

Hi,

I would like to respond to the aviation green paper, with specific reference to what is detailed on page 175.

I am an AME, trained by the RNZAF, and have done extensive works for Airbus, and the RAAF since moving to Australia.

What I have found extremely difficult is finding a path to become a LAME, that doesn't require me to basically repeat all of my training over again.

I was able to do an RPL to get my Level 4 certificate in Aircraft Engineering (avionics), recognised and gain a Cert 4 in aero skills (Avionics) at significant cost.

Once I had completed this step, I found that I would have to repeat 90% of the content I had already completed and had paid to have recognised again, to gain a diploma in aeroskills, and then pay further to have additional modules added.

Instead of following this process, I decided to chase a career in the rail industry, where I found I could quickly succeed and literally doubled my salary overnight.

The unfortunate truth of the aircraft engineer shortage, is that low wages combined with extreme difficulty in getting previous (especially military) qualifications recognised, and shift rosters that are unsustainable if you have a young family, make being an aircraft maintenance engineer an extremely unattractive prospect.

This could be improved industry leaders, who all seem to be making record profits, addressing the issues of salary.

A pathway that doesn't require repeating all of the theory content of a 4 year apprenticeship all over again, and paying Aviation Australia through the teeth for the privilege, would also make remaining in or returning to aircraft engineering more attractive.

In the mean time, on this issue I'll be telling any aircraft engineer who will listen that there is the right way, there is the wrong way, and if you want a job with lower stress and higher salaries, there the railway!

Regards,

Raymond Legg