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Date
Published
25/4/2016

NEWSLETTER

Volume 13 Issue 4
April – 2016

1. TAAAF Policy Document Released – 2016.

The Australian Aviation Associations Forum have released its policy document with fully costed savings and recommendations that government should take into consideration now and post-election. 2016 is make or break for general aviation and these policies support a future GA. Link: [TAAAF Policy Document 2016](#)

[Read more](#)

AMROBA had considerable input to this document and recommend it to our members. It provides a future for all sectors.

2. Tamworth GA meeting with Joyce/Chester May 6th.

AMROBA congratulates Ben Morgan, Aviation Advertiser, for arranging the meeting at Tamworth that has led to a new GA meeting with the National Party – DPM **Barnaby Joyce**, Minister **Darren Chester** and CASA Chairman **Jeff Boyd**. Everyone in GA is invited and should attend. To fix aviation we need a political direction to CASA and many changes to the Civil Aviation Act.

[Read more](#)

If you want GA to survive you must tell the National Party to support general aviation. Other political parties don't seem to care.

3. Consequences if you do not comply with an Act?

The Civil Aviation Act has some severe penalties if a person or entity does not comply with a provision of the Act but there is no penalty if CASA does not comply or meet their obligations under the Act. Obviously public servants can ignore Act requirements if you are CASA. Sec 9 – CASA Functions ignored.

[Read More](#)

If you are a member of the public you can go to gaol, if you are a public servant, you will probably be rewarded.

4. AOPA Project Eureka document

AOPA's project Eureka has similarities with the TAAAF policy document because they contributed to its development in the early stages. The AOPA document is in the same vein as the TAAAF document. The current and proposed regulatory system is the prime reason for GA decline. Basically, the current regulator is the reason why hundreds of jobs have disappeared out of aviation.

[Read more](#)

Only government can direct policy that will remove regulations and red tape not in the FAA system for GA

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1. TAAAF Policy Document – 2016.

The Australian Aviation Associations Forum have released its policy document with fully costed savings and recommendations that government should take into consideration now and post-election. 2016 is make or break for general aviation and these policies support a future GA that will prosper.

The major policies of this document are:

1. A National Aviation Strategy in partnership with industry with a focus on safety, job creation, and growth.
2. Modernisation of the Civil Aviation Act and alignment to international standards.
3. Sale of Airservices and creation of an Aviation Future Fund.
4. Urgent policy action on aviation education and training.
5. New approaches to general aviation, manufacturing, security and regional aviation.

There are many issues that directly affects your future being proposed. All aspects of general aviation has been covered.

It is recommended reading to all members and feel free to pass it to your local council that controls your airport. Send it to local government, State and Federal members even if they get more than one copy. All people working in this industry should read this proposal.

Download a copy and place it in a position for all to read. Link on front page.

[Back to Top](#)

2. Tamworth GA meeting with Joyce/Chester May 6th

AMROBA congratulates Ben Morgan, Aviation Advertiser, for arranging the meeting at Tamworth that has led to the GA meeting with the National Party – DPM Barnaby Joyce, Minister Darren Chester and CASA Chairman Jeff Boyd. Everyone in GA that can get there should attend. Aviation needs a new political direction/policy and many changes to the Civil Aviation Act if we are to get back to a natural growth industry.

Meeting link to our 'Breaking News' article on this meeting. Link: [Tamworth Meeting.](#)

The last meeting in Tamworth could have been a failure except it raised enough issues for DPM Barnaby Joyce to agree to another meeting – this is an election year. Nationals needs the support of the aviation industry and we need their support. Two major issues confront general aviation:

1. Repeal of a regulatory system that, since 1990, has lost over 100,000 jobs. It is time to reverse these effects by adopting the USA regulatory system for GA.
2. Promulgate the USA regulatory system as **Aviation Safety Standards** under Sec 9 (1) (c) of the Civil Aviation Act. (no strict liability clauses);
 - a. Any amendment proposed by industry or CASA needs industry sector(s) consensus.
 - b. Regulations be amended to support the Aviation Safety Standards;
 - c. All changes be completed within the next two years.

Show Joyce, Chester and Boyd that the GA industry has had enough and change must happen within the next 2 years.

[Back to Top](#)

3. Consequences if you do not comply with an Act?

The Civil Aviation Act has some severe penalties if a person or entity does not comply with a provision of the Act but there is no penalty if CASA does not comply or meet their obligations under the Act. The Morris Report changed CASA's Functions:

3.30 The [Morris] committee considers that CASAs primary or core functions should be:

- (a) to establish aviation safety standards;
- (b) to issue licences, certificates or permits to those who satisfy CASA that they can meet the standards established under (a) above or in the Act; and
- (c) to supervise compliance with standards and take appropriate action for non-compliance.

Obviously public servants can ignore Act obligations if you are CASA. CASA Functions are ignored. The following are what a few of us have scored CASA compliance:

Act Sec 9 CASA's functions

(1) CASA has the function of conducting the safety regulation of the following, in accordance with this Act and the regulations:

- (a) civil air operations in Australian territory;
- (b) the operation of Australian aircraft outside Australian territory;
- (ba) ANZA activities in New Zealand authorised by Australian AOCs with ANZA privileges;

by means that include the following:

(c) developing and promulgating appropriate, clear and concise aviation safety standards ; (Not achieved)	0
(d) developing effective enforcement strategies to secure compliance with aviation safety standards ; (Not achieved)	0
(da) administering Part IV (about drug and alcohol management plans and testing); (Partially achieved)	7
(e) issuing certificates, licences, registrations and permits; (very inefficient)	5
(f) conducting comprehensive aviation industry surveillance , including assessment of safety-related decisions taken by industry management at all levels for their impact on aviation safety; (surveillance Zero /re-certification audits)	5
(g) conducting regular reviews of the system of civil aviation safety in order to monitor the safety performance of the aviation industry, to identify safety-related trends and risk factors and to promote the development and improvement of the system;	UNK
(h) conducting regular and timely assessment of international safety developments. (Way behind global changes)	2
(2) CASA also has the following safety-related functions: (a) encouraging a greater acceptance by the aviation industry of its obligation to maintain high standards of aviation safety, through: (i) comprehensive safety education and training programs ; and (ii) accurate and timely aviation safety advice ; and	2
(iii) fostering an awareness in industry management, and within the community generally , of the importance of aviation safety and compliance with relevant legislation;	2
(b) promoting full and effective consultation and communication with all interested parties on aviation safety issues. (dictating still)	3

If you are not meeting your obligation under the Act, what action will government take?

CASA has failed to perform an obligation to promulgate the “foundations of aviation safety” and works against the intention of Parliament. If there has been a failure to perform an obligation imposed by legislation, quite apart from possible consequences for the office-holder, there may be an issue as to the consequences of that breach of the law for others. **i.e. no clear/concise aviation safety standards.**

From the Attorney Generals website:

“Under Australia’s Constitution, the Parliament can make laws in the form of Acts of the Parliament or it can choose to delegate its power to make laws on particular matters to other persons and bodies. For guidance on which powers may be delegated, see the Legislation Handbook. Laws made under delegation are known as delegated, subordinate or secondary legislation. They include: (a) regulations made under an Act of the Parliament; and (b) **rules**; and (c) determinations; and (d) declarations.

Act proposed ‘Aviation Safety Standards’ would be “rules” promulgated by CASA that provide the foundation of aviation safety throughout Australia. This foundation has never been implemented as was the intention of the 1995 Act changes.

Example: If you held a certificate or licence issued by CASA and had intentionally refused to implement a safety system in your business for the last 21 years you would have been deemed as not a fit or proper person to hold a certificate or licence. Enough said.

[Back to Top](#)

4. Project Eureka document

AOPA’s project Eureka has similarities with the **TAAAF** policy document because they contributed to its development in the early stages. The **AOPA** document is in the same vein as the **TAAAF** document. The current and proposed regulatory system is the prime reason for GA decline. Basically, the current regulator is the reason why hundreds of jobs have disappeared out of aviation.

What this document and the TAAAF policy document highlights is the sad state that general aviation is now in and the sole cause is the totally unworkable aviation requirements that continue to reduce jobs.

The discontent with CASA imposed requirements is bubbling to the top and industry participants have had enough.

The recent “pilot” based regulations are totally unworkable in this country but so are the requirements implemented for all sectors so far.

Application of **Aviation Safety Standards** adopted from the FARs for general aviation will keep a safe aviation system but with global standards at much lower costs. Unlike the FARs, CASA has an aversion against performance based regulations. Europe is just starting to realise performance based requirements are the future.

[Back to Top](#)