

Submission to the independent aviation safety regulation review panel:

Name: Daryl Brenton Mackay

██████████ (ATPL both Fixed Wing and Helicopter)

I am a Glider pilot and a member of the GFA.

I have served 20 years with the RAAF in both helicopter and VIP jet transport aircraft. I now have 26 years as a commercial pilot with both fixed wing jet and helicopter employment. I have been employed by Bristow Helicopters Australia Pty Ltd for 24 years now. I continue my 44 year career of piloting as I write this.

My early gliding experiences prepared me for and lead me to a satisfying career of flying in both the RAAF and now in civilian employment. During desk jobs in the RAAF, gliding not only satisfied my personal flying needs as a pilot, it kept me in flying readiness for that career. I have also flown competitively at State and National Competitions. I am an abinitio and aerobatics instructor and cross country coach. I have been gliding for 45 years now.

I have trained hundreds of pilots in gliding and many of these have gone into military and civilian employment as pilots.

I know a thriving commercial aviation sector can only exist with a strong Sport aviation sector; not because it compliments it but because it supports it. And yes, along the way sport pilots also benefit from their chosen sport just as other sportspersons do. Sport is a way of life for many Australians. But Sport aviation will always be a crucial part of Australia's aviation future.

Core messages for the panel to consider include:

- That Part 149 Approved Organisation model is the best way forward,
- Funding and the method of fair audit of the GFA requires ongoing consultation,
- As the very first self administered sport aviation body, GFA has always been held in high regard by aviation generally and is well placed in cooperating with CASA to build upon its existing administration and oversight of gliding in Australia,
- The punitive, authoritarian and disrespectful attitude currently demonstrated by the regulator is contrary to the aims of a vibrant, successful, diverse and thriving aviation sector.
 - (I have seen this attitude in my commercial flying and note that there have been several instances where this aggression has been withdrawn to allow further consultation and reasoning. Sport aviation might be the small kids on the block but also deserve the same respect afforded the big boys who can easily defend themselves from the big stick attitude so often wielded by CASA in their pursuit of their easy way of safety and accountability)

- A Ministerial Policy is urgently needed directing CASA to adopt a core mission to support and promote Sport aviation so that objectives can be co-jointly pursued and enacted; not dictated to the detriment of the sport due to ignorance and misunderstanding.

I urge you to give appropriate consideration and appreciation of the importance of the Gliding Federation of Australia in the sport and recreational aviation sector. This consideration must also acknowledge the importance of sport aviation to the viability of aviation as a whole.

GFA understands the sport of gliding. CASA has no idea because they are not a part of it. As I have seen in my commercial flying, they come across as being above it with only a few in the organisation having relevant experience. Only current flying and/or administering the sport at grass roots level can give the grounding required to regulate it efficiently and effectively. CASA needs to learn how to work with aviation bodies; not rule them with an iron fist.

Captain Daryl Mackay

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