Just Culture - a keystone for Safety Management

The frank and open communication of information relevant to aviation safety is at the very core of modern safety management. The widest dissemination of safety related information resulting from full and frank disclosure has played an important part in the dramatic improvement of aviation safety over the last 20 years. It is underlined by the approach recommended by ICAO in Attachment E to Annex 13 to the Chicago Convention which recommends principles for ‘just culture’ to ensure the protection of safety information and to encourage voluntary reporting.

Attachment E recognises that people must be accountable, but draws a distinction between conduct done “...with intent to cause damage” (and) “conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or wilful misconduct” (1). Culpability for honest mistakes will not ensure the free flow of safety related information and ICAO recognises that this protection extends to regulatory action against civil aviation authorisations.

ICAO again recognised the importance of just culture at its 36th Assembly in 2008 during which the Council of ICAO stated:

“The protection of safety information from inappropriate use is essential, since the use of safety information for other than safety-related purposes may inhibit the future availability of such information, with an adverse effect on safety.”

CASA’s Enforcement Policy

Consistent with the requirement for conformity with the Chicago Convention and the resolutions of ICAO, CASA previously included the following statement in the foreword to its Enforcement Manual,

“A person who reports making an honest mistake generally should not be prosecuted or fined, nor should they have their licence, certificate or authority suspended or cancelled.”

and this approach was reflected within the Enforcement Manual.

1. Annex 13 to the Convention on International Civil Aviation, Attachment E. Legal guidance for the protection of information from safety data collection and processing systems.
However, in the Enforcement Manual published by CASA in November last year, the acknowledgement that people would not be prosecuted for honest mistakes was removed.

In the most recent edition of CASA’s safety journal, Flight Safety Australia, reservations were expressed about the utility of just culture and it was stated that: “It is wrong to say that information that comes into our (CASA’s) hands cannot be used as the basis for regulatory action in the interests of safety.”

There is a clear change in CASA’s attitude and a more aggressive approach to enforcement.


Australian Government Caveats to ICAO on Just Culture

In September 2010, the Australian government’s representative to ICAO presented a working paper entitled “Some Caveats on Just Culture” that sought to reserve the right of safety regulators to use safety related information to suspend or cancel a civil aviation authorisation. The paper advocated:

“No concept of just culture should preclude the possibility that there are a range of actions that may be taken by aviation safety regulatory authorities....which properly balance the impact on the future free flow of safety information against the safety-related objective of taking those actions in particular cases.”

There is a distinct move by the Australian Government away from the principle that honest mistakes should not be the subject of criminal or regulatory sanctions, especially when disclosed by voluntary reporting, to the idea that the regulator can decide if just culture has any role to play when deciding if action should be taken.

In October 2010, ICAO passed a resolution to set up a task force to review just culture noting “...the importance of a balanced environment in which disciplinary action is not taken as consequence of actions by operational personnel that are commensurate with their experience and training, but where gross negligence or wilful violations are not tolerated” and urging “all Contracting States to continue to examine their existing legislation and adjust as necessary, or enact laws and regulations to protect information gathered from all relevant safety data collection and processing systems based, to the extent possible, on the legal guidance developed by ICAO, as set out in Attachment E to Annex 13.”

The ICAO task force is chaired by Dr Jonathan Aleck, the Deputy Director of CASA.

Industry Response

There is a considerable concern that CASA’s approach will lead to a reluctance by individuals to come forward and disclose mistakes, and that voluntary and open reporting will seriously suffer if CASA’s move is successful.

CASA’s changes in its enforcement policy and Australia’s attempts to change ICAO’s commitment to just culture are occurring without any proper industry consultation. Just culture, to be effective, must include protection from regulatory action except in cases of wilful and reckless conduct, a fact which is was recognised by ICAO in Attachment E to Annex 13.

The very foundations of the industry’s safety management will be shaken if industry does not move to ensure that the concepts of just culture are adequately preserved not only in CASA’s enforcement policies but also in the civil aviation safety legislation.

The RAAA will seek to consult with CASA on these changes and will keep its members informed about developments.
In short the technology could not entirely support the aspirations. This has changed significantly in the past twenty five years with the advent of GPS, ADS-B, RNP and hopefully soon, Baro-Vnav.

In addition there has been an extraordinary change in the quality of regional aircraft, both jet and turbo-prop, available to operators. A journey now to a remote airfield is possible in a modern, highly efficient regional airliner.

FIFO operations have expanded substantially driven by the need for skilled labour at a rapidly expanding number of resource projects. While there may be some growing pains in this sector as towns adjust to a transient workforce there is no doubt that workers are embracing this type of working life. Families suffer less dislocation and support services can be concentrated rather than dispersed across many centres.

The resources workforce is selected carefully and appears to be disciplined and motivated. There is little sign that the demand for Australia’s resources is abating. Even if growth slows slightly, it will remain at high levels for the foreseeable future. A glance at potential resource projects in WA and QLD alone indicates that our industry will face scaling up challenges rather than the opposite.

Regional RPT is always challenging but RAAA members appear to have turned the decline in route numbers around through reactivating or launching a number of new routes. The same can be said for our freight members who are also experiencing respectable growth following the savaging they received during the GFC.

What has not been helpful is the July 1 2012 introduction of the carbon tax. On the same day new airport security arrangements will begin and the enroute subsidy scheme will be shut down. This triple whammy has been pointed out repeatedly to government. The latter now admits it has done no predictive analysis of the cumulative effect of these policies on regional aviation. The government will be questioned constantly until substantial analysis is provided.

With the RAAA now representing well over 20% of the total industry its voice is serious and has the attention of policy makers. There are some horizon issues that will demand both the RAAA’s and the government’s attention.
Boeing has flagged an emerging critical shortage in pilots and the vital instructors that support their training. There are also clear shortages emerging in the other aviation professions. If regional aviation is not to be stripped bare of its emerging talent we need to engage with the majors and internationals.

If they need more pilots and other skilled staff, regional aviation could play an increased role in training with a view to negotiating staff retention for a number of years before they move on. These return of service concepts are already in place but the scale of the demand being flagged by Boeing is quite staggering.

Along with the Australian industry getting its head around the challenges and opportunities, the government will also need a deep understanding of the issues if we are to take any advantage of the demand for skilled professionals. Maybe it’s time for some jointly funded in-depth research?

We are always looking to improve services to members so don’t hesitate to send in your suggestions.

I look forward to seeing you at the AGM and Xmas function on November 30.

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**ADS-B is Australia’s future Surveillance**

by: Kerry Bayley, Manager Airline Relations, Airservices Australia

Automatic Dependent Surveillance Broadcast (ADS-B) services are available in regional airspace and regional operators are urged to consider the safety and operational benefits of early ADS-B technology upgrades to their airframes. With a Dec 2013 mandate already in place for the fitment of ADS-B equipment for operations at and above FL290 and planned adoption in lower level airspace, the need to include ADS-B fitment in current fleet planning is clear.

**Coverage**

Australia’s ATC surveillance future is use of ADS-B - the satellite based air navigation system that enables aircraft to be accurately tracked by ATC and other pilots, without the need for expensive conventional radar infrastructure.

Airservices continent-wide ADS-B network has been operational since Dec 2009, with 29 duplicated ADS-B ground stations nationally plus 14 ADS-B capable multilateration sites in Tasmania and 16 sites in the Sydney basin. A further 14 ground stations to support the needs of airlines, regional and general aviation are planned, subject to industry uptake of ADS-B avionics fitment and timings of future fitment mandates.

Airservices national network is now delivering continuous surveillance of aircraft operations in high level airspace across western, central and northern Australia where radar coverage did not exist. Substantial coverage exists at lower levels, extending fo near the ground in the vicinity of each ADS-B ground station.
ADS-B is Australia’s future Surveillance

Continued......

Traffic Levels

The enhanced surveillance offered by ADS-B is the key to supporting the increase in regional air traffic levels, particularly associated with FIFO mining operations in the north-west Western Australia and central Queensland. Traffic growth in these regions has been explosive and the growth is forecast to continue.

Perth Airport, the hub for WA growth, has seen a 9.4% increase in passenger traffic in the past year alone, with 11.5 million passengers passing through the airport’s terminals.

Service Benefits

The accuracy of the ADS-B information allows ATC to reduce separation between suitably-equipped aircraft to 5nm instead of the usual 30nm for procedural services – and voice position reporting is all but eliminated. This can translate to less delay, less use of stepped climbs and descents, better weather diversion options, and more clearances granted to fly requested routes or levels and less frequency congestion.

The benefits offered by ADS-B are already being realised by operators who have opted to equip early.

Without ADS-B surveillance services Australia’s airspace will become increasingly congested, adding to delays and fuel bills.

Non-ABS-B equipped aircraft will increasingly be restricted to legacy routes and current separation standards, manifesting in less operational flexibility and the potential for greater delays due to the procedural separation standards required to be applied.

Fitment

These are all factors behind CASA’s current Discussion Paper on ADS-B fitment mandates, endorsed by the RAAA, ASTRA and Airservices.

Airservices’ September statistics show the percentage of ADS-B flights above FL290 continues to increase – now at over 75% for international and 46% for domestic operations.

Airservices also strongly encourages regional operators, particularly turbo-prop operators, to commence fleet updates as early as possible to bring forward safety and operational efficiency benefits.

ADS-B Effective Date, Mandate and Status

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Mandate</th>
<th>Status</th>
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<tr>
<td>12 December 2013</td>
<td>Operation at or above FL290 requires ADS-B</td>
<td>Regulation 2009</td>
</tr>
<tr>
<td>1 January 2014</td>
<td>Forward fit ADS-B out all IFR</td>
<td>DP Complete</td>
</tr>
<tr>
<td>1 January 2016</td>
<td>All IFR ADS-B out within 500Nm Perth to north east</td>
<td>NPRM Expected</td>
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<td>1 January 2017</td>
<td>All IFR ADS-B out</td>
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Non-ABS-B equipped aircraft will increasingly be restricted to legacy routes and current separation standards, manifesting in less operational flexibility and the potential for greater delays due to the procedural separation standards required to be applied.

Congratulation to the numerous RAAA members who have already commenced their ADS-B fitment programs!

For more information, see CASA Discussion Paper CASA DP1102AS released 5 Sep 11, visit http://www.airservicesaustralia.com/projects/ads-b/ or contact adsbservices@airservicesaustralia.com.

RAAA Events Calendar

RAAA meetings and events are:

30 November 2011 - Sydney NSW
- Annual General Meeting
- Technical Working Group
- Board Meeting
- RAAA Christmas Dinner

10 - 12 October 2012
- RAAA Annual Convention
  Hyatt Regency
  Coolum Qld

Please mark these in your diary and we look forward to your attendance.
In line with ICAO, CASA has announced that it is moving to a Required Navigation Performance (RNP) standard and that ADSB will be a requirement for all IFR aircraft operating in all airspace classes by JAN 2017, (or December 2013 if operating above FL 29).

Although ADSB does offer operators some air traffic sequencing benefits, getting an older aircraft ADSB capable may require upgrades of FMS/GPS and transponders systems.

In layman terms what is ADSB and what do you need to make your aircraft capable?

ADSB takes data from a GPS source and an air data source (or GNSS altitude) and transmits this on the modes A, C and S 1090 frequency transponder carrier signal.

The optimal system would have a TSO 145 or 146 FMS / GPS sensor which is connected to the aircraft transponder. The transponder will need to be capable of extended squitter transmissions to be able to transmit the data from the GPS source, and aircraft operating above 10,000ft will be required to have a diversity ability, which basically means a transponder antenna fitted on top and underneath the aircraft.

As most of our fleets are older aircraft fitted with legacy avionics that do not support or meet the TSO design standards required for an ADSB compliant system, many operators may be faced with installing new FMS / GPS and transponders within the next 3-4 years.

To add to the problem, Australia is really leading the world in ADSB so not many OEM’s have considered their equipment being used in this way. Thus, they are not actively marketing or even thinking a lot about ADSB, particularly on their legacy models.

For the FMS/GPS sensor, the TSO 145 and 146 are the same standard. The 145 standard is a stand alone sensor and the 146 is a sensor which is integrated into the FMS / GPS system. Again, with older fleets and legacy avionics, your FMS / GPS may only be at a TSO 129 standard, which is not good enough for ADSB.

One option which may be worth considering if you are happy with your current FMS / GPS system but it is not TSO 145 or 146 compliant, is to install a stand alone GPS sensor. These are generally substantially cheaper than a FMS or GPS and interface this unit with the transponder, thus leaving your existing current FMS / GPS as a NAV aid only.  Such a system can be STC’D or CAR35 approved for fitment into Australian registered aircraft and approved for ADSB compliance by CASA. REX has in fact, done this on a number of its aircraft.

Typically only newer model transponders will be capable of supporting the extended squitter function. However, some older transponders may be able to be upgraded, so it may be worth asking your transponder repair vendor or OEM if your specific transponder part numbers can be upgraded.

Once you have an ADSB capable aircraft, the aircraft needs to be registered as ADSB capable with Air Services.
As indicated in the last edition of our newsletter, Skypac Aviation has joined our ranks as an ordinary Member in July of this year.

Skypac Aviation is a private charter brokering company based in Mascot with hangar and aircraft located at Bankstown Airport. Skypac draws on 30 years of experience in providing their service to customers.

Their experienced team are available 24 hours a day seven days a week to source and match suitable aircraft to each specific flight based on each clients individual requirements. Whether its a corporate jet charter, jet management or professional assistance in jet acquisition Skypac has a team of specialists ready.

Skypac’s reputation is renowned for providing:

♂ unparalleled resources
♂ specialist charter professionals
♂ quality service
♂ exceptional standards

Skypac prides itself on dedicated personnel, professional, prompt and competitive pricing. No job is too difficult or too small. Skypac provides light and mid sized aircraft from single propeller aircraft to twin turbine jets.

Their experience can help you organise:

♂ Jet Charters: Aircraft charter is often the most cost effective and efficient solution for your business travel needs.

Skypac also provides an all inclusive service for both owners, or prospective owners of Aircraft in terms of aircraft management agreements or sourcing and selecting suitable aircraft for the Australian Market.

Skypac are not aligned with any particular aircraft manufacturer so you can be assured that their purchase advice is unbiased. They work closely with respected aircraft manufacturers to source the ideal aircraft to suit your individual needs. In addition to sourcing they can help in:

♂ informing purchasers of aircraft ownership complexities,
♂ arranging aircraft inspections,
♂ international ferry services,
♂ ownership change of registration
♂ Certification of Airworthiness requirements
♂ Air Operator Certificate requirements.

Skypac believe that everyone should stick to its core business; theirs is aviation. If you require an outsourced management solution for your aircraft, Skypac have several unique products that will assist you in achieving the most financially rewarding management arrangement available in the executive aircraft industry.

I am sure that we are all delighted that Skypac’s Managing Director Rick Pegus and his team have joined us and look forward to their perspective on the many issues we face.
Welcome Aboard University of NSW School of Aviation

We indicated in the Winter edition of the newsletter we are honoured to see the University of NSW School of Aviation become an Ordinary Member of your Association in July this year.

The University of NSW (UNSW) is one of the largest and most respected universities in Australia. Best known for its technology base, the University has a broad section of capabilities in Engineering, Applied Science, Management and Professional development fields.

The School of Aviation is part of the Faculty of Science at UNSW. It consists of a core of permanent staff members, together with a large number of affiliated academics and aviation staff actively involved in the degree program. They also own six single engine DA-40, one twin engine DA 42 aircraft and have permanent leases of two others. UNSW conduct their flight training from Bankstown Airport.

The UNSW has been ranked in the top 50 world universities in the QS World Universities for 2011 and of these only the UNSW offers aviation degrees and flight training.

UNSW Aviation has identified a clear demand from the aviation industry for programs in the areas of flying and aviation management. To address these needs the School is offering a range of programs. The Bachelor of Aviation is a career oriented program, integrating a core of academic study with aviation specific training.

There are two stream within the three year degree program, the Flying Stream and Management Stream. In addition they also offer postgraduate course work programs, specifically the Graduate Certificate in Aviation Management, the Graduate Diploma in Aviation Management and the Master of Science and Technology in Aviation.

These programs are offered through distance education and have been specifically designed for students who are unable to attend weekly sessions at the university.

The MScTech in Aviation is targeted towards professional and managers who work in aviation related environments. Theses programs are available for applicants that do not have tertiary qualifications but have at least four years relevant professional experience. At UNSW Aviation the aim is to produce graduates of the highest calibre, who qualifications are recognized throughout the world as being of superior quality and of industrial relevance.

So who studies at the UNSW Aviation?

Currently the UNSW Aviation has over 500 students enrolled in their programs. They range from school leavers to senior management and all have one thing in common - a keen interest in the aviation industry.

Students from the Bachelor of Aviation Program tend to come directly from high school and attend the University on a full time basis, although It is also possible to study part time.

A number of students study for the degree whilst working within the industry. Current students are employed by Qantas, Virgin Blue, Jetstar, Regional Express (Rex) and Airservices Australia. A number of second year students also spend up to three months completing work-experience with major airlines during their vacations.

Recent graduates have found jobs all over Australia and Asia. Pilots from the Flying program have found instructing and charter work, especially in the Northern Territory and Western Australia. Management stream graduates have found jobs within the likes of Qantas, Airport Coordination Australia, Virgin Blue, Jetstar, Airservices Australia and IATA.

The Director Flight Operations (and RAAA main contact) at the UNSW Aviation is Mr Brian Horton. Brian has been a full time professional pilot since 1974. He has worked as a flying instructor, a charter pilot, on aerial survey for a number of GA companies, and been the Chief Pilot and Chief Flying instructor for a number of large schools.

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Welcome aboard Brain and your team at UNSW Aviation. I am sure we all look forward to working with you and your team.
It is our pleasure to let you know that in September this year Airlines of Tasmania has also joined the ranks of the RAAA.

As many RAAA members are aware Airlines of Tasmania is a small regional airline based at Cambridge Airport in Hobart Tasmania.

Airlines of Tasmania has had its Air Operators Certificate and providing services to the Australian public since 1984. Over this near 30 year period they have seen many changes in our industry.

During its early years Airlines of Tasmania provided RPT services to the West Coast from Queenstown and Strahan and in 2004-05 a service from Hobart to Strahan. The Strahan to Hobart route was eventually stopped due to marginal traffic on the route.

Early in 2008 the airline moved its Melbourne operations from Morrabin Airport to Essendon Airport due to changes in their fleet. Today, Airlines of Tasmania have partnered with Victorian operator Sharp Airlines in providing services between Flinders Island and Melbourne.

September this year saw Airlines of Tasmania have their base inspections finalised by CASA for services to King Island. The service between Wynyard (Tas) and King Island officially commenced on the 10 October.

This brings the number of scheduled RPT (regular passenger transport) services currently operated by Airlines of Tasmania to:

- Wynyard (Tas) and King Island,
- Wynyard (Tas) and Launceston (Tas), and
- Launceston (Tas) and Cape Barren

Airlines of Tasmania have 8 aircraft in their fleet. These are:

- 2 x Cessna 206 Stationair
- 2 x Cessna 404 Titan
- 2 x Pilatus Britten Norman BN2
- 2 x Piper PA31 Navajo

Airlines of Tasmania also operate a fleet of aircraft for Par Avion Scenic Tours.

In addition to operating aircraft Airlines of Tasmania is in a unique position of owning and operating an airport.

Cambridge Airport is located in Hobart Tasmania just a few kilometres away from the Hobart International airport.

Cambridge Airport has been the primary site of aeronautics in Hobart from its opening in the 1920s. It served as Hobart’s main airport until the International Airport opened in 1956. Today it is the base of Par Avion and also the Aeroclub of Southern Tasmania.

The Airport has a new runway, runway 13/31, which is almost parallel to Hobart’s (YMHB) runway 12/30, with the runway being officially opened on the 26 September this year.

The main contact for Airlines of Tasmania for the RAAA is their Executive Director, Shannon Wells. I am sure you all join us in welcoming Shannon and his team aboard and look forward to their input on the issues faced and meeting them at our functions throughout the year.

Airlines of Tasmania 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.

In addition to providing RPT services the fleet of Aircraft operated by Airlines of Tasmania is available for charter operations 24 hrs a day, 7 days a week, 52 weeks a year.
As indicated in the last edition of our newsletter August saw the ranks of our Associate Membership swell with Independent Aviation joining your Association.

Independent Aviation, located in Cairns, is a leading air charter broker for Australia and the Asia Pacific region, with global reach and capability.

Established in 1989 and incorporated in 2000, Independent Aviation arrange hundreds of flights every month using aircraft of all sizes and types for every kind of mission all over Australia and overseas. They have achieved a reputation for providing prompt, reliable, innovative solutions to air transport problems, backed up by detailed management of every charter to ensure a successful operation and 100% customer satisfaction.

Independent Aviation’s Managing Director, Ian Button, said “in order to add greatly to the value equation we must offer an exceptional level of expertise and attention to detail, whilst remaining highly efficient, forward thinking and proactive on behalf of our customers”.

Independent Aviation have a range of services they can assist you with including:

- Daily charter movements to all destinations all over Australia, especially regional and remote areas’;
- Managed FIFO operations for the resource, mining and defence sectors;
- Transport of large groups of people between Australian Points and to overseas destinations;
- Freight movements throughout Australia and to overseas destinations;
- Medical evacuations from the Asia Pacific region to Australia, as well as emergency transport of human organs for transplant;
- VIP movements, such as Royalty, Heads of State, Cabinet Ministers, etc, between Australian points and overseas.

Key People:

**Ian Button**
Managing Director

Ian has over 25 years experience in all facets of the aviation industry ranging from founding a successful GA charter airline in Nth Qld, GM of a major tourism helicopter company, to Operations Manager with Australian Airlines.

**Shaun Quigley**
Director / Air Charter Manager

Shaun commenced his career with the RAF Fighter Control Branch. Since then he spent 8 yrs teaching Royal Saudi Air Force, Jeddah, Saudi Arabia and has been the Operations Coordinator with a Cairns based charter airline.

**Richard Greenhill**
Director / Contracts Manager

Richard has over 20 years experience in retail travel, tour operating and hospitality management. He is a specialist in product development for low cost long haul international air travel.

**Katerina Poole**
Flight Desk Manager

Katerina has a Bachelor of Arts and also qualifications in communication studies and business administration. She has had 8 years experience in operations and event management and 4 years in reservations and administration.

February 2010 saw Independent Aviation announced as the successful tenderer to be the sole provider of aircraft charter services to the Queensland Government.

Whether you need a business jet, a turboprop aircraft, a helicopter, a piston commuter aircraft, or even an intercontinental airliner I am sure that Ian and his team will be able to help you through their nationwide network.

We had the pleasure of meeting Ian and Katerina during the RAAA 2011 Convention and look forward to the Independent Aviation team’s continued enthusiastic input into the day to day issues faced by our industry.
As indicated in the Winter edition of our newsletter the Queensland University of Technology (QUT) has joined us as an Affiliate Member through their Airport Metropolis project.

The Airport Metropolis project is a 4 year research program. It has financial and in-kind support from 13 government and industry partners and 4 universities worldwide.

The role, scale and meaning of major urban airports worldwide have changed over the past decade as a result of corporate and economic transformation. Modern airports are very different from traditional airports, and our previous knowledge is insufficient for understanding the complex roles and relationships now associated with airports. The airport can no longer be managed in isolation from the metropolis that it serves. The project will develop a theoretical and empirical basis for the new airport metropolis.

Airports are emerging as important sub-regional activity centres with growing complexity of land use, infrastructure, transport, environmental impacts and implications and stakeholder relations. As a result of such changes, airport impacts now pose considerable challenges for both airport operators and the surrounding urban and regional environment.

Nationally and internationally, issues that are currently being faced include:

1. environmental - impacts (space, noise and emissions) and resource use;
2. related to infrastructure - inadequate and inequity in infrastructure provision;
3. related to economy - inefficiencies and duplication of commercial investments;
4. related to governance - challenges in decision-making, poor coordination between levels of government, and conflict between jurisdictions;
5. related to transport - localised congestion, isolation of planning strategies; and
6. landuse - conflicts and competition between airports and urban areas.

The aim of the Airport Metropolis project research is to:

1. define and determine the drivers and dynamics of the present airport metropolis and the resultant interface relations within regional contexts;
2. design, develop and test a sophisticated decision-support diagnostic for undertaking complex decision-making to improve the current system;
3. establish economically viable and sustainable policy and planning options for developing the airport metropolis and world-leading best practices; and
4. contribute to the knowledge base of multi-dimensional complex systems mapping, integrated infrastructure framework development and interface theory.

This four-year project is divided into overlapping stages (Figure 1) designed around the following research questions:

1. What are the drivers and dynamics of the airport metropolis?
2. What are the primary problems within the defined interface areas?
3. What are the alternatives for improving the system? What are the tradeoffs?
4. How can these be implemented within productive regional partnerships?

QUT’s lead investigator for the project is Prof. Douglas Baker. Prof Baker has been a Professor at QUT since 2004. Within the broad field of urban and regional planning, Professor Baker has defined five main research areas: Airport Planning, Planning Evaluation, Land Use Planning, Environment Management and Assessment, Performance based Planning Environment Management and Assessment.

I am sure we all welcome Prof Baker and his team aboard and look forward to the results of this project on issues affecting everyone involved in the aviation industry.
New confidential reporting scheme—have your say

The Australian Transport Safety Bureau is calling for comments on a new confidential reporting scheme for the aviation, marine and rail industries.

Confidential reporting or REPCON is an essential part of the ATSB’s transport investigation process. It allows anyone aware of a safety issue to report it to the ATSB without fear of recrimination. Confidentiality protections are an important part of the scheme.

The ATSB uses the information from REPCON to complement other information sources and to raise awareness of safety issues in the industry.

Getting the right balance

Key to an effective confidential reporting scheme is getting the right balance between disclosing information to improve transport safety while maintaining confidentiality to protect a person’s identity.

The ATSB wants your comments to help us get this balance right. We are particularly interested in any concerns you have about the proposed reforms—whether you agree with the new regulations or would like to see more changes.

Providing comments

To provide comments on the proposed Regulations, we recommend you first read the Confidential Reporting Discussion Paper and Explanatory Statement. These are available from the News area of the ATSB website www.atsb.gov.au. Those documents help explain the proposed regulations.

You can submit your comments by email to repconreform@atsb.gov.au.

Key dates to remember

The consultation on the draft regulations for confidential reporting closes on 16 December 2011.

The ATSB also plans to hold a second round of consultation with stakeholders in early 2012. The ATSB plans for the new Regulations to take effect in 2013

More information

If you have any questions about the new confidential reporting reforms, email repconreform@atsb.gov.au or call John Taylor on 02 6274 6416.

Aviation Australia Part 66 Licensing Program

On the 27th of June 2011 CASA released new Australian maintenance regulations and subsequently issued all Australian AME licence holders with a Part 66 licence.

Many of these licenses reflect “exclusions” which limit the privileges of the licence holder against the full category of licence. For example, a LAME who previously held a CAR 31 Engine and Airframe licence will now hold a Part 66 B1 licence with exclusions for electrical and minor avionics activities.

To assist AMEs through these new regulations, Aviation Australia has launched a free online assessment tool for LAMEs.

The aim of the tool is to lift existing licence exclusions and potential Part 66 licensees, including AMEs and Defence personnel, to determine what training and experience in addition to past studies and experience is required to achieve licensing.

The process involves:

→ Conducting a self assessment using the free online assessment tool to determine estimated training and experience required.
→ A contact from Aviation Australia to confirm the estimation and a request to supply evidence of past licensing, training and experience
→ Enrolment in required training and experience programs
→ Completion of training and experience and Aviation Australia certification
→ Submission of application to CASA

The assessment tool may be accessed at: www.aviationaustralia.au.com

Aviation Australia is approved as a maintenance training organisation by CASA under the Part 147 regulation to provide:

→ Theoretical and practical training
→ Conduct examinations and
→ Monitor an individual’s on the job experience to remove these exclusions.

More details may be viewed at: www.aviationaustralia.aero

Regional Express announced on the 7 November that it is the first airline in Australia to receive approval from CASA under Part 42 of the CASR as a “Continuing Airworthiness Management Organisation”.

I am sure that we all congratulate the team at Rex in achieving this milestone.
Aircan wins 2011 NT Exporter of the Year Award

Aircan was honoured at the Northern Territory’s Chief Minister’s Export and Industry awards by being proclaimed as the 2011 NT Exporter of the Year.

Aircan’s Chief Executive Officer, Ms Simone Saunders is pleased to have the airlines contribution to the NT economy over the past 30 years recognised at such a prestigious level.

“We have developed our business model over many years. With a mix of RPT scheduled services, contracted and ad hoc charter services, we’ve secured a broad customer and revenue base”, Ms Saunders said.

“We also attribute this success to the high calibre of staff we have here at Aircan. It is their hard work and commitment that’s helped to get the company where it is today”, she said.

The Chief Minister’s Awards recognise the important contribution that NT businesses make to the local economy through job creation and increased prosperity in the community. As the NT winner Aircan will now be entered into the Prime Minister’s Exporter of the Year Awards in Brisbane in December.

Cessna Citation CJ4 Demonstration Tour

Aeromil Pacific has announced that they will showcase the new Cessna CJ4 during a demonstration tour in November 2011.

Making the announcement Steve Padgett, Aeromil Pacific Managing Director said, “following the very successful launch of the Citation CJ4 at Avalon in March, we look forward to demonstrating the full capacity of this aircraft”.

The Citation CJ4 is the newest and largest member of the popular CJ family of business jets and is FAA-approved for single pilot operations and shares common pilot type rating with other CJs.

Performance:

<table>
<thead>
<tr>
<th>Performance</th>
<th>Take-off Runway Length</th>
<th>Climb Performance</th>
<th>Maximum Altitude</th>
<th>Maximum Cruise Speed (+-3%)</th>
<th>NBAA IFR Range (100 nm Alternate) (+- 4%)</th>
<th>Landing Runway Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Length</td>
<td>13,716 m (45,000 ft)</td>
<td>28 min to 13,716m (45,000 ft)</td>
<td>13,716 m (45,000 ft)</td>
<td>839 km/hr (453 KTAS)</td>
<td>3,707 km (2,002 nm)</td>
<td>823 m (2,700 ft)</td>
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<tr>
<td>Altitude</td>
<td>839 km/hr (453 KTAS)</td>
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</tbody>
</table>

The Citation CJ4 features a four-screen Collins Pro Line 21 Avionics Suite, new Williams FJ44-4A electronically controlled (FADEC) engines, and it debuts the Rockwell Collins Venue cabin management system.

For more information contact Peter Lang on mobile 0412 593 260 or by email on plang@aeromilpacific.com.au.

First Revenue Service For Alliance Fokker 70

The 27 October this year saw Alliance Airlines fly its first revenue service in a Fokker 70 with the entry into service of VH-QQX on a charter from BNE to MKY and return.

This flight represents a significant achievement for Alliance Airlines and all the staff who have been involved in the Fokker 70 project to date.

In thanking his staff involved Scott McMillan, Managing Director Alliance Airlines said, “We still have much to do to extract the ultimate benefits from the aircraft but it substantially enhances our product offering and flight range capability”.

He added, “VH-QQX is the first of our fleet fitted with ADS-B. The balance of our jet fleet will also be fitted with ADS-B with a focus on the WA fleet as priority where we will gain the most significant early benefit”.

Alliance plans that its second F70, VH-QQQ, will be readied for service in mid December introduction. VH-QQQ will be based in Townsville.

Aviation skills for youth

Young peoples’ careers are set to take flight thanks to a first of its kind project on the NSW Central Coast.

The project, dubbed VH-UC1, will train high school students in year 11 to build a 4 seat commercial aircraft at Warnervale Airport, whilst attaining an aeronautical industry skill-set and completing their HSC.

Set to begin in 2012, VH-UC1 will train high school students in year 11 to build a 4 seat commercial aircraft at Warnervale Airport, whilst attaining an aeronautical industry skill-set and completing their HSC.

For further information please contact Lyn Cooper on 02 4350 2600 or email lyn@youthconnections.com.au.
Hawker Pacific Wins Universal Avionics’ Top Dealer Award

Arizona’s Universal Avionics has awarded Hawker Pacific as its Top Dealer International award winner.

Strong support of WAAS/SBAS-FMS installations on regional Dash 8 fleets, as well as turboprops such as the Beechcraft King Air, has spurred sales of Universal Avionics’ product range for Hawker Pacific this year.

The Hawker Pacific-Universal Avionics’ working relationship dates back more than 20 years, and in mid 2007 Hawker Pacific established the Universal Avionics Service Centre within its Australian Avionics and MRO facility in Cairns.

“We are fortunate to provide support for over 400 customers in what we call our regional avionics network. We are sincerely grateful for their continued custom that has enabled us to achieve this significant milestone” said Jason Burzacott, General Manager for Hawker Pacific’s Australian Avionics business unit.

Alan Smith, Hawker Pacific CEO, received the award on behalf of Hawker Pacific at the National Business Aviation Association (NBAA) Annual Convention and Trade Show held in Las Vegas, Nevada USA, in October 2011.

Each year at the NBAA Convention, Universal Avionics recognises one US-based dealer and one international dealer out of several hundred in its authorised dealer network that achieve outstanding sales performance.

Boeing, Embraer and the São Paulo State Research Foundation to lead aviation biofuels program

Boeing, Embraer and the São Paulo State Research Foundation (FAPESP) have announced plans to collaborate on long-term aviation biofuels-related research and development, a move that represents another major step toward the creation of a sustainable aviation biofuels industry in Brazil.

As a result of an agreement signed on the 26 October, Boeing, Embraer and FAPESP are leading the development of a detailed report outlining the unique opportunities and challenges of creating a cost-effective, bio-derived, and sustainable jet-fuel production and distribution industry in Brazil. When completed in late 2012, the report, which will include a technology and sustainability roadmap, will be made public.

The study will be guided by a series of public workshops during 2012 with input from a wide range of stakeholders, as well as a strategic advisory board, which will give the project wide-ranging guidance and institutional support. Members will include airlines, fuel producers and suppliers, environmental experts, community groups, and government agencies.

Boeing and Embraer are focused on creating sustainable aviation biofuels produced from renewable resources that do not drive food competition in vulnerable regions by competing with land and water resources. Both companies are bringing together agricultural interests, academic researchers, environmental experts, refiners and aerospace companies around the globe to establish local infrastructure needed to develop a sustainable and economically viable biofuels industry.

Nordic Aviation Capital acquires ATR 42-500 from Australia

Nordic Aviation Capital, the world’s largest lessor of turboprop aircraft, has acquired an ATR 42-500 aircraft in Australia.

The aircraft, serial number 571, was previously operated by regional airline Macair. It departed Australia on the 17th September, flying from Cairns Qld to Billund, Denmark, where NAC is based.

“There is significant and increasing interest around the world in new and pre-owned turboprop aircraft,” said Dean Osborne, Vice President Sales and Acquisitions for NAC. “The former Macair ATR 42-500 is an excellent acquisition for us, joining our portfolio at a time of great demand for medium to large turboprop airliners,” he said.

Mr Osborne said ‘NAC expected considerable opportunities in Australia in coming years, as airlines sought to update their fleets, expand capacity on existing routes or introduce flights to new markets’.

Skytrans in the community

October saw Skytrans Airlines as a proud sponsor for the Doomadgee Rodeo.

THE Doomadgee Rodeo is part of the real outback complete with red dust, scrub bulls and bucking broncos. The rodeo features mostly indigenous ringers riding for the pride of their community going head to head and toe to toe with cranky cantankerous scrub bulls straight from the paddock.
Airservices upgrades Sydney instrument landing systems

In October Airservices Australia announced it is continuing upgrade works to instrument landing systems (ILS) at Sydney Airport as part of a major enhancement of such technology nationally.

The first phase of work to upgrade the ILS on the southern approach to the parallel runway (34R) began in October last year, with the second phase of the project completed prior to the onset of winter.

This is the third and final stage of work, with the new ILS brought into service in mid-November. Work on other ILS systems at the airport will take place in 2012.

Acting General Manager Technology and Asset Services, Dan Galazowski, said “that the essential work would see a major component of the ILS replaced at the northern end of the runway”.

Airservices is working with the airport, airlines and the aviation industry to minimise disruptions to the travelling public and any potential short-term change in flight patterns as a result.

Airservices will begin essential safety works on the ILS on the main Sydney runway (16R/34L) from early next year, following the peak Christmas period.

ILS equipment around Australia is gradually being upgraded or replaced by Airservices to ensure continued service provision until 2025.

Bombardier Continues to Enhance eServices to Support its Customers

Bombardier Commercial Aircraft announced in October the release of Aircraft Diagnostics Solutions (ADS) Plus for Dash 8/Q-Series 100/200/300 aircraft, building on the success of this troubleshooting eService for CRJ Series regional jets and Q400 turboprop aircraft.

Additionally, to complement the Q400 aircraft drawings online subscription service, eServices will provide a full complement of engineering drawings for CRJ Series aircraft.

ADS Plus is a next-generation tool designed to significantly improve operators’ first-time fix rate. ADS Plus features a user-friendly graphical interface that provides faster navigation while communicating directly with Bombardier’s Technical Help Desk during fault diagnosis.

“This investment and service expansion reinforces Bombardier’s commitment to work with its operators to share knowledge and devise practical solutions aimed at improving the overall reliability and efficiency of their fleets,” said Todd Young, Vice President, Customer Services and Support, Bombardier Commercial Aircraft. “We have been seeing an upsurge in operator utilization of this diagnostic tool and we expect this trend to continue as operators of our Dash 8/Q-Series 100/200/300 aircraft begin to reap the benefits.”

ADSPlus draws on a database of fleet-wide case histories. This diagnostic tool has the ability to minimize the learning curve for novice personnel while providing 24-hour access to a live knowledge base of solutions built from actual field events.

Aviation Australia Celebrates 10 Years.

The 4th of October 2011 saw Aviation Australia celebrate 10 years since its inception in 2001.

The celebration was hosted at Aviation Australia’s Flight Safety Training facilities at Brisbane Airport amongst staff and special guests.

Aviation Australia was initially set up by the Queensland Government to train aeroskills apprentices. Today, Aviation Australia specialises in aircraft maintenance training, cabin crew, and English language training, in its Queensland campuses, and is a training partner to over 60 airlines and aerospace companies, governments, defence forces and regulatory authorities around the world.

Mr Bill Horrocks, CEO, said: “Today Aviation Australia is one of the world’s most comprehensive resourced aviation training centres, with our main campus located at Brisbane Airport and another located in Cairns. Our world class training facility has been established to support the development and growth of aviation and aerospace industries in both the Australian and international markets”.

Aviation Australia has graduated a total of 895 aeroskills students and 90% of these graduates have secured full time employment. In addition, a total of 790 cabin crew students have graduated and over half of these graduates are working as cabin crew in 35 airlines around the world.

The celebration ended with the presentation of a Cessna 402 aircraft to Aviation High’s Principal Mr Phil Cooper. The aircraft is on loan from Aviation Australia to the school for training purposes.
A special thank you to the sponsors, exhibitors, technical presenters, and people who attended. Your participation ensured that again in 2011 this was a great premier event for regional aviation in Australia.