DICK SMITH

22 September 2020

Committee Secretary
Senate Standing Committees on Rural and Regional Affairs and Transport
PO Box 6100
Parliament House
CANBERRA ACT 2600

Dear Senators

RE: SUBMISSION 2 - INQUIRY INTO THE CURRENT STATE OF AUSTRALIA'S GENERAL AVIATION INDUSTRY

Attached is a document entitled "*Aviation Safety Information for Passengers Flying on Scheduled Air Services in Australia*" which I was involved in preparing when Chairman of the Civil Aviation Safety Authority in 1998.

I believe it is important for the Committee to accept that there are different standards of safety set by the regulator depending on affordability. The brochure explains it clearly.

Unfortunately there seems to be a belief within CASA at the present time that denies this.

Yours faithfully

Dick Smith AC

Enc

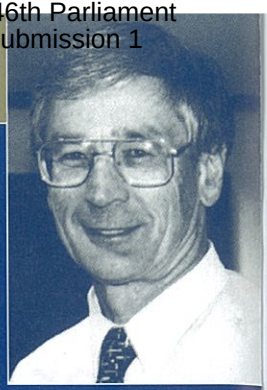
Aviation Safety Information

for Passengers Flying on Scheduled Air Services in Australia

CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

MAY 1998

A Message from the Chairman of the CASA Board



There is no doubt that flying is extremely safe in Australia. This has been achieved because of a number of factors:

- Firstly, the extraordinary dedication of the professional people directly involved in the aviation industry.
- Secondly, Australia's high standard of living means we can afford higher ticket prices which are necessary to meet the cost of higher safety standards, procedures and equipment.
- And we have a system of regulations which place the highest priority on the safety of fare-paying passenger services.

It is very important that you, as a consumer of aviation services, are aware that there are different regulated levels of safety depending on the particular type of aircraft that you travel in. There are many reasons for this, but all of them can finally be attributed to the economics of the flight. In simple terms, the more passengers in the aircraft, the higher the amount of passenger ticket money available to pay for additional safety features.

The Civil Aviation Safety Authority believes it has a responsibility to ensure that all consumers can make informed decisions when they intend travelling by air. This brochure explains the different levels of safety that result from Government regulations.

To establish which aircraft type you will be using on your next flight, simply locate the aircraft type code in a timetable or ask your booking agent. Where there are alternatives available, book on the aircraft with the greatest number of safety features.

BEST REGARDS AND SAFE FLYING.

Dick Smith
Chairman, Civil Aviation Safety Authority

1. SAFETY RATINGS FOR AUSTRALIAN AIRCRAFT

A Federal Parliamentary Inquiry into aviation safety (commonly known as the Morris Inquiry) recommended that passengers be provided with an explanation of the different levels of regulated safety which exist in Australian aviation. The system described in this brochure is designed to help passengers make decisions in relation to regulated safety levels. This system will be particularly useful when aircraft of different regulated safety levels are flying on identical air routes.

Most people understand that larger planes are safer than smaller ones, but many do not know why. The explanation is simple—safety costs money and this money comes from the cost of the passenger ticket. The primary reason that air travel is the safest form of transport is because more money is spent on safety. Up to 50% of the cost of a normal air ticket can be spent on safety and safety-related activities.

In a small aircraft, there are only a few passengers to share the cost of extra safety features such as additional crew or weather radar. In large aircraft, there are many passengers to share the cost, and therefore very high levels of safety can be obtained without air tickets becoming prohibitively expensive.

As an example, an effective way of improving safety is to increase the number of pilots from one to two. The cost of the additional pilot in a wide-bodied jet is shared by 400 passengers and adds little to the price of an air ticket, whereas an additional pilot in a 5-passenger commuter aircraft would add so much to the price of the ticket that the service could become unviable and close.

This is the fundamental reason that CASA and air safety regulators throughout the world do not require costly safety features or higher design standards in smaller aircraft.

This brochure gives information on the three levels of safety which are attained by typical aircraft used for scheduled passenger services in Australia. Whilst all of the aircraft offer a safer service than travelling the same distance by road, passengers can reduce their total risk by choosing the highest regulated levels of safety when alternatives are available.

What about Aircraft used on Non-Scheduled Services in Australia?

2. COMMERCIAL CHARTER AIRCRAFT

CASA requires high standards for all aircraft engaged in commercial operations. However, just as with scheduled air services, the resulting safety levels vary significantly depending on the size of the aircraft. In simple terms, the larger the aircraft, the more passengers, and the greater the safety features.

It should be noted that statistics show that all forms of commercial flying in Australia are safer than covering the same distance by road, so even if a small single-engine aircraft needs to be chartered, the risk which a passenger is exposed to should be less than doing the same journey by road.

One way of ensuring the highest level of safety is to not go with the cheapest aircraft operator. In many cases, the cheaper operators will only provide the minimum regulated level of safety, whereas other carriers which are more expensive will normally provide additional safety features—i.e. more modern aircraft, weather radar, or more experienced pilots than the minimum required by the regulations.

The best recommendation is to shop around and ask advice as to who are the longest established and best managed charter operators.

3. PRIVATE AIRCRAFT

The level of risk of travelling in private aircraft is largely dependent on the experience, currency, skill, and most importantly, the attitude of the pilot. This is because CASA concentrates its limited resources on the fare-paying passenger and therefore is forced to have minimal involvement with private pilots and private aircraft operations. If CASA were more involved with

private pilots, the safety of commercial aviation would invariably drop as the resources were moved away from commercial areas.

Just as wise car passengers carefully consider which driver they will travel with, it is more important to do this in the air as most aviation accidents are the result of pilots making errors of judgement.

It is commonsense that the pilot to avoid is one who is immature or inexperienced, and who has "an accident couldn't happen to me" attitude.

The best advice to reduce risk levels is never to get into a private aircraft unless you have full knowledge and confidence in the pilot's personality traits, experience and priorities and never pressure the pilot into exceeding his or her limitations.

4. ADVENTURE AND SPORT AVIATION

Participating in adventure aviation in ultralights, gyrocopters, "warbirds", experimental and antique aircraft, as well as parachuting, ballooning, and gliding all entail higher risk (and higher excitement) than travelling by scheduled air services. A comparable risk level for passengers in adventure aviation would be that of a pillion passenger on a high performance motorcycle. This is mainly because, just as in motorcycle travel, there is very little margin for error and very little physical protection if an accident occurs.

Adventure flying and sport aviation activities are only regulated to protect non-participating third parties and property. This is based on the fact that people who participate willingly in these activities should have prior and full knowledge of the risks involved and should be allowed to accept those risks themselves.

So be aware—there is no comparison in relation to risk levels between scheduled air services and adventure aviation. The first is comparatively safe when compared to motor vehicle travel, whereas the second is comparatively risky.

5. INTERNATIONAL TRAVEL

International aircraft operating to and from Australia must comply with minimum standards which are established by international agreement. However, it should also be understood that many airlines spend additional money to provide higher levels of safety.

Generally speaking, higher airfares indicate a higher priority and a greater amount of money spent on safety, and a lower level of risk. Australia's international airlines allocate more money for safety than required by the regulated safety standards set by CASA and international agreement.

This is one of the main reasons that Australia has such an excellent safety record.,Everything from highly trained pilots and engineers to newer aircraft with additional safety equipment all result in higher levels of safety.

6. AIR TRAVEL IS NOT PERFECTLY SAFE

Nothing in life is completely without risk. Even stepping into a bath involves risk. While scheduled air services in Australia are very safe, they will never be perfectly safe. This is why everyone involved in air safety must never become complacent.

The key to improving safety levels is to constantly allocate the limited safety resources to where they will be most effective. This may mean re-allocating resources away from where they do not effectively improve safety, to places where they do.

This is why CASA is placing its highest safety priority on fare-paying passenger services.

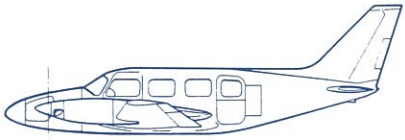
For more information on aviation safety ratings in Australia, call Brian Flanagan or Gareth Davey at CASA's Office of Public Relations on:

131 757

Safety Information for Pa

Basic Safety Features

MOSTLY AIRCRAFT UP TO 9 PASSENGER SEATS

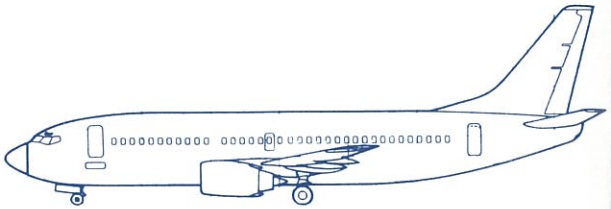


Extra Safety Features

MOSTLY AIRCRAFT WITH 10–29 PASSENGER SEATS

Most Safety Features

MOSTLY AIRCRAFT WITH 30 OR MORE PASSENGER SEATS



assengers Flying on Australia

- **Mostly one pilot**
- **Light twin-engined aircraft**

Statistics show that this safety rating provides travel which is at least twice as safe as travelling the same distance by road.

- **Minimum of two pilots**
- **All aircraft are highly reliable jet turbine-powered**

Mostly include the following safety features:
—Acceptable safety margin if one engine fails
—More stringent design standards
—Engine fire extinguishers
—Trained cabin staff
—Weather radar
—Radar altimeter
—Cockpit voice recorder

- **Aircraft complies with full airline standards**

Meets all of the safety features of the smaller aircraft listed above plus:
—All aircraft are pressurised
—Operate to licensed airports
—Carry ground proximity warning systems
—Most crew have received simulator training
—Many aircraft are fitted with collision avoidance systems

n Scheduled Air Services

Type of Aircraft	Timetable Codes	
	Qantas	Ansett
Beechcraft Baron	—	—
Beechcraft Kingair	—	Bek
Cessna 310	—	Cna
Cessna 402	—	Cna
Cessna 404 Titan	CNA	Cna
Cessna 441 Conquest	CNA	Cna
Piper PA-31 Navajo/Chieftain	PAG	Pag
Piper PA-60 Aerostar	PAG	—

Type of Aircraft	Timetable Codes	
	Qantas	Ansett
Beechcraft 1900	—	Be9
British Aerospace Jetstream 31/32	J31	J31
De Havilland DHC-6 Twin Otter	DHT	Dht
Embraer EMB-110 Bandeirante	EMB	Emb
Fairchild Metroliner	—	Swm
Shorts 330/360	SH3/SH6	Sh3/Sh6

Type of Aircraft	Timetable Codes	
	Qantas	Ansett
Airbus Industrie A300	AB3	—
Airbus Industrie A310	310,312,313	—
Airbus Industrie A320/321	320/321	Jet (Skystar)
Boeing 737 series	733–735, 737	Jet
Boeing 747 series	74L,74M, 742–744, 747	Jet
Boeing 767 series	762, 763, 767	Jet
Boeing Canada DHC-7 Dash 7	—	—
Boeing Canada DHC-8 Dash 8	DH8	Dh8
British Aerospace 146 series	141,142,143	Jet
Embraer EMB-120 Brasilia	—	Em2
Fokker F28 Fellowship/F28-4000	F28	F24
Fokker F50	—	F50
Saab SF340	SF3	Sf3

continued overleaf

Australian travel fatalities

	1990	1991	1992	1993	1994	1995	1996
Air fatalities involving fare-paying passengers	18	3	2	15	22	10	13
Road travel fatalities	2331	2113	1974	1953	1928	2017	1973

From CASA/BASI/Bureau of Statistics

"The Civil Aviation Safety Authority is placing its highest safety priority on fare-paying passenger services"

CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

Product no. BR9801PR

Safety Information for Passengers Flying on Australian Scheduled Air Services

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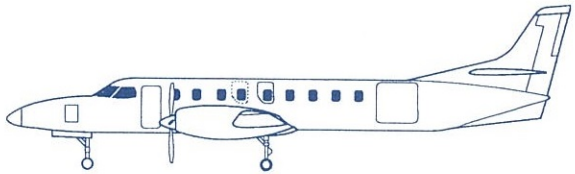
Beechcraft Kingair	—	Bek
Cessna 310	—	Cna
Cessna 402	—	Cna
Cessna 404 Titan	CNA	Cna
Cessna 441 Conquest	CNA	Cna
Piper PA-31 Navajo/Chieftain	PAG	Pag
Piper PA-60 Aerostar	PAG	—

Extra Safety Features

MOSTLY AIRCRAFT WITH 10–29 PASSENGER SEATS



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British Aerospace Jetstream 31/32	J31	J31
De Havilland DHC-6 Twin Otter	DHT	Dht
Embraer EMB-110 Bandeirante	EMB	Emb
Fairchild Metroliner	—	Swm
Shorts 330/360	SH3/SH6	Sh3/Sh6

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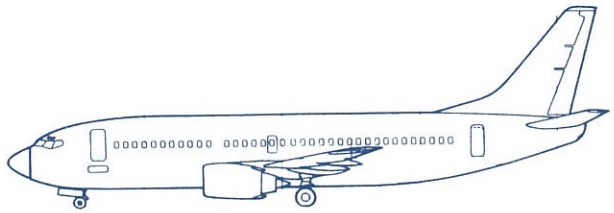

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Airbus Industrie A300	AB3	—
Airbus Industrie A310	310,312,313	—
Airbus Industrie A320/321	320/321	Jet (Skystar)
Boeing 737 series	733–735, 737	Jet
Boeing 747 series	74L,74M, 742–744, 747	Jet
Boeing 767 series	762, 763, 767	Jet
Boeing Canada DHC-7 Dash 7	—	—
Boeing Canada DHC-8 Dash 8	DH8	Dh8
British Aerospace 146 series	141,142,143	Jet
Embraer EMB-120 Brasilia	—	Em2
Fokker F28 Fellowship/F28-4000	F28	F24
Fokker F50	—	F50
Saab SF340	SF3	Sf3

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