

CASA CEO/Director of Aviation Safety – General Aviation Inquiry Opening Statement
7 December 2021

- Thank you very much for the opportunity to address the committee.
- I've been in the role now for just over six months and in that time I have tried to speak to as many people as possible to help ensure I have a good understanding of the needs and expectations of the GA community and what CASA can realistically do to support GA in Australia
- Our primary focus is always aviation safety, but we've also continued to take a pragmatic and proportionate approach to the achievement of this objective.
- The last 18 months have been some of the most challenging the aviation industry has ever faced
 - I'm very proud of the way CASA has responded, with a risk-based approach to providing industry with more flexibility without compromising safety.
 - For the GA community, this included deferring medical renewals where pilots couldn't access a DAME and deferring pilot proficiency checks when pilots weren't able to access flight examiners.
- We'll also continue to work closely with industry as we return to a level of activity that is closer to what we were used to pre-COVID.
- Looking forward, CASA is committed to engaging constructively with the GA community and is very mindful of the challenges GA operators face. While safety is our primary consideration, as required by the Civil Aviation Act, we continue to take very seriously the need to consider cost, economic impact and relevant risks.
- We have been actively engaging with the DPM's General Aviation Advisory Network and have already committed to a number of the priority actions the GAAN identified in their strategy.
- We are also establishing a General Aviation work plan, in which we will clearly articulate the work underway to address long-standing issues raised with us by the GA community, with transparent timelines and schedules, to support effective communication and monitoring of progress. This body of work will build a consolidated picture of all the activity we already have underway for general aviation and assist with prioritisation of where more effort needs to be focussed.
- Some of our immediate focus areas are the flight training sector; maintenance for light aircraft and medical certification.
 - For **Flight Crew Licencing (Part 61)**:
 - We are renewing our focus on the framework for Part 61 to address issues that industry have highlighted with us.
 - We intend to re-energise the activity with our Aviation Safety Advisory Panel, and the Technical Working Group that has been established to help us work through the issues and prioritise the necessary reforms.
 - I am focussed on working cooperatively with industry to prioritise this work and address immediate pressure points.
 - I expect this work will also allow us to simplify the Part 61 structure, particularly in the flying training space by reducing the complexity of existing ratings, endorsements, and approvals where appropriate.
 - As part of this work, we will also examine the potential for harmonisation between the recreational and traditional Part 61 flight crew licencing schemes

and explore possibilities for more flexibility with a view to enabling flying training activities aimed at the needs of the GA sector.

- In the near term, some industry priorities for which we hope to have quick solutions include:
 - expanding the privileges for Flight Instructors and Part 141 Flight training organisations
 - shifting the delivery of task specialist training for pilots from Part 141 flying training organisations to allow Part 138 operators where training can be provided in an operationally relevant context
 - introducing a multi-engine helicopter class rating
- In the **maintenance space (Part 43)** we're particularly looking at:
 - Drafting new rules for aircraft maintenance in the general aviation sector which are aimed at reducing costs, providing more flexibility and improving access to aircraft maintenance in regional areas
 - This will be consultation again with the broader industry on these proposals in 2022.
 - We will produce more Plain English Guides that will support providing increased clarity to operators in navigating the rules in the future.
 - We also recognise that there is an opportunity to further expand the licence model to consider how we might tailor and adapt our maintenance engineer licencing arrangements for a General Aviation Focussed (LAME) licence.
- When it comes to **Aviation Medicals**:
 - CASA has already made some positive changes to the issuing of pilot medicals that help attract new participants and retain experienced pilots longer.
 - we are currently working with the Part 67 Technical Working Group to develop options for a revised Basic Class 2 medical as well as a new Class 5 self-declared medical. We plan to consult on these publicly in the new year.
- We recognise that the way to successfully address these issues (and other priorities in the future) is to work closely with the aviation community.
- We are committed to working through our Aviation Safety Advisory Panel and its Technical Working Groups and others who we engage with as we progress this work. We want to support increased clarity and understanding of rules, and co development of policy and regulations.
- We've got a lot of work to do over the coming months but listening to the voices of and supporting the GA community is a very strong focus for me and for the organisation.