



From The Lefthand Seat

Jim Davis
RAAA Chairman
Director, Reginal Express (REX)

Last month saw the Government's long awaited Statement of Expectations (SOE) for the CASA Board from the Minister for Infrastructure and Regional Development. This was released in accordance with the Government's response to the Aviation Safety Regulation Review (ASRR) report, now one year old.

As to be expected the SOE reiterated the Government's commitment to safety as the number one priority but it also contained an expectation that the CASA Board take up a proactive leadership role in fulfilling its obligations under the *Civil Aviation Safety Act [1988]*. There may be nothing new in this but it is something that has been sadly lacking for the past 6 years. Recent history has demonstrated just how critical it is to appoint board members with relevant background and experience who are prepared to get proactively involved in CASA affairs. The new CASA Board will finally be fully constituted by 30 June 2015 and while there are still two appointments to be made, the RAAA feels that the right people will then be in place to ensure that the Minister's expectations are fully met.

The SOE made specific reference to the Government's response to the ASRR and the requirement that CASA implement this response in an effective and timely manner. All well and good but there must be no bureaucratic distortion or interpretation of the ASRR report's intentions.

The RAAA strongly endorses the ASRR report and sees its effective implementation as pivotal for the future of aviation safety in this country. It is critical that the CASA Board works closely with the authors of the report to ensure that its intentions are in fact fulfilled. It is of great concern that the Government has agreed to 12 of the ASRR recommendations only in principle. These included some key recommendations.

The RAAA is extremely encouraged to see that the SOE refers to 'Just Culture' principles when addressing the sharing and use of safety information by CASA and the ATSB. The push by CASA to have full and unfettered access to Safety Reports and Safety Management System databases threatened to undermine the whole basis of safety management in this country but that has now effectively been constrained.

It is also very encouraging to see reference to reducing the costs of regulation to industry when examining their future funding model. Equally, CASA must now 'consider the economic and cost impact on individuals, businesses and the community in the development and finalisation of new or amended regulatory changes'. This is welcomed by the RAAA and is in stark contrast to recent practice by CASA where operators have been told that CASA does not need to consider commercial factors when drafting and implementing new regulations.

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Finally we have joined the rest of the developed world in acknowledging that putting unnecessary complexity, cost and resources burdens on operators, particularly small regional operators, is in itself a safety risk. A cost/safety analysis must always be a key part in developing new regulations.

One thing that is missing from the SOE is an expectation for CASA to harmonise its regulations with other jurisdictions. There is reference to establishing mutual recognition arrangements but this is very different to having a harmonised rule set. We have seen harmonised regulations established over many different and varied countries in Europe and also in the South Pacific while Australia has steadfastly pursued a course of establishing its own unique set of rules. These then act as commercial and operational constraints when trying to do business with other countries. It is a condemnation of the system that we cannot even harmonise regulations with our neighbor across the Tasman despite successive Ministers over two decades signing intergovernmental agreements stipulating just that. The Single Aviation Market across the Tasman remains as elusive as ever.

Despite this omission, overall the RAAA sees the SOE as being a positive initiative by the Minister once it gets past the stage of being rhetoric and is effectively put into practice. Ironically, at a time when we are starting to see a positive way forward, CASA and the industry are struggling with the nightmare of trying to implement new rules which are often unworkable. CASR 61, CASR 145 and CASR 142, to name a few, have seen unnecessary cost and complexity introduced into the industry. We are long way from 'turning around the Titanic' but at least CASA has a new helmsman and the iceberg has been sighted. ✦



From The Righthand Seat

Paul Tyrrell
CEO

Preparations for the next RAAA National Convention are in full swing. It will be held at the Crowne Plaza Hunter Valley from 21-23 October. The new convention facilities have been completed and are in use. Amenities for exhibitors and delegates have been improved considerably. It is now a first class exhibition site and will add to everyone's enjoyment of the Convention.

The speaker and technical program is looking particularly strong and not to be missed. As soon as key-note speakers are confirmed a draft program will appear on the RAAA web site. The Wednesday golf round is being improved and the now legendary social program will not disappoint. Mark the Convention in your diaries and I look forward to welcoming you to the Hunter Valley.

On the technical front, the RAAA is heavily engaged on a range of regulatory matters with CASA including Parts 61, 141, 142, 121 and 135. There is also regular follow up on issues relating to the Parts 145 and 42 maintenance regulations. I wish to express my thanks to member technical staff who generously offer their time and expertise to the CASA committees, including the development of subsequent advice to the RAAA membership.

The recent withdrawal by CASA of the draft Cost Recovery Implementation Statement (CRIS) is welcome but a stinging indictment on how poorly drafted was this document.

With 90 new charges being planned it was hardly in line with the government's policy of reducing red-tape and expense to industry.

Asking the industry to write submissions in response to such a poor document was a waste of industry's time and limited resources.

To add insult to injury both Airservices Australia and the Bureau of Meterology run long-term pricing consultative committees that regularly engage with the aviation industry in robust financial debates before enacting any pricing policies. It would seem the right model already exists for CASA to use if they had bothered to investigate.

The recent Statement of Expectation (SOE) from DPM Truss to the Board of CASA is unequivocal in his instruction to build a collaborative relationship with industry based on mutual respect and understanding. He also directs CASA to consider the cost impact on the aviation industry before the finalisation of new or amended regulatory changes.

It is also very encouraging that the SOE wants to see a timely implementation plan from CASA for the government's response to the ASRR. Such action is long overdue given the strong support from industry for the Review's recommendations. The industry was starting to lose hope on these matters and the SOE instructions are a shot in the arm



From The Righthand Seat

Continued.....



The RAAA will use the SOE as the basis for all policy and financial discussions with CASA. They are the direct wishes of the Minister and specifically mention exploring opportunities for reducing the costs of regulation to the aviation industry.

In addition the RAAA continues to work as a member of the Australian Aviation Associations Forum (TAAAF) for better industry outcomes. An example is the recent Canberra meeting of Australian airframe and component manufacturers with CASA, sponsored by TAAAF. With some manufacturers already having left our shores due to the cost of over-regulation and others actively considering it, the manufacturing sector has reached a crisis point. The national meeting was serious attempt to give clear examples to CASA as to how the latter's lack of technical expertise was hurting the industry and curtailing its growth.

As always if members meet other aviation businesses that could be assisted through RAAA membership please forward them and we will follow up personally. ✦

Transition to GNSS - GPS receiver types

by: Paul Sadler

CAO 20.18 requires the use of GNSS technology by all IFR aircraft operating in Australian airspace by 4 February 2016.

Once transitioned to GNSS, IFR operators can expect a range of benefits including a reduced requirement to use legacy ground-based nav aids, reduced track miles and reduced step-down and circling approaches leading to overall improved safety and efficiency. Additionally, GNSS fitment enables Airservices to turn off a number of ageing ground-based nav aids from May 2016, reducing the overall infrastructure costs to industry.

Airservices encourages operators and flight crew to be aware of possible changes to flight planning practices and routines.

Technical standard order (TSO) C129 approved equipment, which is an older type, incorporates a form of receiver that checks the GPS signal for a position integrity called fault detection (FD).

These units detect if a satellite in view has failed and then subsequently cause the GPS receiver to fail.

For this reason, if an aircraft is equipped with a TSO C129 GPS receiver, the aircraft needs to plan for an alternate that has a conventional navigation aid.

This means that an aircraft must also carry suitable supplementary equipment such as an ADF or VOR depending on the navigation aids at the designated alternate.

Aircraft with the newer receivers, such as TSO C145 or TSO C146, have an enhanced function called fault detection and exclusion (FDE). These receivers use an additional satellite (six required) to not only detect an error, but also exclude the less reliable satellites from the navigation solution, enabling the system to continue operating with integrity.

In most cases, aircraft fitted with these latest approved GNSS equipment do not have to carry alternate means of navigation equipment and the destination and alternate requirements of the flight can be met by a RNAV (GNSS) approach.

Note that this article contains general information and the reader should check CASA's documentation or email CASA's CNS/ATM electronic mailbox cns@casa.gov.au for further clarification about the different types of avionics fitment and subsequent operational requirements. More information about Airservices Navigation Rationalisation Project can be found at www.airservicesaustralia.com/projects/nrp. ✦



16th National Convention

October 21-23, 2015

2015



Crowne Plaza Hunter Valley NSW Australia





Normalised Deviance

By: Stuart Eaves, Sharp Airlines

The concept of normalised deviance can be described as when people within an organisation become so accustomed to a deviant behavior or action, that it becomes the norm. To people outside of the organisation, such behaviour or action is observed as deviant, however to those within the organisation, the deviance from policy or operating procedure is simply not recognised.

A culture of normalised deviance can develop when a deviant behaviour is continually repeated without catastrophic outcome. As the deviance from Standard Operating Procedures has not resulted in an incident or accident occurring, the unacceptable behavior or action becomes acceptable or the social norm within the organisation. As detailed below, even large organisations have succumb to normalisation of deviance within their organisational culture.

Challenger Accident – 1986

Diane Vaughan first discussed the concept of normalisation of deviance in her book "The Challenger Launch Decision," (1996). In summary, Dianne detailed how during the developmental phase of the Space Shuttle Program (SSP), the normalisation of deviance resulted in a dangerous design flaw occurring.

Morton-Thiokol was contracted by NASA to manufacture the Solid Rocket Boosters (SRBs) used in the SSP. In 1981, a problem with the putty that was used to seal the O-rings on the SRBs was discovered which resulted in bubbles forming when the putty was added to the boosters. During take-off, the gases from inside the SRB would go through these bubbles resulting in a "localized high temperature jet drilling a hole right into the O-ring."

Whilst Morton-Thiokol changed the putty and the method of putty application (considering it fixed), the engineers knew that putty erosion could still occur. They characterised the erosion as an anomaly that was to be expected since the SRBs were a new technology. Subsequent test flights again showed putty erosion, however this was deemed acceptable by both NASA and Morton-Thiokol even though the joint actually "deviated significantly from expected performance".

Diane Vaughan stated, "as [NASA and Morton-Thiokol] recurrently observed the problem with no negative consequence they got to the point that flying with the flaw was normal and acceptable". On January 8, 1986, the normalisation of deviance was a contributing factor to the loss of the Space Shuttle Challenger and the seven astronauts on board.

Costa Concordia Accident - 2012

Normalisation of deviance also occurred with the cruise ship accident of Costa Concordia which crashed off the coast of Italy on January 13, 2012, killing thirty-two of the 4,252 passengers on board.

Through the subsequent accident investigation, it was determined that Captain Francesco Schettino decided to go on an unapproved course dangerously close to the island of Giglio. It was discovered that this was the norm for Captains of Costa Cruises, as it was seen as a tradition to pass this particular island closely due to the spectacle it created for onlookers watching from the shore. Whilst to anyone outside of the Costa Cruises organisation such behavior of deviating from an approved path seems negligent and unsafe, this action had in fact become the social norm within Coast Cruises.

The 2011 Harvard Business School article "How to Avoid Catastrophe" looked at normalised deviance combined with a second cognitive error; the so-called outcome bias. In their article they concluded that organisations could use the following 7 strategies to assist overcoming these:

Heed High Pressure: When people make decisions under pressure they tend to rely on heuristics, or rules of thumb.

Learn From Deviations: Managers should seek out operational deviations from the norm and examine whether their reasons for tolerating the associated risk have merit.

Uncover Root Causes: When Managers identify deviations their reflex is often to correct the symptom rather than the cause.

Demand Accountability: Even when people are aware of near misses, they tend to downgrade their importance. One way to overcome this is require managers to justify their assessments.

Consider Worst-Case Scenarios: Unless expressly advised to do so, people tend not to think through the possible negative consequences.

Evaluate Projects At Every Stage: Because near misses can look like success, they often escape scrutiny.

Reward Owning Up: Seeing and attending to occurrences requires organisational alertness, but no amount of attention will avert failure if people aren't motivated to expose incidences - or, worse, are discouraged from doing this. ✦

Making Super Payments

by: Silas Dingiria, AvSuper

All employers know that they are obliged to pay super under the superannuation guarantee (SG), right? But are you clear on when you have to make those payments in different circumstances?

Making SG payments

For eligible employees, you must make SG contributions to the correct super fund at least once a quarter – although many employers pay it at each pay run. Fines may apply if you do not meet the following due dates:

- ✦ October 28 for Quarter 1 (July 1 to September 30)
- ✦ January 28 for Quarter 2 (October 1 to December 31)
- ✦ April 28 for Quarter 3 (January 1 to March 31)
- ✦ July 28 for Quarter 4 (April 1 to June 30)

Payments are to be made electronically to the relevant fund for each member, or you can choose to use a Super Clearing house (you make one payment to them and they distribute the money to the various funds for your employees).

Making other super payments

As an employer, you may be requested to make a salary sacrifice or after-tax personal contribution for employees. Such payments must also be made by the SG contribution due dates but need to be clearly marked as that type of contribution when paying the super fund.

Choice of fund

Most Australian workers can choose their own super fund so unless all your employees are covered by certain industrial or employment agreements you need to understand the rules about choice.

If an employee does not make a choice, you need to make their super contributions into your default super fund from the first pay period they are eligible for super. Many employers choose a fund which specialises in their industry sector - like AvSuper does for the aviation industry.

On the other hand, once an employee makes a choice, you need to make contributions into their chosen fund within two months of receiving that request. Note employees can make a choice at any time, not just when they start working with you although you can reject choices that are not compliant or if the employee has made another choice within the last 12 months.

Reporting super contributions

SG contributions do not have to be listed on pay slips (unless specific workplace legislation requires it), but salary sacrifice and after-tax contributions must be recorded as reportable employer super contributions on payment summaries.

While each super fund you deal with may have slightly different requirements, you will have to notify each fund about contributions you make so that the fund knows which member to allocate the money to and how to treat it in terms of taxation and contribution limits. Under the super stream rules, most of this information can be provided electronically which is much quicker and easier for most employers.

It is important to keep records of your contributions paid for five years, as well as copies of any written information you provide employees (eg payment summaries and choice forms). ✦



This information is of a general nature only and does not take into account your personal objectives, situation or needs. Before making a decision about AvSuper, you should consider your own requirements and the relevant Product Disclosure Statement (PDS) available from the AvSuper website, www.avsuper.com.au.

Aerospace Liability Insurance

By: Assetinsure

To the aviation aficionados of the world, it would come as no surprise that there exists a small aviation insurance market specialising and catering to cover our precious aircraft.

What may not be so understood is what is referred to as the Aerospace Liability insurance segment of this market. Simply, these are aviation risks that don't fly.

Airports, Refuellers, Ground Handlers and Flight Services, Caterers, MROs & FBOs, OEM Product Manufacturers and Importers*, Private Hangars and Airstrips, Air Shows, Air Meets and Air Displays, Contract Workers and Builders or anybody who's employment requires them to work "airside" including within an Airport Terminal.

Airside refers to the area on an airport that has restricted access to the general public e.g. that area past the security check points inside the airport terminal, aprons, taxiways and runways. Concessionaires occasionally delivering goods, Catering Providers, Lighting, Emergency Services, Fuelling, Building & Construction works, Cleaning Services, Photographers or Landscape and General Airfield Maintenance. The list goes on.

Even if your business only involves working airside occasionally and does not form part of your normal business operations, you will need to effect airside liability insurance to cover you against third party bodily injury and property damage you may be liable for.

Most general insurance policies will exclude Aviation exposures and this extends to any work undertaken airside, which is why specialist Aerospace Insurance segment has evolved.

You should also check if your policy covers you for work undertaken inside the Airport Terminal Building, including in and around shopping and food areas and even public car parks. All this can fall under the auspices of the Airport Authority's jurisdiction and therefore may be excluded under a general liability insurance policy.

It is therefore prudent to advise your Insurance Broker if you are working at Airports and Airside locations to check your liability policy cover.

You may also need carry a higher Public Liability Policy limit whilst you are undertaking work airside. Generally this can be a minimum requirement of A\$20M for Certified and Registered Airports. The Airport Authority will require you to provide a

Certificate of Insurance detailing your insurance cover before being granted a permit for airside access or undertaking any works within the terminal or airport boundary.

Furthermore you should also be aware if carrying out work around airport perimeters, garden and landscape maintenance, storage warehouses, hangers or any other perimeter buildings, you may still have exposure to Airside Liability as these buildings can have direct access airside.

Assetinsure is a leading underwriter in Australian aviation, with a team that has decades of experience in this specialist field. Assetinsure acts as Managing General Agent for Swiss Re International, which is part of the Swiss Re Group and AA- rated by Standard & Poor's.

Call your broker today to obtain a quotation. ✦



* It should be noted product importers are deemed manufacturers under Australian Law



Welcome Aboard PPG Aerospace

IN THE CABIN

We are pleased to welcome PPG Aerospace to the RAAA as an Associate Member.

PPG Aerospace is a leading supplier of sealants, coatings, transparencies, aircraft maintenance products, transparent armor and application systems. They service original equipment, manufacturers and maintenance providers for the commercial, military, regional jet and general aviation industries.

Coatings

PPG Aerospace offers a complete line of aircraft coatings – from primers for a variety of airframe substrates to topcoats in standard, metallic, and special effect mica colours.

Transparencies

They provide aircraft windshields and windows to the commercial, regional, military and general aviation segments. Design capabilities include glass, acrylic and polycarbonate substrates with advanced technology coatings and liners for specific performance characteristics, heating systems to meet flight requirements, edge attachments for load-carrying capabilities and interlayers that adhere to structural plies. PPG Aerospace also overhaul and repair sliding window assemblies.



PPG Aerospace

Transparent Armor & Specialty Products

Securitect® and OmniArmor® Transparent Armor are designed and tested to provide enhanced protection against some of the most severe ballistic and blast threats.

Sealants

PRC® and Pro-Seal™ sealants seal the structures of many of the world's aircraft. PPG Aerospace provide a comprehensive range of sealants for aircraft structures including products for fuel tanks, protecting aircraft mating surfaces and sealing aircraft windshields.

Local Application Support Centres provide Semkit® packages, premixed and frozen sealant, and innovative custom sealant solutions such as PRC® seal caps and PRC® FIP Strip sealant that offer time and labor savings with quality advantages.

Chemical Management

PPG Aerospace offers a turnkey outsourcing program for chemical and fluid management, process

management and logistics - custom designed to include sourcing, purchasing, and vendor management.

Packaging

Semco® Packaging & Application Systems offers creative solutions for packaging and dispensing single and multi-component adhesives, sealants and coatings. These customized solutions afford convenient storage, accurate mixing, ease of application, reduced waste and easy clean up.

A wide range of dispensing guns, mixers, cartridges nozzles and syringes facilitate precise application of the smallest amounts of material.

Local Support

PPG Aerospace deliver global support on a local basis with Australia's application support centre in Tullmarine, Melbourne conveniently located close to the Melbourne International Airport.

The technical staff at ASC Australia hold a wide range of aerospace qualifications which allows them to manufacture and test aerospace sealants for most applications. In addition they can colour match paint and re-package chemicals "fit for purpose" packs, as well as provide the option of chemicals and inventory management on your behalf to minimise your costs and any waste.

Further information on PPG Aerospace services, please contact Selma Ljubuncic, Account Manager, Regional Airlines & General Aviation on (03) 9335 1557 or ljubuncic@ppg.com

We are sure that all our Members look forward to catching up with Selma and the team at upcoming RAAA functions.





Bristow Helicopters takes large stake in Airnorth

Airnorth, the largest independent regional airline in Australia carrying more than 350,000 passengers annually, has sold 85% of its company to Bristow Helicopters Australia.

Under the deal, Airnorth chief executive Michael Bridge and finance chief Simone Saunders will stay at the airline, which will retain its 260 staff and maintain its existing scheduled passenger services.

“Our new partnership with Bristow Australia will see further expansion for the company and its services to charter clients. Airnorth will continue to operate all scheduled passenger services across its current route network without interruption to existing passenger bookings,” said Michael Bridge, Airnorth Chief Executive Officer.

“We are very proud to be Australia’s second oldest airline and this is an exciting time of growth for Airnorth, our staff and customers”, said Mr Bridge

The acquisition of Airnorth enables Bristow Australia to extend its existing operations beyond rotor wing to include fixed wing, enhancing the company’s service to clients as an integrated aviation point-to-point logistics provider, and strengthening Bristow’s operational position in Australia.

Bristow Australia, with a fleet of 31 helicopters and 500 staff, is the nation’s biggest provider of helicopter services to the oil and gas industry while Airnorth serves more than 20 domestic and international destinations with nine turboprop aircraft and four regional jets.

“We think it’s a good strategy and so does Airnorth,” Mr Blake said. “I met a lot of employees and they were delighted with the transaction going ahead. It gives them stability and I think we’re providing security and stability for the more remote regions Airnorth covers as part of its regional profile. I think this is a win-win for them.”

Mr Blake said a requirement of the transaction was that Airnorth was a stand-alone company with common values such as a commitment to safety and excellent service to passengers and clients. ✦

Embraer E-Jets E2 Cabin Interior Display in Sydney

As part of its worldwide tour, Embraer’s E-Jets E2 cabin interior display event was held on 16 to 20 March 2015 at Sydney Exhibition Centre at Glebe Island.

During the tour of the cabin interior, Embraer showed some of the key enhancements of the E-Jets E2 which feature both design and functionality, such as

- ✦ the redesigned overhead bins which are about 40% larger than those of the current generation E-Jets
- ✦ the new individual control panels for lights and air-conditioning, aimed at enhancing personal space
- ✦ the optional Wi-Fi connectivity and individual screens for in-flight entertainment

In the business class interior section, Embraer presented a staggered seat solution that provides exceptional leg room comfort typically found in larger jets.

Scheduled to enter into service from 2018 onwards, the aircraft features new aerodynamically advanced, high-aspect ratio, distinctively shaped wings, improved systems and avionics, including 4th generation full fly-by-wire flight controls, and Pratt & Whitney’s PurePower™ Geared Turbofan high by-pass ratio engines.

These enhancements will result in double-digit reductions in fuel consumption, emissions, noise and maintenance costs, and increased aircraft availability.

Since the formal launch in June 2013, E-Jets E2 has reached a backlog of 210 firm orders, plus 390 options and purchase rights.

The E2 cabin interior display will be on display at the upcoming Paris Air show in June.

For more information about the E-Jets E2 programme, please visit: www.embraercommercialaviation.com. ✦

Bombardier Commercial Aircraft Appoint Colin Bole New Senior Vice President, Sales and Asset Management



Bombardier Commercial Aircraft has appointed Colin Bole its new Senior Vice President, Sales and Asset Management commencing in May 2015.

Prior to joining Bombardier, Mr Bole was Chief Commercial Officer at Intrepid Aviation and spent four years at International Lease Finance Corporation (ILFC). Earlier in his career, he held various executive positions in marketing at Macquarie AirFinance, GATX Air and Airbus. ✦

TIME	ALTITUDE	STATUS	REMARKS
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ATR - 2014 the best year in the manufacturer's history

ATR ended 2014 beating previous years' records in sales; deliveries, turnover and backlog.

The aircraft manufacturer's sales increased to 160 aircraft, along with 120 options, exceeding the previous 2011 record (157 firm sales and 79 options). ATR also achieved a record turnover in 2014, reaching 1.8 billion dollars (1.63 billion in 2013), and increased its deliveries to 83 aircraft (compared with 74 in 2013). As a result of the extraordinary commercial year experienced by ATR, 2014 ended with 280 aircraft in its backlog, an end-of-year level never reached.

Patrick de Castelbajac, Chief Executive Officer, was "delighted with ATR's excellent performance in 2014. Our aircraft are the undisputed world reference among regional airlines and aircraft leasing companies. Whether for their low operating costs, their reliability and versatility, or their small environmental footprint and value retention over time".

The 160 firm sales and 120 options represent nearly half the total sales of regional aircraft of below 90-seat capacity for the year. It reinforces the position of the ATR-600 as the regional aircraft of choice.

Since the start of the program in 1981, ATR has registered net orders for 1470 aircraft (470 ATR 42s and 1000 ATR 72s).

As at 31 December 2014, ATR had delivered 1190 aircraft (436 ATR 42s and 754 ATR 72s). These figures enable ATR to boast a new record: a backlog of 280 aircraft at the start of the year. The order book represents a value of 6.8 billion dollars, and means that ATR can guarantee nearly three years of production while continuing to increase its delivery rates. ✦

TAE Group Changes hands

TAE is proud to announce that members of the current management team, led by General Manager Andrew Sanderson, have purchased the TAE Group of companies from Air New Zealand. The ownership change means that the company has become 100% Australian owned, making it the nation's largest fully Australian owned gas turbine engine MRO company.

General Manager Andrew Sanderson said. "This new ownership structure allows us to now focus on our core business and develop TAE as an independent engineering and maintenance company as a 100% Australian owned venture".

TAE's management team has not changed under the deal, retaining its strong mix of commercial, entrepreneurial and operational experience that will help set TAE up for a positive future across all of its markets and activities. Sanderson added "The new ownership team has great confidence in TAE's people, our strong customer and contract base and prospects for the future and we look forward to seeing our significant investment be the start of a new chapter in TAE's story in Australia. Importantly, there will be no changes on a day-to-day basis for the company and it is business as usual for our people, customers and suppliers."

Adding 15 new jobs in the last 6 months to it's 200 strong team across QLD, NSW and SA, TAE will continue to provide maintenance and engineering support. ✦

Engineering licence exclusions

Under CASR Part 66, a previously held CAR 31 licence was converted to a Part 66 licence. CASA applied "exclusions" to the transitioned Part 66 licence so the privileges of the old and new licences match. Details of licence privileges, aircraft systems, designations, conditions and limitations and other related information, can be found in the Part 66 MOS and the associated acceptable means of compliance/guidance material documents.

Units of Competencies have been developed within the Aeroskills Training Package that when adequately delivered and assessed by an approved CASR Part 147 Maintenance Training Organisation (MTO), these exclusions can be removed. Aviation Australia can offer flexible, cost-effective training, assessment and certification to CASA against all of the exclusions on a converted Part 66 licence. For more information please visit www.aviationaustralia.aero or email industry.info@aviationaustralia.aero ✦

Late Breaking News

Next CASA Chair announced

Jeff Boyd has been appointed as the next Chair of the CASA Board, commencing in June 2015. It is a three year term. Jeff will take over from Dr Allan Hawke who has been Chair since 2009.

The RAAA looks forward to continuing to work with Jeff and the CASA Board on all aspects of aviation safety. ✦

FLIGHT NO.	DATE	TIME	STATUS	REMARKS
1	12/01/16	08:00	OK	
2	12/01/16	09:00	OK	
3	12/01/16	10:00	OK	
4	12/01/16	11:00	OK	
5	12/01/16	12:00	OK	
6	12/01/16	13:00	OK	
7	12/01/16	14:00	OK	
8	12/01/16	15:00	OK	
9	12/01/16	16:00	OK	
10	12/01/16	17:00	OK	
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20	12/01/16	03:00	OK	
21	12/01/16	04:00	OK	
22	12/01/16	05:00	OK	
23	12/01/16	06:00	OK	
24	12/01/16	07:00	OK	
25	12/01/16	08:00	OK	



Toll signs for eight AW139 for NSW Ambulance contract

Toll Group signed a contract for eight AgustaWestland AW139 helicopters in a ceremony at the Avalon Airshow.

Toll will use the aircraft to service its newly-won NSW Air Ambulance contract to operate aeromedical retrieval operations from Sydney's Bankstown Airport as well as Orange, Wollongong and Canberra.

The new helicopters, for NSW's newly formed Helicopter Retrieval Network's southern region, will be delivered from later this year, with all eight set to be handed over by early 2016.

Under the deal, Toll's new base in Bankstown also will become an AgustaWestland Authorised training centre for the AW139 and will provide Australia's first AW139 level D full flight motion simulator.

The base will include facilities for maintenance, crew training, the latest high-fidelity virtual reality crewman and integrated crew training simulator and a full helicopter underwater escape training facility.

Toll Resources & Government Logistics CEO David Jackson said the simulator will be the jewel in the crown of the new training centre: "This massive investment by Toll and NSW Health will redefine best practice in pilot training and safety.

"The simulator will train all Toll pilots working on the NSW Health aeromedical contract and other AW139 operators in NSW, Queensland and Victoria. It will have capacity to support any new government agency and private operator AW139 operations that begin in the coming years in the Australasian region." he said.



QLD Premier 'turns the sod' to commence construction on Aviation Australia's new training facility

On April 14 Aviation Australia and Brisbane Airport Corporation celebrated commencement on construction of a new training facility with Queensland Premier Annastacia Palazczuk and Minister for Training and Skills Yvette D'Ath on site to undertake ceremonial 'sod turning'.

Due for completion in early 2016, the new 5,000m2 facility will replace and expand the current corporate office, providing 20 new lecture rooms, a technical training centre and café. The new facility will be able to accommodate an additional 500 students at the campus, supporting future growth of the business.

Aviation Australia is proud to also be partnering with the CareFlight HEMS academy to house Australia's first Augusta Westland 139 helicopter full flight simulator.

"The introduction of the full flight simulator, which is at the forefront of innovation in helicopter flight training and is the most advanced civil helicopter simulator on the market, enables the new facility to service the training requirements of CareFlight and other AW139 operators in Australia and internationally."

The development will be a significant expansion to Aviation Australia's base at Brisbane Airport, which includes an existing training centre and airside hangar, taking the total lease area to approximately 19,000m2.

The new facility is due to open in March 2016.



Terrorism - Are You Covered

Many aircraft owners and operators may be unaware that standard aircraft policies exclude damage to aircraft due to acts of terrorism, amongst other acts of "war". Some policies may contain coverage for damage due to malicious acts or sabotage, strikes, riots, civil commotions and labour disturbances, as well as hi-jacking.

Damage arising from terrorism or acts of war cannot be covered under a standard hull policy. Instead, a separate, "Hull War and Allied Perils" policy must be purchased to cover these exposures.

Historically bought primarily by operators flying into or over foreign countries with unstable political climates, concerns about the possibility of home grown terrorism has led to an increase in enquiries about this cover. The cost of "War" coverage is a fraction of aircraft hull rates.

If you have any concerns about your insurance program providing suitable cover in this area, we recommend that you review your current coverage with your insurance broker.

If you have any questions please contact BMG Aviation 07 5438 3838



Correction: Thank you to everyone who pointed out the 'deliberate' error in the Summer edition of the RAAA news in which an article from the ATSB was titled 'Date input error' when it should have been 'Data input error'.

A small spelling mistake that reinforced the key message of the article: Data input errors continue to be a problem in aviation.





Alliance ceases heavy maintenance at Adelaide

Alliance Aviation Services Limited has closed its heavy maintenance of aircraft at Adelaide airport. They will continue to undertake heavy maintenance in Brisbane and line maintenance at Brisbane, Perth, Adelaide, Cairns, Townsville, Melbourne and Auckland.

Austrian Technik Bratislava (ATB), a Lufthansa group company specialising in servicing Fokker aircraft, has been contracted to undertake in Europe the heavy maintenance that was being done in Adelaide.

The cessation of heavy maintenance will impact 22 staff positions within the Alliance operation in Adelaide along with up to 10 contractor positions. The Company will be able to offer some of the staff alternative employment within Alliance, and will support those who are being made redundant to transition to other employment.

The Managing Director of Alliance, Scott McMillan, said "the closure is part of structural and operating changes to improve the Company's long term profitability as outlined in the half yearly results."

SuperJet International announces additional 10 SSJ100

SuperJet International is pleased to announce that the Mexican airline Interjet confirmed the option for an additional 10 Sukhoi Superjet 100 aircraft.

In November 2012, during ALTA Leaders Forum in Panama, Interjet announced the addition of 10 options which have been executed today leading the total firm order to 30 aircraft.

The value of the new option batch is 350 million US Dollars.

A New Year brings new tidings

As we rapidly head towards a new financial year, 1st July will coincide with the peak of the North West Australia tourist season. Aviair, an Aviator Group company, has gone through considerable change during the past year and is energized for the year ahead with fresh new looks, a refurbished fleet, and new operational bases.

In mid-2014 Slingair, the Kimberley's iconic scenic air tour operator announced a series of strategic business initiatives including a new brand position, new corporate identity and fleet upgrades in readiness for its launch into a low capacity airline during the second quarter of 2015.

On 1st September 2014 the change commenced with Slingair becoming Aviair. This coincided with the launch of Aviair's new website offering a wide range of scenic air tours of West Australia's Kimberley region, and a newly upgraded corporate air charter service.

Continuing with its growth trajectory, Aviair has completed a fleet modernization program resulting in the retirement of older piston engine aircraft, which have been replaced with a fleet of Cessna Grand Caravan 208B Prop Jet aircraft.

These aircraft are being progressively enhanced with some of the most modern avionics systems available, including dual state of the art satellite navigation systems and ADS-B transponders. To complement its West Australian bases in Broome, Kununurra, and Port Hedland, in January this year Aviair opened a new base in New South Wales at Bankstown airport and commenced operations to deliver freight to rural towns across Western New South Wales.

Operating since 1984 and a specialist when it comes to regional aviation, Aviair is pleased to spread its wings by offering its wide selection of highly regarded scenic tour flights in the West and new aircraft charter services in the East of Australia.

Aviair solely operates the Cessna 208 Caravan - a Prop Jet, air-conditioned, high wing, PA equipped comfortable aircraft - was introduced into the Kimberley in 1994. The aircraft offers a centre aisle, greater legroom and headroom than any other scenic flight aircraft in the Kimberley. In addition the safety and reliability record of this aircraft is one of the highest in its class, thereby maximising passenger safety and comfort. Aviair is proud to operate the youngest fleet of scenic tour aircraft in the Kimberley and utilise this equipment type from its new base at Bankstown airport.

Additive Manufacturing

Pratt & Whitney have been embracing Additive Manufacturing (AM) technology since the 1980's. AM, or 3D printing, is the process of joining materials to make objects from 3D model data. AM has near limitless potential applications and can be used for a wide range of products, such as advanced turbine components for jet engines.

AM is:

Fast: Dramatically reduces, production time

Efficient: Decreases waste and consumption of raw materials

Precise: Allows production of parts with complex geometry with reduced tooling

Lean: Reduced Inventory as parts can be made "just-in-time" based on demand.

Green: Reduces carbon footprint in the manufacturing process

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1	15/04/2015	08:00	OK	...
2	16/04/2015	09:00	OK	...
3	17/04/2015	10:00	OK	...
4	18/04/2015	11:00	OK	...
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6	20/04/2015	13:00	OK	...
7	21/04/2015	14:00	OK	...
8	22/04/2015	15:00	OK	...
9	23/04/2015	16:00	OK	...
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25	09/05/2015	08:00	OK	...
26	10/05/2015	09:00	OK	...
27	11/05/2015	10:00	OK	...
28	12/05/2015	11:00	OK	...
29	13/05/2015	12:00	OK	...
30	14/05/2015	13:00	OK	...



MRJ Progress towards Full-fledged Manufacture

On 1 April 2015, Mitsubishi Heavy Industries, Ltd. (MHI) and Mitsubishi Aircraft launched a new management structure to facilitate transition of the MRJ project from the development stage to the manufacturing phase. Under the new framework initiatives are moving forward towards more unified operations.

Hiromichi Morimoto is now President of Mitsubishi Aircraft.

In preparation of the new structure Mitsubishi Aircraft relocated its Head Office functions to the Nagoya Airport Terminal Building (Toyoyama-cho, Aichi Prefecture) next to where the MRJ's final assembly, ground test and flight test are performed.

A new plant being constructed on a site previously owned by Aichi Prefecture adjacent to Nagoya Airport which will perform final assembly, outfitting and painting to bring the new airplane to completion.

Current MRJ Progress

At present static strength testing and manufacture of the second and subsequent flight test aircraft is proceeding smoothly.

In order to fully incorporate the verification results of the various ground tests and related feedback into the first flight test aircraft, the timing of the first flight has been reviewed and is now scheduled for September or October of this year.

Going forward, MHI and Mitsubishi Aircraft will implement intensive flight test after the first flight and accelerate manufacture of the aircraft towards first delivery, as scheduled, during the second quarter of 2017. ✦

Airline Academy of Australia (ATAE) now an approved Part 147 Maintenance Training Organisation

The Airline Academy of Australia, through its Aircraft Maintenance Engineering School ATAE, has officially been recognised as an approved CASA Part 147 Maintenance Training Organisation (MTO). This is a significant accomplishment for the Academy as it can now offer the next level in aircraft maintenance engineering training.

This approval means the Academy's training capability has substantially increased as it enables the Academy to provide Licenced Aircraft Maintenance (LAME) training, assessments, conversion training, removal of licence exclusions and Recognition of Prior Learning (RPL).

The approval also provides a major benefit to the Academy's existing institutional aircraft maintenance engineering course as it now covers all of theory required for an issue of a basic category licence which is exclusive to the Academy in comparison to its competitors.

"This is an excellent result for the Academy and it reinforces our position as a leading provider of aviation training and our ability to respond to industry requirements," said Academy Chief Executive Officer, Laurence Beraldo.

For more information email: aroy@airlineacademy.com.au or phone 07 3722 3200. ✦

The RAAA at Avalon

The RAAA Office relocated to Avalon in late February for the 2015 International AirShow, to showcase our members and increase awareness of the services/benefits the RAAA.

Interest was high from a number of sectors including aeromedical and charter as well as airports and maintenance organisations. We gained some very productive leads, which to date has resulted in one new member - Essendon Airport.

An important part of Avalon was for our members to meet and this year (with thanks to Aviation Development Australia for the use of the Chairman's Chalet) we hosted an airside gathering. The relaxed atmosphere also provided an opportunity for those interested in becoming members to meet current members and gain further insight to the benefits of membership.

The RAAA also conducted a business card drawer and the winners were:

- Tim Hailes, Bureau of Meteorology
- Adrian Sloopjes, Virgin Australia
- Graeme Willaton, Melbourne Aeronautical Design
- Paul Wareham, Waremac
- Aliesha Shanks, BMG Aviation
- Michael Gillam, Byron Aviation
- Brad Gilhooly, FXT Logistics
- Bradley Healey, Toll Remote Logistics
- Stephen Lenehan, Sennheiser Australia

Thanks to MRJ, Embraer and ATR for providing the prizes - the RAAA cannot be as proactive as we are without our members continued support. ✦

RAAA SCHOLARSHIPS

2015

Application forms available from:

www.raaa.com.au



2 x Pilot Scholarship



1 x Pilot Scholarship

&

1x Aircraft Maintenance (Avionics) Engineers Scholarship



1 x Aircraft Maintenance (Avionics) Engineers Scholarship

&

1 x Aircraft Maintenance (Airframe) Engineers Scholarship



Assisting the future pilots and engineers of regional Australia

Applications Close

31 July 2015



RAAA Events Calendar

RAAA upcoming meetings and events:

NEW LOCATION!!

03 June 2015 - Brisbane QLD

- ✈ Technical Working Group
- ✈ Member Function

10 September 2015 - Canberra ACT

- ✈ Technical Working Group
- ✈ Member Function

RAAA Annual Convention

Crowne Plaza, Hunter Valley
21-23 October 2015

02 December 2014 - Sydney, NSW

- ✈ Annual General Meeting
- ✈ Technical Working Group
- ✈ Annual Christmas Function

Please mark these in your diary
we look forward to your attendance

