

## **Aviation Safety Regulation Review Recommendations Comments**

As a retired Civil Aviation Safety Inspector with over 20 years of service including almost 10 years as the senior inspector overseeing Qantas I have some serious reservations about the thrust of the review recommendations, following my own submission to the panel.

The lessons of the past apparently have not been learnt by the panel from the days of CAA under Dick Smith and the close "customer" style relationship association of the regulator with the aviation industry, that resulted in a Royal Commission into the Seaview Air disaster and the restructuring of CAA into CASA.

Recommendation 21 of the report is CAA history repeating itself with a focus on a "client" based relationship being established between CASA and the industry.

Instead of considerably improved regulatory oversight rigor to enhance aviation safety the "Industry biased" recommendations again focus on CASA/Industry collaboration and a much closer relationship.

My submission to highlight the shortcomings I faced with Qantas oversight and the unrealistic level of surveillance and audit sampling of the organisation over almost a decade has obviously had no impact on the review panel's considerations and final recommendations and risk assessment appears to be the preferred arms length solution to replace the rigor of direct regulatory oversight.

In my opinion the recommendations are almost a whitewash and ignore many critical mistakes made in the past and unfortunately demonstrate review panel ignorance of aviation regulatory oversight history from the days of DCA, DOA, DOT, DOTC, CAA to the current organisation CASA.

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