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NEWSLETTER

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AVIATION RED TAPE REDUCTION

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Is Aviation Maintenance affected by Government Policy or Philosophy?

More Apprentices. "*This announcement builds on the Labor Government's record of getting more skilled workers into the construction sector, which includes:*

- *Free TAFE, which has seen around 600,000 enrolments so far across Australia*
- *From 1 July, paying apprentices $10,000 in incentives to take up apprenticeships in housing construction*
- *Upping the living away from home allowance for the first time in 20 years*
- *Paying employers more to take on an apprentice living with a disability*
- *Investing more than $60 million in the Building Women's Careers program, focused at hiring, training and retaining more women in the sector"*

We recognise that small businesses are the engine room of the Australian economy and that's why they are at the core of our plan to build Australia's future."

Wording varies depending on which party is in power, but industry restrictions remain.

So why doesn't it happen in aviation?

We believe that compliance with government principles would ensure regulations created by regulators would ensure regulations were 'fit-for-purpose'.

> *"**2. Integrated in existing systems.** Take a whole-of-system approach by integrating, leveraging, **improving**, and **modernising** existing regulatory systems, where appropriate*."

What Should Be.

Unions should ensure government policies and philosophies on paper should be put into practice by regulators to *integrate*, harmonise and *modernise* existing regulations and updating regulations by adopting the FAR/EASR amendments since the regulator originally adopted these regulations.

Integrating with other Australian legislative/regulatory requirements must happen to enable skills and training to be integrated into the Vocational Education Training System leaving current regulations "not fit for purpose". This would have meant no shortage of maintenance personnel.

Globally Accepted Standards

"Global aviation is highly regulated; no person may design, produce, operate or maintain a civil aviation product without appropriate approvals and authorities from the country of registry.

The highly regulated and scrutinized international civil aviation industry has a significant economic footprint. It includes—

- Private and business domestic and international operations
- Regional and commuter domestic and international operations
- Domestic air carrier passenger and cargo operations
- International air carrier passenger and cargo operations

An aircraft cannot fly without having required maintenance performed and approved for return to service by appropriately qualified and certificated individuals and companies."

A/C Owners' Name & Address - Privacy

FAA Aircraft Registration Privacy Amendments

"The FAA has enabled a privacy program that allows aircraft owners to request that certain registration information be kept private, including their name and address.

The FAA announced on March 28 the privacy option is now enabled through the FAA **Civil Aviation Registry Electronic Services** online portal, which allows owners to register aircraft and manage their registration records.

Allowing registered owners to withhold personal information was required by the FAA Reauthorization Act of 2024. AOPA (US) advocated for the inclusion of the provision in that law and has advocated for more aircraft and pilot privacy protection for many years—since long before the ADS-B mandate took effect in 2020—to protect aircraft owners and limit the public availability of personal information without a pilot's consent.

The agency **streamlined** the Privacy International Civil Aviation Organization Address, or PIA, program in late 2024.

While the PIA program applies only to ADS-B data, the newly enabled privacy request available through CARES affects the public availability of aircraft registration data displayed through the **online registry.**

"*This program is long overdue and a significant win for pilot privacy*," said AOPA President Darren Pleasance. "This is a direct result of our advocacy efforts and our continued push for privacy."

AMROBA Recommendation: Government should take immediate action to apply Privacy requirements to CASA's aircraft register.

The FAA action also complies with Australia's Privacy Act.

A - Objects of this Act (PRIVACY)

(1) The objects of this Act are:

(a) to promote the protection of the ***privacy of individuals*** with respect to their **personal information**; and

(aa) to recognise the public interest in **protecting privacy**; and

(b) to recognise that the protection of the **privacy of individuals** is balanced with the interests of entities in carrying out their functions or activities; and

(c) to provide the basis for nationally consistent regulation of **privacy and the handling of personal information;** and

(d) to promote responsible and **transparent handling of personal information by entities**;

Private names and addresses should not be made public.

Labor and the Fight for Socialism

This paper in on the Federal Parliament's website

> *'To build a real socialist party, one that is not a sect, we must be willing to work with anyone moving in the same direction, even if they may be going only a small part of the way. We have to actively seek whatever agreement is possible. That means seeking agreement with forces that are breaking in a progressive direction from Laborism, breaking with the politics of the ruling class. These are the forces that have the potential to renew the left and help it to overcome its isolation.'*

Under socialist Government for at least this and the next Parliament, AMROBA expects the unions will support and influence the government to modernise aircraft maintenance personnel training standards by harmonising with the applicable EASR Parts.

Though we have been lobbying CASA to adopt all of EASR Parts 66/147 A & B regulations to modernise aviation regulations, including their course durations and additional licences, to empower the education system to provide trade training courses for the helicopter and general aviation sectors. Now it is the unions that have the box seat to influence government.

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Skilling The Nation's Aviation Sector - Integration

Over the last six months I have been invited to a few on-line discussions regarding trade training, apprenticeships, small business and government involvement.

At these meetings references to reports and documents are stated as justification for the subject matter that is discussed. Being a curious person, I searched for these documents and reports.

Many of the authors of education papers are also Fabians, as all Labour PMs have been since Whitlam.

I am not sure I personally support these socialist philosophies for a future society but their concept for education is different to the right of politics.

Reading some of these papers brings some understanding of the left side of politics approach to education, especially trade training. My conclusion is the failure to provide proper regulatory personnel training standards by CASA is the major reason Australia does not have helicopter or small piston aircraft mechanical trades courses that would underpin the specific CASR Part 66 licences.

In addition, some papers were positive of ensuring Australian training/education standards met global levels. A global approach so foreign students can be attracted, mainly for universities. The government current education regulations do require skills, knowledge and course durations to be set so the VET system can provide appropriate training and qualifications.

A properly multi department integrated trade system, currently missing in the helicopter/piston aeroplane sectors, underpinning CASA's AME licencing system would mean the CASRs & MoS would be compatible and integrated with both DEWR and the Trade Recognition Authority requirements.

Another aspect dealt with is the *evolution of trade and labour standards that are poised for significant transformation in the coming years. As globalisation continues to advance, countries are increasingly recognising the need for harmonised personnel standards that ensure fair labour practices within the framework of international trade.*

Demonstrating compliance with standards provides assurance of quality and helps give a competitive advantage. International personnel standards help ensure that products and services meet common quality and safety requirements, making it easier to access and trade within international markets.

The Why Behind Global Standards (extracted from a couple of docs)

Clarifying why global standards matter.

- **Consistency:** They create a uniform approach across regions, ensuring everyone is on the same page.
- **Quality Control:** Standards help maintain high-quality outputs, regardless of where they're being produced.
- **Customer Trust:** Clients are more likely to engage with companies known for their adherence to established standards.

Understanding these benefits is half the battle. For people like us—this means making the standards work in your favour. Employers are not exploiting; they simply need qualified tradespersons.

> "*Unions remain one of the most effective tools for resisting exploitation and advancing socialist ideals. By revitalizing the labour movement, expanding worker power, and forging alliances with other justice-oriented movements, unions can play a central role in shaping a more just and equitable future*."

AMROBA's Conclusion:

Under our socialist system, it should not be employer groups lobbying for appropriate training and qualifications to recognise maintenance personnel, it should be the unions demanding CASA promulgate the associated "*EASR course regulatory details*" be adopted to provide maintenance workers in the helicopter and small aeroplane sector are properly trained.

For info: *The Temporary Skilled Migration Income Threshold (TSMIT) is the minimum salary that must be paid to temporary skilled migrants in Australia, currently set at AUD 76,515 from 1 July 2025.*

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