

This whole exercise appears to have been almost a complete waste of time and hence taxpayer's money. It's focus is tinkering with the interaction between the countries three aviation bureaucracies.

While some of the recommendations are obvious god and motherhood statements, (A CASA board with aviation experience (!). Where are, otherwise unemployable, ex-trade union people and friends of party donors going get a stipend?) they hardly address the important issues. People attack the level of problem they are capable of solving.

Missing is any objective, cost benefit or any comparative analysis with other country administrations.

Why for example can New Zealand operate with effectively adopting the US model?

What is the ratio of bureaucrats to say pilots in Australia vs other countries?

Perhaps the most serious admission is any consideration of the technological infrastructure and the future of what is left of the industry.

While being stranded in Canberra because of what CASA / ASA defines as marginal weather could be considered cruel and unusual punishment, the collateral cost of marginal weather to the entire community can clearly be measured in million of dollars per day, some days in winter. There are effective solutions to these issues. Indeed the FAA has already implemented such technology (WAAS etc) and it is incorporated in almost all modern avionics at a zero incremental cost. The justification and support for a financial analysis can be found in the FAA's NEXTGEN document. Indeed the FAA offered to assist in its implementation in Australia. Declined, of course in favor of the DYI, now abandoned and obviously ludicrous GRASS.

There is no mention of the long and dysfunctional history of Australian aviation electronic infrastructure. (DME(A), MLS, GRASS and what ever wacky baro based idea – thought bubble is currently in vogue at ASA.)

Also missing is any consideration of Other People's time and Money. OPM as usual is of no concern in Canberra. ASICS are the epitome of this. A 17 stage bi-annual process to assemble typically exactly the same information, fill in exactly the same forms, get photos, get them signed by a JP etc for what benefit? Well you get to fly in to a security controlled airport. In my case typically at night when there is no one there and you are lucky if you don't have to climb over the fence, or in the case of many country (RPT once a day) airfields walk a few meters and step over it, in much the same manner as the local fauna. Being able to fly an aircraft hardly correlates with being a religious fanatic. While it appears that being a baggage handler correlates with being a member of member of a bike gang and casual aviation employment and that might justify such a frequency most pilots hold licenses for decades.

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A one word summary? Pathetic.