

Thank you for the opportunity to send my comment regarding the ASRR.

I am thankful for the Commissioned Report and have found it very thorough to the best of my knowledge. I am no expert. Thank you to Mr Truss as I met with him personally last year regarding the need for investigation into Aviation Safety. To see outcomes of the report make sense, finally falls into a “makes more sense and fairness” category, rather than the hard lined approach and fractured culture that is systemic, the evidence to light screams alert.

I ride a rollercoaster of fight within. At times I need to psychologically shutdown due to overwhelming confrontations with this insulting matter.

For this reason I did not have the capacity to submit. After a fifth operation with post-operative complications and much more, I shut down for quite a while, meaning total avoidance of any attachment to that horrific night, life before and talking to people. Pain encompasses me daily, triggers catch my eye, which is difficult, constantly reminded of the crash and delayed rescue in the ocean resulting in flashbacks. With the MH370, this has amplified. Yet I feel compelled to comment. How can the ATSB, with the current Commissioner, be “experts” in International Aviation Investigations when their last International report has been referred to as an “aberration”. No learning was extracted from NGA as the blinkers were on due to focus on, “no blame”...to whom?

I believe that if we had not survived, it would be reported as pilot error, which does not sound like “no blame” and our voices would not have been heard. The absence of a law that protects my previous profession is legally absent, still. Aviation Law for Medical Evacuations needs to be established.

What I am unable to fathom ethically and factually, is the deception of known facts that were omitted in the final ASTB report.

...Safe skies for Some...

I agree with the Panel regarding the need for CASA to adopt a just and honest culture. The systemic issues within CASA, spilt over to the ATSB showing evidence of systemic restlessness. The regulator knew of audits and their ignorance of recommendations. This is regarding the Pel-Air ditching referenced throughout the report.

Focusing on the conduct of CASA

Independent of other transportation due to some of...

- Gravity
- Technological advancements
- High volume, only to increase

- Auditing system analysis complexities due to different categories, following up, learning ect. Needs independent experts in that field who WILL **Red Flag** safety information to the appropriate parties without influence.

Open sharing of information to an investigation of such a nature, where learning outcomes are absolute. Such as:

- Pel-Air Audit 2008 (FOI)
- CASA Special Audit on Pel Air post ditch, 2009 (FOI). Full 103 pages with details such as:

“Interviews with Westwind pilots revealed the company does not provide destination Local information on remote islands including items such as terrain, services and local conditions. This information may have been of assistance in the situation of VH-VGAs’ fuel exhaustion”

One would think this information critical to share with the investigators. Sort of a **Red Flag** indicating the Operator having historical deficiencies therefore must be taken into account for the purpose of the report.

Pel-Airs Audits included many deficiencies , poor record keeping of training, FRMS issues.

The pilot was following “policy and procedure”, from the Operator, regarding fuel for alternates and weather. If clear conditions were forecast, no fuel required for alternate. Not much land surrounding our great island in the sun. Fuel is required, always.

CASA as a regulator failed regarding protective and robust policies relating to alternates for ad-hoc medical evacuations which occurred without curfew, within two hours and were International. No sensible, dated law.

CASA knew Pel-Air flew International Medivacs, yet never addressed the issue of specialised safety, considering the variable conditions of Medivacs.

Learning outcome – zero, which questions communication and cultural view of learning.

This is just one issue regarding the reporting of NGA. To be ignorant of the issues surrounding this matter is to stay in the historical cyclic loop of Aviation Safety shortcomings.

I request the re-opening of the Pel-Air Investigation for the following reasons (publicly).

- Withholding evidence that IS crucial for an Investigation of such. We did not survive to the thanks of CASA but our own fight. In and out of the water. As an Australian Citizen that has been directly affected due to failing at three levels.

Operational – Regulator – Investigation. A serious re-think is needed. Not the methodology, but the facts. Join the dots correctly and learn.

- The ASRR viewing the report as an “aberration”, I agree. A request for the truth would be appreciated.
- The overall injustice. Wrongs need to be made right. Simple.
- Quite sure there is a Law warranting the above.

The growing Aviation Industry, either large all small, the people deserve robust protection, all of us. A transparent industry with a system in place that has the correct scaffolding, the opportunity is here, again. Hopefully, action will be put in place.

Suggestions from the Panel, recognising the need for structural management change, Independent reviews and cultural change is hopefully adopted and can keep evolving as time moves on.

Such ridiculous head-butting during an Investigation and embarrassingly during a Senate Inquiry is behaviour not of leaders. Rather, know when to unify, learn from each other, actually be able to uphold the “safe skies for all” statement.

Warm Regards,

Karen Casey.