

## Aviation Safety Regulation Review

I have been a pilot since 1965. During this time I have been witness to the steady decline in General Aviation from those who would normally be the backbone.

Pilots, LAME, associated support businesses etc. Archerfield is my home airport. Just a few years ago it was difficult to find a space for long term parking of aircraft. Today there is but a small percentage of aircraft parked on the field to what there was then.

What are the reasons? They are multi-faceted.

The commonwealth's sell off of airports started the ball rolling. Those who purchased the airports have flaunted the conditions of their purchases by closing down entire airports for development, closing down runways to increase on field tenants not directly associated with the aircraft industry but to tenants who can afford to pay a higher rental. Re-aligning runways not necessarily in the interest of aviation but designed to facilitate a better use of land for other development.

Archerfield ticks most of the boxes in the previous paragraph.

The AV-Med department of CASA is out of touch with the pilots whose flying careers they have in their grasp. Who is more qualified to determine a person's fitness to fly than the pilot's GP or DAME. I have personally been on the receiving end of the bureaucratic decision making from this section of the aviation regulator. They fly in the face of acceptable medical evidence by arbitrarily making judgements contrary to acceptable medical practice and evidence.

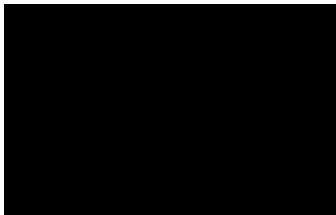
On the matter of scrubbing the role of the Authorised Testing Officer. What gain to the aviation industry is there by getting rid of the ATO? None, except to save some money but at the expense of the industry.

Soon there won't be an industry to administer, then what?

Fortunately for me after being a pilot for 49 years and now aged 75 I am in the twilight years of my flying career. Sadly, I bemoan the future of the GA industry in Australia. This is the industry that opened up this wide land of ours. It has been the major link to the outback.

As an Angel Flight pilot I think of the thousands of rural living Australians who have been assisted by this organization since its inception. It exists because of medical needs for disadvantaged people, people who would normally have to travel long distances to receive medical treatment, people who do not have regular means of transport or people who are financially incapable of using other means of transport and, of course, pilots who like to fly and are generous with their time and their aircraft. As less and less pilots in the GA area become available due to the industry becoming over regulated, there will be lesser opportunities for an organization like Angel Flight to exist.

The industry needs a representative in Government who has an understanding of the industry, how it operates and where the needs lie.



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