

PREAMBLE : As a participant in light aviation for over 50 years as a small business owner, vintage aircraft restorer and private pilot, I am saddened to have witnessed the demise of GA/General Aviation, being done to death by over-regulation and bureaucratic embuggerance. As one of many who has suffered from the cronyism, corruption and outright illegalities of an “authority” that lacks integrity, leadership and credible management, I am, like many others, **VERY** angry.

Worse still, there is NO oversighting agency to investigate and right any wrongs done by CAsA. Thus with unfettered power CAsA does what it wants, how it wants and still falsely believes that the punitive approach to aviation “safety” is the only way to treat with the industry. How **very** wrong. CAsA has proven it is far from a model litigant and uses FOI as a time wasting tactic. Does power corrupt? Absolutely!

THIS REVIEW will only have credibility if MAJOR changes ARE made to the way CAsA interacts with the industry, stops trying to micro-manage every aspect of the flying life and livelihoods of GA participants, and operates within the bounds of a **serious** “code of conduct”. A new code must contain provisions for criminal behaviour of staff as does the code of the APSC. There is also a desperate need for an oversighting ‘Commissioner of Aviation’, with BIG teeth, strong investigatory powers, that is **separate and absolutely independent** from CAsA.

CHANGES REQUIRED.

1. ADOPT NZ REGULATIONS. For regional and Trans Tasman sanity, align with PNG and NZ by adopting the NZ CAA regulations IMMEDIATELY.

This will put a stop to the decades long farce of continually re-writing the re-write of the “regulations” and save the taxpayer mega-millions in the process. Cost savings from those people no longer employed in this endless charade will also be significant for the Government.

2 . ADOPT NZ REGULATIONS. This will ensure survival of GA so vital to remote and regional Australia. Governments must decide what is required for GA ; the continuance of the current bloated, costly and arrogant ‘agency’ costing the nation dearly, or a vibrant and thriving GA industry creating employment and wealth. They can’t have both. Under the present regulatory, compliance and enforcement regime it’s death by ten thousand regs, many of which have nothing to do with safety.

3. ADOPT NZ REGULATIONS. **ASAP.**

4. COMPLIANCE and ENFORCEMENT.

That CAsA can be investigator, judge, jury and executioner for itself has got to cease. CAsA has proven time and again that it cannot be trusted not to protect its own and pervert the truth. CAsA is the “regulator” (sic), and when its officers detect **serious and deliberate breaches**, then those allegations need to be passed over to a **separate and independent** investigation agency, AFP? to be dealt with according to law. Minor and inadvertent breaches may have penalties if at all, but NOT strict liability for everything AND criminal convictions. Most, if not all of these minor things have little or no bearing on “safety” and do NOT constitute a crime, or even come anywhere near to the definition of a ‘crime’.

5. INDUSTRY COMPLAINTS COMMISSIONER. Any complaints made against CAsA should be dealt with by the independent agency, the Oversight Commissioner. This will eliminate CAsA LSD and executives vetting/ interfering with any results not to their liking, or to protect others. Currently the list of what CANT be dealt with is longer than what can / or might be dealt with. It’s a CAsA controlled farce. Shut that position *within* CAsA down!

6. FREEDOM OF INFORMATION. Or in CAsA,s case... lack of it. Any FOI requests must be done by an independent agency, or at minimum vetted only by an independent agency. Its alarming to see that LSD have their dirty hands all over any decision not to their liking. The time it takes to get material and the delays incurred sorting out their denial excuses, fallacious or otherwise make CAsA NON FOI a sick joke.

7. MODEL LITIGANT OBLIGATIONS.

Once again any claim against CAsA must initially be to the independent agency. CAsA has proved time and again it is NOT a model litigant. Any claims for financial recompense from CAsA, directly as a result of CAsA humbuggery, are treated with disdain to both the victim and the MLR/Model Litigant Rules, which unlike CAsA regulations are in plainly readable and understandable English. The LSD’s “Take us to court” is the CAsA way of showing that they have a deeper, taxpayer funded pocket than the individual, and that they are quite happy to spend more money on the issue, the very thing the MLR states simply, to avoid. CAsA would rather fight to the last taxpayer dollar than settle any issue, simply, cheaply and easily by the MLR. It’s a gross abuse of power.

ASSR SUBMISSION.

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8. “INVESTIGATIONS” Branch of COMPLIANCE & ENFORCEMENT.

This is a section of CAsA that needs to be COMPLETELY removed from CAsA. Any allegations of breaches of the regulations MUST be dealt with by an independent

agency. CAsA cannot be trusted to do thorough and objective investigations when their own staff are involved. It's a gross conflict of interest. Axing this branch would also put a stop to the hiring of ex police, with no interest or knowledge of aviation, but every interest in knocking people off, by whatever means. Investigations must be undertaken by those with the appropriate skills, integrity and independence from an OUTSIDE agency.

9. REGULATIONS. Aviation in Australia is swamped by such a vast collection of regulations, instruments, CAsRs, etc. written by lawyers for lawyers and so convoluted and complex as to be incomprehensible, downright dangerous, and open to different interpretations and inconsistent outcomes. Its way passed time to cease throwing endless taxpayers dollars at an agency that has continually proved it is incapable of meeting the needs of the industry.

Aviation survives in this country, in spite of CAsA, not because of it.

Items 1, 2, 3, ADOPT NZ REG SUITE is the quickest and certainly the most financially efficient and logical way to get GA / General Aviation moving again in this country.

ANYTHING LESS than radical surgery to root and branch of the CAsA cancer as it currently is will just lead to the status quo and continuing disaster.

WE the people, participants in Aviation demand and deserve MUCH better.

10. MAINTAINING THE RAGE.

There are many people like myself who have been seriously abused by CAsA power, lack of accountability, and obnoxious bureaucratic buggery by certain CAsA persons. The rot does go right to the top, so until there's a total "management" clear out, those further down the food chain know they can get away with regulatory murder, and will be protected by their system and the bottomless taxpayer funded pocket.

Review, and reconstruction...or civil disobedience and revolt? What's left for us otherwise? It's the politicians and Ministers that should make any Government agency accountable and do its required job properly for the industry it serves.

There's certainly nobody else that has the power to knock CAsA into shape. And the required serious changes needed in all facets of CAsA operations certainly aren't being made, and won't be made by CAsA itself. Power, self preservation and the handsome public 'trough' (with perks) will see to that.

The current Government is keen to reduce red tape burdens and imposts on industry, and save taxpayers' money...here is a classic case awaiting action. The savings will be enormous..IF only they have the will and take the necessary action.

R.Rudd . [REDACTED] casa client/victim.

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