



Australian Government
Civil Aviation Safety Authority

OFFICE OF THE CHIEF EXECUTIVE OFFICER

CASA Ref: SE18/6-1

27 November 2018

Senator Barry O'Sullivan
Chair
Senate Standing Committee on
Rural and Regional Affairs and Transport
PO Box 6100
Parliament House
CANBERRA ACT 2600

Email: RRAT.Sen@aph.gov.au

Dear Senator O'Sullivan

Evidence provided at Committee hearing of 19 November 2018

I refer to testimony from the Civil Aviation Safety Authority (CASA) provided at the above hearing and would like to take this opportunity to clarify a number of matters.

i) Industry endorsement of Civil Aviation Safety Regulation (CASR) Part 149

Firstly, I sincerely apologise that in evidence to the Committee on 19 November 2018 I incorrectly indicated that the document I tabled was a letter signed by all parties. This was my understanding of the advice I had received and was tabled on that basis. On subsequent review it is now clear that my statement was incorrect and that the document tabled was in fact signed by the Chair and Co-Chair on behalf of the members.

As I indicated during my testimony, this working group flagged some issues to discuss and resolve, as was reflected in the endorsement letter. The group also agreed these matters should not prevent CASA proceeding towards making the regulation, and the regulation was made in July 2018.

As requested, I attach a copy of the minutes of the CASR Part 149 approved self-administering aviation organisations transitional technical working group meeting held on 17 October 2017.

ii) Status of Part 149

During my remarks about what was possible under CASR Part 149 (page 24 of Hansard refers) I said: "*Such [self-administering] organisations will only be able to expand the scope of their aviation administration functions—that is, beyond their pre-Part 149 approvals—or issue additional authorisations if they hold a 149 certificate*".

On reflection, I should have qualified this remark by confirming that CASA would be required to consider an application for exemption from any organisation on its merits.

iii) *CASA 2018 industry survey*

As requested, I have attached documents relating to the 2018 industry survey tender process, the methodology of the above survey and a copy of the report.

In summary, the 11,000 stakeholders who were approached to participate in the online survey were randomly selected by CASA from our database of approximately 50,000 – at the request of Colmar Brunton. 1,168 elected to complete the survey. Colmar Brunton also conducted 34 in-depth interviews, nine of these were targeted stakeholders provided by CASA to Colmar Brunton and the other 24 were randomly selected by Colmar Brunton.

Page 32 of the report provides details of the demographic profile of the respondents. This indicates a strong representation of the general aviation (GA) community (using the broad definition that anything other than regular public transport is considered to be GA). Specifically, of the overall sample profile, over 50 per cent identified their primary role as either private flying, recreational/private flying, aerial work, charter, sport, student pilot, commercial pilot, business aviation or flight training. On this basis, I am confident that this was a representative sample across all aviation sectors.

I would request the Committee note that there may be elements within the tender documentation that could be considered commercial-in-confidence. Should the Committee consider publishing this material, I ask that CASA be given the opportunity to make appropriate redactions or seek the permission of the tenderer, prior to publication.

iv) *Hoxton Park airspace*

Senator Patrick sought information about the airspace classification of Hoxton Park. The Hoxton Park airfield closed in 2008 with the closest equivalent being The Oaks airfield, a grass runway with a Recreational Aviation Australia flying school.

Please let me know if further information is required and I look forward to the next hearing.

Yours sincerely

Shane Carmody
Chief Executive Officer and
Director of Aviation Safety