

Aviation Safety Regulation Review Submission Form

Suggest that the impact of regulations on the financial viability of organisations (my perspective specifically on flying training) at from should not be totally disregarded. This approach need not compromise safety standards.

For example, the requirement of 50 hours PIC multi-engine time before an instructor is able to instruct on a multi-engine aeroplane can quite easily be achieved in an organisation that conducts / has access to charter operations, but for others that don't it is a substantial addition to their costs. Whilst I don't suggest the 50 hours of charter has no or little value, the goal of a higher standard / safety outcome can be better achieved by requiring a specialised course of training, say 20 hours, which will also reduce the cost. An option (50 hours PIC or a specialised course) might be a better option.

Another example of the impact that regulations have on our competitiveness internationally is the unreasonably lengthy period for the processing and issue of SPL, also due to the security clearance required. The latter has to be done while the applicant is in the country, and the overall time to complete a basic course such as a PPL can be as long as 12 weeks, making Australian courses very unattractive to the international client.

The training industry can only be improved by more investment, and being more competitive internationally is one way of increasing investment.