



## From The Lefthand Seat

Jim Davis  
RAAA Chairman  
Director, Reginal Express (REX)

The New Year is now well under way and while the RAAA will be actively representing regional aviation in many forums our main focus will, of necessity, still be with CASA and the regulatory reform programme. We are seeing positive progress in some areas as the recommendations of the Aviation Safety Regulation Review start to take effect and CASA begins to undergo a structural and cultural change as part of its metamorphosis into a more responsive and contemporary regulator.

The RAAA has long believed the best safety outcomes are achieved with the regulator and industry working in a true partnership to realise the common goal of safe air operations. It is encouraging that the new executive management of CASA agrees and is willing to work with industry to achieve this partnership, even if at the coal face we are sometimes seeing little change from the past.

Progress is being made through the combined CASA/industry Part 61/141/142 task force to solve the problems introduced by these ill-conceived pieces of legislation. Equally industry has experienced meaningful consultation in the development of CASR 121 and it is to be hoped this will produce a workable new rule set and that this is the model for the future in line with CASA's laudable new regulatory philosophy.

However one area of great concern is CAO 48.1 which threatens to impose excessive cost and cause

crippling disruption to industry without a commensurate safety gain. This legislation does not comply with CASA's new regulatory philosophy.

CASA have gone to great lengths to publish their case but an analysis of the document 'A Review of the case for change: Scientific Support for CAO 48.1 Instrument 2013' shows an absence of hard evidence to justify the new rules. It is full of assumptions and scientific theory, much of it from other jurisdictions, but does not provide any real evidence of a systemic fatigue problem in the Australian context.

The closest it comes to offering any facts is when it references ATSB data. Here CASA make the extraordinary statement that 'there have been approximately 65 incidents/accidents in the last 10 years in which human fatigue was identified as a factor (note: not a causal factor). A proportion of these occurrences have been in the Regular Public Transport (RPT) sector of the industry.' This is manifestly absurd and hardly scientific analysis! The RAAA requested a copy of this data from CASA and when it was not forthcoming obtained the information by approaching the ATSB directly. After talking with the ATSB Chief Commissioner and Aviation Commissioner and having the data examined by industry experts no evidence of a systemic fatigue safety issue was found.

Furthermore CASA have made no attempt to examine fatigue trends in the myriad amount of information contained in the SMS data bases

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of Australian passenger carrying air operators. They have disregarded the fact that mature operators in Australia have been successfully managing fatigue for decades.

It must also be asked why the prescriptive rules contained in CAO 48.1 are more restrictive than the equivalent rules in Europe (EASA Subpart FTL) or the US (FAA Part 117) despite the fact that both those jurisdictions exist in a far greater fatigue inducing environment than we have in Australia. There is no justification for this unnecessary hindering of participation in aviation and its capacity for growth.

The cost impact of the prescriptive rules in CAO 48.1 is very real and will cost some RAAA members millions of dollars per annum. It will also render some current operations totally unviable. CASA may claim that a FRMS will possibly negate these totally impractical rules but there is no guarantee and it begs the question of why they have been imposed in the first place. It also does not address the fact that some smaller operators may not be able to handle the costly exercise of introducing and obtaining CASA approval of a FRMS.

While it is encouraging that CASA has responded to the Statement of Expectations from the Minister with its new regulatory philosophy as embodied in Directive 01/2105, it now appears to be faltering at the first hurdle. CAO 48.1 does pre-date the Directive but it is not effective until 1 May 2017. In the interests of transparency and fair play the RAAA strongly feels that Directive 01/2015 should be applied to CAO 48.1.

The RAAA has been pointing out the inconsistencies and significant problems with CAO 48.1 for regional operators for some years but CASA have steadfastly refused to make any meaningful changes. Sadly, at least in the case of CAO 48.1, the 'Big R regulator' is still with us. ✦



## From The Righthand Seat

Mike Higgins  
CEO

Christmas was a relatively quiet period which enabled me to come up to speed on the gamut of current issues facing RAAA members in 2016. Paul Tyrrell provided a detailed handover and Jim Davis has been an excellent resource wherever clarification was required. I must say at the outset how impressed I am already with the expertise and passion within the RAAA membership, and the willingness of members to be involved in some of the heavy lifting that is sometimes required when dealing with the Canberra bureaucrats. I have already met all Board members and look forward to meeting and working with you. My intention is to meet with as many potential CASR 135 operators and as many current CASR 141 and 142 operators in the first half of this year, to enable me to draft and prosecute a customised priority list for all members in this sector.

Early last year the CASA Director published 'Directive 01/2015', which essentially directs CASA staff to ensure that regulatory changes are justified on the basis of safety risk and do not impose unnecessary costs or unnecessarily hinder participation in aviation and its capacity for growth. This is an excellent document and I commend it to you for further reading. The Director has also been actively promoting this philosophy to all staff, particularly those involved in regulatory development. Alas there appears to be a degree of inertia within middle management which is frustrating the much needed cultural change required to fully implement this new philosophy. Fortunately

the Director is made of sterner stuff and we understand that there is a significant refresh occurring shortly. His challenge will be to identify who to keep and who to let go.

On a more positive note, credit does need to be given to the CASA officers that led the last CASR 21 Design and Production Working Groups and the Small Aircraft Sector – Risk Profile Working Groups. The meetings were professionally run and in accord with the 01/2015 Directive philosophy and were therefore well received by all attendees.

The two items on the top of the current priorities list are CAO48.1 (Flight and Duty times / Fatigue Risk Management) and a Post Implementation Review (PIR) of the Aviation Safety Regulatory Review (ASRR).

CAO 48.1 would have a severe negative fiscal and financial impact on a number of RAAA members. The first step would be for CASA to recognise the empirical data we have gathered and monitored over the years that clearly demonstrate how we have been successfully been managing the risk of fatigue. The RAAA have recently identified two pre-eminent FRMS experts who can assist us in our endeavours.

The industry at large are wondering how the implementation of the ASRR is tracking. CASA have had the Ministers Statement of Expectations for some time now and indeed long enough for a review of how well the review recommendations have been adopted. This will form the basis of both our study of the PIR (when it happens), and inform the development of the TAAAF Policy Document for 2016.





## Super for non-resident employees

by: Silas Dingiria, AvSuper

As an employer, you know that you have to pay superannuation to all eligible Australian employees. But when it comes to non-residents as employees it may not seem quite so straight forward so we've outlined some of the most common issues employers have for work situations involving non-residents.

### General super rules

For all eligible employees, you have to pay at least 9.5% of their Ordinary Time Earnings (OTE) into their super account. Eligibility rules include earning over \$450 in a month and apply to casual and part time employees as well as full time employees.

Unless an enterprise agreement states otherwise, your employees can nominate their super fund or have an account in your default fund. There are legislated quarterly dates that contributions must be paid by.

Under standardised reporting, you need to inform your super fund how much super you are paying for each employee and what type (eg SG, salary sacrifice). Remember that SuperStream laws mean standardised reporting applies now for if you have 20 or more employees and from July 2016 for smaller employers.

### Employees working overseas

If you send employees to temporarily work for you outside of Australia, you still need to meet your superannuation guarantee obligations for them.

Australia currently has bilateral agreements with 23 countries to avoid employers having to meet super rules in two countries for

temporary work placements. If you send an employee to one of those countries (as listed on the ATO website), you can apply for a certificate of coverage to be exempt from the other country's superannuation rules.

### Temporary visa holders

People on a temporary visa such as a 457 visa (but not retirement visas) are paid super in the same way as any other employee, unless covered by a bilateral super agreement.



When the temporary resident leaves Australia, they can request to withdraw their super as a departing Australia super payment (DASP). Note Australian and New Zealand citizens cannot claim a DASP.

Any non-resident who is not actually working in Australia does not qualify for super guarantee contributions. Likewise, some executives from overseas may have a visa or entry permit that exempts them from earning super in Australia. If in doubt, it is best to contact the ATO to determine the eligibility of a specific employee's circumstances.

### KiwiSaver

The Trans-Tasman portability arrangement allows Australian and New Zealand citizens to relocate between the two countries and take their retirement savings with them.

This means that you can pay superannuation guarantee contributions into an Australian super fund and that employee could later move to New Zealand, transferring their super into KiwiSaver. Alternatively, if you employ a New Zealand citizen, they can transfer their existing KiwiSaver money into their Australian super fund.

### QROPS

QROPS (Qualifying Recognised Overseas Pension Scheme) in the UK allows the transfer of money from a retirement fund into one of their registered overseas funds. This simply means that UK citizens who move permanently to Australia could transfer their super into an Australian based super or income stream fund.

However, the UK tightened the rules in April 2015 and access to QROPS has decreased for UK citizens who have relocated to Australia.

You still have the usual superannuation guarantee obligations for any employees from the UK, whether they are naturalised Australians or on a temporary visa. ✦

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# FLIGHT BRIEFING

## Handling unexpected developments

A recent ATSB investigation shows how unexpected developments can influence decisions and actions that increase the safety risk to the aircraft.

In the incident, the crew of a Cobham Airline Services Boeing 717 aircraft, was conducting an instrument approach to land on runway 03 at Perth Airport.

The aircraft was conducting an approach in instrument meteorological conditions after a flight from Paraburdoo. When they reached the decision altitude, the crew initiated a missed approach procedure as they had not obtained visual reference with the runway.

Almost immediately, however, they obtained visual reference with the runway, discontinued the missed approach procedure and landed, despite the aircraft being in an unstable condition.

Under the circumstances, the flight crew considered that the better option was to discontinue the missed approach procedure and land, in spite of the aircraft being in an unstable condition due to the initiation of the missed approach.

The ATSB found that the onset of fog at Perth Airport at the estimated time of arrival was not forecast until after the aircraft had passed the point in the flight when it had insufficient fuel remaining to divert to a suitable alternate aerodrome. Before that point, there had been no requirement for the aircraft to carry fuel to continue to a suitable alternate.

This incident highlights the risk of an unstable approach when not following a missed approach procedure through to its conclusion.

Unstable approaches are a frequent factor in approach and landing accidents, including controlled

flight into terrain. The Flight Safety Foundation has developed an Approach and Landing Accident Reduction Tool Kit (available from [flightsafety.org/current-safety-initiatives/approach-and-landing-accident-reduction-alar](http://flightsafety.org/current-safety-initiatives/approach-and-landing-accident-reduction-alar)) to reduce the risk of approach and landing accidents.

'Handling approach to land' is also a top safety concern in the ATSB's SafetyWatch initiative. The ATSB has identified an increasing trend where pilots mishandle or mismanage their aircraft and flight profile when unexpected events arise during the approach to land.

The occurrence also highlights that during a flight, the forecast weather at the destination may change and it is advisable to obtain the most up-to-date weather forecasts. However, pilots should be alert to the fact that the actual weather can differ significantly from forecasts.

Read the full report on the ASTB website ([www.atsb.gov.au/publications/investigation\\_reports/2012/aaair/ao-2012-073.aspx](http://www.atsb.gov.au/publications/investigation_reports/2012/aaair/ao-2012-073.aspx))

## AIR360 broadens capability with CASA parts production approval

In May 2015, AIR360 broadened their capability with the addition of a CASA parts production approval for one-off aircraft parts.

The company also has extensive knowledge and experience in the aviation industry, delivering Quality Management Systems, Aircraft Performance and Technical Consulting and Airfield Inspections/ Airport Infrastructure projects.

The company is the Asia-Pacific contact for Flightdocs maintenance tracking system.

This software eliminates the need for paperwork, giving instant, digital access to all of the aircraft maintenance records and communicates seamlessly between various departments within the organisation.

Director Jason Hazell established AIR360 in 2011, offering independent aviation services and technical support to all sectors of the industry.

With offices on the Gold Coast and in Melbourne, AIR360 provide services across Australia and the Asia-Pacific Region.

With customers in special mission, RPT, charter and general aviation, the company supports rotary and fixed wing flight for both civil and defence categories.

Further details and contact information can be found on their website at: [www.air360.com.au](http://www.air360.com.au)

## New Minister

The RAAA wish the outgoing Minister, The Hon Warren Truss, MP all the very best for his future.

We welcome the new Minister for Infrastructure and Regional Development, Darren Chester and look forward to developing a similar relationship with him.

We will be arranging a meeting with the new Minister once he has got his feet under the table.

DATE	TIME	FROM	TO	TYPE	STATUS	REMARKS
15/10/2015	08:00	DARWIN	ALICE SPRINGS	E175	OK	
16/10/2015	08:00	DARWIN	ALICE SPRINGS	E175	OK	
17/10/2015	08:00	DARWIN	ALICE SPRINGS	E175	OK	



### Charlair under new ownership

Leading GA charter operator Chartair changed hands at the end of October 2015.

The company that has been owned and operated by the Darwin-based Leach family since 1974 is now under the stewardship of a group of investors who also own AirMed, one of the main aeromedical providers in NSW.

Outgoing CEO, Adrian Leach, commented “it took a long time to pull the deal together as we wanted to make sure that the future owners would be good for our staff and the company, and look after the best interests of the communities served for the next 40 years”.

The new owners are looking to expand Chartair into other parts of Australia as well as developing Chartair’s aeromed capabilities within the Northern Territory.

New CEO, Douglas Hendry, said “Chartair is a great business and we are very excited at the prospect of growing the company both within the Territory and into other states.

Based on our experience with AirMed in NSW, we see opportunities to complement existing services and develop new possibilities for patient transport in the NT”.

Chartair is one of the largest GA fixed wing charter companies in Australia with a fleet of 43 aircraft split between three main bases in the Northern Territory: Darwin, Alice Springs and Katherine.

Airmed flies from their Bankstown base on dedicated aeromedical missions throughout NSW and interstate. They are one of the main providers of non-critical patient transfers for NSW Health undertaking more than 2,300 missions per year. ✦

### Embraer rolls out second generation E-Jet

Embraer will roll out the first jet of the second generation of the E-Jets family of commercial aircraft, the E-Jets E2, on February 25, 2016.

The first flight of the E190-E2 is scheduled for the second half of 2016 with entry into service anticipated in 2018.

The other two aircraft of the second generation, the E195-E2 and E175-E2, are scheduled to enter service in 2019 and 2020 respectively.

“It will be gratifying to see the first E190-E2 leave the hangar towards the tests that will lead to the inaugural flight,” said Paulo Cesar Silva, President & CEO, Embraer Commercial Aviation. “The second generation of E-Jets will allow current and future operators to incorporate aircraft that are even more modern, with significant reduction in operating cost and unmatched passenger comfort.”

With an investment of US\$ 1.7 billion, the E-Jets E2 program was launched in June 2013. Since then, the E2s have achieved a backlog of 267 firm orders, in addition to 373 options and purchase rights, having airlines and leasing companies among its customers. Currently, the family of E-Jets is in operation with some 70 customers in 50 countries. ✦

### Sunshine Coast Airport shines

Sunshine Coast Airport has entered 2016 on a high thanks to continuing growth in passenger trends for the month, half year and 2015 calendar year.

The six months from July to December 2015 saw a 12% increase year on year.

Mayor Mark Jamieson said the airport’s sustained growth was great news for the local economy.

“We are seeing month after month of strong figures, and a sequence of records, showing the increased desire by locals and visitors to use our airport.”

Sunshine Coast Airport General Manager Peter Pallot said the passenger figures for December were the highest on record for the month and represented a 19% year-on-year growth rate. ✦

### Ansett Aviation Training Multi Crew Co-Operation Courses

Ansett Aviation Training is working together with an MCC approved provider to supply the aviation industry with an integrated program of MCC Training and ATPL Flight Test.

The various options being created are as follows:

- ✦ ✈ MCC and ATPL Flight Test – B737 CL – No Type Rating.
- ✦ ✈ MCC and SA 226/227 with Type Rating – ATPL Flight Test.
- ✦ ✈ MCC and BE 200 with Class Rating – ATPL Flight Test.
- ✦ ✈ MCC and A 320 with Type Rating – ATPL Flight Test.
- ✦ ✈ Other options will be tailored for Airline, Operator or Individual Requirements. ✦

DATE	TIME	FLIGHT NO.	TYPE	STATUS	REMARKS
2015-01-01	08:00	1234	ATR	OK	Normal flight
2015-01-02	09:15	1234	ATR	OK	Normal flight
2015-01-03	10:30	1234	ATR	OK	Normal flight
2015-01-04	11:45	1234	ATR	OK	Normal flight
2015-01-05	13:00	1234	ATR	OK	Normal flight

## ATR achieves a turnover of 2 billion US dollar in 2015

ATR achieved a new record turnover in 2015, increasing to 2 billion dollars (2014: 1.8 billion). During the year, the aircraft manufacturer also set a new record in terms of aircraft deliveries, with a total of 88 aircraft with firm orders for another 76 aircraft, along with 81 options for 2015.

Since 2010, ATRs have been the bestselling aircraft with 90 seats or less worldwide. They represent 37% of all aircraft sales in this category.

ATR also welcomed twelve new operators for the new '-600' series passing the threshold of 200 operators from nearly one hundred countries.

Patrick de Castelbajac, Chief Executive Officer of ATR, declared to be "satisfied with the results and the performance of ATR in 2015. Despite of a difficult economic climate in regions historically important for us, we have consolidated our commercial success, which is based on the versatility, reliability and comfort of the latest generation ATRs."

In 2015, ATR obtained certifications for two new cabin models of the ATR 72-600: the "High Density" cabin, which brings the maximum capacity to 78 seats, and the "Cargo Flex" cabin, which combines 44 passenger seats with a doubled cargo capacity of nearly 20 m<sup>3</sup>.

These new developments are part of ATR's strategy of continuing to improve its range to retain its leading position in the choices of regional airlines.

ATR also continued to expand its customer support network with the establishment of a spare parts center and a new partnership for maintenance activities in Brazil. ✦

## Hawker Pacific appoints new Manager of Australian Avionics



Hawker Pacific and Australian Avionics are pleased to announce that Phil Byrne has been appointed as Manager AUSTRALIAN AVIONICS. Phil replaces

Jon Elkins who has been at the helm at Australian Avionics for seven years and has led them through some very exciting times.

These have seen the CASA, EASA and soon (FAA) accredited Company grow both its customer base and service capabilities.

Phil is a qualified avionics' engineer, whose experience includes 24 years in the Royal Navy's Fleet Air Arm. Having deployed worldwide in all theatres of operation he is fully aware of the engineering support required to meet tight schedules, and the ability to utilise best practise resources to fulfil customer expectations and manage operationally successful outcomes.

After leaving the military in 2003, Phil spent 12 years in New Zealand with Fieldair Engineering Ltd managing the engineering support departments, and helped to grow both the capabilities and service standards within this multi-disciplined aviation Company. ✦

## Acquisition of Asset Insure by Swiss Re Corporate Solutions

In September 2015, Swiss Re Corporate Solutions acquired a 100% share of Assetinsure's general aviation and aerospace portfolio in Australia, New Zealand and select Pacific Islands.

"The integration of both business under the Swiss Re Corporate Solutions brand will further strengthen and enhance the capabilities and

expertise of our global aviation team and consolidates our footprint in Asia Pacific," said Guy Bordoni, Head GA & Aerospace Insurance APAC for Swiss Re Corporate Solutions.

"The strong underwriting skills and advanced market knowledge of the team, operating from our Sydney and Brisbane offices, will allow us to deliver a broad range of solutions to clients in Australia, New Zealand and the Pacific Islands."

The acquisition includes the addition of a Brisbane office to Swiss Re Corporate Solutions' network of offices. This complements Swiss Re Corporate Solutions' existing offices in Sydney and Melbourne. ✦

## Ansett Aviation Training install Bombardier CL604 Simulator

Ansett Aviation Training in Melbourne has recently installed a Bombardier CL604 Full Flight Simulator to support Cobham Search and Rescue in Australia.

Cobham was recently awarded a contract with the Australian Maritime Safety Authority to provide search and rescue services covering 12 years of operation from 2016.

Cobham have purchased four Bombardier CL604 Aircraft specially fitted out to support this operation. ✦

## Aviation Australia gains Part 142 Flight Training approval

Aviation Australia is the country's newest pilot training school after receiving Part 142 training approval from the Australian Civil Aviation Safety Authority (CASA) late last year. The approval specifically covers "Integrated / Multi Pilot" training and will enable Aviation Australia to deliver Multi Crew Cooperation (MCC) training from its headquarters at Brisbane Airport. ✦

Flight No	Origin	Destination	Operator	Status	Remarks
1	MEL	WNB	CityJet	OK	
2	MEL	FLI	CityJet	OK	
3	MEL	BUR	CityJet	OK	
4	MEL	WYN	CityJet	OK	
5	MEL	KIS	CityJet	OK	
6	MEL	MER	CityJet	OK	
7	MEL	DUB	CityJet	OK	



## SuperJet International announces additional 10 SSJ100

CityJet, the Irish European regional airline, announced at the ERA General Assembly in Berlin that it has selected the 98-seat Sukhoi Superjet 100 (SSJ100) as the aircraft for its fleet renewal and network development programme.

An agreement has been signed by SCAC, SJL and CityJet Airlines for 15 aircraft plus 10 options, valued at over USD 1 Billion, including options and services.

The first deliveries are scheduled for the first quarter of 2016.

CEO of SuperJet International, Mr Nazario Cauceglia said "We are extremely proud of the choice made by CityJet and to add such a valuable European airline to our list of customers.

"This agreement represents a great result, proving the quality of this state-of-the-art product which confirms once again the unsurpassed operational flexibility and its outstanding economic performance.

"The aircraft will operate in the heart of Europe with full support of our dependable and robust product support portfolio of services".

## Essendon Airport Connecting The Regions

Essendon Airport is ramping up its aviation services to create a thriving hub for regional airline services.

There are now regular regional services to important centres such as Warrnambool, Portland, Burnie/Wynyard (Tasmania), Flinders Island, King Island, Merimbula and soon to be Dubbo.

Warrnambool based Sharp Airlines uses Essendon Airport as its Melbourne hub for its flights from

its home base and also services Portland, Flinders Island and more recently King Island.

Chris Cowan, Essendon Airport CEO said "Essendon Airport is the obvious home to regional aviation in Melbourne. We have \$8 per day parking, no frills terminal, no delays from terminal to wheels up, simple check in process and we are that much closer to the CBD as well.

As a result of increased passengers numbers we now have a \$6 shuttle bus to Melbourne Airport (Tullamarine), which makes transfers easier for regional passengers. Plus we are the only Airport in Australia with a tram service." added Mr Cowan.

Freespirit Airlines has also begun regular services to Merimbula (three times a week) to add to their Burnie/Wynyard services (four times a week) from Essendon Airport.

Roman Badov, Managing Director of Free Spirit Airlines says the decision to base it airline at Essendon Airport was just so obvious for cost and convenience considerations.

"Essendon Airport has traditionally done 10,000 passengers a year with mainly small aircraft, but in the past two years passenger numbers have grown from 10,000 to 40,000, which is a big increase and the growth is coming from regional aircraft." Mr Cowan said.

"I am excited that, subject to regulatory approval, there will soon be additional regional services from another new operator JetGo starting in April with planned return services to Dubbo from Essendon Airport." added Mr Cowan.

## Wellcamp announced more services

Wellcamp airport has announced that Airnorth will begin direct services from Wellcamp Airport to Melbourne (Tullamarine) and Cairns airports.

The 7 services per week to Melbourne and 3 services to Cairns in the Airnorth E170's will commence on Monday the 14th March 2016.

This is the 3rd airline to come on board with Wellcamp since its opening in November, 2014.

Wellcamp airport also undertook their first international freight service late last year when Cathay Pacific re-routed one of their 747-8F freighters to Wellcamp on route to Hong Kong.

Wellcamp are well advanced in securing permanent international airport status and expect regular international freight services to begin in 2016.

## Ansett Aviation Training ATPL Flight Tests

Ansett Aviation Training now has the CASA approval to conduct the ATPL Flight Tests in applicable Full Flight Simulators on the following aircraft types:

- ✈ BE 200 (King Air 200),
- ✈ SA226/227 (Metro 111/23),
- ✈ DHC 8 (Dash 8),
- ✈ EMB 120 ( Embraer 120),
- ✈ B737 300-900 ( Boeing B737 CL),
- ✈ FK 70/100 ( Fokker 100),
- ✈ BAe 146.

It is expected that the CASA approval for ATPL testing on the A320 aircraft type will be achieved in March 2016.

FLIGHT NO.	DATE	TIME	STATUS	REMARKS
101	15/10/15	08:00	OK	Normal flight
102	16/10/15	08:00	OK	Normal flight
103	17/10/15	08:00	OK	Normal flight
104	18/10/15	08:00	OK	Normal flight
105	19/10/15	08:00	OK	Normal flight



## Hawker Pacific Component Services Brisbane – New Dedicated Machining Facility Commissioned

Hawker Pacific (HP) Component Services, established in 2004 as a centre of excellence, continues to provide unsurpassed component support to the regional and international airline markets.

Over the last 12 months, the Machine Shop has upgraded its aging equipment and improved its capabilities through the acquisitions of, the CNC Turning, CNC Milling Centres, and a Coordinate Measuring Machine (CMM) machine.

The increase in the machining / manufacturing activities prompted consideration for a standalone manufacturing facility to accommodate the growth of the business.

Components Services Centre recently secured a new premises adjacent to our existing facility for the relocation of the Machine Shop related capabilities and after months of planning and preparation, the new stand alone machining facility is up and running and was awarded it's CASA Part 145 approval in mid Oct 2015.

Our CMM is coupled to a PC enabling reports to be generated to show critical dimensions of newly manufactured parts. The CMM can also be used to reverse engineer OEM Aircraft parts that may be obsolete to further enable Hawker Pacific's One –Off CASA Approved Production Certificate process.

The One-Off Production Certificate process can be used for manufacturing spare parts for multiple aircraft types that are obsolete, or where the spares have long lead times or are uneconomic to purchase through traditional means.

The Production Certificate provides a higher level of compliance while minimising effort and risk to the aircraft operator. in comparison to the MITCOM/FITCOM process which is inherently time onerous on the operator by comparison.

With the efficiency advances in our new machining shop, software upgrade and new staff, plus partnership with specialist tooling suppliers, HP Brisbane Component support facility is positioned to assist our customers in both one-off prototype components to full production machining requirements - with better turnaround time and pricing.

For all enquiries regarding CNC machining and aviation part repairs and overhauls, please contact our team on +61 7 3270 2000. It's all part of our integrated service and another reason why Hawker Pacific is Aviation's Trusted Choice. ✦

## UNSW Australia to provide advanced flight training in Australian university first

UNSW has become the first university in the country approved under new legislation by the Civil Aviation Safety Authority to provide integrated CPL training, which allows a 50 flying hour discount compared to non-integrated courses.

“The UNSW School of Aviation is very proud to announce that we have become an accredited flying training operator under Civil Aviation Safety Regulation Part 142,” says Head of School Professor Jason Middleton.

“UNSW is the only Australian university with this advanced training certification. This unique opportunity will even further improve our graduates’ prospects for successful careers in the aviation industry.” ✦

Advanced flight training, which will include Multi-Crew Coordination and Aeroplane Systems, will be provided as part of a Graduate Diploma in Advanced Flying, with the MCC and systems courses to be submitted to CASA for approval shortly.

The development complements a new partnership between UNSW Aviation and QantasLink which gives UNSW flying students the unique opportunity to prepare for possible future selection by QantasLink for training as First Officers.

Advanced flight training at UNSW to prepare pilots for type endorsement by airlines will be conducted on two newly purchased state-of-the-art flight training devices installed at UNSW's Flying Operations Unit at Bankstown Airport.

The Pacific Simulators 4.5 flight training device has a 180 degree wrap-around screen, and is representative of a two-pilot jet transport aeroplane with weight and performance characteristics similar to a Boeing 737-800.

The Aerosim DASH 8 Q400 virtual procedures trainer is used to train pilots in advanced systems and navigation specific to the 74-seat Bombardier Dash-8 Q400 passenger aircraft.

Usually new pilots are only considered for employment with an airline after completing a minimum of 1000 hours of flying, which is most often gained by working as a flying instructor, or in a remote area conducting single-pilot charter. ✦

Why Not Join Us!



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)

