



Wednesday, 24th October 2018

Mr Shane Carmody
Director of Aviation Safety, CASA
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Canberra ACT 2601, Australia

Mr Rob Walker
Group Manager Stakeholder Engagement
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Canberra ACT 2601, Australia

Mr Michael McCormack MP
Deputy Prime Minister
Minister for Infrastructure and Transport
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600, Australia

CASA says it's SAFE: Now end the dual standards on private pilot medicals

Dear Mr Carmody,

As you would be aware, the AOPA Australia since August of 2016 has sent numerous letters to your office, calling on CASA to explain why RPL and PPL pilots operating Australian (VH) registered aircraft with an MTOW of up to 600kgs, with one passenger outside of controlled airspace, have been denied the use of a self-certification private drivers licence medical. A medical standard that CASA has permitted pilots within the Recreational Aviation Australia Limited self-administration to use for the past 30 years.

No explanations have ever been provided to AOPA Australia or the general aviation industry, nor has any supporting risk-assessments or safety/medical studies been published by CASA to support it's continued refusal to provide a self-certification private drivers licence medical for RPL/PPL holders.

My last such letter was sent to your office on the 18th September 2018, asking the following question;

“SAFE or UNSAFE, WHICH IS IT? is it safe for an Australian private pilot to fly an Australian registered aircraft with an MTOW of 600kgs in Australian airspace with one passenger on a self-certification private drivers licence medical?”.

On the 10th October 2018, Senator Glen Sterle announced to Australian Flying that he was seeking the support of the Senate RRAT Committee to initiate a Senate Inquiry into the self-administration of Australia's general aviation industry, seeking to investigate the inequity in private pilot medicals between the RAAus and RPL/PPL holders.

Exactly one day later, on the 11th October 2018, Mr Rob Walker on behalf of your office responded with;

“The answer is yes. The key requirement, as you have rightly stated it, outside controlled airspace.”

Under the current regulations, CASA continues to deny RPL/PPL holders with access to a self-certification private driver license medical standard, forcing these pilots to buy their medicals from a private business - the Recreational Aviation Australia Limited (RAAus).

Under Section 9(c) of the Civil Aviation Act 1998, CASA is responsible for developing and promulgating appropriate, clear and concise aviation safety standards.

Given that your office (via Mr Rob Walker) has acknowledged that it is SAFE for RPL/PPL pilots to use a self-certification drivers licence medical standard when operating VH registered aircraft with an MTOW of up to 600kgs outside of controlled airspace with one passenger – when can we expect CASA to promulgate this safe medical standard, making it available for all RPL/PPL holders?

This unfair and unreasonable situation cannot continue and AOPA Australia urges CASA to immediately announce the availability of a self-certification private drivers licence medical standard for RPL/PPL holders who wish to operate VH registered aircraft with an MTOW of up to 600kgs, outside of controlled airspace with one passenger.

Thank you in advance for your time and we look forward to CASA's announcement.

Yours Sincerely,



BENJAMIN MORGAN
Executive Director

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