



**Australian Government**  
**Civil Aviation Safety Authority**

OFFICE OF THE CHIEF EXECUTIVE OFFICER

CASA Ref: SE18/4

8 June 2017

Dr Jane Thomson  
Committee Secretary  
Senate Rural and Regional Affairs and Transport  
Legislation Committee  
PO Box 6100, Parliament House  
CANBERRA ACT 2600

Dear Dr Thomson

**Senate Estimates Hearing – 22 May 2018**

I refer to testimony provided and matters raised by officers of the Civil Aviation Safety Authority (CASA) at the Senate Estimates Hearing on 22 May 2018.

I would first like to provide clarification around two statements made during that hearing in respect of CASA's examination of the tyre issue.

The first is in relation to the peer review of the tyre incident. While I was well aware of the fact of the peer review, I had wrongly assumed it was a step in the internal process. I have since been advised that it was actually undertaken as a result of a request by CASA's Industry Complaints Commissioner (ICC).

The second is in relation to the discussions around a Level 2 audit, Mr Crawford's intention was that the methodology surrounding a Level 2 audit was used, rather than it being a Level 2 audit as per the CASA Surveillance Manual. When reviewing matters that are not scheduled surveillance events, we need to ensure a process is followed, so we use our Level 1 or 2 audit procedures as a guide, but depending on the circumstances, only certain parts of those processes will be used.

I would now like to turn to the matters raised. As requested by the Chair I have attached the relevant files to assist the Committee in understanding what happened. As another matter of clarification, there is not an 'entire file, cover to cover' as requested during the hearing, but a number of files based on the multiple complaints received via different channels in CASA. In addition, as with other document requests provided to this Committee by CASA, emails of an administrative nature like meeting requests, circulation of draft documents and internal reminders regarding correspondence have been omitted.

Attached are:

- F17/521 (main file) on the initial complaint from the Australian Licensed Aircraft Engineers Association (ALAEA)
- G17/215 on the ALAEA's complaint to the Chief Executive Officer
- documents from the ICC investigation and
- a copy of the Freedom of Information (FOI) request provided to the ALAEA.

The material provided covers both the tyre and the TCAS issues raised during the hearing.

With regard to the tyre issue, from the attached material you will see that the Licensed Aircraft Maintenance Engineer (LAME) in question followed all appropriate procedures in the maintenance manual and certified that the tyre may continue in service without safety concerns. This is the responsibility of the LAME and he fulfilled it appropriately. His assessment was correct in that the tyre did function effectively.

With regard to the TCAS matter, the investigation showed that the Captain was reluctant to make a technical log entry until he was absolutely satisfied that the TCAS was not functioning effectively. He is well qualified to make such a decision. That said, the investigation also shows that the Chief Pilot has subsequently discussed the recording of defects with the crew.

As conveyed during the hearing, CASA remains of the view that the matters raised were resolved and no systemic safety issues were identified. You will also note that the complainant has been afforded numerous opportunities for these matters to be reviewed, with the same outcome being reached.

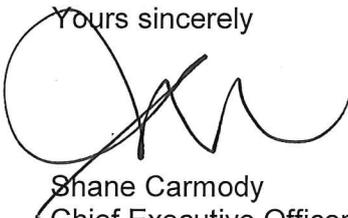
I apologise for the duplication of some documents, but given the multiple reviews of these matters that was unavoidable. However, the only documents that are redacted are those from the FOI request file – as a true copy of what was provided to the FOI applicant.

Given that the files provided mention names (including those of CASA junior officers) as well as material relating to CASA surveillance processes I would appreciate if the material provided is kept strictly confidential. I also make this request because it is my view that the complainant should not be able to receive unredacted copies of material already provided under the FOI process, through a direct approach to the Committee. To do so undermines the FOI process itself and could discourage its use.

As mentioned at the hearing, I would be happy to discuss this matter further at a private briefing if that is required.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Shane Carmody', written over a large, faint circular stamp or watermark.

Shane Carmody  
Chief Executive Officer and  
Director of Aviation Safety