



A Livery Company of the City of London

## **The Guild of Air Pilots and Air Navigators** (Australian Region – Incorporated)

Patron: HRH The Prince Philip, Duke of Edinburgh KG KT.  
Grand Master: HRH The Prince Andrew, Duke of York KCVO ADC.

The Guild of Air Pilots and Air Navigators, Australian Region, is appreciative of the opportunity the Minister has given us to offer our views on formulating a National Aviation Policy. The Guild was founded in 1929 as a Livery Company of the city of London devoted to improving aviation especially in the areas of safety and training.

To simplify the following of our response we have put our advice in red after the questions we are qualified to answer

### Towards a National Aviation Policy Statement Issues paper April 2008

#### 1.1 International services

##### *Key challenges*

1. Do Australia's international air services policies serve Australia's national interest and balance the need to have an Australian based industry with robust competition from international competitors?

The current system has worked well for those currently in aviation travel. Tourism may well have a different view. Competition that is balanced and fair is a good thing but to open the skies to all and sundry only encourages overseas operators to pick the lucrative journeys leaving the unattractive ones to others which over time will reduce the number of routes being serviced within Australia. There must be a balance if Australian airlines are to survive. The Government needs to estimate the

benefits of additional tourism against the possibility of reduced Australian input and employment in the airline industry.

2. What should our negotiating priorities and approach be in the future?

It is near impossible to check and control all carriers operating into Australia. Spot checks have an effect but if the country of registry does not comply with ICAO standards then it is near impossible for CASA to fill the void. As aviation develops and additional carriers arrive the problem will only multiply. The Guild is of the view that ICAO can make all the correct rules but if they are not complied with voluntarily by the country of registry the problem will continue. Certainly CASA should continue to monitor the scene but in our view such monitoring will not guarantee standards as we have them in Australia which are tied to ICAO. With third world countries establishing Low Cost Carriers the problem can only worsen

3. How might the Australian Government continue to develop improved competition and access to services while maintaining appropriate levels of aviation safety and security?

The future market will be driven by emerging countries like India, China and Indonesia. Technology such as twin engine efficient aircraft will increase the frequency to countries within 10 hours flying of Australia. India and China are likely to be the driving forces in the near future. Traditional markets like Europe will lessen as we enter the third generation of adjacent markets

*Australia continues to expand its international air services relationships*

4. How will new routes, technology and business structures change the profile of Australia's aviation market?

As the numbers of carriers increase and cross charters proliferate it will be increasingly more difficult to ensure compliance. The world should be able to rely on ICAO to ensure each country that is registered with ICAO and in compliance with ICAO should qualify. Australia should bring diplomatic pressure to bear at ICAO to fill the void. We are not confident in ICAO's ability to perform such tasks in the short term. CASA spot checks will be the only way to ensure compliance but given CASA's resources as we have discussed above there is a limit to what can be done.

5. Given Australia's evolving aviation sector, to which markets should the Australian Government seek improved access?

It is unreasonable to expect major international carriers to insist they operate into secondary airports in regional areas. These carriers will wish to operate at airports where there is a fast ground transport system to get their passengers to the major cities. The population distribution in Australia does not support the idea of extensively using regional airports for significant overseas airline use.

6. How might the Australian Government best ensure all international airlines flying into Australia maintain the highest of safety standards?

As discussed above the key is ICAO being strengthened and countries of registry properly complying with ICAO. Where CASA spot checks discover a pattern of non compliance by an operator then diplomatic influence will need to be brought to bear on the relevant Government department of the country of registry to correct the problem. If this is not successful then consideration will have to be given to stopping that operator flying in Australian airspace. This now applies to Australian carriers.

7. How might the Australian Government most effectively monitor and enforce safety standards of airlines that lease aircraft rather than operating their own aircraft?

As discussed above CASA spot checks and monitoring the aviation standards of the country of registry of the leased aircraft.

#### *Growing the regions and cargo*

8. How might access to Australian destinations outside the four major gateways of Sydney, Brisbane, Melbourne or Perth be increased?

By having minimal airport charges, good ground facilities and adequate security.

9. What role could State governments and communities have in attracting foreign and Australian airlines to Australia's smaller international airports?
10. Should Australia continue to pursue an "open-cargo" policy for dedicated cargo services?
11. What cost-effective strategies could be employed to avoid delays in the transport of time-sensitive air freight?

#### *Access to Australian markets*

12. Are the current restrictions on foreign airlines accessing the domestic market appropriate?

*The answer must be resounding NO. If we are to have a viable aviation industry throughout the country we cannot allow foreign carriers to 'cherry pick' the revenue strong routes/sectors and then expect the locals to compete on those and cover the less revenue rewarding routes/sectors. Few countries allow 'cabotage' and there are no imperatives for Australia to do so. Nor should we encourage or support 7<sup>th</sup> freedom rights.*

13. Should we be encouraging more international airlines to operate from Australia to third markets?

### *Facilitation and border control*

14. How might existing Australian airport infrastructure best adapt to the challenge of processing large influxes of passengers?
15. What are the implications of expanded international operations at secondary airports, including for border security?
16. Should Australia seek to limit international airline and charter operations to a defined set of international airports to ensure affordable border security?

## 1.2 Domestic services

### *Key challenges*

17. Does the deregulated domestic airline market remain the best model for delivery of Australia's interstate air services?

*Yes, the present system seems to be working and providing the travelling public with economical airfares and a normal safety level of operations.*

18. Are there any constraints on the ability of Australian-owned airlines to remain competitive with foreign-owned airlines in the Australian market?
19. Do the existing criteria strike the right balance between allowing Australian airlines to access global investment markets and promoting an Australian-based aviation industry?

*No it will always be a constraint on Australian carriers looking for overseas finance but acceptable.*

## 1.3 Regional and general aviation

### *Key challenges – regional air services*

20. What should be the basis of government and industry policy towards air services to regional and remote communities?

*Adequate and affordable air travel is essential to the continued viability of many remote and regional centres and if this requires government support that must be forthcoming and there should not be any quibbling as to the source of the support. In many cases the providers involved operate over a number of states and to limit support to local or state government would not be appropriate. The policy approach must be one of support on the basis of need and reasonableness with a whole of government approach – federal funds are provided for roads and ports and a similar approach should be utilised for air services.*

*The provision of assistance to local councils to ensure aerodrome standards are maintained and, if necessary, as in Queensland, the provision of subsidies on thin routes.*

*The previous Government's decision to sell airports to private organizations has greatly effected general aviation in matters secure tenure of occupancy and loss of facilities. Private airport owners can maximise their returns on investments through commercial expansion verses aviation facilities expenditure.*

21. Are security and safety measures adopted for major capital city trunk routes appropriate for regional and remote services?

No. The financial impact of providing screening equipment and aerodrome security prohibits the adoption of the above measures for regional and remote services. Passenger numbers are low and therefore the financial impost cannot be shared across these passenger numbers.

22. If not, what alternative measures could be adopted?

In spite of the processes adopted by the Department of Transport, security is not a “one size fits all” situation. Many airports have been targeted for security improvements and, although these improvements look good from the public's perspective, from an operational point of view they have been an expensive waste of money.

### *Key challenges – general aviation*

*Firstly, given that the recreational sector includes 4000+ recreational/sport aircraft, 1000+ gliders and countless hang-gliders etc., and that 'light' single engine private and business aircraft number some additional 4000 aircraft, this leaves only 3-4000 'other' aircraft used in commercial operations. It is interesting to see therefore that pretty much the only mention of all these 'non commercial operations' is one sentence in **section 1.3!***

*Further down the same paragraph there is the suggestion that the recreational sector is a 'challenge' to the 'traditional' general aviation environment. It is past time that the backward 'traditional' thinkers in GA start looking to the future and recognize that 'traditional' light private/business is dead due to over regulation and that less regulation and less onerous requirements need to apply to the traditional GA sector in Australia and they, and CASA, should simplify private pilot training and operations along the lines that are currently used by the recreational [RA Aus and GFA] sectors.*

*General aviation infrastructure is less now than when airports were owned by Government. The Government's policy must ensure that general aviation infrastructure is guaranteed to an acceptable standard that is required, in particular for safety considerations, such as cross runways that are required for pilot training.. If the Government wishes to maintain a viable general aviation industry then airport regulations and planning arrangements needs modification to ensure survival.*

23. How has micro-economic reform impacted on general aviation businesses and what strategies need to be put in place to ensure that access to airport infrastructure does not impede industry viability and growth?

*For airports the major issue is the monopoly being given to private airport owners and the charges that result. Canberra charges \$19 per day to park a light aircraft, and space is certainly not an issue, while Cairns, a busier airport and international to boot charges \$2.30.*

*The main GA airports in or near capital cities are operated by private companies which in general DO NOT have the interests of the aviation industry at heart. With few exceptions the aviation operators at these airports are under continual financial pressure due to increasing charges with little or no improvement in services as airport owners drive towards higher commercial returns through the development of non-aviation sites within the airport boundaries. In many cases the lack of support and increasing costs have driven aviation operators either away from these airports or worse out of the industry – this is a real detriment to the industry where those leaving have been maintenance providers.*

*If there is to be any chance of GA being in a position to fund fleet renewal there will need to be some level of government support/intervention to ensure that the facilities and costs at GA airports are on the one hand at least maintained (if not reduced), and the facilities kept at reasonable levels.*

*General aviation will need some financial incentives to cover the training of future pilots. Without certainty of tenure and relief from rental and lease charges, or some Government financial assistance, survival may well be impossible. A moratorium on airport charges and Government charges for say five years would assist training operators through this situation. We submit that there should be a subsidy for pilot training.*

*Secondary airports are where 90% of flight training is completed. We submit that the Government should cease selling airports. The Government in consultation with the State Governments should agree on a formula for financing secondary airports guaranteeing longevity to training organisations and guaranteeing the level of facilities required. Commercialism of airports does not give the stability that is required at costs GA can afford.*

*The erection of buildings, i.e. shopping centres, in close proximity to GA airports is a serious safety risk. These airports are designed for flying training activities and, as such, should not be surrounded by obstructions which are a hazard to aircraft operations. More consideration needs to be given to the location of such building infrastructure.*

24. Do the needs of general aviation operators warrant any changes to airport regulatory and planning arrangements?

*There needs to be a watch kept on the airport operators to ensure that they provide infrastructure in a planned way, i.e. the provision of proper tarmac areas for aircraft parking and taxiways and taxiway lighting appropriate for night training operations.*

25. How can general aviation operators, particularly small businesses, establish viable business models that allow them to take advantage of current buoyant conditions in the aviation market?

The impost of current CASA charges are adversely affecting the small operator from being able to expand in terms of training and testing, i.e. the \$6,000.00 cost to be approved as a Commercial Pilot Licence Authorised Test Officer. It is also stifling the industry's ability to be able to produce more pilots, which is the desperate need of the worldwide aviation industry. We wish to stress most strongly that there is a world wide shortage of pilots and it is essential that Australians are encouraged to become pilots to staff our Australian operators.

26. In particular, how do these businesses meet the increased cost of skilled labour and improve recruitment and retention of their skilled workforce?

In addition to the above comments it may be necessary to merge organisations in order that the appropriate staff are paid a wage which is consistent with the amount of training that is required for Commercial Pilot Licence and Instructor Rating training. Economic viability should be considered when organisations are issued AOC's.

27. What role should all levels of government have in protecting secondary airport infrastructure and in providing for new infrastructure?

Government should monitor and review the private operators for economic fairness in dealing with general and sport aviation activities.

28. How can the general aviation industry provide the necessary investment to renew the ageing aircraft fleet?

Historically, general aviation at the organisational level, particularly small operators, has not been well managed. The requirement for the provision during budgeting of the replacement of not only engine and aircraft parts but of aircraft themselves needs to be addressed in a much more positive manner. Some operations do not have the financial ability to replace their aging fleet. Tax incentives should be considered as has been the practice in some other industries.

29. Is there a role for governments?

Yes. Government, should have a primary policy in the maintenance and continuation of the lower end aviation industry and training sector This could involve a system of advice and possibly short term loans to rectify the aging aircraft problem.

30. Are additional measures required to ensure the continued safe operation of ageing aircraft?

Engineering organisations need to be fully aware of the effects of corrosion on these older aircraft and more data should be supplied to the Regulator in terms of the types and corrective procedures needed to mitigate the advance of corrosion. If there are fewer barriers such as tariffs, taxes, unnecessary duplication of regulations that are limited to Australia instead of overseas practice.

## 1.4 Addressing skills needs in the aviation industry

### *Key challenges*

31. What strategies should the industry adopt to attract, retain and plan for their future skills needs to remain competitive in a tight labour market, and how can these be improved?

The provision of properly constructed career paths through the various sectors of the aviation industry and the utilisation of the known skills of persons who are available to the industry. Also the payment of appropriate salaries.

There has to be a competitive remuneration throughout all sections of aviation. To maintain a good standard of instructor there must be stability of employment and fair remuneration provided. To ensure proper instruction with solid aviation knowledge the instructor needs a career path which includes both remuneration and stability of employment

32. What are the long-term training needs for the Australian aviation industry?

The long term will be addressed provided that in the short term training of pilots, engineers and air traffic controllers are given the appropriate priority and the necessary backing from Government to ensure that these areas are satisfactorily staffed and that recruitment for these areas is promoted within the educational communities.

Whilst your questions have emphasised fixed wing aircraft we do point out that helicopters are a fundamental support role to oil rigs, cattle mustering & general aviation. As helicopters generally operate at low level the training of helicopter instructors is most important.

33. Where will the future pressures lie?

The production of sufficient Instructors in all of the above mentioned areas. This will mean the effective utilisation of those persons with skills before they completely retire from the workforce.

34. How do we ensure the industry remains internationally competitive in retaining key staff and in attracting new entrants to the workforce?

Again, a structured career path with the appropriate incentives will enable this to occur.

35. How should the Australian Government and industry work together to ensure the needs of the aviation industry are taken into account in its broader skills framework?

The provision of HECS type programmes for all areas of training would be a useful start in assisting persons becoming involved within the aviation industry.

36. Are proposals such as a national industry run flying school to train flying instructors worth investigating and, if so, how might such a school operate?

*The skills shortage will not be resolved by the industry alone. Whilst operators must awaken to the reality of a sustainable and liveable wage in particular for pilots and engineers the government must also awaken to the need for better levels of support with respect to both initial training and the maintenance of those skills. A national rather than randomised state approach to the provision of technical training along with the more focussed employer support is necessary. The introduction of some form of FEE-Help for both pilot and engineer training would be a major step forward and one that does not cost the community in the long term. As training providers in aviation must be approved by CASA the provision of FEE-Help does not need to be tied to only those providers with RTO status.*

*Industry and government need also to recognize that pilot training is not a one size fits all. Australia is one of a few countries which does not recognise the distinct differences between recreational/private flying training and commercial/professional flying training. A serious approach to flying training must be based on a recognition of the different end products. The UK CAA model is one which could be adopted with reasonable ease – providing for self regulated flying training for PPL and fully regulated and approved flying training for all professional licences and ratings. Whether we adopt a changed training structure or not the need for a national instructor school exists. Such a school should be run as not-for-profit and be funded by both industry and government. A possible model could be:*

*A not for profit operation.*

*Set up with government funding or an industry levy based on passenger numbers (or other measure for non passenger operators).*

*Ongoing funding support through a significantly lower levy (to ensure that the operation at least broke even).*

*Course cost of \$18,000 per student for a 9 week, 55 hour course – structured mutual plus dedicated theory instruction.*

*Staffed with CFI/ATO and 8 instructors conducting 7 courses per year with 16 students per course – additional staffing would need to include Admin/Ops and a theory instructor(s).*

*Using passenger figures for Qantas, VB, Rex and Skywest (picked as cross section of the RPT sector) the impost would be one (1) cent per passenger for set-up and one third of cent (1/3) per passenger for ongoing support. Clearly, the more operators involved the lower the cost per operator. Flying training operators would nominate candidates for training, the centralised nature of the operation would facilitate the ‘selection scheme’, and would work well with the Flight Testing and ATO Management Program being introduced by CASA.*

*Additional possibilities would include the provision of CFI (or Manager Flight Training under Pt 61) training, Pt 61 Flight Examiner training and the provision of instructor development programmes.*

Yes. What is required is again a structured approach as to what type of training the Instructors will be prepared for and the need for a standardised, high level approach to training professional pilots. This, however, does not mean that this type of training should not be available for the recreational flying area. It must be noted that there will be a difference between the recreational and professional areas in terms of required standards and knowledge, however all facets of the aviation industry will be sharing the same airspace.

Looking forward with an aging population in pilots and engineers, both Australia and world wide, it is obvious that there will be a major shortage. The large number of aircraft ordered only adds to this problem. At the moment monetary considerations for pilots in Australia are not competitive with overseas carriers. There is now a "brain drain" overseas and this will get worse.

The Government subsidizes other professions through HECS. The Government sponsors a nautical training school for sea crew training in Tasmania. We thus ask the question should Government policy involve a National Flying Training College. We submit it should.

## 2 Aviation infrastructure

### Airport planning and development

#### *Key challenges*

#### *Land use planning and development approvals at major airports*

37. Are the planning and development mechanisms under the Airports Act working effectively?
38. How can we improve consultation with State and local authorities and with the community?
39. Could the regulatory regime better facilitate genuine long-term co-operation between airport operator companies and state and local governments on land use planning?

Yes, as mentioned above.

40. How can we better integrate investment on airports with the funding and construction of improved road and rail links to and from our airports?
41. What mechanisms might be used to ensure an effective ongoing dialogue between airport operators and their local communities?

As long as Government privatize airports there will always be a conflict of interest. Financial returns will always win against aviation expenditure. Whilst it is not possible to have airport surrounds under Federal jurisdiction we would like to see State jurisdiction involve one planning body.

#### *Non-aeronautical development on airport sites*

42. How can the regulatory regime better ensure non-aeronautical developments do not compromise the aeronautical requirements of airlines and airports?

See above.

43. How should the potential commercial impact for off-airport competition be taken into account in planning on-airport non-aeronautical development?

*Safeguarding" Australia's key airport infrastructure*

44. How should guidance be formulated for airport operators and others about public safety zones for locations at significant risk of on-the-ground fatalities from aircraft operations?

The need for a competent risk assessment of planned development would assist in this area.

45. How can the mechanisms for guiding development around airports be improved to ensure potential issues from aircraft noise are fully addressed in planning?
46. How can we better ensure off-airport developments subject to state and local government planning regimes, such as tall buildings, do not compromise the safe and effective use of aviation infrastructure?

*Future airport needs*

47. How can future airport needs best be addressed, recognising the importance of airports as an element of the national economic infrastructure?

The Government needs to commission a review of future airport needs including requirements for international airports, capital city airports (both passenger/freight and GA) regional centre airports, remote area airports. And very importantly a rapid ground transport system for future major airports such as the one for Tokyo's second airport.

48. What are the current and future pressure points in relation to airport capacity?

Sydney airport. Given the current limitations capacity is almost at its limit. Thus it is imperative that planing and site acquisition for Sydney's second international airport be included in the National Aviation Policy that this discussion document is all about.

49. Can the growing use by civil aviation of joint user or Defence owned airports be safely and effectively accommodated?

Yes

50. How can the protection of the communities around airports from undue aircraft noise best be addressed as demand for services continues to grow?

Correct geographic placement of future airports and limits on housing growth at these sites.

*Pricing of airport services*

51. As the aviation industry grows and changes with the advent of low cost carriers and other innovative service providers, should changes be made to the regulatory framework for the pricing of airport services and monitoring of service quality?

Yes

52. Is there sufficient transparency in the setting of charges for services at those airports that are not subject to price or quality of service monitoring?

We recommend that there should be price and quality of service monitoring for all airports.

## 2.2 Air traffic management

*Air traffic services in Australia needs to be much more user oriented.*

*The issue here would seem to be that the provider Air Services appear to see themselves as the 'managers' of air space and air traffic for the sake of management rather than the management of both for the benefit and safety of ALL users. What is required is a change of philosophy to one which recognises that the needs of ALL users should be met and that no single user group should be disadvantaged by the management of the air space or traffic. A return to a less commercially driven provision of services would be a good first step.*

### *Key challenges*

53. How can Australia's air traffic management system best take advantage of new and emerging satellite navigation technologies?

The implementation and use of ADSB would produce significant advantages in the management of air traffic and therefore the Government should consider strategies to be able to provide these services in order to maintain and improve the level of safety of all aircraft operations within Australia. Government policy needs to ensure that any system implemented in Australia is compatible with the rest of the major aviation states throughout the world.

54. What is the role of government in the take up of the new technologies?

To ensure that sufficient funds and technical personnel are available to provide smooth introduction of any new technologies. The industry believes that there is too much bureaucratic blocking with numerous inquiries.

55. Are there any regulatory impediments to maximising the use of new and emerging surveillance and navigation technology?

See above

56. How do we enhance both air traffic management safety and capacity and efficiency?

There needs to be a broader approach within Air Services to ensure that all sectors of the aviation industry have appropriate and equitable access to various types of airspace as required by training and point to point operations. The airspace is not the sole domain of the airline industry. If pilots are not trained in the appropriate use of airspace then there is a serious risk of the degradation of safety.

57. How effective have Australian regulatory agencies been in pro-actively assessing the Australian air traffic management system and setting clear risk-based safety and efficiency outcomes requirements, having regard to international developments?

This area has been managed quite well, however it is being completed to the detriment of the local airspace users. Thus mandate to the agencies that all implementation must be compatible worldwide.

58. Are we effectively aligning airspace classifications and the level of services and facilities provided to reduce risk to passenger transport operations?

This area has again been achieved but to the detriment of other airspace users.

59. Can we better identify risk factors?

60. How do we ensure the development of Australia's air traffic control systems is compatible with global and regional systems?

Review what is happening in other countries. For example, SESAR (Single European Sky Air Traffic Management Research programme).

61. How can Australia's air traffic management development be aligned with broader policy considerations such as national security and the environment?

62. What steps need to be taken to ensure the retention, training and future supply of skilled air traffic controllers and associated professionals?

Australia's remuneration should be competitive with overseas situations. Training has already been discussed.

63. What should a national air traffic management plan cover and who should be responsible for its development and implementation?

The Regulator, in conjunction with the Air Traffic Services Provider, must be responsible for development and implementation. There should also be the ability for industry to be consulted when major changes are projected.

There is a need to look both to the future requirements for air traffic management "the plan" while improving the existing systems (both human and computer based) so that they meet the current needs for all sectors of aviation (not just the airlines).

## 3 Aviation safety

### 3.1 Safety regulation and regulatory reform

#### *Key challenges*

64. Are there ways in which the approach to Safety Management Systems could be enhanced?

Yes. At the present time the general aviation, recreational aviation and gliding areas know very little about safety management systems or their use. It is therefore imperative that education and training be given on this vital topic. The Regulator needs to take responsibility for a programme of this nature but must be assisted by appropriate organisations within the aviation industry who can provide appropriate assistance.

Australia should adopt the best practices from around the world Safety and safety management is a cultural thing and must be practiced not preached. As new procedures and systems are developed they should be tried and tested before legislation into law. The old concept of "Airmanship" is relevant today but needs more emphasis in pilot training.

65. Should the governance arrangements for CASA be strengthened to better support the role of the safety regulator?

No. The industry considers that CASA has plenty of power. The problem is the airlines believe that CASA concentrates on them to the detriment of safety in GA which may have ramifications in the future. The current policy of prioritization through cost constraints is not the ideal way.

66. How can CASA strengthen the way it relates to industry while meeting the community expectations of a firm regulator?

This is being partially achieved at the present time by the provision of Aviation Safety Advisors, who are able to work with industry and to provide necessary input other than in the Regulatory area.

CASA would be far better off operating under the Minister for Aviation. The current arrangement of CASA being accountable to the Minister for Infrastructure, Transport, Regional Development and Local Government minimises the capacity for CASA to have the required Ministerial overview.

67. How can the Australian Government and industry ensure CASA completes its long running regulatory reform process as soon as possible, to give clarity to industry and to clear the way for new approaches to meeting the regulatory challenge?

There is a need to produce an appropriate programme of Regulatory reform and then ensure that this programme is put into place in a timely manner so that it is not continually changed.

68. What changes could be made to improve how Australia's aviation safety agencies work together?

There is a need at the highest level of these organisations to realise that both have specialised jobs to do, but in general terms, their main objective is the provision of safe, efficient flight operations, engineering functions and air traffic control within the Australian environment for all Australian airspace users.

69. What steps can the aviation industry as a whole take to ensure it maintains safety standards as it grows and diversifies?

Safety must start at the top of the management tree. Board members, the Chief Executives and Board chairman must be fully committed to safety not just making statements between budgets and personally held accountable in the case of accidents

As mentioned above, this objective can only be obtained by the continued training and education of all areas of the Australian aviation industry.

70. What steps should be taken to ensure Australia maintains a high standard of aviation safety in the context of global developments?

The continued review and proactive use of information from the global environment as it relates to the Australian situation.

Continue with a strong regulator and have in place understandable and achievable regulations. Heed warning bells and concentrate on weakness, learn from mistakes and have a free flow of information both good and bad between all areas of aviation

71. What issues should a 21st century aviation regulator be focussed on?

New technologies brings new challenges, ensure that any adopted procedure is sound. Aging aircraft will have new challenges, if not properly managed, which may have consequential results. Proper attention to pilot shortages and establishment of Government sponsored training facilities should be explored. Above all a close monitoring role by the regulator is required. Ensure facilities are not sold damaging the ability of GA to flourish and make certain standards are maintained in all areas of aviation.

72. Is self-administration a key factor in the growth of recreational aviation?

Yes. This is an area worthy of further development, given the success of self-regulation by the Gliding Federation of Australia. Sports Aviation and War Birds This has been achieved with a degree of regulatory oversight and support. by CASA. The lower costs for RAAus pilots and aircraft owners and the ease of getting new aircraft designs registered is a key factor in the growth in this segment.

73. Is there more scope for some parts of the industry to self-administer?

Yes. Proper consideration, under CASA, needs to be given to determine the boundaries where self administration could be applied with the GA sector.

74. What are the opportunities and risks for the industry, regulators and the community in greater 'self-administration'?

This needs to be properly investigated by an independent enquiry (consultancy) to consider items including, but not limited to:

- What are the extents of self administration in other countries and what are comparable costs to stakeholders
- What are the advantages and disadvantages to pilots, aircraft owners/operators, maintenance organisations, flying schools, CASA, related organisations such as SAAA, RAAus, GFA, Warbirds etc.

Results of the enquiry would then need public consultation to review.

## 4 Customer and community protection

– addressing the impacts of aviation

### Aviation emissions and climate change

#### *Key challenges*

75. What practical steps can the aviation industry take right now to reduce greenhouse gas emissions?

Reducing ATC delays, better pilot performance through flight deck procedures will contribute. Compensate carriers that use best practice and efficient aircraft against those that do not.

76. Are carbon offset schemes enough?
77. What measures should the aviation industry be taking in the short-medium term to reduce emissions, such as clean engine technology and clean aviation fuels?
78. Given the international nature of aviation, what opportunities are there to minimise greenhouse emissions and trade emission permits through emission trading schemes?

## Aircraft noise

### *Key challenges*

79. Could the ANEF system be improved or be supplemented by other planning tools to better explain the impact of aircraft noise?
80. Should State and local governments play a greater role in aircraft noise management?
81. What should be the responsibilities of airports?
82. Should emphasis be given to airport/community partnership approaches, for example, based on locally negotiated agreements rather than generic legislative approaches?
83. Can techniques for sharing information on aircraft noise impact be further developed to improve the supply of information to potential property purchasers and other affected parties?
84. Which airports in Australia need to remain curfew free and under what conditions?
85. Can operations at airports be better managed to ensure the community is protected while at the same time providing for night time access?
86. How effective are the current noise enquiry and noise complaint services?
87. Are there more effective ways to deal with people's complaints and requests for information?
88. Can the services be better provided?

## Consumer protection

### *Key challenges*

89. Are existing consumer protections and airline procedures adequate in dealing with these challenges?
90. Is it possible to improve passengers' travel experiences without adding unnecessary costs to airlines that would inevitably need to be passed on to all passengers?
91. How can airlines ensure passengers are appropriately informed about restrictions?
92. Furthermore, are existing airline terms and conditions reasonable?

## Disability standards

### *Key challenges*

93. Are the current Transport Standards adequate to ensure the removal of discrimination from air travel?
- 94.

95. Are there recommendations arising from the recent Transport Standards Review that might be implemented to improve services for people with a disability?
96. Are current complaint and compliance mechanisms effective?

## Compensation arrangements in the event of an accident

### *Key challenges*

97. Are Australia's domestic arrangements for passenger and baggage/cargo liability appropriate in the context of international developments, including the Montreal Convention?
98. Is there a better system or model for compensating people?
99. Are the minimum insurance standards appropriate?
100. Should the system be extended to require insurance for third party surface damage?
101. Does the aviation industry face any difficulties in accessing appropriate levels of insurance to cover their potential liabilities?
102. Is the voluntary Family Assistance Code an appropriate measure to ensure airlines meet their responsibilities in the event of an aviation accident and to what extent are airlines complying with the Code?

## 5 Aviation security

### *Key challenges*

103. Could Australia improve its approach to protecting air travellers from threats while facilitating quick and efficient travel?

**We submit that overall Australia is doing well. It is all about assessing the threat correctly .**

104. How can we improve the system to improve both security outcomes and passenger facilitation through airports?

*Much better facilities at the screening points to facilitate passenger flow and space for getting shoes, belts and goodies back together before and after the screening. Security requirements at small GA airports need to be seriously consider the risks and not go overboard with fencing and other infrastructure*

### *International developments*

105. Is enough information available for passengers to make well informed choices before they travel in order to comply with security requirements?
106. Can more be done at our international airports to assist passengers to comply with security requirements?
107. Should more be done at airports where passengers leave for Australia to make clear our own security requirements?
108. What can be done by government and industry to achieve greater international harmonisation of aviation security measures?

### *Threat*

109. Should aviation security remain the key focus for government and industry?  
**No. The initial reaction in this area has been extremely expensive in all areas of the industry and it would appear that what has been achieved at this point in time is more than adequate.**

- 110. Should more attention be paid elsewhere?
- 111. Is enough being done to enhance security in the aviation sector?
- 112. Are we thinking broadly enough about the likely threats we may face and how they may be countered?

#### *Efficiency and costs*

- 113. Could government spending on security be spent more efficiently?  
 Yes. As mentioned previously, the security that is provided at the non-primary airport is poor at least and any person intent on entering these areas would have no problem.
- 114. Could more focussed security measures provide a higher level of security?
- 115. Could the requirements imposed on industry be changed to achieve similar security results at less cost, or greater security at the same cost?  
 The Governments user pays principals should distribute the costs fairly.
- 116. Is the current charging regime for provision of security screening services equitable between major metropolitan airports and regional airports?
- 117. Should alternative arrangements be put in place?

#### *Growth and industry development*

- 118. Whether current passenger security screening requirements based around jet aircraft should be extended to non-jet aircraft of similar capacity, speed and weight?  
 Yes. The point is similar capacity, speed and weight for RPT operations
- 119. Is the security infrastructure at airports adequate?  
 Yes. At the major airports
- 120. The current focus of the aviation security system is regular passenger transport services. Should it be extended to include aircraft providing, for example charter services?  
 No.
- 121. Should the cost of aviation security at particular airports be more evident to passengers?
- 122. Could industry manage its costs more effectively?

#### *Technology*

- 123. Should we introduce new technologies for passenger screening that can improve processes even if they are more invasive or costly?  
 Yes.
- 124. Biometrics are an effective way to manage access arrangements at airports and an improvement on current practice. Is there value in introducing biometrics into Australia's airports for people working there?  
 Yes. If cost effective or more expeditious.

125. Should we expect the same security technology standards from all airports regardless of location, the traffic levels at the airport, and the costs?

No

### *Passenger experience*

126. How can we improve/optimize passenger screening arrangements within Australia?
127. Should special arrangements be put in place to enable frequent travellers who understand security requirements, often business travellers, to move through passenger screening more quickly?
128. What type of special arrangements, if any, would be appropriate?
129. Do we adequately address the requirements of people with special needs?
130. Are we consistent enough in the delivery of services to passengers?

### *Legal requirements*

131. Is the current regime too heavy handed?

Heavy handed is the wrong terminology. As far as enforcement of current regulations is concerned we do not believe it is too heavy handed. The job of the 'regulator' in trying to get those it 'regulates' to abide by the rules it sets down is always difficult.

Many of those 'regulated' who break the rules and are admonished for doing so will always cry 'heavy handed'. Because aviation is such an unforgiving environment in which to operate mistakes cannot be made because mistakes in such an environment can cost lives, ----- possibly many lives. The rules must be obeyed and if they are not enforcement consequences should result.

132. Could it provide a similar level of protection while reducing demands on passengers, industry and workers?

If we want the level of protection that our current aviation regulator provides then we think we have to accept what this question refers to as 'demands'. The level of 'safety' and 'security' the aviation industry enjoys is due to a large part to the 'demands' for compliance with the rules that the regulator places on us. Start removing these 'demands' and one begins to increase 'risk'. This is human nature --- we are not going to suddenly change human nature therefore to minimize 'risk' we must tolerate the level of 'demands' that we currently have.

133. Are the legislation and regulations in need of simplification?

As regards legislation and we presume what is meant are the various Acts that deal with aviation itself and aviation related matters, our answer would be "no".

It is not necessarily the role of legislation to be 'simple'. It should be clear and comprehensive and on the whole we think our aviation legislation fulfils this

criteria. When legislation is dealing with a complex subject such as aviation now is, we cannot easily or perhaps not at all, make the law dealing with that complex subject 'simple'.

The draftsmen who put into words the intent of the Parliament are, these days, very mindful of the extremely litigious society we have become, and therefore they are obligated to cover 'all bases'. If you view the original Air Navigation Act of 1920 you will see an extremely 'simple' piece of legislation. It was dealing with what was then a 'simple' subject. Nearly ninety years later that same subject has become extraordinarily complex and if the legislators are to do their job properly, they have to make sure the rules governing this subject are adequate.

Over the past eight years, the regulations attached to the Civil Aviation Safety Authority's legislation are being rewritten. This has been done with an inordinate amount of "consultation" with industry. Again at what must be a very great cost? Because these rules are dealing with a large and complex industry with a high "political value" they themselves cannot be 'simple'. To keep pushing the theme that "the regulations should be simple" in our opinion just defies logic.

#### *Air cargo security*

- 134. Has enough been done to enhance air cargo security?
- 135. Are there alternative approaches to air cargo security that should be examined?
- 136. Is the Australian approach to air cargo security consistent with the highest international standards?

#### *Identity and background checking*

- 137. What can be done to improve the robustness and timeliness of background checks, particularly for applicants from overseas?
- 138. Should the ASIC eligibility criteria be further strengthened?  
**No.** The impost of ASIC requirements has again been considerable on the lower level aviation areas. The cost of obtaining the ASIC far outweighs its usefulness and it would appear counterproductive to hold both an ASIC and a photographic pilots licence which need exactly the same criteria in order that they can be issued.
- 139. What should be the relationship between 'background checking' of staff and access control arrangements?
- 140. Should background checking be extended to include managers/directors of companies with employees who hold an Aviation Security Identity Card?

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