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Aviation White Paper Branch  
Domestic Aviation & Reform Division  
Department of Infrastructure, Transport, Regional Development, Communications  
and the Arts  
GPO Box 594  
CANBERRA ACT 2601

To whom it may concern:

RE: Aviation White Paper Submission

In my email below, in the second from the last line, I had asked if you would like me to make a submission.

From the reply received today, it seems like nobody actually read my email.

I made a Submission to the Senate Standing Committees on Rural and Regional Affairs and Transport Australia's General Aviation. My submission was #22, on page 2. Based upon that submission, I was invited to give evidence before the Senate Committee, chaired by Senator Susan McDonald, on 20 November 2020

[https://www.aph.gov.au/Parliamentary\\_Business/Committees/Senate/Rural\\_and\\_Regional\\_Affairs\\_and\\_Transport/GeneralAviation/Submissions](https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/GeneralAviation/Submissions)

NOTHING HAS CHANGED, since November 2020. So, add this to my "Submission".

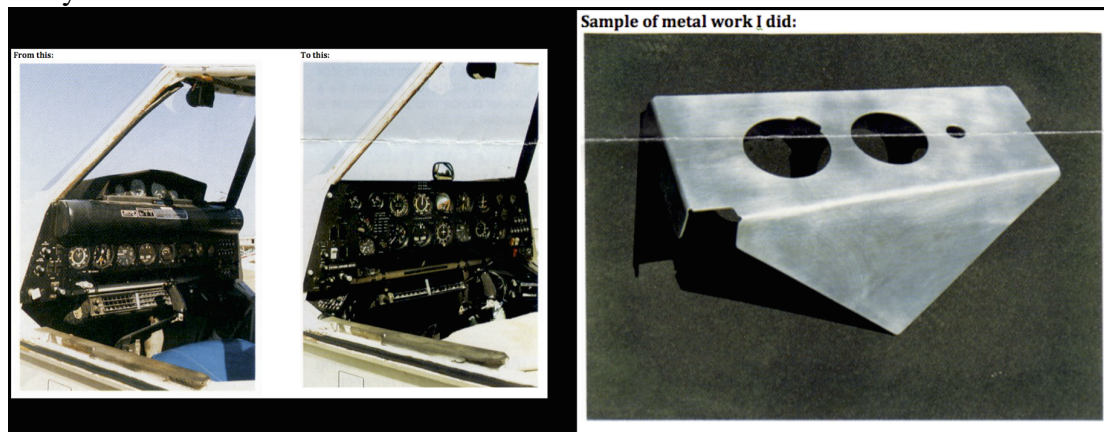
The White Paper considerations I can advocate for include:

- aviation's role in economic development, trade and the visitor economy – general, domestic, regional and international aviation;
- changing aviation technologies and ways to position our policies, regulations and systems to encourage uptake and manufacturing of new, more efficient, transport technologies;
- how to support and regenerate Australia's general aviation sector;
- future industry workforce skills and training requirements;
- maintaining fit-for-purpose aviation safety, air navigation and aviation security systems and service delivery agencies;
- and other significant issues raised during the consultation process.

Firstly, don't merely think five years ahead or an election cycle. Plan ahead for the next 25 years. Have an annual review. Update as required.

Post COVID pandemic, the government wants to grow the economy, get people back to work, get the country out of debt . . . There is plenty of rhetoric from politicians about skills shortages, but very little real action. For example, there is a nationwide shortage of Aircraft Mechanics, (Licenced Aviation Maintenance Engineers). And, that is only one skill shortage in the Aviation Industry. I have held a US FAA Aircraft Mechanic Licence for Airframe and Powerplant for both aeroplanes and helicopters, since 1993, after graduating from the US Army Aviation Maintenance Manager Course and Maintenance Test Pilot Course for the Bell Iroquois, yet I could not afford to convert that licence to an Australian LAME. Do wrenches and screwdrivers work differently, in the Southern Hemisphere?

I designed an Instrument Panel for an aeroplane, to allow it to fly in fog and clouds and at night. I manufactured the panel, installed the instrumentation, installed the communication and navigation radios and antennae and all the associated wiring. Submitted the paperwork to the FAA, got it approved on the first attempt. Performed the Test Flight. Then wrote a magazine article detailing the project. This is some of my work. BUT, with all that technical know-how and training, the best job I could get, in Australia, after gaining Permanent Residency was as a car mechanic. Why should that be? The only thing that is different is the Regulations. Simply study Australian Regulations for Aircraft Mechanics and my FAA Licence should have been converted. BUT, these are the challenges that a majority of very well qualified immigrants face once they successfully jump through all the Department of Immigration flaming hoops, that often take many years. It was more than five, before I became a citizen. Then, once they have done so, the best job they can get is driving a city bus or taxi.



There is no reason I should have been forced to retire from a career that I loved spanning 36 years, simply because I could not afford the \$11,000 to \$12,000 to keep my Airline Transport Pilot Licence alive . . . \$9,500 to renew a Multiengine Command Instrument Rating (allowing me to fly an aeroplane with more than one engine, in cloud and at night, as a pilot-in-command/captain) and another \$1,500 to renew my Class 1 Aviation Medical that is valid for 6 months for a pilot over 60 years of age. That same Medical costs \$150 in the US. AND, I never paid for an Instrument Renew in any other country I hold an Airline Transport Pilot Licence/Certificate. And, if I flew a multiengine aeroplane it was valid for flying a single engine aeroplane, same for multiengine helicopters, but not here, in Australia. I would require four separate flight tests. Just ridiculous over-regulation

for no added safety benefit. AND, to ramp up a medical to require all these expensive tests and make it valid for 6 months for a person over 60 is nothing short of age discrimination, because long ago, it was proven there was no medical basis for the "Age 60 Rule", which is why it was dumped by the US FAA and many other countries around the world. In fact, I have a friend who is an immigrant, still earning his living as a pilot at 79 years of age, in Canada. I have friends flying for the airlines in the US who are 65 and 68. Why not?

Civil Aviation Safety Authority over-regulation for no added safety benefit is killing the Aviation Industry. Did CASA over-regulation prevent the mid-air collision between two helicopters at Sea World? Did it prevent five people dying when the Bell UH-1 Iroquois plunged into Anna Bay? Did it prevent Nikita Walker from slamming one of her employer's Britten-Norman Islander twin engine aeroplanes into the side of a mountain in poor weather in southwest Tasmania? Did CASA's over-regulation and top heavy management prevent the near mid-air collision on 16 September 2021 at Ballina Airport between a Virgin Australia Boeing 737NG and a Cessna Caravan? The investigation revealed "chance alone" saved 172 occupants of the two aircraft as they flew in uncontrolled airspace - it sure as hell wasn't CASA over-regulation!

My strongest possible message to the Australian government is to dismantle CASA, entirely. Bring it back into the government and as a ministerial portfolio, get rid of the million dollar CEO position and select/appoint a PILOT who has a wealth of aviation experience, in both military and civil aviation (general aviation, corporate, and airline) as Director of the Civil Aviation Safety Authority . . . who reports directly to the Minister. Dump the CASA Regulations and simply adopt the FAA Regulations. Dismantle the CASA User-Pay Fee structure.

The CASA website is a mess. Suppose a Student Pilot wants to look up when he must use Navigation Lights. Go to the Search Bar. Type in 'Navigation Lights'. 19 results come up. You will not find it until the second page. Then, the Student Pilot must be clever enough to understand it is contained within Part 91 Manual of Standards. Then, must scroll through 26 chapters to 26.24 to learn-

"26.24 Navigation lights

- (1) An aircraft operating by night must be fitted with navigation lights.
- (2) When required to be fitted, navigation lights must be displayed during a flight, and when operating on the movement area of an aerodrome.
- (3) Subsection (2) does not apply to an aircraft in an operation to the extent that a specific provision of another MOS expressly provides for occasions when particular lights need not be displayed."

Under the US Code of Federal Regulations Title 14, Chapter I, Federal Aviation Administration, Department of Transportation, Subchapter F Air Traffic and General Operating Rules, Part 91 General Operating and Flight Rules, Subpart C Equipment, Instrument, and Certificate Requirements:

"91.209 Aircraft lights.

No person may:

- (a) During the period from sunset to sunrise (or, in Alaska, during the period a prominent unlighted object cannot be seen from a distance of 3 statute miles or the

sun is more than 6 degrees below the horizon) -

- (1) Operate an aircraft unless it has lighted position lights;
- (2) Park or move an aircraft in, or in dangerous proximity to, a night flight operations area of an airport unless the aircraft -
  - (i) Is clearly illuminated;
  - (ii) Has lighted position lights; or
  - (iii) is in an area that is marked by obstruction lights;
- (3) Anchor an aircraft unless the aircraft -
  - (i) Has lighted anchor lights; or
  - (ii) Is in an area where anchor lights are not required on vessels; or
  - (b) Operate an aircraft that is equipped with an anticollision light system, unless it has lighted anticollision lights. However, the anticollision lights need not be lighted when the pilot-in-command determines that, because of operating conditions, it would be in the interest of safety to turn the lights off."

The CASA Regulation by comparison does not specifically state that the lights must be operated at night . . . In a circuitous way it must be surmised. "(2) When required to be fitted, navigation lights must be displayed during a flight, and when operating on the movement area of an aerodrome." The way it is written, it suggests they should be on during day time, as well. A student might see the navigation lights fitted to the aeroplane he is about to fly during daylight, assume they are required to be fitted and turn them on, thus prematurely burn-out the bulb. Where CASA regulations should be prescriptive they are vague, at best.

Would you be aware that a torch (flashlight) is required to be carried by a pilot flying at night? Let's return to the CASA website. Suppose a Student Pilot wants to look up when he must use a torch. Go to the Search Bar. Type in 'torch'. Nothing comes up. Nowhere does it refer directly to "**torch**" nor does it refer directly to "Part 91 (General Operating and Flight Rules) Manual of Standards 2020; Division 26.7 Lighting systems; 26.21 Cockpit and cabin lighting requirements; (1) An aircraft operating by night must be fitted with or carry, as applicable, the following lighting equipment:(c) for each flight crew member — **an independent portable light** accessible to the flight crew member from the flight crew member's normal seat in the aircraft;" Who writes this shit?

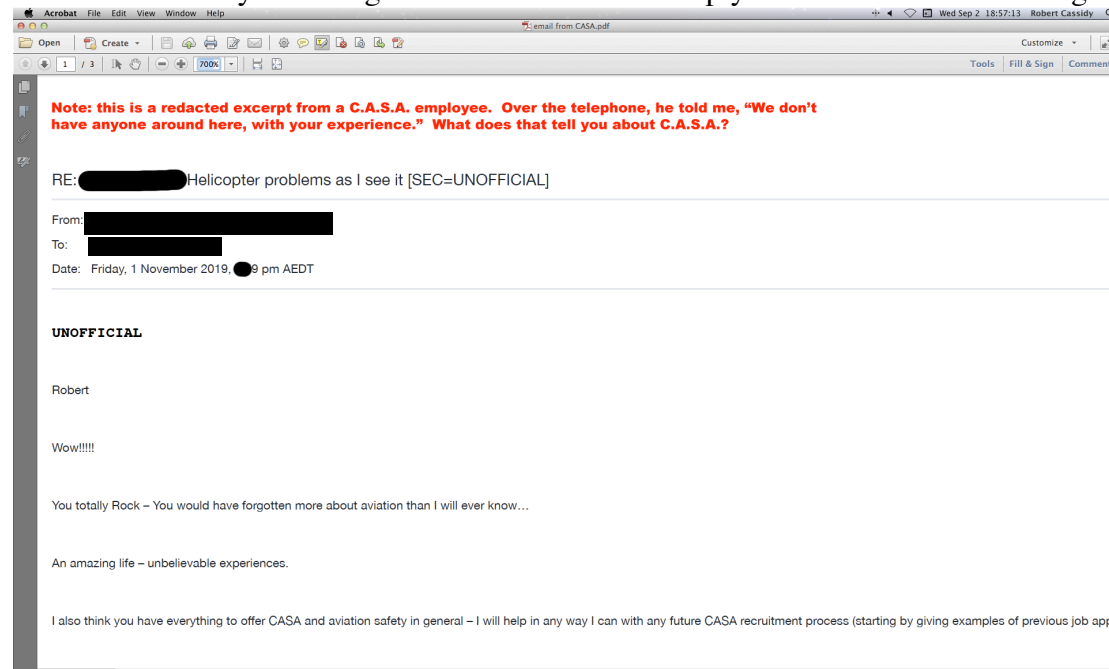
The FAA specifies, simply,

"91.503 Flying equipment and operating information.

- (a) The pilot in command of an airplane shall ensure that the following flying equipment and aeronautical charts and data, in current and appropriate form, are accessible for each flight at the pilot station of the airplane: (1) A flashlight having at least two size "D" cells, or the equivalent, that is in good working order."

AND, if I were to write the Regulation, I would insist on the pilot carrying a spare bulb and a spare set of batteries. But, hey. I have 36 years of flying experience operating 130 different aircraft and Airline Transport Pilot Licences from seven countries and 3,263 hours flying at night to rely upon.

A manager within CASA in a telephone conversation told me, "We have nobody around here with your background" and in an email reply to me wrote the following-



And, this is why the Aviation Industry is in decline and not contributing to the national economy or GDP the way it does in other parts of the world: CASA is top heavy in over-paid management with the CEO, who is a career government bureaucrat, not even holding a Pilot Licence. The Aviation Industry is egregiously over-regulated for no added safety benefit which costs end user, like me, a helluva lot of money that forces us into retirement and/or out of business. The CASA Regulations are so complex they need a Plain English Guide to understand them, but in the US, there is The Plain Writing Act of 2010 was signed on October 13, 2010. The law requires that federal agencies use clear government communication that the public can understand and use. While the Act does not cover regulations, three separate Executive Orders emphasize the need for plain language: E.O. 12866, E.O. 12988, and E.O. 13563

Bring CASA, Air Services Australia, ATSB under federal Department of Transportation and a Minsiter. CASA should regulate any aircraft and not trust the RAAA or Warbird Association to self-regulate or assure safe operating and maintenance practices. AND, Airports are critical to national defence infrastructure - just short-sighted to privatise them.

Lastly, I am offering my services to Australia to resuscitate the Aviation Industry to re-awaken national interest in Aviation, to improve Aviation Safety, whilst reducing red tape, reducing the complexity of Aviation Regulations and reducing costs to end-users. You may call upon me anytime.

Sincerely,  
