



From The Lefthand Seat

Tony Mathews
RAAA Vice Chairman

Sometimes it is helpful to revisit our recent history for the benefit of members who are new to the RAAA.

We moved our operations to Canberra some years ago having been based in the middle of Sydney in the offices of a large legal firm. The Sydney base worked well for several years but as time moved on the need to be in Canberra became more apparent.

Basing the Chief Executive Officer and his support staff in Canberra has proven to be a particularly good move. We have now had three CEOs in Canberra and this has given the RAAA greater access to politicians and bureaucrats, and their access to us has also improved. We now have good lines of communication into CASA, Air Services, ATSB and the Department of Infrastructure, Transport, Regional Development and Local Government. Robust, strategic relationships have been forged with senior staff in these important organisations.

The RAAA has gone one step further by sharing facilities with the Aerial Agriculture Association of Australia (AAAA) which gives us some office cost savings in addition to providing a like-

minded organisation close by for sharing information and contacts. The relationship that has developed with the AAAA has been another highlight of the move to Canberra.

The need for all the aviation industry to speak with one powerful voice on major national issues is a goal for which we all must strive. The need for political lobbying is a necessary part of successful businesses and business associations. Political lobbying is not cheap in time and money, hence the sharing of resources can give us a bigger say for less outlay. The issues that keep arising to potentially curtail aviation in one form or another are always on the horizon and are something that should be shared and fought together if aviation bodies unite around common causes.

The effort to develop a national aviation voice is well underway with two successful meetings of national associations already held and a third planned for April. Michael Bridge, our Chairman, and Chris Manning, the immediate past Chief Pilot of Qantas, are gratefully acknowledged for their efforts in moving this important initiative forward.

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From The Righthand Seat

Paul Tyrrell
CEO



It is an understatement to say that the first half of 2009 is a challenging environment for all involved in regional aviation.

On the other hand if there was ever an industry able to meet those challenges, it is aviation.

The RAAA is reminding government that drawn out air traffic disputes, oppressive government charges, inconsistent regulatory opinions and disincentives to capital investment will exacerbate an already difficult operating and economic environment.

The one upside is that domestic air travel tends to hold up somewhat better than other services in an economic downturn, with the caveat that we don't as yet know the depth of this downturn. People still need to travel across Australia and air travel is often the best way, particularly with the wide range of fare structures now available.

In addition most operators are holding on to flight crew and technical staff after experiencing up to 50% turnover in 2007-08. For many operators these figures have shrunk to single digit.

Even in the current environment there are still skill shortages, with avionics engineers and senior flight instructors being the most obvious. While the downturn appears deeper than first predicted, it may be a timely period for the industry to train the skilled people it will need in the hopefully inevitable demand increase in 1-2 yrs.

While the drop in fuel prices has cushioned some of the impact of the downturn it is still likely that 2009 will be one of the most problematic since 2001.

The RAAA is making maximum efforts to ensure governments, federal and state, are keenly aware of any imposed barriers to regional aviation development.

In addition the new 'show cause' policies targeting unfair pricing by larger airport owners, announced by Minister Albanese at the Green Paper launch, will be scrutinised carefully to determine their ability to assist operators hard-pressed by years of price increases. Major airports are local monopolies and their pricing behaviour should attract reasonable scrutiny.

On the technical front the ADS-B initiative and attendant vertical guidance applications could open up exciting opportunities for ILS-type approaches for many regional airfields.

While there is still considerable development work to be completed the RAAA will be working closely with CASA and Airservices personnel to expedite this research, given its already widespread application in North America.

In the current economic climate, never before has the strengthening the RAAA been more important. If we can grow our membership further we will add tangibly to the RAAA's already strong national voice.

If you know of an operator or a regional aviation business that is willing to join the fight to save and grow regional aviation please direct them to RAAA's national office. Every new member links the RAAA to new industry development possibilities.





Charter

Trends & Analysis 2001 to 2006

The Australian Transport Safety Bureau (ATSB) released their report "Trends in immediate reportable matters involving charter operations" on 17 April 2009.

This 52 page report reviews trends in the Australian aviation charter industry from 01 Jan 01 to 31 Dec 06. The document covers both passenger and cargo charter with purposes varying from transporting business people, bank and mail runs, mining fly-in fly-out and runs to remote and inaccessible communities.

The document highlights that over the past two decades significant changes have occurred in the operating environment of the charter industry and in general aviation (GA). These have been classified under four areas: business environment, aircraft, regulation and airspace reform.

In the business environment they found a widening in the gap between small and large operators with the larger end obtaining major fly-in fly-out contracts with the mining companies. This contrasted with smaller operators flying 3 or less small, piston-engine aircraft with more ad-hoc contractual arrangements.

Highlighted was that the cost to charter operators over the past 10 years have increased. These costs include purchasing aircraft, fuel, aviation security requirements, cost recovery by the regulator, and airport costs. At the same time competition from alternative transport options has become greater. A further impact to this sector in the future may be a shortage of pilots and aircraft maintenance engineers.

The report found that the size and age of aircraft in charter operations is also changing. At one end are the smaller, ageing, piston and turbo-prop engine aircraft and at the other end turbine powered jets that are larger and newer. Although there is an increase in the activity performed by jet aircraft the majority of the charter flying activity continues to be performed by the piston and turbo-prop aircraft.

From a regulatory framework stand point a number of changes directed at charter operations commenced over this period. CASA began redevelopment of the civil aviation regulations to bring passenger charter flights in line with RPT operations. Although still under development this will mean more comprehensive training and checking requirements for charter operators.

Finally, airspace has been through a major reform between 2002 and the end of 2005. The National Airspace System (NAS) reforms were phased in with stage 1 in 2002 and stage 2c in November 2005. Further reform is underway and is now being managed by the Office of Airspace Regulation within CASA.

The analysis of data ATSB received showed that flying hours for charter operations declined by 4% p.a. between 2001-03 and then increased by 12% p.a. between 2003-04 and subsequently remained steady at around 470,000 hrs annually.

The majority of flying hours were performed by fix winged multi-engine aircraft followed by fixed wing single engine aircraft, single engine helicopter, then multi-engine helicopters respectively.

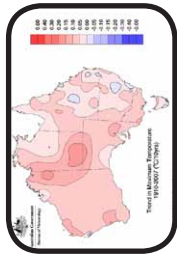
The analysis showed that the number of operators conducting at least 1 hour of charter operations p.a. declined between 2001 (approx 900 operators) and 2006 (approx 700 operators). The report indicates that fewer operators are flying greater hours in the latter years.

The report finalised by stating that the number of immediate reportable matters (IRMs) were generally stable over the period 2001 to 2006 (20 occurrences per 100,000 hrs flown) with the exception of accidents. In this area there was a significant decrease (30%) over the period.

The 5 most common accident categories were: mechanical problems with the aircraft landing gear (22 incidents); wheels up landing (13 incidents); partial or complete power loss/engine failure (13 incidents); loss of aircraft control (12 incidents); and fuel related (7 incidents).

The report highlights that the number of violations of controlled airspace was 4 incidents per 100,000 hrs of flying. The majority of these were in Class C airspace.

There were a total of 71 incidents involving fire, smoke, or fumes between 2001 and 2006. The number of occurrences peaked at 18 in 2002 from fixed wing activities. Since then fixed wing has decreased to 7 incidents in 2006.



NGER Reporting: What do I have to do?

By E Barend

With the climate change debate still running there is a lot of confusion about what needs to be done currently.

Operators need to keep in mind that the climate change issue is broken into two components:

- ➔ Reporting under the NGER Act, and
- ➔ Emissions Trading Scheme (ETS).

Of these two issues, the ETS has in recent months hit the forefront in debate due to the current economic climate. The outcome of this debate is unknown so it's a case of watch this space and keep informed of issues as they arise.

The other issue, reporting under the NGER Act, was passed into being by the previous government. Under the legislation organisations that exceed the trigger points must register for reporting before the 31 August 2009 and lodge their first report by the 31 October 2009.

The first report is for the period 01 July 2008 to 30 June 2009. The initial question to answer is, "am I currently captured."

The ways a person can be captured under the Act are if:

- ➔ emissions or energy being emitted by my corporate group breaches the corporate threshold, or
- ➔ if the corporate group threshold is not met, if any individual facility of the corporation group breaches the facility threshold.

Broadly speaking, a corporate group consists of a controlling corporation, the controlling

corporations subsidiaries, joint venture of the corporation or one of its subsidiaries, and a partnership of the corporation or one of its subsidiaries. This is a national definition across State and Territory borders.

Again in broad terms, a facility is an activity or series of activities that involve the production of greenhouse gas emissions, the production of or consumption of energy. The criteria for determining the activities for a facility is activities:

- ➔ must produce greenhouse gas emissions or produce or consume energy;
- ➔ are part of a production process;
- ➔ occur at a singular site;
- ➔ are attributable to a single industry sector.

Under reg 2.19, for the transport industry operations in a single State or Territory is consolidated to one facility (or hub) for reporting if fuel to be consumed for the activity is purchased in the State or Territory. Therefore, the maximum number of reports required is 8. (For us our activity is aviation regardless of type).

This ability to have all activities for a state covered under one hub



TECHNICAL UPDATE

attempts to simplify the reporting side of the process for those of us in the transport industry.

What are the thresholds?

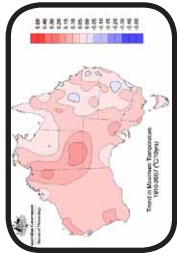
To determine whether you are captured by the NGER Act you must discover if you have breached the appropriate thresholds. To assist people the Department of Climate Change has installed a calculator on their website at www.climatechange.gov.au/reporting.

There are two parts to both the facility threshold and the corporate threshold. These are the emissions in kilo tonne carbon dioxide equivalence threshold (kt CO₂ - e) or the energy threshold measured in terajoules (TJ).

As aviation fuel is our major component operators need to be aware that aviation fuel produces a large amount of energy when consumed. Therefore, the energy threshold is triggered before the kt CO₂ - e threshold is reached.

The facility threshold has been set at 100 TJ of assessed energy for the first and subsequent reporting years. Based on their calculator 100 TJ equals 2,717,500 litres of aviation turbine fuel per year or 3,021,000 litres of aviation gasoline (AVGAS) used per year.

The corporate group threshold starts at 500 TJ for the first reporting year (2008/09), decreases to 350 TJ for the second reporting year (2009/10), and reduces further to 200 TJ for the third and subsequent reporting years (2010/11 onward). Again based on their calculator, in the first reporting year 500 TJ is equal to 13,587,000 litres of aviation turbine fuel or 15,105,600 litres of aviation gasoline (AVGAS).



NGER Reporting: What do I have to do? Continued.....

In example 1 below the corporate threshold has not been breached as the assessed level is only 305 TJ. However, the facility threshold on facility 1 has been breached as this is 125 TJ, Therefore, although the corporation does not need to report its entire group it does still need to report facility 1.

Example 1 Corporate Group



In example 2, although facility 2 and 3 are below the facility threshold the total corporate emissions are assessed at 655 TJ which is above the corporate group threshold of 500 TJ. Therefore the corporation will need to report the entire corporate group (including those below the facility threshold).

Example 2 Corporate Group



Reporting

In looking at the NGER legislation there can be confusion around what parts of your operations are captured by the reporting requirements. For example, do I need to include my contractors or when do I include partnerships I am involved in?

The way this is determined under the Act is: "who has operational control over the activity in question"? Operational control is when a corporation has authority to introduce or implement in relation to the activity any or all of:

- operating policies;
- health and safety policies;
- environmental policies.

As you can imagine, the possibility for grey areas around this issue is potentially high especially in the area of partnerships and joint ventures.

Under this definition it is only the organisation that has the greatest authority to introduce and implement these policies needs to include the activity or series of activities in their report. In the case where there is equal authority then the parties concerned need to come to an agreement about who will do the reporting under the NGER Act.

A simple example for our industry is the maintenance of aircraft. If the aircraft are being maintained in-house then it is expected the reporting requirements would be those of the operator doing his own maintenance.

However, if the maintenance operations are being out-sourced

then, although the operator may have some control over the above points, I would expect that the greater authority lies with the company being contracted. Therefore it is the contractor that must include the activity in their assessment for reporting.

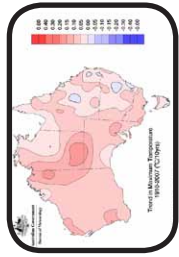
Looking at the longer term effects of this decision I am also going to make a large assumption. The information used in the NGER reporting will be used in any type of emissions trading scheme developed.

What do I have to report?

The largest item needed to be reported for the aviation industry is of course aviation fuel. Aviation fuel is just one item operators will need to report and, although it may be fuel that covers the majority of your reporting, it may be other reportable items that take you over the threshold.

The reporting requirements include a wide range of items at or associated to a facility This encompassing nature is highlighted in reg. 1.03 that states that activities include listed activities. Listed activities are defined as an activity of 1 of the following kinds;

- a. record keeping;
- b. communication;
- c. purchasing materials or equipment;
- d. managing the employment, training, and payment of employees;
- e. storage (including warehousing) of materials or equipment;



NGER Reporting: What do I have to do? Continued.....



- f. transport of persons or goods;
- g. sales promotion;
- h. cleaning and maintaining buildings and other structures;
- i. maintenance of equipment;
- j. security and surveillance;

Although the above list may seem daunting the main issues applicable to above are any solvents used (over 15kl), electricity, gas, and petrol for vehicles.

A full list of reportable items may be found in Schedule 1 of the NGER (Measurement) Determinations 2008. In this schedule Part 3 and Part 4 are of major concern to us.

Emissions are broken into 2 types;

- ➔ **Scope 1 emissions:** are emissions of greenhouse gases emitted from sources within the boundary of a facility and as a direct result of that facilities activities.
- ➔ **Scope 2 emissions:** are indirect emissions from the consumption of purchased electricity, heat or steam consumed by a facility, but produced outside of the facility boundary.

The use of 2 types of emissions is to prevent a doubling up in the reporting records. For example, when electricity is produced by a power company they classify it as a scope 1 emission (direct). However, when we report it in our report as users it is classified as a scope 2 emission (indirect).

In preliminary discussions with the Department they indicated that all of the information should be

obtainable from current records and that new systems should not need to be introduced. My feeling is that this is an over simplistic response and that many operators may need to revise their record keeping operations to simplify data collection for future reporting.

Example of calculation

The simplest way I know of highlighting what needs to be done is via example. The following is subsequently an example of an operator who has one facility. I will break this into the following sections (though they come from one facility) based on annual consumption:

- ➔ Administration
- ➔ Maintenance
- ➔ Aircraft

| | |
|-------------------|-----------|
| Administration | |
| Electricity | 2,000 kWh |
| Gas (heating) | 1,000 MJ |
| Petrol (Vehicles) | 6,000 L |

| | |
|-------------------|-------------|
| Maintenance | |
| Electricity | 3,500 kWh |
| Gas (heating) | 4,000 MJ |
| Petrol (Vehicles) | 15,000 Ltrs |
| Oil | 500 kL |
| Grease | 100 kL |
| Acetylene | 50 kg |
| Kerosene | 50 kL |
| Turpentine | 1k L |

| | |
|--------------|-------------|
| Aircraft | |
| AVGAS | 1,500,000 L |
| Turbine Fuel | 1,200,000 L |



Combining the above for the facility and placing them in the calculator on the Departments website the annual kt co2-e is only 8.15 however the energy consumption is:

| | |
|-----------------|------------------|
| Electricity | 0.02 TJ |
| Petrol | 0.72 TJ |
| AVGAS | 49.65 TJ |
| Turbine Fuel | 44.16 TJ |
| Kerosene | 1.88 TJ |
| Other petroleum | 22.39 TJ |
| <u>Gas</u> | <u>0.01 TJ</u> |
| Total | 118.83 TJ |

Accordingly, if this was a real world situation this facility would need to report.

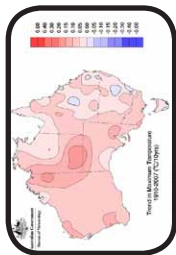
One point highlighted in the example is that although aviation fuel brought us close to the reporting threshold it was the other items used in the example that caused us to breach the threshold.

What about estimating items?

In relation to minor items there is an ability to use an estimation as opposed to metered readings.

Regulation 4.26 and 4.27 are the sections of the NGER Regulations that refer to this. Broadly speaking, if the energy production from an item for a facility is less the 2% or for a corporate group less than 5% when compared to the total energy production or emission reportable then the item may be stated using an estimation.

It should be noted that if you use an estimation you should ensure that your process for estimating is fully documented.



NGER Reporting:

What do I have to do?

Continued.....

What about international activities?

Although many of the operators in the RAAA only fly domestically (within Australia) there are a few that operate international flights.

Items that are uplifted in Australia for an international flight and consumed or uplifted outside Australian waters /boarders are not required to be reported under the NGER Act.

Operators with international flights will need to clearly identify fuel or other items that are associated with their international activities.

What will this cost me?

From a NGER Act reporting perspective the only cost to the operator is administrative so long as you comply with the Act. There is however under Part 5 of the Act enforcement provisions.

As implied earlier in this article, further cost may be attributed to your operations if the ETS/CPRS comes into existence and how this interrelates with the NGER Act. This is still being debated with an unknown outcome.

Audits by the Department

The reporting side of the Act is based on operators self assessing. However, there is also an ability for the Department to have operators audited.

If this is due to a data gathering exercise by the Department then this will be at their cost. If this is due to feeling reporting is inaccurate, then this will be at the operators cost. If it found there was no justification in the audit the operator can apply to have the audit cost reversed.

Some questions answered.

The following are some questions we asked on members' behalf during our meeting with the department

1. Electricity generated outside but consumed by facility reportable as a scope 1 or scope 2 emission?

ANSWER: Electricity generated external to the facility but consumed by the facility comes under a scope 2 emission.

2. What are registration requirements after the current year?

ANSWER: The registration date for future years will be the 31 August each year. That is for the 2009/10 year by 31 August 2010, for the 2010/2011 year by the 31 August 2011, etc.

3. Is any impost on the aviation industry deductible for income tax purposes?

ANSWER: The only cost is an administrative one. These should be deductible as per other administrative compliance costs associated to the business.

4. How long must records be held?

ANSWER: Records need to be kept for 7 years.

5. In section 4.1 of the guidelines corporations are required to document the collection process for activity data for a facility or its source. What does this mean and what is an example for an airline?

ANSWER: Most of the documenting is straight forward. This will be the bills you receive from supplier. However, You

need to carefully document where you have no operational control over a activity (and exclude from your figures) the basis of this decision.

6. In section 4.1 of the guidelines corporations are required to maintain documents justifying selection of the monitoring method used. What does this mean and is there an example for an airline?

ANSWER: This is only required if you do not use Method 1 (the default) which are the assessment rates used by the Department. If you wish to calculate your own emission factors these are dictated by methods 2 or 3 (relating to sampling and analysis) and 4 (direct measurement). If you do this you need to fully document the process, readings, and other data you base your factors on. However, costs for doing this may be inhibitive.

7. What is the effect of Oil I remove from an aircraft?

ANSWER: The factors used in Schedule 1 Part 3 (31 and 32) take into consideration that a portion of oil will be returned (compare to 41 fuel oil). At some time in the future it is intended that a usage means will be available based on *oil in - oil out = oil consumed (reportable)*. We expect when this happens the factor will be similar to fuel oil.

8. What is the effect when I recycle tyres or send them back to the factory?

ANSWERS: Tyres are not required to be reported unless they are burnt (either for disposal or for a fuel).

The Future Pilot Taskforce

what is it and what does it do?



Stephen Phillips
University SA Aviation Academy

As with many such groups of individuals the genesis of the Future Pilot Task Force took place over a glass of wine – in this instance a quality South Australian Shiraz. The initial catalyst being the ‘pilot shortage’ we were experiencing late 2007.

At the time the expectation was to gather a representative group from the industry to consider the shortage and investigate ways and means of addressing the issue – recognizing that any change would have to be industry driven.

The first step was a meeting of mainly flying training operators (FTOs) which was held in Canberra (with the financial support of CASA), the main purpose being to get a feel for the nature of the problem and some thoughts on how to tackle the problem. From that first meeting it became clear that although there were a number of layers to the shortage of qualified pilots there was a single point of focus – flight training.

Specifically the issues identified were:

- ➔ The lack of flight instructors;
- ➔ The perception that flight instruction was both a ‘dead-end’ and also not favoured by airlines;
- ➔ The need for more flight instruction training opportunities; and
- ➔ A lack of flexibility for ATO’s.

There were a number of recommendations from that first meeting (some of which have been addressed), these included:



1. CASA to investigate Class 2 medicals for instructors conducting specific training.
2. FTOs to seek and encourage joint instructor training.
3. FTOs need to promote instructor training – scholarships/subsidised training/shared costs.
4. Industry to investigate release of ex-Grade 1’s back to FTO’s for agreed periods.
5. Provision of seniority number to identified instructors to keep them in training for an agreed period of time.
6. Use Flight Safety Australia to:
 - a. promote flight instruction as a career choice

- b. conduct survey to identify ex-instructors and encourage return to industry
- c. conduct survey to identify CPL/CIR holders who are no longer flying

7. CASA to review RMIT proposed multi-engine training program
8. ATO’s. CASA to investigate freeing up ATO’s to test outside their parent FTO, speeding up process for ATO’s to regain delegations, provision of additional independent ATO’s

As many readers will be aware the issue of Class 2 medicals for flight instructors has been one of the likely outcomes of Part 61 – however there would now appear to be some reluctance by CASA to support the change due in part to concerns relating to whether it is actually viable.

Of the other recommendations those relating specifically to flight instructor training have in part been met at various levels and in a variety of ways:

- ➔ There have been instructors released back to specific FTO’s by airlines;
- ➔ At least one flight instructor scholarship scheme has been conducted;
- ➔ There are FTO’s conducting joint instructor training;
- ➔ There has been an article in FSA (the first edition to feature a female on the cover, and yes I do realise that her tie is not ‘done-up!’); and

The Future Pilot Taskforce what is it and what does it do?

Continued from page 7.....

- ➔ More ATO's are now able to test outside their organization.

Sadly however these changes have not had any appreciable impact on the wider industry – although there have been benefits for individual FTO's and airlines. Interestingly, the 'shortage' of instructors has seen an increase in the level of remuneration, particularly for Grade 1 instructors and those with specialized skills, but we still do not have as many instructors as we need.

Following that first forum there was clearly a need to engage a wider audience and the second forum held in Sydney in February 2008 included FTO's, airlines, CASA, the Department and representatives from a number of industry bodies. It was from this forum that the 'Future Pilot Task Force' grew.



These excerpts from the media release provide some idea of the direction the Task Force was headed:

“Australian aviation education providers need to increase pilot instructor numbers by at least 15 per cent over the next five years to avoid serious pilot shortages in the future.

... put the pilot shortage at the top of the list of key risk factors for the Australian aviation industry.

“What we have identified is that it is difficult to retain pilot instructors for a range of reasons including the high demand in the job market for working pilots, but that points to a need for greater career path planning for qualified pilots and more promotion of the flight instructor role as a legitimate and rewarding occupation.”

... the Task Force agreed to work together to promote the role of the flight instructor as a valuable and essential element in ensuring Australia's ability to produce

sufficient pilots for the future industry demand.

There was consensus that pilots with a flight instructor background adapted easily and quickly to the airline environment. This was particularly true for more advanced and experienced instructors.

There has been a further meeting of the Task Force and the members continue to pursue the aims, albeit with perhaps a little less vigour than previously. Clearly the issues remain despite the impact of the current economic climate and whilst it may be expedient to set aside any planning for the future as we struggle in the present that is neither a viable nor a sensible strategy.

Accordingly, the Task Force will continue to promote aviation as a sound career choice and to promote the role of the flight instructor as both a necessary and valid career option. Equally the Task Force welcomes any comments/ideas/suggestions.



Welcome Aboard CAS



Since our last newsletter we have seen Complete Aviation Services join the ranks of the RAAA as an Ordinary Member.

Complete Aviation Services (CAS) was established in 1992 and to date has had a 100% safety record. They are a family owned air charter business, based at Perth Domestic Airport (see map).

They provide a charter service within Western Australia with a particular focus on:

- Fly In Fly Out
- Freight (including dangerous goods)
- Corporate requirements.

CAS has at its core safety as its highest priority. They openly admit that while they take every care to ensure on time departures, safety of all their passengers and crew must take priority.

Julie-Anne Morton, General Manager, stated; "the entire culture of our business supports, advocates and practises the principles of safe air transportation".

Julie-Anne indicated, " that when safety, reliability, accessibility and plain good service is what a customer desires, then CAS will exceed your expectation.

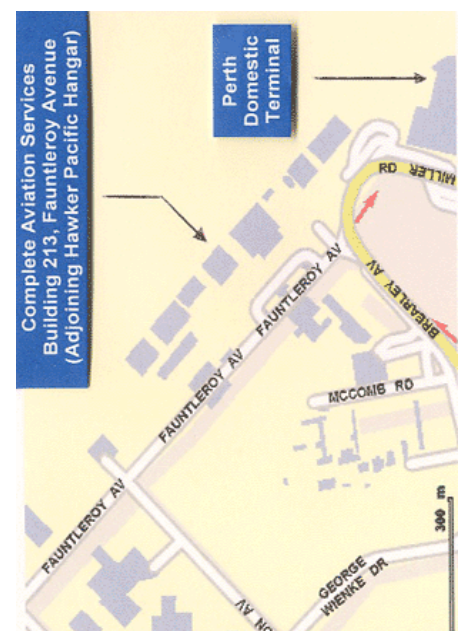
CAS's fly in fly out service is ideal for crew changes and shut down operations.

Their rapid response freight operation has been designed for the resource and associated industries, who rely heavily on machinery and technology to achieve their objectives.

CAS have recently increased the size of their fleet with the introduction of an additional Metro II. This brings the CAS fleet to:

- 4x Metroliner II (12 Seat)
- 1x Piper Navajo (7 Seat)
- 1x Beechcraft Baron (4 Seat)

I am sure that Julie-Anne and her staff would be happy to show fellow RAAA members their operations if they are in the area.





IN THE CABIN



Welcome Aboard Altara

March saw Altara join the ranks of the RAAA as an associate member.

Altara is an aviation consulting and training company committed to their valued clients in providing quality, innovative and cost effective solutions. They work closely with their clients to achieve desired outcomes in a timely and efficient manner.

Altara commenced in 2005 as an organisation that specialised in assisting investors with the formation and implementation of new aviation related businesses. Since then Altara has expanded to provide a broad range of additional services to the global aviation sector.

Altara has 2 main sectors of operation within the aviation industry:

- Consulting, and
- Training

Altara Consulting assists aviation organisations to achieve their goals and objectives by the provision of quality consulting, auditing and compliance advice.

Altara specialises in project management, airline, charter and flight training start-up operations, new aircraft introduction, quality and safety management system design and implementation, auditing, auditor & safety management training, documentation management and regulatory certification.

Altara Training was formed to bring 25 years experience in flight training together with quality oversight and management by highly experienced airline personnel.

Altara Training specialises in integrated airline orientated flight training solutions. Altara Training offers comprehensive, specifically tailored, training programs from pilot screening through to jet endorsement.

Their training operations also assists other organisations to scope, design, and implement their own flight training facilities or review and upgrade their current systems and processes.

Altara Training offers training packages to suit the individual needs of any airline. These services include:

- Pilot Screening
- Aviation English training
- Commercial Pilot Licence Training
- Instrument Rating Training
- Airline Transport Pilot Licence Theory
- Multi Crew Familiarisation
- Operations Management Training
- Introduction to Training & Checking
- Jet Endorsement.

Key People

Karon Hughes
Chief Executive Officer



Karon has over 21 years experience in the aviation industry including airline general management roles and numerous senior flight operations management positions with major airlines. Karon previously held the rank of Captain in Australia's largest regional airline.



Simon Vallence
Head of Safety Compliance & Quality Assurance

Simon has over 18 years experience in the aviation industry. During this time he has managed

the operational launch of a number of airlines, co-ordinated the application, upgrade and variation of numerous Air Operator Certificates and has held positions in Safety and Compliance with major airlines. Simon is a current B747 rated pilot.



Alistair Dorward
Manager Consulting Services

Alistair has 19 years experience in the aviation industry, having held positions in Ground Handling, Cabin

Operations and Cabin Crew Management. Alistair has worked as an approved Lead Auditor and Evaluator under the IATA Operational Safety Audit (IOSA) Programme, managing a client base of over 40 airlines.

I am sure that Karon and her team at Altara would be happy for RAAA Members to call in to say hello if you are passing. ■



FLIGHT BRIEFING

RAAA at Avalon

March saw the RAAA have a presence at the biannual Australian International Airshow. The exposure of our Association to the wider aviation industry was very positive with the team on the booth being kept busy answering questions.



We would like to thank all those members that visited and supported our efforts at Avalon and also thank Kathryn Babler and Rochelle Kahlefeldt from Brindabella Airlines for their help in staffing the booth.

An Update from Willis

RAAA Associate Member Willis Aerospace (Pacific) advised that their restructure resulted in the establishment of Ascend Asia Pacific Pty Ltd. The new company will retain its association with Willis Aerospace to access the international markets and will operate on a business as usual basis for aviation brokering operations.

Greg Rector, Managing Director, said, "they will continue to provide global best service. Our continuing goal is to control aviation risk better so that clients have the freedom to do what they do best, focus on delivering services".

Airservices Pricing Agreement

07th April saw the RAAA at the Airservices Pricing Consultative Committee meeting held in Sydney. As you are aware these negotiations are important for members as they will help decide the pricing regime for their services over the next period.

Since the last meeting Airservices has revised their capital expenditure plan. The members brought to their attention that over the past period we have seen a rapid decline in the economic environment and that the short term future is one of uncertainty.

Industry is tightening its belt. The question is: does this plan reflect this or do they feel they are insulated from real world events? We need Airservices to investigate what is needed for efficiency gains versus transitional or other gains and minimise projects not essential at this time.

Airservices also presented the draft activity analysis they had received from IATA. The general feeling was that the figures were overly optimistic in light of economic events. Airservices has asked us to give an indication of what we feel our activity will be like moving forward. They will also discuss with IATA the draft analysis and the feedback they received from us.

In relation to the ultimate pricing regime, we would all hope that the pricing remains level (if not reduced) from that currently levied to minimise the effect of the current economic climate. To achieve this they may need to look at the annual profit that is distributed to the Federal Government each year.

An update from Basair

RAAA Ordinary Member Basair has informed us that they have moved to larger premises in Vega Crescent at Bankstown Airport. The new facility includes a large hangar, larger classrooms and student facilities, and airside access.

They have also added 2 new aircraft to their fleet. The first is a new Cessna 172 with a Garmin G1000 glass cockpit avionics. The second is a Cessna 182 that is ideal for commercial training and navigation exercises.

Award Modernisation

The RAAA is involved closely in responding to the Awards Modernisation process currently being considered by the Australian Industrial Relations Commission. It is vital that Minister Gillard's promise, that the process will not increase costs for employers, be honoured.

Awards modernisation, at first glance, is reasonable if it removes unnecessary award complexity, but it must not be used as a trojan horse to pass on new costs to aviation employers already experiencing considerable financial pressure.

The RAAA is playing a leading role because aviation award rates are used frequently in regional aviation businesses to set wages for employees who are often at an early stage in their careers. Any upward award pressure will affect regional businesses first, given their role in employing and training people in the formative years of their profession.



FLIGHT BRIEFING

Remote Aerodromes

Round 3 applications for the Government's Remote Aerodrome Safety Program close on 17/04/09. The aim of this program is to help remote and regional Australians get access to basic services that city dwellers take for granted. Funding under this program is available for:

- repairing/upgrading runways
- safety equipment
- infrastructure

Round 1 projects costs were \$2.1m with funding of \$1m and Round 2 project costs at \$10.9m with funding of \$6.6m. Funding for Round 3 has been set at \$6m. In round figures the Government is providing a total of \$8.6m funding over the 3 rounds. The total commitment of the Government to this program is \$20m over 4 years.

Considering that Government is removing the enroute subsidiary scheme and has announced that they are spending \$26.4 billion on roads and rail between 2008/09 and 2013/14, it makes you question what is their support for regional aviation?

The Government needs to understand that regional operators providing services to these communities run their operations on tight margins. They do not want hand-outs. They want to partner with Government to ensure these people have access to basic regular air services that city dwellers take for granted.

One can understand why people in these communities are drifting to the larger towns and cities when they can not have a regular, reliable, quick means of seeing family or seeking medical help. ■

DAMP

Operators were required to have their Drug and Alcohol Management Plans (DAMP) implemented by the 27 March 09.

It has been brought to our attention that the requirement has already created the need for CASA to issue exemptions. Considering the regulations are only several weeks old this does not reflect well on their initial understanding of the issue.

Exemption 27/09 will be of interest to those members in areas where a DAMP registered practitioner (doctor) or defined State or Territory registered or enrolled nurse is not available. Ex 27/09 allows the use of your local Doctor or appropriately qualified nurse in this situation.

Several individual operators have applied for and received an extension of time, until 30 April 2010, in which to implement the requirement in Part 99 of the Civil Aviation Safety Regulations 1998 for delivery of a prescribed type of drug and alcohol education program to their employees. ■

Flash From Airnorth

Below is RAAA Ordinary Member Airnorth's new Embraer 170 AR. What a beauty! ■



An Update From Ansett

RAAA Associate Member Ansett Aviation Training (previously Ansett Flight Simulator Centre) have just completed CASA Level B certification of a Flight Safety manufactured, Brasilia EMB 120 full flight simulator.

This device extends their training offering for regional operators to 12 certified Full Flight Simulators at their facility in Melbourne. ■

AAWG

The RAAA is also actively involved in the recently formed Aviation Access Working Group (AAWG) instigated by the Minister. The group consists of aviation industry representatives, disabled persons representatives, union representatives, CASA, and the Department Infrastructure, Transport, Regional Development, and Local Government.

Talks amongst the participants are progressing well with a realisation from the disabled community that one solution does not fit all. There is an understanding from our industry that there are areas that need looking at to ensure that the disabled community maintain their dignity whilst using air travel and also have reasonable access to air travel.

One major concern is the inconsistency between the Disability & Discrimination Act and aviation legislation and regulations. Due to the legal drafting delay of up to 3 yrs we are discussing short term solutions to minimise or prevent unwarranted complaints to save time and resources of both operators and the Australian Human Rights Commission. ■

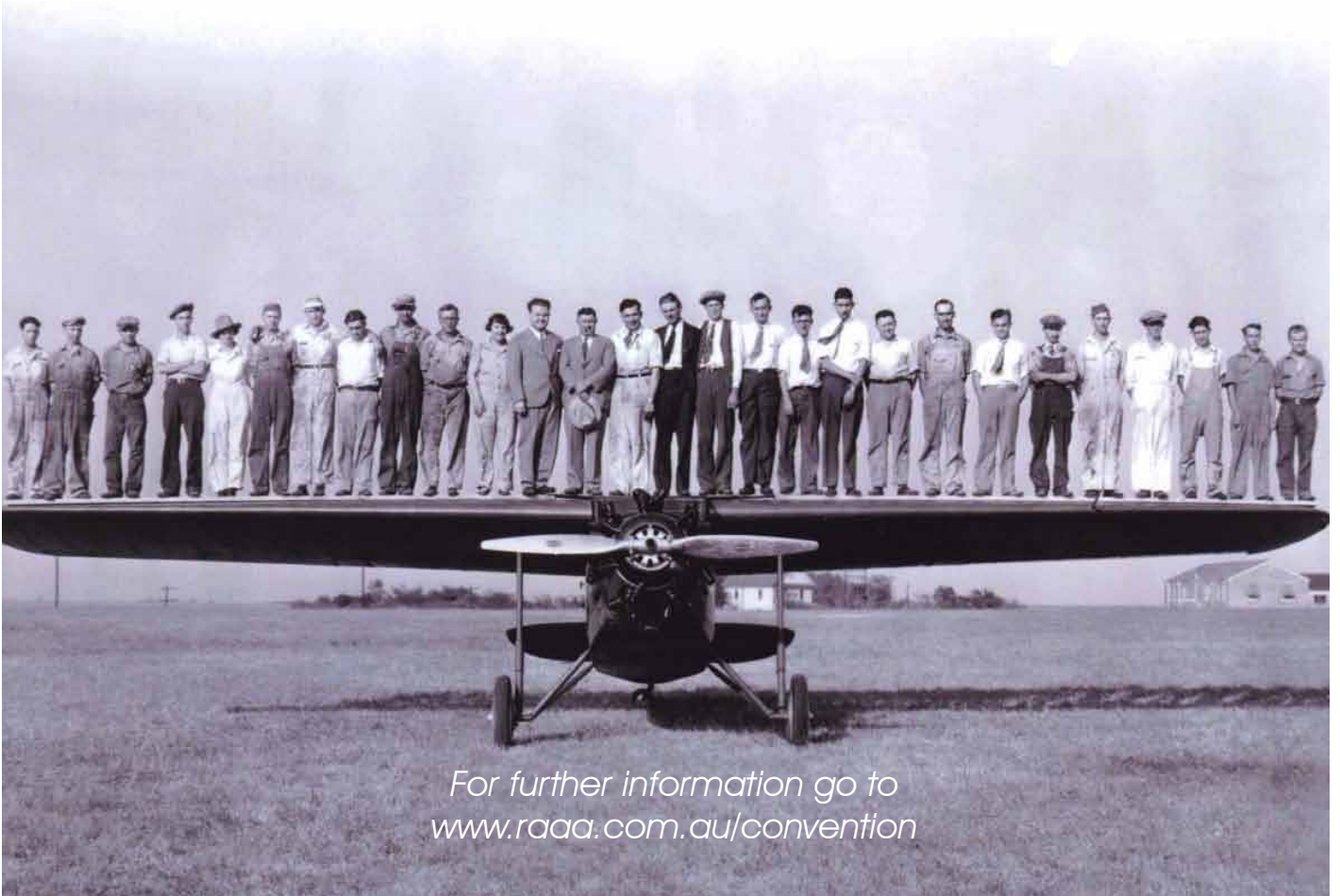


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