



**AMROBA**<sup>TM</sup>  
Safety All Around

# SUMMIT PROGRAMME

**GENERAL AVIATION SUMMIT 2018**

UPDATE TO THE CIVIL AVIATION ACT 1988

**Monday 9<sup>th</sup> & Tuesday 10<sup>th</sup> July, Wagga Wagga NSW.**



**AMROBA**  
Safety All Around

2<sup>nd</sup> July 2018

## **General Aviation Summit – Wagga Wagga – 9<sup>th</sup> & 10<sup>th</sup> July 2018**

The Australian General Aviation Alliance welcomes the 34 general aviation industry associations and 75 representatives whom have confirmed their attendance to the General Aviation Summit 2018, 9<sup>th</sup> and 10<sup>th</sup> July – Wagga Wagga NSW.

Participating associations at this summit represent approx. 26,500+ members across a broad spectrum of general aviation interest groups.

The purpose of the Summit is to bring together the leadership of Australia’s general aviation industry associations, seeking to develop a consensus proposal for a change to the Civil Aviation Act. The Summit will be chaired by independent representative, Mr Geoff Breust, former Managing Director of Regional Express.

The Deputy Prime Minister will open the Summit, addressing delegates on the morning of 9<sup>th</sup> July 2018. In the spirit of bipartisan support for change, Mr Anthony Albanese MP has been invited to address the Summit delegates on the morning of Tuesday 10<sup>th</sup> July 2018.

The Summit Dinner guest speakers are Mr Michael Smith, former Deputy Director of Aviation Safety (CASA), speaking to the need for change to the Civil Aviation Act so as to unlock Australia’s aviation industry and Mr Craig Spence, Secretary General of the International Aircraft Owners and Pilots Association.

On behalf of the AGAA we thank you all for your participation and we look forward to working with you to achieve a positive outcome at the summit.

Should you have any questions, please don’t hesitate to call (02) 9791 9099.

Yours Sincerely,

**BENJAMIN MORGAN**  
Executive Director – AOPA Australia

### **Australian General Aviation Alliance**

PO BOX 26, Georges Hall NSW 2198 Australia.

Telephone: (02) 9791 9099 | Mobile: 0415 577 724



2<sup>nd</sup> July 2018

## Welcome from the Chairman, Mr Geoff Breust

Dear Delegate / Colleague,

Welcome to the General Aviation Summit – a unique opportunity to meet with all your industry colleagues to discuss and reach a consensus on a fundamental change to the way aviation is regulated in Australia.

I am honoured to have been asked to chair the proceedings and will approach the task on a fully independent basis.

This is the first time delegates from the 34 general aviation industry associations, the two most important people in aviation regulation – the Hon Michael McCormack, MP, Deputy Prime Minister and Minister for Infrastructure and Transport and the Hon Anthony Albanese MP, Shadow Minister for Transport and Infrastructure - along with other MPs and Senators, representatives of the relevant government agencies and other organisations, have gathered together in one room to develop an approach for the future.

There is already consensus that the Civil Aviation Act requires amendment. Indeed, the view has been around for some years. Our task is to agree on what that amendment should be – if not the actual words, the real intent to be covered in the wording.

A change to the Act to bring into account those necessary considerations other than simply safety and the prevention of accidents and incidents, however, is but the first step. From that change in basic philosophy, a whole range of other legislative and regulatory changes are likely to be necessary. This will be the focus of Day Two of the Summit.

Our approach over the next two days will be to concentrate on the future. Whether it be airline, commercial, training, maintenance, construction, recreational, private – all forms of aviation – the industry environment must be safe, viable, sustainable and have the ability to develop building on Australia's great advantages. This is definitely not a forum to go over old issues and certainly not a whinge session. The emphasis is on constructive contribution to a common outcome.

On behalf of the Australian General Aviation Alliance, may I extend a warm welcome to my home town and to this ground-breaking summit. I wish everyone a very successful two days and look forward with much anticipation to an excellent outcome.

With kind regards,

A handwritten signature in black ink that reads "Geoff".

**MR GEOFF BREUST**  
**Independent Chairman – General Aviation Summit 2018**



## **AGAA PERSPECTIVE ON THE CIVIL AVIATION ACT**

The Australian General Aviation Alliance believes;

1. That regulations must be developed so that aviation safety is affordable; and
2. That the Australian aviation safety regulator be required to foster and develop aviation

### **PROPOSED AMENDMENT TO THE CIVIL AVIATION ACT**

9A Performance of functions

**(1) In exercising its powers and performing its functions, CASA must seek to achieve the highest level of safety in air navigation as well as:**

**(a) maintaining an efficient and sustainable Australian aviation industry, including a viable general aviation and training sector;**

**(b) the need for more people to benefit from civil aviation.**

(2) Subject to subsection (1), CASA must exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from:

(a) the effects of the operation and use of aircraft; and

(b) the effects associated with the operation and use of aircraft.

### **3A Main object of this Act**

**The main object of this Act is to establish a regulatory framework for maintaining, enhancing and promoting the safety of civil aviation with particular emphasis on preventing aviation accidents and incidents. The Act also recognises the importance of having a strong, efficient and sustainable aviation industry, and of enabling more people to benefit from aviation.**



## GENERAL AVIATION SUMMIT 2018

To bring together Australia's general aviation associations, to establish a consensus on the new wording of the Civil Aviation Act, to ensure the future of aviation in Australia.

### SUMMIT CHAIRMAN

Mr Geoff Breust, former Managing Director of Regional Express

### INVITED SPECIAL GUESTS

1. The Mayor, City of Wagga Wagga, Councillor Greg Conkey OAM
2. Deputy Prime Minister, The Hon Michael McCormack MP
3. The Hon Anthony Albanese MP, Shadow Minister
4. Member for Mount Isa, The Hon Robert Katter MP
5. Senator for Western Australia, Senator Slade Brockman
6. Senator for Queensland, Senator Fraser Anning
7. Senator South Australia, Senator Rex Patrick, Represented by Jonathan Sharman
8. Senator South Australia, David Fawcett, Represented by Mr Micah Wright-Taylor
9. Senate RRAT Committee Secretary, Dr Jane Thomson
10. Department of Infrastructure, Mr Jim Wolfe
11. Department of Infrastructure, Ms Melissa Cashman
12. Aviation Advisor to the Deputy Prime Minister, Mr Stephen Campbell
13. Civil Aviation Safety Authority, Group Manager, Mr Rob Walker
14. Airservices Australia, Mr Stephen Angus
15. Australian Transport Safety Bureau, TBA
16. iAOPA Secretary General, Mr Craig Spence
17. University of New South Wales, Prof Ian Hampson
18. Falcon Air Safety Officer, Mr Ken Lewis

### INVITED MEDIA

1. The Australian, Aviation Editor, Annabel Hepworth
2. Australian Flying Magazine, Editor, Steve Hitchens
3. AERO Magazine, Editor, Stewart and Wendy Wilson
4. AOPA PILOT AUSTRALIA Magazine, Ray Clamback
5. Australian Aviation, Chief Executive Officer, Christian Boucousis
6. Freelance Aviation Journalist, Kreisha Ballantyne



## ATTENDING INDUSTRY ASSOCIATIONS

1. Aircraft Owners and Pilots Association of Australia (AOPA Australia)
2. Aircraft Electronics Association – South Pacific Region (AEA)
3. Aircraft Maintenance Repair Overhaul Business Association (AMROBA)
4. Airtourer Association (AA)
5. Antique Aeroplane Association of Australia (AAAA)
6. Australian Aircraft Manufacturers Association (AAMA)
7. Australian Beechcraft Society (ABA)
8. Australian Business Aviation Association (ABAA)
9. Australian Licensed Aircraft Engineers Association (ALAEA)
10. Australian Mooney Pilots Association (AMPA)
11. Australian Parachute Federation (APF)
12. Australian Piper Society Inc (APS)
13. Cessna 182 Association of Australia (C182AA)
14. Cessna 200 Association of Australia (C200AA)
15. Cirrus Owner Pilots Association of Australia (COPA)
16. Colour Vision Deficient Pilots Association (CVDPA)
17. Experimental Light Aircraft Association of Australia (ELAAA)
18. Gliding Federation of Australia (GFA)
19. Hang Gliding Federation of Australia (HGFA)
20. International Comanche Society – Australia (ICSA)
21. Lancair Owner Builder Organisation (LOBO)
22. Recreational Aviation Australia Limited (RAAUS)
23. Regional Airports User Action Group (RAUAG)
24. Sport Aircraft Association of Australia (SAAA)
25. Seaplane Pilots Association of Australia (SPAA)
26. Australian Aero Clubs Alliance (AACCA)
27. Your Central Coast Airport Association (YCCA)
28. AVPLAN-EFB
29. *Rotorcraft Asia Pacific– Observer Only\*\**
30. *Angel Flight Australia (AFA) – Observer Only\*\**
31. *Royal Federation of Aero Clubs (RFAC) – Observer Only\*\**
32. *Australian Women Pilots Association (AWPA) – Observer Only\*\**
33. *Australian Warbirds Association Limited (AWAL) – Observer Only\*\**
34. *Regional Aviation Association of Australia (RAAA) – Observer Only\**
35. *GARMIN Australia – Observer Only\*\**
36. *Hawker Pacific – Observer Only\*\**
37. *Thomas Global Systems – Observer Only\*\**



## GENERAL AVIATION SUMMIT – PROGRAMME

### DAY ONE: 9<sup>th</sup> July 2018

Wagga RSL Club – Mirage Conference Room, Kincaid St & Dobbs St, Wagga Wagga NSW.

#### INTRODUCTION AND WELCOME

**10:30am** – Summit Arrival Tea & Coffee

**11:00am** – Summit Opening, Chairman Geoff Breust

**11:05am** – Welcome to Wagga Wagga from Mayor City of Wagga Wagga, Councillor Greg Conkey OAM

**11:10am** – AGAA Welcome Message, AOPA Australia President, Aminta Hennessy

**11:15am** – **Opening Address, Deputy Prime Minister, The Hon Michael McCormack MP**

**11:45am** – iAOPA Secretary General, Craig Spence

**11:55am** – Mr Ken Lewis, Past President of Flight Safety International

#### **12:10pm – LUNCH SERVICE & BREAK**

**1:10pm** – Presentation on the Change to the Act, Summit Chairman Geoff Breust

**2:00pm** – **Delegate Presentations (See Page 8 – Run Sheet)**

**4:00pm** – Day 1 Wrap Up – Summit Chairman – Geoff Breust

#### **4:15pm – DAY 1 MEDIA INTERVIEWS AND ENGAGEMENTS**

#### SUMMIT DINNER – WAGGA RSL CLUB

**6:00pm** – Summit Pre-Dinner Reception Drinks (30 mins)

**6:30pm** – Commencement of Dinner, Summit Chairman – Geoff Breust

**6:45pm** – **Entrée Service, Guest Speaker:** AGAA Representatives – AMROBA, SAAA and AOPA Australia

**7:15pm** – **Main Dinner Service, Guest Speaker Presentation:** Mr Michael Smith, AOPA Australia

**8:00pm** – **Desert Service, Guest Speaker Presentation:** Mr Craig Spence, Secretary General of iAOPA

**8:30pm** – Summit Dinner Close, Summit Chairman – Geoff Breust



## DAY 1: DELEGATE PRESENTATIONS

1. Aircraft Maintenance Repair Overhaul Business Association (AMROBA)
2. Aircraft Electronics Association – South Pacific Region (AEA)
3. Australian Licensed Aircraft Engineers Association (ALAEA)
4. Australian Aviation Manufacturers Association (AMAA)
  
5. Sport Aircraft Association of Australia (SAAA)
6. Experimental Light Aircraft Association of Australia (ELAAA)
7. Recreational Aviation Australia Limited (RAAUS)
8. Hang Gliding Federation of Australia (HGFA)
9. Gliding Federation of Australia (GFA)
10. Australian Parachute Federation (APF)
  
11. Seaplane Pilots Association of Australia (SPAA)
12. Antique Aeroplane Association of Australia (AAAA)
  
13. Australian Business Aviation Association (ABAA)
  
14. Cessna 182 Association of Australia (C182AA)
15. Cessna 200 Association of Australia (C200AA)
16. Cirrus Owner Pilots Association (COPA)
17. Lancair Owner Builder Organisation (LOBO)
18. Australian Beechcraft Society (ABA)
19. Australian Mooney Pilots Association (AMPA)
20. International Comanche Society – Australasia (ICS)
21. Airtourer Association (AA)
22. Australian Piper Society (APS)
  
23. Opportunity for Observer Association to Present
  
24. Aircraft Owners and Pilots Association of Australia (AOPA Australia)





## **GENERAL AVIATION SUMMIT – PROGRAMME**

### **DAY TWO: 10<sup>th</sup> July 2018**

Wagga Commercial Club – Conference Centre, 77 Gurwood St, Wagga Wagga NSW 2650

#### **DAY TWO SUMMIT WORKSHOP**

**8:30am** – Opening Tea & Coffee

**8:45am** – The Hon Anthony Albanese MP – Shadow Minister for Transport and Infrastructure

**9:30am** – Summit Associations Workshop – Summit Chairman, Geoff Breust

**1:00pm** – Workshop Close – Break to Lunch

#### **SUMMIT WORKSHOP RESOLUTIONS**

**1:30pm** – Presentation of the Workshop Resolutions & Vote

**2:30pm** – Signing of the Resolutions

**3pm** – Press Conference with local and visiting media

#### **SUMMIT CLOSE**



## SUMMIT MENU

**TEA, COFFEE & BISCUITS** – Throughout both days – Self Service

**TABLE WATER AND MINTS** – Throughout both days – Self Service

**LUNCH MENU – Day 1 (Monday 9<sup>th</sup> July)** – Hot Finger Food, Sandwiches and Salad

**LUNCH MENU – Day 2 (Tuesday 10<sup>th</sup> July)**– Wraps, Sandwiches and Salad

**PRE-DINNER DRINKS RECEPTION (6pm, Monday 9<sup>th</sup> July)** – Tap Beer, White and Red Wine

**SUMMIT DINNER MENU (6:30pm Monday 9<sup>th</sup> July)**

### **Entrée**

Marinated Lemon Chicken on Peach, Fennel and Radish Salad; or  
Succulent Prawn Salad with Dressing and Crispy Leaves

### **Main Service**

18 Hour Slow Cooked Lamb with Minted Jus on Sweet Potato Mash; or  
Grilled Chicken Fillet with Creamy Mushroom Sauce Reduction and Warm Green Salad

### **Dessert Service**

Salted Caramel Panna Cotta; or  
Sticky Date Pudding with Butterscotch Sauce

**Beer, White Wine and Red Wine Dinner Table Service**



## GENERAL AVIATION SUMMIT – SEATING PLAN

### TABLE 1

**AMROBA Executive Director**, Ken Cannane  
**AMROBA Director**, Tony Brand  
**AMROBA Director**, Hans Bannick  
**AEA South Pacific Director**, Danni Higgins  
**AEA South Pacific Representative**, James McDonald  
**Department of Infrastructure**, Jim Wolfe  
**Department of Infrastructure**, Melissa Cashman  
**Senator for South Australia**, Senator David Fawcett

### TABLE 2

**AOPA Australia President**, Aminta Hennessy OAM  
**AOPA Australia Vice President**, Marc De Stoop  
**AOPA Australia Executive Director**, Benjamin Morgan  
**AOPA Australia Director**, Michael Smith  
**iAOPA Secretary General**, Craig Spence  
**Falcon Air Safety Manager**, Mr Ken Lewis  
**Senator for Western Australia**, Senator Slade Brockman  
**Senator for Queensland**, Senator Fraser Anning  
**Australian Flying**, Steve Hitchens  
**The Australian Editor**, Annabel Hepworth

**Deputy Prime Minister**, The Hon Michael McCormack  
**Aviation Advisor to the DPM**, Stephen Campbell  
**The Hon Anthony Albanese**, Shadow Infrastructure Minister  
**Wagga City Mayor**, Greg Conkey OAM

### TABLE 3

**SAAA Secretary**, John Smith  
**SAAA National Council**, Martin Daniel  
**SAAA National Council**, Richard Talbot  
**GFA President**, Peter Cesco  
**GFA Executive Manager Operations**, Chris Thorpe  
**APF Chairman**, Graham Hill  
**LOBO President**, Gary Weeks  
**Senate RRAT Committee Secretary**, Dr Jane Thomson



#### **TABLE 4**

**RAAUS Chairman**, Michael Monck  
**RAAUS Chief Executive Officer**, Michael Linke  
**RAAUS Director**, Rod Birrell  
**RAAUS Director**, Alan Middleton  
**HGFA President**, Paul Green  
**HGFA Chief Operating Officer**, Brett Coupland  
**Rotorcraft**, Rob Rich  
**ATSB Representative**, TBA

#### **TABLE 5**

**ICSA**, Lawrence Paratz  
**ICSA**, Tony Van Der Spek  
**ICSA**, Graham Bun  
**CASA Group Manager Stakeholder Engagement**, Rob Walker  
**UNSW Aviation Researcher**, Prof Ian Hampson  
**GARMIN Aviation Sales Manager**, Stuart Hills  
**YCCAA**, John Codrington

#### **TABLE 6**

**ABAA Chief Executive Officer**, David Bell  
**ABAA Executive Committee**, Craig McCartney  
**ALAEA Technical Affairs & Trustee**, Steven Rae  
**Hawker Pacific MRO Services Manager**, Darren Nicholson  
**AAMA Representative**, Angus Hutchison  
**RAAA Chief Executive Officer**, Mike Higgins  
**AOPA Australia Director**, Ben Wyndam

#### **TABLE 7**

**AAAA President**, Matt Henderson  
**AAAA Vice President**, Michael Dalton  
**AAAA Director**, Gordon Rich-Phillips  
**AWAL**, Peter Pring-Shambler  
**AOPA Australia Regional Airports Group**, Ralph Holland  
**Royal Federation of Aero Clubs**

#### **TABLE 8**

**C182A President**, Frank Lewis  
**C182A Committee Representative**, Peter Jones  
**C182A Committee Representative**, Lesley Lewis  
**C200A President**, Ceri Bartlett  
**C200A Secretary**, Garth Bartlett  
**C200A Committee Representative**, David Crawford  
**AWPA Representative**, Annie Haynes



## TABLE 9

**AMPA President**, Howard Hobbs  
**AMPA Vice President**, Rae McEwen  
**AMPA Past President**, Russell Kelly  
**APS President**, David Ind  
**AOPA Australia Aero Club Alliance**, John Smith  
**AOPA Australia Director**, John Glynn

## TABLE 10

**COPA Regional Governor**, Rodney Peachey  
**COPA Representative**, Ian Carfrae  
**AOPA Australia Director**, Ross Harrison  
**AVPLAN Representative**, Evan Schoo  
**AVPLAN Representative**, Peter Derrick  
**AERO Magazine Australia**, Stewart Wilson  
**AERO Magazine Australia**, Wendy Wilson

## TABLE 11

**SPAA President**, Malcolm Burns  
**SPAA Director**, Lars Larson  
**SPAA Representative**, Rob Loneragan  
**ELAAA Managing Director**, Myles  
**ELAAA Director**, Myles  
**AOPA Australia Director**, Dominic James  
**Senator for South Australia**, Senator Rex Patrick  
**Independent Media**, Kreisha Ballantyne

## TABLE 12

**ABS President**, David Young  
**ABS Vice President**, Michael Stillwell  
**AA President**, John O'Halloran  
**Airservices Australia Executive General Manager Air Navigation Services**, Stephen Angus  
**CVDPA Representative**, Rob Couch  
**Australian Aviation Chief Executive Officer**,  
**AOPA PILOT AUSTRALIA Magazine**, Ray Clamback  
**Angel Flight Australia Representative**



## **SPEAKER BIOGRAPHIES**

- |    |                                                                                           |    |
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| 4. | Aircraft Owners and Pilots Association of Australia, Director – Michael Smith             | 18 |



## **Mr Geoff Breust**

### **GENERAL AVIATION SUMMIT CHAIRMAN**

Geoff Breust has over 30 years direct involvement in aviation from senior Commonwealth Government positions in Canberra in the economic regulation of the industry to CEO / Managing Director of regional airlines Kendell and Regional Express.

Now retired from full time work, Geoff is Chairman of Southern Adventure Limited, a public agriculture venture company, Chairman of Great Southern Electrical Pty Limited, a poles and wire construction and maintenance provider, director of disability services provider Kurrajong Waratah Limited and was the inaugural Chairman of the Australian Aviation Hall of Fame.

A Fellow of the Chartered Institute of Logistics and Transport and Graduate Member of the Australian Institute of Company Directors, Geoff is President of the Wagga City Aero Club, private pilot, aircraft and hangar owner.



## Mr Craig Spence

### SECRETARY GENERAL - INTERNATIONAL AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Craig Spence joined the Aircraft Owners and Pilots Association in June 2008 as the organizations first Vice President of the newly created Aviation Security Department located within the Government Affairs Division.

In October of 2012, Mr. Spence was named as the Secretary General of the International Council of Aircraft Owner and Pilot Associations (IAOPA), directing the activities of IAOPA and representing the interests of general aviation pilots worldwide in 75 affiliate nations, with a combined membership of over 400,000.

Craig has been a private pilot for over 33 years and retired from the Air Force Reserves after serving for more than 27 years as a pilot and instructor pilot. He is a Commercial Pilot, with Instrument and multi-engine ratings.

### Past Aviation Experience

- Vice President, Operations and International Affairs – AOPA
- Pilot Counsel for the United States Air Force Reserve
- Program Manager for Geospatial and Aerospace Systems for the US DHS





## Mr Ken Lewis

### SAFETY MANAGER - FALCONAIR

#### Background

Ken Lewis has been involved in aviation for over fifty years. After serving 16 years in the QANTAS flight operations training section he was promoted to Group General Manager Safety and Environment a post he held till his retirement from QANTAS in 2002.

In late 2002 he led the investigation into the NSW rail fatal accident at Waterfall. On completion of this investigation he worked as international Air transport Operational Safety Auditor and flight operations management lecturer.

This work brought in contact with airline operators and regulators in Asia, China, Africa, Europe, Australasia, South America and the former Soviet states.

Ken served on the International Air transport Association safety committee for 20 years of which he was chairman for four years.

Ken was president of the Australian Society of Air Safety Investigators for 15 years. He qualified as a Flight Safety Foundation Basic Aviation requirements lead auditor in December 2010 and conducted BARS audits on several Australian general aviation operators.

Ken has served on numerous aviation committees including but not limited to;

- Australian Government Aviation Program Advisory Group.
- Oxford University Linacre College Aviation Committee.
- Orient Airlines Safety Committee.
- Ken is now working as the flight safety manager for FALCONAIR

#### Past Aviation Experience

- Former Group General Manager Safety and Environment QANTAS AIRWAYS
- Past Chairman Australian Society Air Safety Investigators
- International Air Transport Association Operational Safety Auditor
- Basic Aviation Safety Requirements Lead Auditor
- Principal Investigator Waterfall Rail Accident
- Aviation Consultant.



## Mr Mike Smith

### DIRECTOR - AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF AUSTRALIA

Michael Smith is a serving Director of the Aircraft Owners and Pilots Association of Australia and is based in the United States, where he owns and operates a general aviation Flight Training and Maintenance business.

An internationally recognised aviation expert, Mike offers extensive experience in general and commercial aviation, and has substantial knowledge of corporate governance, regulatory processes and safety management systems. His aviation qualifications include both Australian and United States FAA licences encompassing a broad spectrum of activity, from aircraft maintenance, through to airline transport, commercial, recreational and sports flying operations.

### Past Aviation Experience

- International Civil Aviation Consultant to the Civil Aviation Authority of Fiji
- Civil Aviation Consultant to Chartwell Aviation Services LLC
- UAS Aviation Consultant to Drone Hangar
- Senior Consultant, Regulatory and Civil Aviation Programs to Aviation and Marine Safety Solutions Intl
- Senior Consultant, Regulatory and Civil Aviation Programs to ICF SH&E Inc
- Project Lead for ICF SH&E for the Bahrain Civil Aviation Authority
- Executive Director, National Airspace System Implementation Group (DOTARS)
- Director of Aviation Safety Promotion, Civil Aviation Safety Authority
- Acting Director of CASA
- Operations Manager, GNSS Program Office



## SUPPLIED STATEMENTS OF POSITION

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## STATEMENT OF POSITION

### 1. Aircraft Owners and Pilots Association of Australia (AOPA)

#### ASSOCIATION BACKGROUND

The AOPA Australia was formed in 1949, seeking to protect members rights to fly. We represent 3,286 members nationwide, across all areas of general aviation.

#### SUMMIT REPRESENTATIVES

Ms Aminta Hennessy  
Mr Marc De Stoop  
Mr Benjamin Morgan

#### MEMBERS REPRESENTED

3,286 members comprising of aircraft owners, pilots and aviation business owner/operators

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The Aircraft Owners and Pilots Association of Australia believes;

1. That regulations must be developed so that aviation safety is affordable; and
2. That the Australian aviation safety regulator be required to foster and develop aviation

#### PROPOSED AMENDMENT TO THE CIVIL AVIATION ACT

9A Performance of functions

**(1) In exercising its powers and performing its functions, CASA must seek to achieve the highest level of safety in air navigation as well as:**

**(a) maintaining an efficient and sustainable Australian aviation industry, including a viable general aviation and training sector;**

**(b) the need for more people to benefit from civil aviation.**

(2) Subject to subsection (1), CASA must exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from:

(a) the effects of the operation and use of aircraft; and

(b) the effects associated with the operation and use of aircraft.

#### 3A Main object of this Act

**The main object of this Act is to establish a regulatory framework for maintaining, enhancing and promoting the safety of civil aviation with particular emphasis on preventing aviation accidents and incidents. The Act also recognises the importance of having a strong, efficient and sustainable aviation industry, and of enabling more people to benefit from aviation.**

End.



## STATEMENT OF POSITION

### 2. Sport Aircraft Association of Australia (SAAA)

#### ASSOCIATION BACKGROUND

SAAA Members operate VH-registered aircraft like any other general aviation aircraft owner and pilot with access to the full range of licences, endorsements and access to airspaces. We manage the issuance of Special Certificates of Airworthiness for our Member aircraft, and we can maintain our own aircraft – but CASA retains the responsibilities for aircraft registration, pilot licensing and aviation medical certification.

#### SUMMIT REPRESENTATIVES

Mr John Smith, Secretary  
Mr Martin Daniel, National Council Representative  
Mr Richard Talbot, National Council Representative

#### MEMBERS REPRESENTED

1,200 members comprising of pilots, aircraft builders and owners

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

**The SAAA supports the broadening of the Civil Aviation Act to ensure the future viability of General Aviation in Australia.** Cynically the ultimate outcome of the Act as it currently is striving for zero risk which could lead to the grounding of all aircraft.

**The SAAA recognises that the future of General Aviation in Australia is predicated on safety and that this is the responsibility of the whole industry.** A safety culture cannot be legislated, it requires the willing cooperation of all those involved in aviation activities. Much of the SAAA's activities are centered around the safe construction and operation of our experimental aircraft.

**The SAAA believes that regulation solely driven by safety is counterproductive by stunting the adoption of new technology and practice.** Many safety improvements or ideas come from the industry or elsewhere. Many well-regarded CASA initiatives involve cooperative dialogue between CASA and the industry, and the intended modification of the Act would better reflect this.

**The SAAA believes that CASA currently has a conflicted role by forcing safety measures on an industry without consideration for the capacity of industry to adopt.** Airworthiness Directives issued by the FAA include an estimate for "Cost of Compliance". They also allow for alternative methods of compliance. CASA already does this with industry consultations however this should be recognised and included in the Act.

**The SAAA believes that an intended consequence of regulation should be to provide a level playing field for all industry participants as well as ensuring safety.** Currently there is no requirement for CASA to consider economic or market consequences. For example, higher compliance costs in one sector or the avoidance of landing charges in another may have been unintended but are unfair.

End.



## STATEMENT OF POSITION

### 3. Antique Aeroplane Association of Australia (AAAA)

#### ASSOCIATION BACKGROUND

The Antique Aeroplane Association of Australia was established in 1974 primarily to represent the owners of vintage aircraft at a time when regulations and costs were making it prohibitive to own/operate vintage and historic aircraft. That purpose and vision hasn't changed, and we continue to represent the interests of restorers, owners, operators and maintainers of vintage and historic aircraft; the challenge of prohibitive regulations and costs continues.

#### SUMMIT REPRESENTATIVES

Mr Matt Henderson, President  
Mr Mike Dalton, Vice President  
Mr Gordon Rich-Phillips, Committee Representative

#### MEMBERS REPRESENTED

600 members which own and operate 800 aircraft

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The fact that there are so many discrete aviation associations is indicative of our culture as Australians and what happens when people don't feel they have an association or club that they believe represents their beliefs and interests, this doesn't help when trying to provide a unified view to our politicians or regulators. A challenge for us all is to work collectively together to ensure better representation for all and not continue to create more discrete associations which further diminishes the power of the collective.

We would suggest/recommend rewording your proposed changes as per below:

#### PROPOSED AMENDMENT TO THE CIVIL AVIATION ACT

9A Performance of functions

**(1) In exercising its powers and performing its functions, CASA must seek to achieve the highest level of safety in air navigation as well as by:**

**(a) maintaining an efficient and sustainable Australian aviation industry, including a viable general aviation and training sector.**

**(b) the need for more people to benefit from civil aviation. *(implicit outcome of achieving the above)***

End.



## STATEMENT OF POSITION

### 4. Aircraft Maintenance Repair & Overhaul Business Association (AMROBA)

#### ASSOCIATION BACKGROUND

We are a non-profit organisation dedicated to representing the maintenance, repair and overhaul segment of Australia's Aviation Industry. At the core of our organisation is the membership of aviation maintenance and repair businesses Australia wide. We are an advocate for this community voicing the concerns of the industry and lobbying for change. We also keep our members up to date with developments in legislation and standards within the industry.

#### SUMMIT REPRESENTATIVES

Mr Ken Cannane, Executive Director  
Mr Tony Brand, Director  
Mr Hans Bannick, Director

#### MEMBERS REPRESENTED

180 members across a wide range of Maintenance, Manufacturing, Design and Training

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

AMROBA fully supports the URGENT need to change Federal Aviation Acts so that the aviation industry (in particular general aviation) can provide growth (jobs) in a safe and sustainable regulatory environment that is effective, efficient, and applied fairly to all sectors of aviation. The regulatory language used must be achievable not symbolic as it is today.

To achieve this outcome the government must make amendments to Federal Aviation Acts to:

1. Clarify responsibilities, especially ICAO listed functions, of government, its department and agencies, and industry participants in the individual Acts that will devolve regulatory functions to industry wherever possible.

a. Promotion of the '**development of civil aviation**' is currently the responsibility of the airport operator according to the Airports Act. It is symbolic because GA is not promoted. Where is government's responsibility located? CASA, ATSB, AsA or the portfolio Department?

- i. Should a government department or agency have the responsibility or should the department promote aviation?
- ii. Is the number of flying aircraft parked at an airport an indicator an airport operator is promoting aviation?

b. Permanently include in these Acts governments' *Red Tape Reduction Policy* to remove symbolic requirements that do not end up in regulations and standards.

- i. For example, change the 3A Object of the Civil Aviation Act to remove the symbolic emotional phrase "prevent accidents and incidents" and replace with the "development of a sustainable and safe aviation regulatory system".

- ii. For example, amend Section 98 of the Civil Aviation Act to implement governments' Red Tape Reduction policy, by requiring Regulations and Standards to be "*minimum performance-based regulations and standards*".
- c. Implement regulations that makes it clear that CASA approved/licenced persons and businesses are primarily responsible for aviation safety. CASA is but one slice of cheese.
- i. Remove the symbolic impression that CASA's CEO is the Director of Aviation Safety.
- 1. Emotional symbolic reaction to publicised accidents when introduced mid-1990s.
- ii. Follow New Zealand's Act for the CASA Board to appoint one of their Directors as the CEO of CASA with the globally harmonised title "Director of Civil Aviation."
- 1. '*Direct of Civil Aviation*' responsible for implementing minimum performance-based regulations and standards; and
  - 2. Providing regulatory oversight to encourage acceptance of enhanced safety levels.
2. Implement COAG's best-practice principles that take into account the costs involved and whether the proposed regulatory impost impacts on the sustainability of the sector(s) involved.
- a. Implement COAG principles for best-practice regulation promulgated in Better Regulation Guidelines by amending the Acts to include the principles from that document for:
- i. risk analysis,
  - ii. cost-benefit analysis,
  - iii. assessments of compliance costs,
  - iv. assessments of competition effects, and
  - v. consultation
- b. Include the government's guidelines in the applicable Acts to actually replace the current symbolic requirements with the government promulgated "*Australian Government Guide to Regulation*".
- i. "The Government has a clear approach to regulation: we will reduce the regulatory burden for individuals, businesses and community organisations. From now on, cutting existing red tape and limiting the flow of new regulation is a high priority. Every policy option must be carefully assessed, it's likely impact costed and a range of viable alternatives considered in a transparent and accountable way against the default position of no new regulation."
  - ii. Implement this policy into the applicable aviation Acts so the regulatory burden is reduced.

End.





## STATEMENT OF POSITION

### 5. Australian Licensed Aircraft Engineers Association (ALAEA)

#### ASSOCIATION BACKGROUND

The ALAEA represents Licenced Aircraft Maintenance Engineers nationally including self-employed business owners, contractors and chief engineers.

#### SUMMIT REPRESENTATIVES

Mr Steven Rae, Technical and Regulatory Affairs Manager / Trustee

#### MEMBERS REPRESENTED

2,400 Engineers across Australia

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The ALAEA supports the call to amend the Civil Aviation Act to recognise the need for industry growth and sustainability.

We believe:

- Safety can be enhanced by growth and sustainability.
- Growth needs to be managed in a safe manner; and
- An unsafe industry is not sustainable

For Australian aviation to prosper in today's world it requires the industry and the government to work together towards identifying opportunities to grow and for the regulator to be an active participant in assisting industry to access those opportunities. The current act has no provision for this. However, it may be a simplistic notion and not be appropriate for CASA to have the primary role to promote growth and sustainability and be the regulations keeper and regulatory enforcer.

The number of government portfolios that cover the areas essential to industry growth and sustainability are wide and varied, they include;

- Foreign Affairs and Trade
- Training and Education
- Immigration and Border Protection
- Innovation
- Defence
- Small Business
- Infrastructure and Transport
- Regional Development

A wholistic approach needs to be adopted at Department level to ensure the full level of interdepartmental cooperation needed is achieved.

We agree the Act needs to be amended, however we have not developed a firm position on what amendments should be made and look forward to participating in the ongoing debate.

End.



## STATEMENT OF POSITION

### 6. Aircraft Electronics Association – South Pacific Region (AEA)

#### ASSOCIATION BACKGROUND

The AEA membership includes government-certified international repair stations, manufacturers of avionics equipment, instrument repair facilities, instrument manufacturers, airframe manufacturers, test equipment manufacturers, major distributors, engineers and educational institutions. The mission of the Aircraft Electronics Association is to be a worldwide, self-sustaining organization committed to enhancing the profitability of its members by...

- providing effective leadership to its members,
- facilitating the communications between members,
- encouraging members to establish quality processes,
- furthering the education of its members and their various constituent groups,
- influencing the applicable legislative and regulatory processes.

#### SUMMIT REPRESENTATIVES

**Danni Higgins:** Board of Directors South Pacific Regional Representative. I am also a L.A.M.E. Avionics Engineer working for Fieldair Engineering in New Zealand.

**James McDonald:** Australian avionics business owner/operator

#### MEMBERS REPRESENTED

1,300 member companies across 40 countries

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The AEA will need to review the proposal for change to the Civil Aviation Act before make comment.

End.



## **STATEMENT OF POSITION**

### **7. Australian Business Aviation Association (ABAA)**

#### **ASSOCIATION BACKGROUND**

The ABAA is a non-profit organisation that was formed to act as a collective voice for the business aviation community in Australia, and to assist its members in all aviation matters.

#### **SUMMIT REPRESENTATIVES**

David Bell, Chief Executive Officer

#### **MEMBERS REPRESENTED**

70 members who own/operate 120 business jets and turboprop aircraft

#### **DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT**

Yes

#### **POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT**

The ABAA agrees with the position as reported in the Australian a few months ago.

End.



## **STATEMENT OF POSITION**

### **8. Experimental Light Aircraft Association of Australia (ELAAA)**

#### **ASSOCIATION BACKGROUND**

ELAAA platform, is to provide Fixed Wing and Rotary Wing flying operations to a MTOW of 760 KG, Maintenance operations for the same and provide Maintenance Training syllabus in a two-tier system to a standard at the completion as to allow a candidate to apply for a LAME license.

#### **MEMBERS REPRESENTED**

387 Members

#### **SUMMIT REPRESENTATIVES**

**Myles Breitreutz, President**

#### **DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT**

Yes

#### **POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT**

We are in full support of the AOPA Australia proposal.

End.



## **STATEMENT OF POSITION**

### **9. Recreational Aviation Australia Limited (RAAus)**

#### **ASSOCIATION BACKGROUND**

Formerly known as the Australian Ultralight Federation, Recreational Aviation Australia (RAAus.) is the peak body in Australia responsible for administering ultralight, recreational and Light Sport Aircraft (LSA) operations.

We train and certify pilots (10,808 members), flying instructors and maintainers, register a fleet of 3,322 aircraft, oversee the operations of 159 Flight Training Schools throughout the country and support 29 Aero Clubs.

Our Organisation is also responsible for the development and promotion of flying safety standards and for advocating on behalf of our 10,808 members. We are one of nine Recreational Aviation Administration Organisations (RAAOs) authorised to self-administer sport and recreational flying activities on behalf of the Commonwealth Government's Civil Aviation Safety Authority. Since the Civil Aviation Regulations 1988 don't regulate this class of aircraft or activities, RAAus operates via exemptions and delegations.

Recreational Aviation Australia continues to experience sustained growth and has been successful in securing enhanced operating privileges for its members. Our not-for-profit organisation is governed by an elected board of volunteer Directors, supported by a small team of dedicated staff who are committed to helping you realise your dream of safe, accessible, fun, enjoyable aviation.

#### **SUMMIT REPRESENTATIVES**

Mr Michael Monck, Chairman  
Mr Michael Linke, Chief Executive Officer  
Mr Rod Birrell, Director

#### **MEMBERS REPRESENTED**

10,808 pilot certificate holders  
3,322 registered aircraft

#### **DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT**

Yes

#### **POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT**

RAAus is supportive of constructive, realistic strategies however, without understanding the detail of the proposed changes we are not willing to commit to a position.

End.



## STATEMENT OF POSITION

### 10. Seaplane Pilots Association of Australia (SPAA)

#### ASSOCIATION BACKGROUND

Seaplane Pilots Association Australia (SPAA) is a not for profit organisation staffed by volunteers. Its goals are to:

- Promote the safe and responsible operation of Seaplanes.
- Advocate for equal rights and access to waterways for Seaplanes.
- Engage with the Civil Aviation Safety Authority (CASA), Air Services Australia (ASA), industry stakeholders and other interested parties on Seaplane related matters and legislation.
- Foster high standards of Seaplane training and airmanship.
- Provide support and information to its members.

#### SUMMIT REPRESENTATIVES

Mr Malcolm Burns, President

Mr Lars Larson, Committee Representative

#### MEMBERS REPRESENTED

350

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The Seaplane Pilots Association of Australia (SPAA) supports the wording change of the *Civil Aviation Act* as per the agreement of the previous Minister for Transport, Barnaby Joyce, and the current Shadow Minister Anthony Albanese.

End.



## STATEMENT OF POSITION

### 11. Cessna 182 Association of Australia Inc (C182A)

#### ASSOCIATION BACKGROUND

The Cessna 182 Association of Australia Inc (The Association) supports Aircraft Owners and Pilots Association (AOPA) in seeking to develop a consensus proposal for a change to the Civil Aviation Act. The Association believes a change to the Civil Aviation Act is essential to deliver positive outcomes for the development of General Aviation (GA) at a time when GA is under severe duress due to inept and over regulation.

#### SUMMIT REPRESENTATIVES

Mr Frank Lewis, President  
Mr Robert Terzi, Vice President  
Mr Peter Jones, Committee Representative

#### MEMBERS REPRESENTED

115

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The cost factors that lead to this conclusion are:

1. The introduction of ADS-B three years ahead of the rest of the world and ahead of the recommended ICAO implementation date was financially disastrous for IFR GA and has seen very little benefit accrue to GA. CASA ignored requests by GA operators to delay the implementation date.
2. CASA's insurances that Cessna owners undertake the Cessna Supplementary Inspection Documents (SIDs) program has cost our members well in excess of a million dollars for very little improvement in aircraft safety. Australia is the only country to mandate the SIDs program. No other aircraft type or RAAUS aircraft (with whom we share the skies) have been subject to this discriminatory action.
3. CASA's premature directive requiring control cable changes was unnecessary, costly and achieved no improvement in safety outcomes.
4. The pilots licence medical requirements laid down by CASA are antiquated and unnecessary. No explanation has been forwarded as to why our standards are not the same as other first world countries (ie USA, United Kingdom, Canada and New Zealand). We see the situation as ludicrous and discriminatory that an Australian pilot, denied the ability to fly by CASA because of a medical condition seen as irrelevant by a DAME, can legally fly in these above-mentioned countries.
5. The regulation requiring the costly ASIC is irrelevant to GA; it's use is only a necessity at major airports. Security at country airports is virtually non-existent or impotent against a determined individual. Renewing every two years is unnecessary and achieves no improved security. GA pilots should be exempt from the ASIC system.
6. Air Service Australia (ASA) charges are a considerable burden to GA.
7. CASA has over regulated the flight training organisations which has in turn resulted in unacceptable cost increases to GA.
8. CASA has over regulated the maintenance organisations which has in turn resulted in unacceptable cost increases to GA.
9. Before airports were privatised they were operated by the government and paid for by tax payers who included pilots and aircraft owners. The government sold the airports and GA now pays excessive fees to use the facilities they paid to build and maintain.

**The safety factors that lead to this conclusion are:**

1. CASA's reluctance and intransigence in implementing a Satellite Based Augmentation System (SBAS) to substantially improve safety during the most dangerous portion of the flight profile, the final descent segment of a non-precision approach (specifically the RNAV/GNSS approach). GA aircraft delivered to Australian since 2007 have been equipped to use SBAS and can do so in the northern hemisphere. We are at least a decade behind the USA in this extremely important safety measure.
2. CASA's reliance on improvements in safety by writing new regulations. Safety cannot be improved by writing more regulations. Directing funding on education and improving meteorological accuracy would be a far more productive method of improving safety outcomes.
3. CASA's incapacities to effectively negotiate with the Regional Airspace and Procedures Advisory Committees (RAPAC) over the radio frequency usage in Class G airspace. CASA arbitrarily changed this radio frequency usage without consultation with the users which resulted in a significant reduction in safety due to a considerable increase in radio frequency congestion. This issue has been in dispute for five years without any resolution.

The Association believes that CASA have reached the point where they have lost credibility with GA, where they are ridiculed in most segments. As such they have lost authority within the GA community. We believe that CASA's only interest in safety is when the costs can be passed on to GA. As such we consider that CASA should revert back to their original title of the Department of Civil Aviation and build on that title to regain credibility within the aviation community.

**Our Association supports AOPA in calling on the Minister for Infrastructure and Transport to effect the following changes:**

1. Change the name of CASA to DCA.
2. Introduce a DCA Charter to include terminology similar to that of FAA, ie "Encourage and Develop Civil Aeronautics, including new aviation technology".
3. DCA to front Senate Select Committee periodically (every 6 months) to report and be questioned on progress to re-establish GA in Australia.
4. Introduce mandatory response times by DCA to solve issues affecting GA.
5. Abolish all ASA charges.
6. Subsidise landing fees at all airports that were sold by the government.
7. Subsidise the cost to owners of installing ADS-B (as in the USA).
8. Conduct a full review of the SIDs program and DCA compensate owners where applicable.
9. Conduct a full review of the control cables program and DCA compensate owners where applicable.
10. Further reform the pilot's license medical requirements to bring them into line with the USA FAA standards.
11. Abolish the requirements for ASIC, (or extend the period of validity to ten years, the same as a passport).
12. Consult with flying training organisations and maintenance organisations to reduce the regulatory and cost burdens imposed on them.

End.





## STATEMENT OF POSITION

### 12. Cessna 200 Association of Australia (C200A)

#### ASSOCIATION BACKGROUND

The Cessna 200 Series Association is an aircraft type club of owners and pilots of Cessna 200-series aircraft – i.e. Cessna 206, Cessna 210, Cessna 208 etc.

#### SUMMIT REPRESENTATIVES

Ceri Bartlett, President

Garth Bartlett, Secretary Private Pilot, PIFR, Weight Control Officer Private Pilot, MECIR, LAME

Both delegates own their own aircraft and use them for business and leisure purposes. Both are also employed within the General Aviation Industry.

#### MEMBERS REPRESENTED

115

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The Cessna 200 Series Association supports a change to the Civil Aviation Act as a first step to rejuvenating the General Aviation industry. We believe that regulatory complexity and inconsistencies have made it difficult for the private owner to contribute to the maximum benefit of the General Aviation industry.

This occurs not just directly in regulation affecting pilots, i.e pilot licensing and medicals etc, but also other related sectors affecting the pilot's ability to aviate:

- Regulations affecting airports
- Regulations affecting airspace
- Regulations affecting the maintenance organisations that look after our aircraft
- Regulations affecting the maintenance personnel who look after our aircraft
- Regulations affecting the pilot training organisations

In short, regulations affecting all sectors that touch our owners' and their aircraft exhibit complexities and inconsistencies leading to increased costs, or reduced services, or limited options, or onerous administration functions. As our owners decrease or cease activity in the industry, the knock-on effect on all these other sectors is obvious. Of course, where increased safety outcomes are achieved, changes are accepted, but often safety is not enhanced, or worse is degraded.

End.



## STATEMENT OF POSITION

### 13. Cirrus Owners Pilots Association of Australia (COPA)

#### ASSOCIATION BACKGROUND

Our association consists of some 345 Australian members, operating about 160 aircraft. Most of them fly privately with some flying for business purposes. Being a modern comfortable aircraft, they are ideal for touring and consequently typically fly relatively long distances.

#### SUMMIT REPRESENTATIVES

Mr Rodney Peachey, Regional Governor COPA Australia Region. Rodney is a private pilot, commenced flying 1966n and holds single engine aeroplane, with float plane and tail wheel endorsements and instrumented rated. He also holds a piston and turbine helicopter licence and is a glider pilot and has glider tug pilot endorsement rating. Rodney has in excess of 5,000 flight hours, having flown extensively around Australia as well as in the United States of America, Canada and Alaska. Rodney has been a Cirrus owner and pilot for the past 13 years is is heavily involved in organising Cirrus Pilot Proficiency Programs within Australia. This involves intensive weekend training sessions utilizing American Instructors and facilitators.

Mr Ian Carfrae, Member of COPA Australia Region. Ian is an instrument rated private pilot and aircraft owner, commenced flying in 2001 and has logged 1450 hrs.

#### MEMBERS REPRESENTED

160

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The level of over regulation and complexity has a devastating impact on private aviation participation. The Cessna SIDS and ADSB mandates are examples. There was no safety case for SIDS, and the ADSB mandate should have applied to all Aircraft but not until two years after the USA. THE NON-TSO local options should have been approved for use below 18000 ft

None of the Forsyth Revue has been implemented to any appreciable extent.

Medical reform is too little too late. FAA style basic med or a driver's license for all private operations would have worked, but there is now an additional layer of complexity. I know of numerous instances where a private pilot has suffered a medical condition which has been treated and certified by a medical specialist the pilot has no chance of a relapse, yet a CASA doctor will not approve a medical for that pilot.

End.



## STATEMENT OF POSITION

### 14. Lancair Owner Builder Organisation of Australia (LOBO)

#### ASSOCIATION BACKGROUND

LOBO Oz is a small group that has only been operational for 4 years, with around 70 members so far. Our mission is to continuously improve the safety, utility, knowledge and enjoyment of Lancair experimental aircraft. We promote safety as our highest priority, and we encourage our members to participate by sharing their many experiences with us, and contributing on a regular basis. It is a small but specialist group, we conduct transition training, recurrent training and a lot of maintenance specific education.

#### SUMMIT REPRESENTATIVES

Mr Gary Weeks, President

#### MEMBERS REPRESENTED

70

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

I support the vote for change. CASA is a massive organisation that is not really achieving much at the moment. Each time they rewrite something or bring in changes there seems it creates a lot more problems than are solved. These rewrites are full of errors and not well thought out, except perhaps the legal side which allows very little change anyhow.

There are many FAA regs that could be adopted overnight to help GA in Oz. I also would like to see a return to independent instructors and some way to allow these approvals without the need for a heap of paperwork and manuals. Affordable safety needs to be based on risk to the public or travelling public. As such, affordable safety for general aviation is most certainly different to the safety level that CASA needs to ensure for large airline operations such as Qantas, Virgin, Tiger and the rest.

End.



## STATEMENT OF POSITION

### 15. Australian Beechcraft Society (ABS)

#### ASSOCIATION BACKGROUND

The focus area of the Australian Beechcraft Society is to promote and encourage a safe operation and ownership experience of the Beechcraft type with a focus on Bonanza's and Baron's. Cornerstone activities of the society is our highly regarded Proficiency and maintenance programs.

#### SUMMIT REPRESENTATIVES

Mr David Young, President  
Mr Michael Stillwell, Vice President  
Mr James McDonald, Committee Representative

#### MEMBERS REPRESENTED

155 Members, representing 140 aircraft owners, 100 hangar owners and 10 airfield owners

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The Australian Beechcraft Society is supportive of constructive; sensible and responsible change the Civil Aviation Act on the basis that

- A process of identifying and prioritising the changes sort is one where the whole of General Aviation is considered and included in the consultation process, and
- A board of appropriately qualified people is established to facilitate the change and industry representation process, and
- That board is appropriately funded to ensure the consultation process is not only carried out but seen through to its conclusion, and
- A realistic legislative change project plan be put in place and agreed by all parties including CASA and the Minister, and
- The work already undertaken by industry bodies such as GAAG and TAAAF is acknowledged and considered and those bodies are included in the consultation process.

In addition to potential changes to the Civil Aviation Act, we are desirous of legislative changes being made to facilitate better and more equitable access to airports and airspace on an equitable economic basis. We view this issue as being of equal, if not higher importance, than changes the Civil Aviation Act.

End.



## STATEMENT OF POSITION

### 16. Australian Mooney Pilots Association (AMPA)

#### ASSOCIATION BACKGROUND

The AMPA membership are predominately IFR operators and due to the speed and economy of the aircraft many are used for personal business purposes such as medical specialists, mining engineering electronics and electrical engineers, farmers, other small business and politicians. Many Mooney owners operate throughout regional and remote Australia.

#### SUMMIT REPRESENTATIVES

Mr Howard Hobbs, President  
Mr Rae McEwen, Vice President  
Mr Russell Kelly, Past President

#### MEMBERS REPRESENTED

190 Members – 60% of the Australian Mooney Fleet

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

1. AMPA strongly supports the AOPA position to amend the Civil Aviation Act to better reflect the need of general aviation and training sector;
2. We need genuine evidence-based regulation;
3. The recognition that more regulation does not always equal greater safety;
4. Ensure that economic consequences of regulatory and administrative decisions are genuinely ascertained before enactment;
5. Adopt new technologies that make flying simpler and safer, eg how long to approve EFB's an SBAS despite it being the preferred technology for 3D approaches in USA, EU and much of Asia for many years; and
6. The latest medical reforms are a slight improvement but far from the US and UK rules.

End.



## STATEMENT OF POSITION

### 17. International Comanche Society of Australasia (ICS)

#### ASSOCIATION BACKGROUND

Our Society is one of several Aircraft Type Clubs and we represent Comanche aircraft owners and pilots all over Australasia. Our owners fly mainly private operations, but the majority are very experienced and a vital sector of General Aviation. We have 120 members who between them own about 140 aircraft.

#### SUMMIT REPRESENTATIVES

Mr Lawrence Paratz: Lawrence commenced flying in 1970 and holds Australian and US Commercial Pilot Licences valid for a range of single and multiengine aircraft. He holds a Command Instrument Rating. In 2006/7, Lawrence served as World President of the International Comanche Society and is cofounder of the ICS Pilot Proficiency Programme and remains a regular presenter as well as continuing to develop that programme. He owns and operates aircraft, an airfield and hangarage. He has been an Australian National Gliding School Instructor and CFI of the Kingaroy Soaring Club, holding both Australian and UK Gliding Instructor Ratings. He is a Director of a number of International and Australian companies both listed and private in the Telecommunications, Hi-Tech and Education sectors. He regularly uses his General Aviation aircraft for business and personal travel and has operated GA aircraft in Asia, Europe, UK and USA. He is a member of the International Comanche Society and the Aerostar Owners Association. He is also a Fellow of The Australian Academy of Technology and Engineering.

Mr Graham Bunn: Graham is the current Deputy Chief of the ICS. He commenced flying in 1975 and has gliding experience as well as fixed wing. He owns and operates a PA30 as well as a DG600. Graham holds a CPL with multi engine endorsement. He also holds a Private instrument rating and is about to sit for the full Instrument rating. He is also a RAAus Senior Instructor. Graham has enjoyed flying his PA30 to New Zealand and back.

Dr. Tony van der Spek: Tony commenced flying in 1977 and holds a PPL with Multi engine endorsement. He has held a full instrument rating since 1983. Tony is the proud owner and operator of a PA30 and has had experience flying all over Australia as well as New Zealand on three occasions. Tony has also flown his aircraft to Noumea, Vanuatu, Solomon Islands and Papua New Guinea and has had some flying experience in Southern Africa. Tony is a CASA approved DAME delegate and was intimately involved in the changes that have recently come to the Class 2 Aviation Medical examination as well as the changes that will come on 1<sup>st</sup> July. Tony has been on the AOPA Board for 8 years and has recently retired from that position. He is still Secretary of the International Comanche Society of Australasia.

#### MEMBERS REPRESENTED

120 members which own approx. 140 aircraft

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

1. The ICS supports a change to the Civil Aviation Act as a first step to rejuvenating our industry. We believe that regulatory costs and complexity have made it difficult for the private owner. We also believe that these same problems are affecting our maintenance and avionics organisations and a further demise in this sector will adversely affect all aircraft owners. The ICS also sees adverse effects occurring in the Flying Training sector.

2. The ICS sees a change to the Act so as to consider affordability and accountability to be an important first step. We believe that the Act should also state that Regulatory Bodies should be mandated to develop and foster aviation at all levels including General Aviation.
3. There is also considerable work to be done to reduce red tape and complexity so that General Aviation at all levels may flourish again.
4. The ICS and the other Type Groups will cover many of these issues in their presentation at Wagga.
5. General Aviation is an efficient and valuable resource for the Community and Nation generally, including regional and rural communities, and without reform, the community benefits in health, education, regional services, safety and connectivity will be even further compromised.

End.



## **STATEMENT OF POSITION**

### **18. Airtourer Association & Airtourer Co-operative Ltd (AA)**

#### **ASSOCIATION BACKGROUND**

Airtourer Association - General aviation, private and pleasure flying, flying training. Airtourer Co-operative – continuing airworthiness.

#### **SUMMIT REPRESENTATIVES**

Mr John O'Halloran, Committee Member

#### **MEMBERS REPRESENTED**

115

#### **DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT**

Yes

#### **POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT**

Aviation, similar to many other activities, involves hazards. Managing the risks arising from these hazards involves assessing the consequence as well as the probability of the hazard occurring, after applying mitigation. In considering aviation risk, the greater public good must be included.

Large areas of Australia are sparsely populated and general aviation has proved to be an essential form of communication. Additionally, general aviation has the potential to generate economic benefit in both goods and services. Recent decades have seen general aviation activity decline compared to other economic indicators.

The Civil Aviation Act, as currently written, places sole emphasis on safety. While safety serves the greater public good, an unbalanced emphasis on safety has done harm to other areas supporting the greater public good as indicated by the decline in general aviation.

The proposed amendments to the Act supports the consideration of neglected aspects of the greater public good by inserting balance into the source legislation – as such we support the call for change.

End.





## **STATEMENT OF POSITION**

### **19. Australian Piper Society Inc (APS)**

#### **ASSOCIATION BACKGROUND**

The Australian Piper Society is an incorporated flying organisation that represents Piper Aircraft owners throughout Australia with the aim of providing aviation-based recreational flying & training opportunities that promote safety awareness through improved knowledge of Piper aircraft. The society was formed 14 years ago and, in this time, has never seen itself as political or a leader in reforming regulations. At times it has been involved in discussion on topics that would affect it & those of affiliated clubs. Over the years since our incorporation the aviation environment has changed, and we are hearing more & more discussion by our members on Regulation.

Many aspects of Regulation applicable to general aviation & flying organizations are causing a dislocation in the industry and those involved are at a loss interpreting the regulations and are discouraged by the ever-increasing cost of compliance. It is timely that AOPA is promoting a General Aviation Summit to discuss the present direction being set by CASA with regard to Regulation. It also creates an opportunity to investigate areas where General Aviation can be promoted to Government & Local Councils.

This country was built by our forefathers who developed roads, rail & air services. All three have contributed to this country's success & enhanced our Defense capabilities. It is disappointing that on all counts the three major utilities have been neglected & it has taken till now for Government & Local Councils to consider the future of these entities. This has largely been driven by the voice of Australian people & organizations like AOPA. The General Aviation Summit is a timely reminder to Government to pursue changes for the better not just for General Aviation, but also the opportunities the industry creates for regional growth & employment.

The Society thanks AOPA for the opportunity to be a part of the Summit in Wagga to be held in July 2018.

#### **SUMMIT REPRESENTATIVES**

Mr David Ind, President  
Mr John Pullen, Public Officer  
Mr Alan Bradshaw, Committee

#### **MEMBERS REPRESENTED**

115 members

#### **DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT**

Yes

#### **POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT**

The Australian Piper Society committee & its members want to see the promotion of "Safe, Sustainable & Affordable aviation. This statement encompasses the many areas of aviation that need to be overviewed to ensure best practice is in place & tailored to these individual areas of aviation. The Society also seeks the promotion of the aviation industry to Government & Local Councils to create a stronger industry with benefits that will flow on to the communities served by the airports.

As a Committee we understand that this Summit cannot save the industry alone, but we would like it to focus on the most important issues we consider have a chance of success & that we can build on.

They include the following:

- a) The aviation regulations in this country are dislocating, complex and difficult to understand which creates uncertainty whilst raising compliance costs to unacceptable levels in the GA industry. There is a need to investigate what systems have been adopted by other countries that are successfully running to ascertain their direction & timelines so that we adopt a program in synergy, rather than in conflict, with like industries around the world.
- b) Adoption of risk-based decision making when determining aircraft compliance issues instead of blanket rulings that create unnecessary costs.
- c) Creation of a committee to work with Government & Local Councils seeking better outcomes for aviation & the communities with aerodromes through the promotion of industry & training.
- d) The Aviation Medical process to be presented in steps that are easily understood & acceptable to all.
- e) CASA to overview their cost structure for aviation in pursuit of a fairer system for the non-commercial participants in General Aviation. CASA to look at other countries with a view to adopting a more economical model for our industry whilst ensuring any associated new regulations are easily understood.

End.



## STATEMENT OF POSITION

### 20. Hang Gliding Federation of Australia (HGFA)

#### ASSOCIATION BACKGROUND

The Hang Gliding Federation of Australia (HGFA) is the sporting body that administrates Hang Gliding, Paragliding and Weight Shift Microlights in Australia under regulations laid down by Civil Aviation Safety Authority (CASA).

It represents over 3500 members and their clubs providing a framework for all pure flight aviation enthusiasts to take part in the sport they love, in a safe, fun way.

Recognised by CASA and the FIA as the voice of members nationally and internationally, the HGFA supports and promotes members and their clubs through:

- Training and certification of pilots and aircraft registration
- Public Liability and Products Liability Insurance
- Liaising with related sporting bodies and international organisations
- Advocating on behalf of members and the sport
- Managing member records of skills and qualifications
- Accident investigation for CASA and the Australian Transport Safety Bureau
- Sanctioning of competitions as a delegate of ASAC and the FAI
- Administering flight operations to protect and promote safety
- Detecting and reporting of equipment defects

#### SUMMIT REPRESENTATIVES

Mr Paul Green, President  
Mr Brett Coupland, Chief Operating Officer

#### MEMBERS REPRESENTED

3,500 members nationally

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The HGFA broadly supports the proposition that aviation should be safe and sustainable. We believe it's possible to achieve a position where both can be achieved, in balance, without compromising our existing enviable safety record.

End.



## STATEMENT OF POSITION

### 21. Gliding Federation of Australia (GFA)

#### ASSOCIATION BACKGROUND

Established in 1949 the Gliding Federation of Australia represents the interest and regulatory and sport needs of Australia gliding community. GFA currently operates under regulatory exemptions and delegations and will transfer into Part 149 Self Administration during 2019.

#### SUMMIT REPRESENTATIVES

Mr Peter Cesco, President  
Mr Chris Thorpe, Executive Manager Operations

#### MEMBERS REPRESENTED

2,880 members and 1,274 aircraft owners

#### DOES YOUR ASSOCIATION SUPPORT THE AGAA CALL FOR A CHANGE TO THE CIVIL AVIATION ACT

Yes

#### POSITION REGARDING CHANGE TO THE CIVIL AVIATION ACT

The Gliding Federation of Australia (GFA) supports the wording change of the *Civil Aviation Act* as per the agreement of the previous Minister for Transport, Barnaby Joyce, and the current Shadow Minister Anthony Albanese.

End.