



Celebrating 40 Years

The Antique Aeroplane Association of Australia was founded in 1974 by those concerned with aviation regulatory reform in the late 1960's and early 1970's that had the potential to significantly impact the retention, restoration, maintenance and ownership of historic and vintage aircraft. Since then the Association has grown to be a highly respected national organisation representing the interests of vintage aircraft owners, restorers and maintainers with the aim of preserving and presenting Australia's aviation heritage.

Today the Association boasts a membership of over 600 individuals and organisations including the Temora Aviation Museum and the RAAF Museum and represents over 800 individual aircraft covering over 200 different types, predominantly those types which entered production from the period 1930 to 1970. Among our membership are senior Air Force officers, senior airline and commercial pilots, highly experienced private pilots, numerous industry experts covering all aspects of restoring, maintaining and flying vintage aircraft, many of whom hold CASA delegations and approvals for these purposes. The vast majority of aircraft represented by the Association are type certified; factory built and are owned by enthusiasts who are fastidious in every detail relating to the restoration, maintenance and operation of these historic aircraft.

The Association maintains strong relationships with the Royal Australian Air Force, Royal Australian Navy, RAAF Museum, Fleet Air Arm Museum and Temora Aviation Museum. The Association is regularly called upon to support and provide assistance to major events requiring historic and vintage aviation involvement.

- Royal Australian Air Force 90th Anniversary Pilgrimage 2011 – the Association was approached by the Air Force to assist with the planning, preparation and execution of a 5 day event comprising of over 50 historic and ex-Military aircraft to mark the 90th anniversary of the Air Force.
- Royal Australian Navy International Fleet Review 2013 – the Association was approached to contribute historic military aircraft for the flying display over Sydney Harbour as part of IFR celebrating 100 years since the first naval fleet entered the harbour.
- RAAF Museum Air Pageants held biennially at Point Cook – every two years the Association is represented with the vast majority of historic and ex-Military aircraft on static and flying display are contributed by members of the Association.
- Warbirds Downunder Airshow held biennially at Temora Aviation Museum - every two years the Association is represented with the vast majority of historic and ex-Military aircraft on static and flying display are contributed by members of the Association.
- Avalon Airshow held biennially at Avalon - every two years the Association is represented with the vast majority of historic and ex-Military aircraft on static and flying display are contributed by members of the Association.
- RAAF Centenary of Military Aviation Point Cook 2014 – the Association was approached to contribute historic military aircraft for static and flying display to celebrate the centenary of the first military flight at Point Cook.

In addition to making these major events possible, the Association holds numerous events each year in regional towns and cities across the country contributing to tourism and boosting local economies wherever we go. We also support many charity events each year by holding fly-ins and encouraging both our members and the general public to participate, some of these events include the Cancer Council's Biggest Morning Tea, FunFlight and an annual Christmas Charity Toy Run.

The Antique Aeroplane Association of Australia welcomes the opportunity to contribute to the Aviation Safety Regulation Review. As mentioned, the Association was founded in an effort to represent and advocate on behalf of the owners, operators and maintainers of vintage aircraft, this is especially critical at times when regulatory change may adversely impact on these activities.

As an Association the key aspects of regulation and reform which concern our members and likely to adversely impact on our operations include:

- Unnecessary regulatory overheads which do not contribute to safety outcomes or reflect the operations of our members and their aircraft i.e. mandatory fitment of radios and ADS-B transponders in aircraft which were designed, built and certified without electrical systems and rarely, if ever, fly in controlled airspace.
- "One size fits all" approach to regulation that does not reflect the significant difference in ownership, operation and maintenance of private historic aircraft in comparison to normal "GA", commercial and RPT operations. Our members do not use their aircraft for training or commercial operations, they are flown regularly but not frequently, outside controlled airspace and rarely over built up areas.
- Conflict and ambiguity within the myriad of current Policies, Regulations, Rules, Instruments, Approvals, Delegations resulting in the inconsistent application by CASA and/or delegates and having adverse outcomes for our members i.e. systems of maintenance, Airworthiness Directives, Certificates of Airworthiness.

We are encouraged by the instigation of the Aviation Safety Regulation Review and look forward to being involved where possible and relevant in the review process.

Regards,

Matt Henderson
President