 747 was forced to make an emergency landing in Manila after a hole was blown in the side of the aircraft.

In another case an aircraft returned from maintenance in Malaysia with several faults, including problems with its rudder and navigation systems.