Self Administration Organisation – Brisbane 27/10/06

Rickie Liddle and I attended the CASA convened meeting to discuss self administration of the GA industry with representatives from many associations and interested parties lobbying to introduce self administration of the non commercial operations – i.e. general aviation.

Basically, most of the presentations were lobbying for one body or another to have sole responsibility to provide, as we put it, “regulatory services” to general aviation such as aircraft registration, pilot licensing, operator approval, etc. The problem CASA is facing is which one and what would they devolve?

Others faced reality a bit more in stating that nobody would be demanding self administration IF CASA reduced its costs and bureaucracy so that GA could just get on with enjoying aviation. This was pushed by some very experienced individuals – others lobbied to be another CASA.

Some stated that GA had a finite life close to major cities unless governments made access to aerodromes more cost effective and that the aerodromes were a benefit to the community instead of trying to make aviation participants (mainly GA) pay for the profit earnings that new owners of aerodromes are demanding.

At the meeting AMROBA gave a presentation, attached, that emphasised that CASA cannot devolve its responsibility for “regulatory oversight” and that they must not introduce any system where other NAAs and foreign businesses could view Australia as not complying with ICAO Standards and Practices. This was supported by the DOTARS representative.

Any system, like the current system, that is not acceptable to the FAA, TC, EASA, etc is not acceptable.

We have no problems with properly constituted Regulatory Services Organisations as long as there is one database recording the details; a database controlled by CASA and publicly available by the internet to industry and other NAAs. We have and still lobby for the United States FBO system – not the EASA system that is not yet fully developed or implemented.

If CASA adopted the United States FBO system for GA in this country then many regulatory costs would just about disappear overnight. No CASA approvals of maintenance facilities unless they support an airline operator. This would enable Australian Registered Businesses to employ LAMEs to do maintenance on aircraft, sheet metal workers to do airframe component maintenance, pilots with instructor ratings to do pilot training, etc and to also provide all other servicing functions.

In addition, if CASA passed AME licensing to another body associated with the education system, then AME licence costs would also be reduced. The international agreement does not state that the regulator has to issue the AME licence – it states that the government should set up a licensing authority. In some countries an interim licence is issued by the education body and the official licence is issued by the

regulator based on the interim licence issued.

Australia must get rid of its “unique” image so that aircraft and parts that leave the Australian system are accepted as being compliant with the country of design NAA’s manufacturing and maintenance standards and practices – i.e. international recognition of our system. This is not the case at present.

It is interesting to note that it is not the Australian AME licence that is not recognised overseas, it is the scope of the AME training underpinning the licence that is not acceptable. Whilst the rest of the world has based their difference between mechanical and avionics on the FAA A&P spilt, refer Canadian AME and EASA Mechanical/avionic split, Australia has not moved with the times. It has introduced it in the new MEA06 training package for the airline system to meet the EASA model, not the FAA or TC models.

US A&P training now exceeds 3700 hours of training compared with our AME 1250 hours of training in Australia. That is the real reason for lack of recognition of our maintenance personnel training standards.

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