

Minister's Statement of Expectations 2022 Explanatory Statement

Somebody Cares at Last

Australia Day 2022 will be remembered by our members as the day the government at long last took affirmative action and provided a Statement of Expectations that addresses most issues that AMROBA has raised over the last decade or so.

The DPM's staff need a bit of support from industry for their effort. They listened.

Considering past SoEs issued by Minister's, this is the best SoE that I have seen.

It is based on getting the matters we, and other associations, raised, actioned and properly addressed plus a lot more transparency.

Has CASA the culture and expertise to meet these Expectations is now the question?

Both the SOE and ES is available on our website under [Regulatory News](#).

Read them as somebody within government does care.

Government, the Department and CASA's Board need to understand, adopt and implement these Expectations, as elucidated in the Explanatory Statement, for general aviation and the engineering disciplines of design, maintenance and manufacture so we may partake in both the domestic and global aviation market.

CASA's CEO Pip Spence now has no external impediment, except her own staff, to not change the regulatory philosophy under these Expectations.

Points of Interest:

1. **CASA Board**. No longer is the Board unaccountable. The Board will be publishing on CASA's website a communique of matters discussed post each Board meeting.
 - Minister Warren Truss agreed with this back in 2015 – now directed to happen.
 - This should confirm the Board gives CASA directions, not the other way around.
2. **Consistency** with International obligations, including ICAO.
 - Engineering (design/maintenance/manufacture) needs this approach so they can participate globally. This should see a major reduction in differences with the Convention Annexes (mainly 1, 6 & 8).
 - ICAO Standards will simplify the current system when adopted.
3. **Airport Development**. Regulatory oversight of major aerodrome infrastructure projects, as well as providing authoritative and timely advice to the Minister & Department on matters related to leased federal airport developments.

- CASA now responsible for providing regulatory oversight of airport development – we need aviation development, not non-aviation development.
 - Timely advice on developments at Metro airports and regulatory oversight has not been done by CASA since it was formed.
4. **Workplan:** By the 30 June 2022, provide the Minister with a workforce plan, including how CASA will maintain a suitable workforce to meet engineering emerging challenges. E.g **Mutual recognition & bilateral arrangements to support recognition of design, innovations and certification in comparable jurisdictions of Australian aeronautical products.**
- Recognition of Australian designs and mutual recognitions will also lead to mutual agreements relating to engineering designs, maintenance & manufacture. We have been trying to achieve this for a long time.
 - We will be interested in how CASA improve their workforce to attain better skilled technical staff with a global understanding of the aviation engineering requirements of design, maintenance and manufacture. Harmonised.
5. **Exposure Draft:** Before presenting proposed regulations to the Minister, CASA to place ‘exposure drafts’ on their website for industry review. A return to the transparency that existed in the distant past.
- No longer will we be subject to new regulations being dumped on us without ever seeing the draft regulations first.
 - Maybe we can stop regulations being made before all the supporting requirements being in place. Re the debacle with Part 66 where the Education Department still does not provide modular apprentice training.

Both the SOE and ES is available on our website under [Regulatory News](#).

More details on page 3 of the Statement of Expectation review.

It is not a hard task to reduce the regulatory burden on aviation participants, it is simply a matter of following the FARs and removing silos and economic restrictive regulations. Most have been created over the last 30 years.

We must at least say well done, to the bureaucracy involved in developing this Statement of Expectations and Explanatory Statement.

We now know clearly what we expect from CASA this year, let’s hope they can deliver.

AMROBA will work with the Board, CASA and/or Department(s) to assist in achieving all of the points in this Statement of Expectations. Whatever it takes.

Statement of Expectation Review.

Changing Regulatory Approach

Without doubt, the Minister has listened to the industry, and expects CASA to make changes in how they manage regulatory reform. The Minister also wants a workplan.

The main points.

Paragraph (a) **By end of 2022, review its regulatory philosophy**, following industry consultation – post election but gives the new Board/CASA CEO time to get the regulatory philosophy right.

- A read of the ICAO Regulatory Oversight Manual may help them to understand the change required.
- This is a technical industry that needs technocrats wedded to safety, not legal.

Paragraph (b) Impact of regulatory change with a **particular focus on regional & remote Australia**. This means the CASA drafted Explanatory Statements are to set out how it impacts on different sectors and regional & remote Australia.

- Sit back and look at the impact that the proposed CASR Part 43 will have.
 - The US non-approved aircraft/component maintenance system can be regulatory achieved in Australia if CASA has the ‘smarts’.
- We need regulations that grow an industry, not restrict it.
 - Remove the silos.
- Economic decisions must be made by aviation participants, not CASA by creating economic restrictive regulations.
 - Remove economic restrictions. Lift the skills.
- FAR 91/43 is an excellent example of regulations for general aviation but the commercial FARs enables the AOC to determine who does their aircraft or component maintenance. Depending on who does the work depends on the level of quality control the operator has.
- CASA staff understanding the Convention Annexes would assist.

Paragraph (c) To be provided to the Minister by 30 June 2022. Review its consultation framework with stakeholders to ensure regulatory proposals are fit for purpose. This should stop the CASA approach of developing regulations they want, not supported by industry. This is why so many regulations that have been developed are not fit for purpose.

- Regulatory development should be growing this job creating general aviation industry, not suppressing it by creating economic silos that removes competition.

Paragraph (d) Release an **exposure draft** of proposed regulations for industry consultation before they are sent to the Minister for making.

- No longer will industry be subject to regulations that CASA decide, irrespective to the inputs of industry. I have always been amazed at CASA project leaders deciding the regulations without a proper review of draft regulations by industry when most don't have the industry/regulatory experience to produce cost effective safety regulations.
- For general aviation and engineering principles, use the FARs as the guiding principles to remove silos and economic restrictions.
- A return to the ICAO avionic and mechanical aircraft maintenance engineer training system would address the shortage in this country.
- We need to have AME licencing removed from the trade training sphere if we are ever to get back to the skilled workforce that keeps this sector safe.

Paragraph (e) **By 30 June, 2022**, Review client service services standards and ensure that key performance indicators for client delivery functions are published. This means that industry, who have to meet timeframes, may see CASA meeting specified timeframes to support the aviation organisations.

Paragraph (f) **By 1 May 2022**, publish a workplan of measures to appropriately reduce the regulatory burden on general aviation. Long overdue and significant saving should be able to be made without affecting safety. Time CASA asked themselves, what value does it add to safety when reviewing.

Paragraph (g) **By 30 September each year**, report to the Minister on its forward regulatory program, including advice how industry views were taken into account. Surely CASA is getting the message they are not their regulations, these are industry regulations for a commercial and private aircraft related system

Without doubt, this is the best Statement of Expectation that I have witnessed.

Please read the SOE & ES on our website: [Regulatory News](#).

Maybe 2022 is the year of Expectations that match what is needed in general aviation.

For and on behalf of the members of AMROBA

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Safety All Around.