

AUSTRALIAN . SPORT ROTORCRAFT . ASSOCIATION



June 30, 2014

The Australian Sport Rotorcraft Association (ASRA) is a recreational aviation self-administering organization answerable to CASA. ASRA has approval to regulate and administer 1 and 2 seat gyroplanes (otherwise known as "gyrocopters") with all-up weights not exceeding 600kg.

ASRA does not believe that the wording of Recommendation 3 ("The Australian Transport Safety Bureau investigates as many fatal accidents in the sport and recreational aviation sector as its resources will allow") in the Aviation Safety Regulation Review report is strong enough nor reflects of the size and economic benefit of the sport and recreational sector.

ASRA supports stronger wording to ensure that the ATSB investigates or funds the investigation of all sport aviation fatalities.

Currently sport aviation accounts for approximately 47% of the Australian aviation fleet but CASA assigns only 1% of its staff to this sector.

ATSB does not investigate any gyroplane accident, instead leaving it to ASRA to investigate and report. This is proving to be an unsustainable financial drain on ASRA.

An average of about 2 gyroplane fatalities happen in Australia each year. About 40% of these fatalities involve people who are not ASRA members, but nevertheless ASRA is willing to assist authorities investigating these fatalities because ASRA is the only Australian repository of knowledge about gyroplane construction, performance and operation and because any gyroplane fatality will impact on the general public's perception of gyroplanes and therefore upon ASRA.

Currently, ASRA receives a modest CASA annual safety-related grant of slightly over \$20,000 per year. Easily half of that grant or more is consumed directly in relation to the investigation of fatal accidents, of which some did not involve ASRA members. ASRA has developed a very sound reputation for accident investigation, and ASRA fatal accident reports - written in conformity with ATSB standards - are of a very high standard.

In recent correspondence between Minister Truss and ASRA, the Minister stated that, "aircraft accident investigation matters are not a function undertaken by or requested by CASA".

ASRA President

Dr Paul Campbell,

E-mail: president@asra.org.au

PO Box 1304,
KENMORE. QLD. 4069

Phone: 07 3878 2666

AUSTRALIAN .SPORT ROTORCRAFT.ASSOCIATION



This statement, while strictly accurate, is at odds with the CASA Deed that ASRA must sign each year. In this document one of our mandatory compliance functions is to:

“examine the results of incident and accident investigations to ensure that standards have been complied with”.

Another mandatory compliance function is for ASRA to:

“provide quarterly statistical reporting in relation to the numbers of ASRA members, aircraft, accidents, incidents, defects and fatalities..... “.

Given that the ATSB does not investigate gyroplane accidents and CASA is not interested in supporting our investigations, the cost of investigating gyro accidents will continue to be a major financial burden on ASRA.

Hence, ASRA's specific concern with the current wording of Recommendation 3 is that it allows the ATSB to ignore it.

ASRA considers that because CASA and ATSB have essentially delegated their statutory accident investigation functions to ASRA; because ASRA considers that fatal aviation accident investigation is really a core function of government; and, because ASRA should not be spending members funds doing what is really a core government function, then the ATSB should either carry out these investigations or fund ASRA to do so.

As such ASRA wants the wording the recommendation 3 changed to ensure that the ATSB is required to investigate or fund all sport aviation fatalities.

Yours Faithfully,

Dr Paul Campbell
ASRA President

ASRA President

Dr Paul Campbell,

E-mail: president@asra.org.au

PO Box 1304,
KENMORE. QLD. 4069

Phone: 07 3878 2666