

A Parsons
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Submission to Aviation Safety Regulation Review

Independent Appeal System

The General Aviation CAR 30 Maintenance Organisations in Queensland are being decimated by over zealous airworthiness inspectors [REDACTED], who operate outside the CASA legal framework.

The industry does not have any independent appeal system as a complaint to the CASA employed Industry Appeals Commissioner Elizabeth Hampton achieves absolutely nothing.

All she does is let the person being complained about draft the reply and then she sends it.

Complaining to the Commonwealth Ombudsman achieves exactly the same result. He just regurgitates her reply and sends it.

In my case, I was appointed by a CAR 30 Maintenance organisation as Chief Engineer, then CASA required me to be interviewed and approved by them even though there is no legislation to require an interview or for a chief engineer to be approved by CASA.

I have held that position previously in two CAR 30 organisations which is all on my CASA files and [REDACTED] also stated in one of his letters that I was well qualified.

The industry desperately needs an independent appeal system not employed or funded by CASA that will take action against either CASA employees or industry employees acting outside the legal framework.

Aircraft Maintenance Licencing System

The current CASA Licenced Aircraft Maintenance Engineer (LAME) licencing system is a joke.

CASA have not long changed the system supposedly to align it with the European system (EASA) so that the licence would be recognised around the world.

CASA then added some Australian idiosyncrasy and now it is not recognised by anyone in the world but CASA.

In my opinion Australia needs an aircraft maintenance licencing system that is recognised worldwide. I think it needs to be directly in line with the USA Federal Aviation Administration (FAA) system.

I am willing to supply my documents on my complaints to CASA ICC and the Commonwealth Ombudsman if requested.

Allen Parsons