

SUBMISSION TO THE AVIATION SAFETY REGULATION REVIEW PANEL

By: MARK KERR
Glider Pilot and member of the GFA

As a glider pilot I have a vested interest in staying safe, not just for myself, but also for my wife and two sons, so I would like to express my support of the way the Gliding Federation of Australia performs its tasks of managing the sport, and maintaining safety for not only its members, but for all involved in aviation activities.

The Part 149 model of self regulation has, in my opinion, worked well, and this can be verified by the smooth running of gliding activities within Australia, as well as its safety record. In fact it works so well that it is likely that any major changes would result in negative, not positive outcomes.

Gliding, and sport aviation in general, are critical to aviation in this country, being the breeding ground for all forms of activities and vocations in commercial aviation. There is, in fact, a large crossover between the two.

Sport aviation is itself a major industry and economic contributor to both aviation and to the country, and for this to continue requires that its members, and its representative organisations such as the GFA, be properly funded, supported, treated with respect and be given clear guidelines and boundaries to operate in.

In conclusion, as a glider pilot and sport aviation enthusiast, I would like to indicate my concern that sport aviation be given a fair go, and not be considered in any way less important or subservient to commercial aviation. The freedom to transit the skies should be available to all, as it is on land. Cars follow the same road rules as buses, and we would not consider unduly restricting car drivers from taking drives for recreational or any other reason, so it should be with flying.

My belief is the GFA has successfully kept gliding safe and should have guaranteed support for the administration of the sport without external pressure or interference from CASA. In fact, CASA itself appears to need direction and a Ministerial policy should be put in place to guide CASA in the direction of supporting aviation by the continued adoption of the Part 149 organisation model.

Thank you for consideration of this submission.

Regards,
Mark Kerr

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