



## From The Lefthand Seat

Jim Davis  
RAAA Chairman  
Director, Regional Express (REX)

2014 promises to be a difficult year for Australian aviation in general with Qantas and Virgin predicting losses, business confidence still weak and the mining industry slowing down. Regional aviation is no exception and the recent collapse of Brindabella/ Aeropelican is a reminder of just how easy it is for things to go terribly wrong.

Regional aviation in its many forms is absolutely vital to our rural economy and you would expect Governments of all persuasions to take whatever steps necessary to ensure that it remains healthy and viable. However this has not been the case in recent years and we have witnessed a continuing decline in regional air services and the number of regional operators, while at the same time Government taxes and levies increased and the En Route Rebate Scheme was cancelled.

Couple this with a regulatory burden that has been remorselessly growing, without any seeming regard for the ability of the industry to cope and it is easy to see why regional aviation is doing it tough. The regulatory barriers of entry are now higher than ever and companies are having to cope with a raft of bureaucratic legislation that threatens to divert limited financial and manpower resources from their core business, including that of safety.

In many cases, as we have seen with the new Part 145 legislation, companies are turning their backs on aviation determining it too onerous to continue under the new rules. On CASA's own figures 29% of the maintenance organisations expected to transition to Part 145 chose not to and will now be lost to the industry.

The new Government has recognised the problems faced by regional aviation and along with repealing the carbon tax and re-instating a new En Route Rebate Scheme, has commissioned a review of all government bodies involved with aviation safety and the regulatory reform programme. It has also promised to reform the structure of CASA and to put in place an effective CASA Board. All this is in line with the Coalition's mandate to relieve Australian industry in general of the burden of unnecessary red tape.

The RAAA thoroughly welcomes all these initiatives and as a priority will work actively with the new government in introducing them. Much work has gone into our submission to the Safety Review Panel and I wish to thank those members who provided valuable input to the submission. We also look forward to participating in the Aviation Industry Consultative Council to be set up to provide formal and regular consultation with the Minister.

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# IN THE COCKPIT



## From The Lefthand Seat

Continued.....

The RAAA will continue to push for the regulatory reform process to be moved out of CASA and into the Department of Infrastructure and Regional Development. Regulations are a reflection of government policy and the rule making process is more properly located within the relevant government department and not with the regulator. This is a model that has been used effectively overseas.

Another RAAA priority for this year will be to maintain the effectiveness of Safety Management Systems and in particular the concept of Just Culture and the integrity of SMS databases. CASA's push to remove the concept of Just Culture and to obtain unfettered access to SMS databases threatens to destroy the safety reporting culture which has taken so long to build up in our industry and which is integral to an effective SMS. Safety reports, whether they are to the ATSB or to a company's SMS, must be made in full confidence that they will be treated fairly and not be routinely subjected to CASA enforcement action.

The RAAA will also continue to push strongly for standardisation of Australian regulations with overseas jurisdictions. This has been a brief from several Ministers on both sides of government since 1986 and yet in 2014 we are seemingly no closer to achieving this goal. It is essential to have standardised regulations with our major trading partners and this is in accordance with the new Government's commitment to supporting economic growth and business opportunities.

We are facing a tough year in regional aviation but if the Coalition can deliver on its election promises and commitments then there is a chance this year could see the foundations of recovery laid. ✦



## From The Righthand Seat

Paul Tyrrell  
CEO

We offer our sincere congratulations to Ian Smith, one of our most experienced RAAA Directors, on his Australia Day honours. Ian's extraordinary volunteer and professional efforts on behalf of the aviation industry, and particularly the airshow sector, have been recognised. Ian will receive his award at Government House, from the Governor-General, in April this year.

As usual in our industry, we have hit ground running in 2014. The RAAA office has been working closely with the Board and members on a detailed response to the government's Aviation Safety Regulation Review.

The review was initiated by Deputy Prime Minister Truss to take a comprehensive look at the regulatory performance of government aviation agencies and their relationships with industry.

Without pre-empting the review's conclusions it appears that the industry is, for once, united in its concerns, particularly around the deterioration in the key CASA/ industry relationship. Brian Candler and Ben Martin are thanked particularly for their high quality input to the RAAA submission.

The government is making some serious noises about reducing the red/green tape burden on business. The RAAA will take every opportunity to ensure the regional aviation industry's many and serious concerns are heard.

There is plenty of dead government weight on our industry, not only stifling growth but building impossible barriers to market entry. These regulatory, security and cost burdens are severely limiting the industry's potential and must be lifted.

The regular CEO member visits will begin in February and I am looking forward as always to speaking with as many members as possible over the coming months. The RAAA office will also be initiating a membership drive in 2014. More to come on this, but if you feel an operator or business would benefit from joining the RAAA don't hesitate to contact Edward or myself and we will follow up.

The RAAA convention team is working hard to make the 2014 event something very special. Watch this space because I have no doubt, once you see what is on offer, that you will not want to miss being there.

Once again the RAAA is taking a leading role in breathing new life into the Australian Aviation Associations Forum. While not a formal body, the Forum played an important role in developing new aviation policies, many of which were picked up in the Coalition's pre-election aviation commitments.

It proves that when the industry decides to speak with a united voice it can have a very positive effect. This momentum must not be lost with Deputy Prime Minister Truss planning to attend a Forum meeting scheduled for February. It is hoped that the meeting will be the platform for the Forum to take its next national step.

The RAAA is always looking to improve and only exists to serve its members. If you have suggestions please call Edward, Beverley or myself and we will work on them. We are serious about serving you better and want to hear your thoughts. ✦





Australian Government

Australian Transport Safety Bureau



## Pressing on despite warnings

by: Daniel JT O'Malley, Communications Officer, ATSB

The Australian Transport Safety Bureau (ATSB) is stressing to all pilots the risks associated with the handling of an approach to land.

This renewed warning comes in the wake of an incident in Western Australia where the crew of a Dash 8 aircraft conducting an unstable approach did not respond effectively to indicators and warnings.

The event occurred on the morning of 17 May 2012 as the captain and first officer were operating a passenger charter flight from Perth to Laverton. For the arrival, the weather was mostly clear but there were bands of fog and low stratus cloud. As they approached the aerodrome, the crew sighted the runway through a thin patchy cloud layer below them. To keep the runway threshold in sight, the crew set up the aircraft on a close base leg.

The crew continued the visual approach with a steep final approach through a gap in the clouds. The consequent high rate of descent triggered the aircraft's Enhanced Ground Proximity Warning System (EGPWS) and exceeded the operator's criteria for a stable approach.

The crew heard some alerts from the EGPWS and knew they had a high rate of descent but, at the time, they did not identify the approach as unstable. Instead, they continued the approach and, fortunately, landed safely.

The ATSB investigation into the incident found on evidence available that the flight crew had not possessed an appropriate knowledge of the aircraft's EGPWS,

nor were they sufficiently familiar with the operator's standard operating procedures in regard to mandatory go-arounds.

Crew fixation on the runway environment at a time of higher than normal cognitive workload and an inadequate monitoring of the aircraft's rate of descent resulted in the continuation of an unstable approach, contrary to the operator's procedures.

The stability of an aircraft's final approach is, of course, a vitally important safety element. If, while a pilot is landing, the aircraft does not fulfil all the requirements for a stable approach, the pilot should initiate a go-around and try again.

Indeed, the Flight Safety Foundation has identified the failure to initiate a go-around from an unstable approach as the number one risk factor in approach and landing accidents and the primary cause of runway excursions.

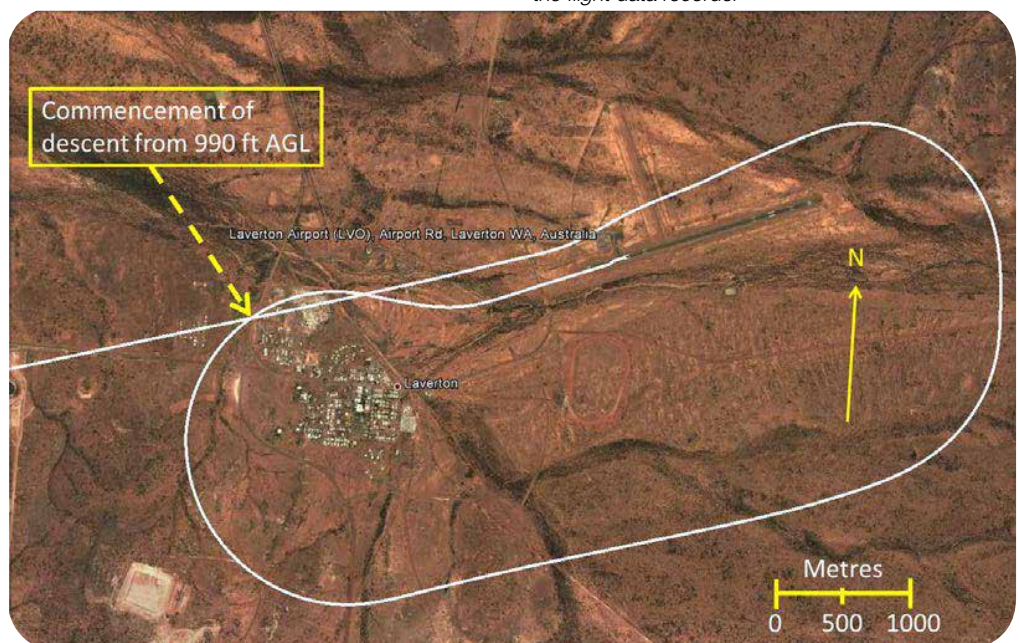
The issue of handling approaches to land is one of the ATSB's top safety priorities, and features as part of the [SafetyWatch](#) initiative.

In response to the occurrence in Laverton, the operator implemented a number of safety actions to address the issues that were identified in the investigation. They refined their criteria for stabilised approaches and formulated a method of incorporating realistic EGPWS warning events in the Dash 8 simulator training program.

A troubling element of this incident was the fact that afterwards, the crew did not report the warning alert. The operator's chief pilot was only made aware of the incident and EGPWS warning about a week later. As a result, the notification to the ATSB was delayed.

The full investigation report, AO-2012-070, is available on the ATSB website, [www.atsb.gov.au](http://www.atsb.gov.au). ✦

*Image: Plot of the recorded approach path from the flight data recorder*





## Financial Decisions

by: Silas Dingiria, AvSuper

With the start of a new year, many people make resolutions to make things different.

One significant way you can change your future retirement is to start the year reviewing your financial situation and adjusting it to suit your current circumstances.

Whether you are reviewing your personal and family finances or the finances of your business, regular checks are simpler and keep you in control of your money.

### Reviewing your finances

Whether you enjoy financial matters, find them boring or doubt your knowledge and skills in this area, actively managing your finances generally provides a stronger foundation for your financial future.

Making financial decisions can be a complicated process, especially as we are often emotionally involved in the outcomes and may not have the time to study all the alternatives.

A good first step is learning the basics, if you don't already know them, so that you can better understand your options. Fact sheets and articles from a reliable source, such as your super fund, can be a valuable introduction to making any financial decisions.

### Getting financial advice

Talking to a financial adviser is one option for making financial decisions, and potentially getting help with implementation of those decisions.

A good financial adviser can help you make decisions about your financial future and may recommend financial products to you, possibly including products which may be owned or

supported by them. Of course, you can ask them to compare prices and benefits with other financial products. If you are not comfortable with anything recommended, tell your adviser so they can work with you to find the right mix that suits you.

Another option is to seek advice from your super fund, if it is licensed for this.

### Working with an adviser

It is a good idea to consider what you want the financial adviser to help with before you meet them. Advisers can generally help with a broad range of financial advice such as retirement planning and estate planning issues, or respond to very specific questions such as when to start an income stream (also known as a pension) or how often to make personal contributions.



A financial adviser can't give you any meaningful advice or recommendations without knowing your financial situation and goals.

Generally, they will need to know your age, financial dependants, overall health, income, assets and liabilities.

### Not sure an adviser is relevant to you?

Many people don't seek financial advice. But an adviser has expertise you probably don't and can view your finances without the emotional attachments you have.

If you doubt the usefulness of seeing an adviser, you may want to consider:

- ✦ Setting up good finances when you're young makes life easier later. If you're young, it probably won't take much time to get sorted, either.
- ✦ You may be surprised at how affordable an adviser can be. Profit-for-members super funds like AvSuper can provide general advice and specific advice about their Fund – often for free and, more importantly, free of commission payments to advisers.
- ✦ Laws around super and financial planning have changed over the last few years – an adviser will have current information to guide you with
- ✦ Listening to an adviser can help you learn about financial decisions – you don't have to follow their advice but it will give you more information.

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](http://www.avsuper.com.au).





## Welcome Aboard

## TAFESA - Parafield

# IN THE CABIN

### We are pleased to welcome TAFESA's Parafield campus to the RAAA as an Associate Member.

TAFE SA is the largest provider of vocational education and training (VET) in South Australia delivering more than 1,000 courses to an average of 80,000 students per year across the State. TAFE SA offers training across more than 80 activity and industry-related areas with a wide range of quality courses and flexible study options to suit your personal needs.

TAFE SA plays a major role in the development of South Australia's future workforce with 88 per cent of students employed or in further study after graduating. In building the State's skill base, TAFE SA works with industry and business to deliver relevant, high-quality, vocational education and training to better link skills and training with job opportunities, ensuring sustainable employment within the State.

The Parafield campus, located at Parafield airport, offers Aeroskills training in:

- ✈ Certificate II,
- ✈ Certificate IV Aeroskills (Mechatronics)
- ✈ Certificate IV Aeroskills (Avionics)
- ✈ Certificate IV Aeroskills (Mechanical)
- ✈ Certificate IV Aeroskills (Structures)
- ✈ Diploma in Aeroskills (Avionics)
- ✈ Diploma in Aeroskills (Maintenance)

The Diploma for Aircraft Maintenance Engineers (AME) achieves the new standards of EASA A, B1 and B2 license levels (LAME).

The above "Nationally" endorsed engineering courses are focused on aviation engineering standards and practices for all three sectors of aviation maintenance and airworthiness; RPT (Regular Public Transport), GA (General Aviation) and Military. The course delivery is through the implementation of the CASA syllabus (underpinning knowledge modules) which complements the Aeroskills competency based training.

The competency based training is required by the aviation engineering industry addressing all three

main areas of maintenance (Line, Heavy and Workshop) enabling the successful student to be productive at a trade and license level on completion of the selected qualification.

The Certificate IV offers specialisation in either avionics, mechanical or structural aspects. This Certificate provides students with a practical vocational introduction and first step leading to a Licence outcome at Diploma level.

The Diploma in Aeroskills (Avionics) provides qualification to individuals seeking the grant of a CASA B2 Aircraft Maintenance Engineer Licence covering the supervision, performance and certification of avionic maintenance on aircraft that are type-rated by CASA for maintenance purposes.

Whereas the Diploma of Aeroskills (Mechanical) enables individuals to seek the granting of a CASA B1 Aircraft Maintenance Engineer Licence covering the supervision, performance and certification of airframe, engine, electrical and structural maintenance on aircraft that are type-rated by CASA for maintenance purposes.

The RAAA's contact for further information on courses available from Parafield Campus is Tracy Smith. Tracy can be contacted on 08 8258 9182 or email at [Tracy.Smith@tafesa.edu.au](mailto:Tracy.Smith@tafesa.edu.au).

We are sure that all our Members look forward to meeting the TAFESA team at upcoming RAAA functions.



NAVIGATION LOG														
Flight No.	Date	Time	Altitude	Speed	Fuel	Temp	Wind	Clouds	Visibility	Remarks	Remarks	Remarks	Remarks	Remarks



# FLIGHT BRIEFING

## Ian Smith honored



RAAA Board Member, Ian Smith says he is surprised and "very touched" to be awarded an Australia Day honour for his years of service to the aviation industry.

His Member in the General Division of the Order of Australia (AM) is for "significant service to aviation through promotional and development roles, to the air show industry, and to the community."

Since obtaining his pilot's licence in 1976, Ian has dedicated his career to supporting air shows across Australia, something he never regarded as a burden, but more a joy.

"I appreciate the recognition is for doing, in reality, what I love - the promotion and development of aviation in Australia and internationally," Ian said.

Over a 33 year period, Ian's voluntary contribution to the community has included air shows in Sydney, the 1988 Bicentennial air show at the RAAF in Richmond in NSW, the RAAF 70th anniversary air show, also at Richmond, in 1991, and then a series of 11 Australian International Air Shows at Avalon in Victoria.

Ian also has had a key involvement in an aviation, aerospace and defence exhibition at Avalon.

"In conjunction with the air shows and expositions, we have also conducted careers and skills showcases in these industry sectors," Ian said.

His community service also included service to Maritime Australia, Land Defence Australia, the Helicopter Association of Australia, as well as service as a referee and referee coach to the NSW Rugby League from the 1970s though to 2000. ✦

## Rex offers Sydney RPT service to another NSW city

Regional Express recently invited expressions of interest from NSW regional cities interested in having a RPT air service connection to Sydney.

Rex's Chief Operating Officer, Garry Filmer, said that arising from its latest network review and the recruitment of 14 pilots from the recently collapsed Brindabella Airlines, Rex had a window of opportunity to offer RPT services to a city within a 600km radius, not already serviced by Rex. This would be in addition to new services to Cobar and Mudgee which are being contemplated by its subsidiary Air Link.

Mr Filmer said, "Rex would allocate city peak morning and evening slots at Sydney airport which would allow professionals to conduct a full day of business in Sydney and return home the same day... (with) three return services on weekdays."

Only cities that can sustain above 30,000 annual passengers will be considered, with plans to commence in March or April subject to regulatory approvals. ✦

## Assetinsure expand Aviation representation

Assetinsure and Swiss Re International have recently announced Sharyn Gough has joined Assetinsure as Senior Underwriter - Aviation.

Sharyn has excellent credentials and brings with her extensive experience in all classes of Aviation insurance.

Her appointment enhances Assesinsure's technical capability and strengthens their ability to respond to customer's requirements.

She will join the Brisbane-based team in February 2014. ✦

## Bombardier Aerospace Update

Bombardier Aerospace announced on 20 January 2014 it had delivered 238 aircraft and received 388 aircraft orders in 2013, compared to 233 deliveries and 481 net orders in 2012.

The company delivered 55 commercial aircraft and took orders for 81 commercial aircraft.

Guy Hachey, president and chief operating officer of Bombardier Aerospace said, "the global economy has remained persistently sluggish, and with its recovery taking longer than originally anticipated, 2013 continued to be a challenging year for aviation."

Despite this difficult environment, Bombardier has put in a solid performance overall.

Their successful order intake included firm orders from a broad base of customers located in both traditional and emerging markets. ✦

## Shell Aviation extends network in North West Australia

January 1 marked the start of Shell Aviation's operations at Broome International Airport. This new facility will service the region's oil and gas sector and the increasing amount of visitors to the Broome region.

The start of Shell's fuel supply follows two years of planning, construction and significant investment by Shell. The into-plane refueling service will be operated by Shell's agent Aerodrome Management Services (AMS).

The Broome International Airport is an important regional hub for north-western Australia. Considered the gateway to the Kimberley the airport services both community and industry, including the development of LNG in the Browse Basin. ✦

NAVIGATION LOG														
Date: _____														
Flight No: _____														
Pilot in Command: _____														
Crew: _____														
Remarks: _____														
Signature: _____														
Time	Altitude	Speed	Heading	Wind	Temp	Pressure	Visibility	Clouds	Comms	Engines	Systems	Procedures	Remarks	Signature
06:30	10000	250	090	10	-10	1013	10	0	OK	OK	OK	OK	Depart Toowoomba	Simon Wild
07:00	10000	250	090	10	-10	1013	10	0	OK	OK	OK	OK	Arrive Roma	Simon Wild
08:00	10000	250	090	10	-10	1013	10	0	OK	OK	OK	OK	Depart Roma	Simon Wild
08:30	10000	250	090	10	-10	1013	10	0	OK	OK	OK	OK	Arrive Toowoomba	Simon Wild



## Skytrans Launch Daily Toowoomba-Roma Service

Queensland regional airline Skytrans launched its new daily flight service, Toowoomba – Roma – Toowoomba, on Monday 20 January.

The inaugural flight was celebrated with champagne and a cake cutting ceremony before departing Toowoomba at 6.30am. After a swift one hour's flying time, the Dash 8 touched down in Roma at 7.00am before returning to Toowoomba at 8.00am.

The new service will operate up to 10 services per week, Monday to Friday.

Skytrans's managing director Simon Wild, said "The organisation was significantly boosted by the Department of Transport and Main Roads (TMR) review under the *Transport Operations (Passenger Transport) Act 1994* that paved the way to launching this new air regional service."

In partnership with Local Council, Skytrans lobbied vigorously for this change to occur and while the inaugural flight was a great milestone, it was also a celebration for people living, working and doing business in the Darling Downs and south west Queensland regional communities.

The service will effectively slash travel times from a four and a half hour drive to a one hour flight.

It also underscores Skytrans commitment to Toowoomba as a key aviation hub that currently operates daily services to Sydney and key regional centres on TMR's Q Connect Network.

"While this service links Toowoomba and Roma, it also offers travellers a convenient connection between Roma and Sydney, negating the need to travel via Brisbane," Mr Wild said. ✦

## ATR's outstanding results in 2013

The European regional aircraft manufacturer has signed 13 Global Maintenance Agreements (GMA) covering a total of more than 150 additional aircraft in 2013. The cumulated value of these contracts is over US\$330 million.

The Global Maintenance Agreement is a unique innovative solution proposed by ATR to all its operators. This fully customized and flexible solution for on-aircraft and off-aircraft maintenance constitutes ATR's contribution to facilitate the day to day operation of their aircraft allowing easy budget and costs control while reducing maintenance expenses.

The GMA guarantees an ongoing availability of spare parts with a no-risk turn-around time, simplified logistics due to the unique interface offered by ATR and of course unbeatable quality of service.

This escalating success is due to ATR's determination to build its own unique support solution, with efficiency gains building confidence among ATR operators all over the world.

Among the GMAs signed this year, is the Colombia-based carrier Avianca (15 aircraft), the Indonesian national carrier - Garuda (25 aircraft) and the important renewal and extension of the Brazilian Azul/Trip (about 60 aircraft).

The newest generation ATRs insured with the GMA contracts has reached 70 aircraft - 65% of the total ATR-600 fleet in operation worldwide and ATR expects this number to rise steeply in the coming years. ✦

## Hawker Pacific's Ice Shield de-icing systems Fleet Operator Program

Ice Shield represented in Australia by Hawker Pacific, providers of de-ice equipment, have just released a new program for Fleet Operators.

Ice Shield will offer fleet operators a 5 per cent direct factory rebate on Ice Shield leading edge boots purchased from Hawker Pacific.

To qualify for the Ice Shield fleet operator rebate program, there is a simple form to fill out, and the operator must maintain at least five booted aircraft. The qualifying order is on one invoice for a minimum of five wing or tail leading edge boots, which can be a mix and match – and doesn't have to all be for the same aircraft.

After becoming qualified to receive rebates, the fleet operator submits invoices for the purchase of the boots, directly to the manufacturer within 90 days after installation.

This is now available to all fleet customers that maintain their own fleet of aircraft.

Ice Shield (a B/E Aerospace company) manufactures Leading Edge de-ice boots for a large range of aircraft; recently adding the Embraer 120 and SAAB 340A & 340B to their extensive list of FAA approved models.

Ice Shield brand are easy to install and remove, no hassle warranty protection, well priced and interchangeable with Goodrich boots. The double-stitched Edge Guard sealing system is the key to the Ice Shield boots lasting 60-70 per cent longer. ✦











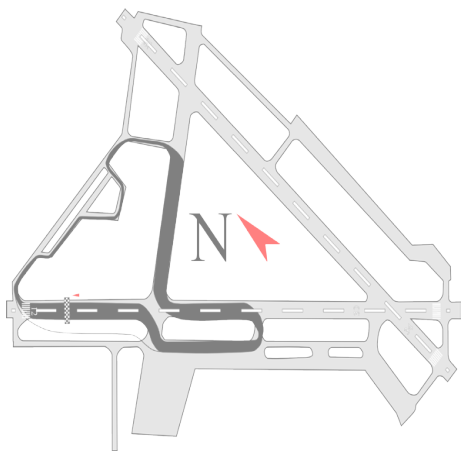












## RAAA Events Calendar



RAAA upcoming meetings and events:

### 05 March 2014 - Melbourne VIC

- ✈ Technical Working Group
  - ✈ Member Function
- to be held at the Ansett Aviation Training School

### RAAA Annual Convention

Date & venue to be confirmed

### 04 June 2014 - Darwin NT

- ✈ Technical Working Group
- ✈ Member Function

### 03 December 2014 - Sydney, NSW

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

### 28 August 2014 - Canberra ACT

- ✈ Technical Working Group
- ✈ Member Function

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

The RAAA is the only organisation representing all sectors associated with regional aviation in Australia. This includes airlines, charter operators, aeromedical operations, airfreight operators, flying schools, airports, maintenance organisations, training organisations, engine and airframe manufacturers, insurers, financiers - just to name a few.

Being a member of an industry association such as the RAAA is an indication to others that you take your industry, and by extension your profession, seriously. It says you:

- ✈ care about the future of your industry
- ✈ value continuing professional development
- ✈ are actively involved in issues affecting the industry.

For many RAAA members the key to belonging to us is the networking opportunities with your peers. Not only does it provide the opportunity to meet individuals who share a common interest; it can also spark the beginning of a new friendship. After all, one can never have too many contacts in the aviation industry.

Some of the other benefits include:



- ✈ lobbying on national and individual aviation issues
- ✈ ability to participate in RAAA technical meetings
- ✈ participation in email trail on issues affecting the industry
- ✈ ability to attend RAAA Annual Convention at reduced rates
- ✈ ability to attend RAAA Social functions
- ✈ web content on the RAAA website
- ✈ inclusion in the RAAA Directory
- ✈ ability to submit information into RAAA Newsletter

Further information is available on our website at [www.raaa.com.au](http://www.raaa.com.au)

*Why Not Join Us!*