

Submission to the independent aviation safety regulation review panel:

Name:

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Profile:

I am a Glider pilot, a member of the GFA and sailplane owner.

I was an *Aircraft* Maintenance Engineer in the Swiss Air force.

I'm flying cross country whenever airborne.

I flew many competitions as a member of a National Gliding Team in Europe and overseas.

Australian citizen.

Sport aviation is a thriving aviation sector which recruits future professional pilots promotes and provides aviation jobs and has the closest contact with the community. Keeping this sector strong and thriving is critical for Australia.

This sector includes

- Gliding,
- Recreational aviation,
- Delta- and paragliding,
- Sky diving
- Model flying.

Unfortunately I see no direct representative of this sector in the review committee.

I nevertheless hope that the review will produce an unbiased outcome and that all sectors are consulted and getting a balanced fair go.

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,
- The GFA is held in high regard by aviation generally and is well placed in cooperation 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 towards all sports aviation sectors in regards of planned airspace restrictions and mandatory transponders above FL100 and towards the GFA in regards of airworthiness is contrary to the aims of a vibrant, successful, diverse and thriving aviation sector.
- CASA should include experts and representatives of all aviation sectors to ensure fair and adequate regulations as it seems that they are mostly focussed on civil aviation, airlines and business aviation and not considering the needs of the sport aviation sector.
- That Hon Warren Truss's remark **“that the government has a clear policy of reducing cost of regulation to achieve a win-win situation”** should promote technological development for low priced equipment with low power consumption for decentralised safety (50km range) instead of forcing the gliding sector to implement stone old and un-precise S transponder technology while pushing delta and para gliders into illegality on days with convection heights over FL100 (FL150 would be ok). FLARM technology is now commonly used in the sport aviation sector in Europe and the technology has been proven reliable and safety improving. New emitting ADSB technology for the sports aviation sector could easily interface with current ADSB technology of civil aviation and increasing decentralised safety.

My discussion at the CASA stand during the Avalon air-show about the planned mandatory introduction of transponder technology above FL100 has shown that some CASA representatives seem not to have any idea and understanding of the sport aviation sectors activities and especially not knowing technical aspects of gliding, delta- and para-gliding. I was told that we anyway cannot fly above FL100 because we would need to have oxygen on board and it was news to them that we actually have this equipment available. It was also news to them that on a good day you will find gliders, delta- and para-glider pilots below cloud base up to 14000 feet.

Was this just an accidental spotting of missing knowledge about the gliding sector on CASA's side or is it the possible that CASA due to lack of expertise and understanding of the sector tries to adopt a tendency to over-regulation instead of continuing to leave some competent control and oversight to the GFA or other approved organisations?.

A Ministerial Policy is urgently needed directing CASA to adopt a core mission to support and promote **all sectors of Australian aviation**.

Therefore it is imperative that a ministerial policy ensures that

- all aviation sectors get a fair go,
- the GFA is keeping its existing administration and oversight of gliding in Australia,
- that airspace is not over regulated and controlled airspace levels unnecessarily lowered in such a way that it is disadvantaging the sport aviation sector unnecessarily.
- the sport aviation sector is not forced to adopt financially unsustainable technology only to achieve marginal safety improvements at high costs.
- new technology development is promoted to introduce affordable active ADSB technology for the sport aviation sector to interface with civil aviation ADSB technology.
- regulations changes need to include negotiations and consultations with the sport aviation sector, especially the GFA.
- CASA does not create regulations and rules just for the sake of administrative self-satisfaction or to mandate global solutions without adjustments to Australian aviation requirements.

Thank you for your consideration and appreciation of the importance of the Gliding Federation.

Thank you for your efforts to deliver a fair and unbiased review report and to underline the importance of all organisations of the sport aviation sector as they provide also the basic education for the professional aviation sector.

With regards

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