

## Aviation Safety Regulation Review

### Comment on recommendations

1. Completely agree that the ASIC is gross overkill for private and recreational aviation and an ASIC card should only be required to access security areas on aerodromes( the RPT areas).
2. A vague hope that sport aviation accidents should be investigated by ATSB is not helpful. These will necessarily be at the bottom of the pile as now and so will not be investigated or lessons disseminated to other sport aviators.
3. Sport Aviation (gliding) - Part 149 does not exist neither does Part 103. Given that CASA spent 8 years trying to write a draft Part 103 for gliding and failed miserably gives one no hope that anything will transpire in any reasonable time, not that it necessarily should.

In any case the Part 149 concept is totally flawed. There is an inherent conflict of interest when an organisation formed by private citizens to further the interests of the members in a particular activity becomes a subcontractor to an arm of government and is expected to perform government functions. It tends to destroy the relationship between the members and those running the body and leads to the destruction of any form of democracy in the organisation. See, for example the rules governing the GFA, an organisation that CASA requires people to join to fly gliders but then CASA refuses to take any responsibility for how that organisation is run.

If the government believes an activity requires regulation the government should do the regulating, otherwise just get out of the way. The form and content of any regulations will need consultation with people expert in the activity and others with an interest and enforcement should be a normal function of whatever government body is doing the regulating, not left to volunteer private citizens who then assume tremendous personal liability risks.

There should also be one law for all, not special favours and exemptions from laws for sanctioned private bodies, something that is reminiscent of corrupt regimes in banana republics.

This also avoids the tainted concept of “compulsory” membership of private bodies in order to carry out an activity that is lawful and not banned. This seems out of place with a Coalition government view that unionism should not be compulsory.

None of this is difficult and is what is done in the US. Pilots get a PPL or higher with a gliding endorsement. Membership of the Soaring Society of America is not a requirement to fly gliders.

There seems to be a mis-apprehension by the review that the accident rate in gliding is somehow acceptable. There was good evidence that in 2009 that the gliding hours reported flown in 2008 were exaggerated by a factor of about 3. Of course the accident rate will look much better than it really is. Why CASA trusts an organisation with such bad accident record, many of which involve death and injury to relatively new student pilots or passengers, to administer gliding on a monopoly basis, is incomprehensible to this author.

I also have no idea why the RAAus would be a suitable candidate for a Part 149 organisation given the staff and Board turnover in that organisation. It is hardly stable.

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