



From The Lefthand Seat

Jim Davis
RAAA Chair
Director, Regional Express (REX)

Prior to the 2013 election the Coalition announced as part of its aviation policy that it would 'establish a high level external review of aviation safety and regulation in Australia'.

This was in response to increasing concerns being voiced about the relationship between industry and CASA and in particular the negative effect of a raft of new regulations being developed by CASA.

After winning Government this promise was honoured with the then Minister for Infrastructure and Regional Development, Warren Truss, commissioning an expert panel in November 2013 to carry out the Aviation Safety Regulation Review (ASRR).

While the review's objectives included an investigation of the 'structures, effectiveness and processes of all agencies involved with aviation safety', it inevitably focussed on CASA. It found that CASA and industry needed to build an effective collaborative relationship on a foundation of mutual trust and respect. It found that CASA needed to set a new strategic direction.

The ASRR findings were handed down in May 2014 and, after allowing for a period of comment from industry, the Government's response was published in December 2014.

It overwhelmingly accepted the key findings of the report with 32 of the 37 recommendations being accepted, 4 being subjected to detailed examination and only 1 not being supported.

It seemed that we now had a way forward with a blue print soundly endorsed by both Government and Industry.

All of this is history but at a meeting at the end of May with the now Department of Infrastructure and Transport, CASA and members of The Australian Aviation Associations Forum (TAAAF), the Department and CASA made it clear that they were not bound by the recommendations of the ASRR report.

In a breathtaking, bureaucratic sleight-of-hand which would have had Sir Humphrey Appleby beaming with pride, the Dept and CASA stressed to TAAAF members 'that it is the Government's response to the ASRR recommendations that is being implemented and not the exact wording of text used by the Panel in the ASRR Report'.

In other words there is no intention from Government of being guided by the ASRR report itself or of seeking to satisfy the intent of the Report's recommendations.

The Department also said that any review of the ASRR report implementation would take place after it was completed and would be carried out by an independent person, being not any of the original members of the ASRR panel.

It is clear that the bureaucrats have no intention of attempting to realise the objectives of the report and have simply turned this into a box ticking exercise.

In This Issue

From The Lefthand Seat
Jim Davis - RAAA Chair

From The Righthand Seat
Mike Higgins - CEO

Mandate for satellite technology fitment fast approaching

Why help your employees with super?

ATSB report - fire on board!

In the Cabin
World Fuel Services

Flight Briefing

2016 RAAA National Convention





From The Lefthand Seat

Continued.....

The RAAA has taken this to the Minister of Infrastructure and Transport and are calling on him to commission a review of the implementation of the report recommendations and to use David Forsyth or other members of the ASRR panel to carry out the review.

To do anything else would be nonsensical and would render the whole ASRR exercise a waste of time.

Surely this was not what was envisaged by the Government when the review was commissioned.

It is crucial that the opportunity to reform CASA along the lines of the ASRR report is not lost.

While some progress has been made with the appointment of a suitably qualified and motivated CASA board, it is clear that genuine reform and cultural change has not yet been achieved.

CASA has espoused a laudable regulatory philosophy for the development and application of risk-based and cost-effective Aviation Safety Regulations with its Directive 01/2015 but does not feel bound by it as demonstrated by the refusal to apply it to CAO 48.1; to give but one example.

At the coal face, industry is still experiencing a bewildering lack of consistency in decision making from the regulator and at times a total disregard for unnecessary cost imposts.

Even simple service delivery issues highlighted in the ASRR report, like the timely processing of aviation medical certificates, continue to be unresolved.

Without genuine reform all this will continue to be the case.

One solution could be a new Statement of Expectations from the Minister to the CASA board incorporating Directive 01/2105 and the key objectives of the ASRR report.

The ultimate resolution would be to have these sentiments incorporated into the Civil Aviation Act.

While industry has confidence in the CASA board it does not yet trust the organisation as a whole.

Mutual trust and respect between the regulator and industry must be the ultimate aim of the reform process.

This may seem far-fetched to some in the context of today's environment but there was a time when this did exist.

Similarly, experience in overseas jurisdictions shows that it is very achievable given the right leadership.

Real and effective implementation of the ASRR recommendations must be put in place immediately.

Not to do so is to lose a golden opportunity.

RAAA Events Calendar

The next RAAA meetings:

31 August 2016
Airservices Australia
25 Constitution Ave
Canberra

19 -21 October 2016
RAAA National Convention
Crowne Plaza
Hunter Valley

30 November 2016
Sir Stamford Circular Quay
Macquarie St
Sydney

includes:

Technical Working Group Meeting

Annual General Meeting

Members Function
Aboard the Cruise Boat
"Coast"





IN THE COCKPIT



From The Righthand Seat

Mike Higgins
CEO

In early August I visited twelve organisations ranging from Charter operators, Engineering Training and Flying Training Service providers in Perth and Jandakot.

Discussions are continuing with the 8 non-members visited and we look forward to at least 4 new members as a result.

We are now working on a visit to the top-end members and non-members later in Sept.

We have also begun to ramp up our activities in holding CASA to account in following the current Government directive of International Recognition and Harmonisation wherever possible, particularly overseas maintenance and repair organisations.

The stand out issue here is the face to face audits that CASA insist on conducting on a regular basis at great cost to some of our members, with no risk based safety case to support this extravagance.

A Post Implementation Review (PIR) of the Aviation Safety Regulatory Review (ASRR) is still high on our agenda as we seek visibility of CASA's progress on inculcating the government supported recommendations in to the organisation

CAO 48.1 (Flight and Duty times / Fatigue Risk Management) is still on the top of the current priorities.

CASA still assert that they have a safety case to support the need for an onerous FRMS and evidence to demonstrate that fatigue is not being managed by our Safety Management Systems.

After many months of unsuccessful lobbying for CASA to produce these documents we recently serviced

CASA with notice under the Freedom of Information Act to produce the documents to which they refer.

Some recent meetings have included:

✈ a one day briefing by ASIO. There are no specific concerns that will impact our members by way of any proposed legislative amendments.

✈ the Aviation Security Advisory Forum where the main impact of changes discussed will be felt by larger airports, who will need to upgrade their screening technology.

✈ the latest TAAAF Meeting. We continue to prosecute the TAAAF policy adoption to a wide audience.

✈ The Director of Aviation Safety held his first Directors' Advisory Panel on 14 August. The RAAA tabled concerns about the experience level of people appointed to key positions within CASA.

CASA finally admitted that the current Engineering Training system has been a failure.

The result is the CASA launch of a Post Implementation Review of CASR Part 66 – Continuing Airworthiness – Maintenance Engineer Licences and Ratings.

The RAAA is fully supporting our RTO members during this review and will be working closely with the Australian Licensed Aircraft Engineers Association (ALAEA) and the Aviation Maintenance Repair and Overhaul Business Association (AMROBA).

The tripartite group is called the Engineering Training Action Group (ETAG) and is an RAAA initiative.

The RAAA has driven a different approach this time in that the group (rather than CASA) should lead the review, inviting CASA to join us from time to time.

We will need to involve the Australian Skills Quality Authority (ASQA) and the Federal and State Departments of Education.

This project will take many months, however the impact on the RAAA resources will be quite manageable and will produce an excellent mid to long term return on our investment.

Work continues a pace on the upcoming RAAA National Convention. The Program is progressing and the exhibition is filling as quickly as it usually does.

If you're intending to come, I'd suggest you contact Rachel Washington at Mecca Concepts on rachel@meccaconcepts.com.au sooner rather than later.

I'd also like to thank all those members who encouraged their students and employees to submit an application for a RAAA Scholarship. While numbers have been down from previous years, the number of organisations submitting applications has grown which indicates a vibrant industry and supportive membership base.

If any member would like an update or wish to provide input, please email me at ceo@raaa.com.au.

If any industry member has any questions in relation to the benefits of becoming a member of the RAAA, then I would also welcome your enquiry. I plan to meet as many existing members as I can in coming months, budget allowing.



Six months to go — mandate for satellite technology fitment fast approaching

Just six months remain for operators and owners of Instrument Flight Rules (IFR) aircraft to ensure their aircraft are fitted with Automatic Dependent Surveillance Broadcast (ADS-B) technology, which improves safety and efficiency, ahead of a fast approaching industry mandate.

Airservices continues to remind affected operators and owners that on 2 February 2017, all IFR aircraft flying in Australian airspace **must** be equipped with ADS-B which allows air traffic controllers to accurately track their aircraft in areas of no radar coverage.

Airservices Executive General Manager Air Navigation Services, Stephen Angus, has thanked the Australian aviation industry for its commitment to the technology with more than 82 per cent of IFR aircraft already flying with ADS-B.

“I would like to congratulate those operators and owners who have already fitted with ADS-B and are seeing the real benefits the technology offers,” Mr Angus said.

“I would also encourage those who have not yet fitted their aircraft with ADS-B to make sure they do before 2 February 2017.”

There are around 1000 IFR aircraft that still need to be fitted in Australia prior to the mandate which includes about 90 of Australia’s IFR helicopter fleet.

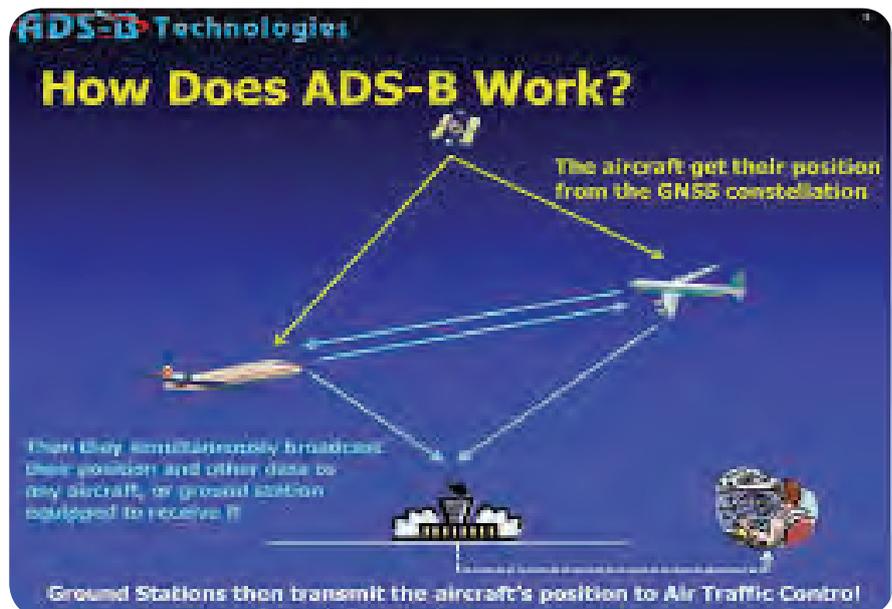
Operators that are already fitted are gaining the benefits of improved air traffic surveillance coverage across the continent, enhanced situational awareness and an increased likelihood of obtaining their preferred flight levels or altitudes.

“ADS-B has proven to offer a significant increase in situational awareness for our pilots,” said Mick Perren, CHC Helicopter’s pilot and Jandakot base manager for Western Australia’s RAC Rescue Helicopter Service.

“When operating out of Jandakot Airport, certainly one of the busiest airports in Australia, instead of just getting an icon on the traffic display, with ADS-B we get more information about the traffic.

We get a much better picture of what is happening around us and this is where we have seen the biggest advantage.”

Airservices has long been a leader in investing in new technology to improve efficiency and safety for our airspace users, with Australia the first country in the world to commission a continent-wide ADS-B surveillance network in 2009.



Why help your employees with super?

by: Silas Dingiria, AvSuper

As an employer, you have legal obligations to provide super for your employees, and no doubt you meet those minimums every quarter.

However, helping your employees with their superannuation can go further than just meeting the rules.

For instance, you have to choose a default fund (or employer nominated fund) for your employees who don't make a choice.

You could just choose any super fund or you can make sure you choose a compliant fund that you believe will work for your employees' best interests and will help you and your employees with superannuation issues.

Why should I do more than I have to?

Taking an interest in your employees' super is a means of acknowledging their importance and providing support to them.

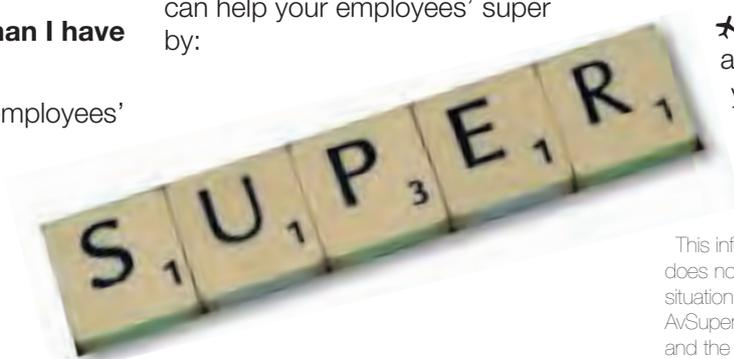
This is to everyone's benefit because:

- ✈ building trust and rapport with your staff encourages them to stay with you which reduces staff turnover
- ✈ knowing their super is building a strong foundation for their financial future can give people peace of mind, leaving them free to focus on the present – and helping your business by doing their job well
- ✈ providing additional super can be a tax-effective way to reward good performance

What can I do to help my employees anyway?

Beyond paying the superannuation guarantee contributions for them, you can help your employees' super by:

- ✈ choosing a default super fund that is in their best interests – low fees, strong long term performance, good and affordable insurance cover, and additional member benefits are some factors you may consider.
- ✈ enabling your employees to salary sacrifice – this builds their super and can save them some tax, but doesn't cost you any more (note salary sacrifice does not count as a fringe benefit)
- ✈ provide information about contributions paid, even if you don't have to provide much details
- ✈ encourage employees to visit www.avsuper.com.au to learn about super
- ✈ arrange for member appointments or seminars in your workplace



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.

2016-17 reminders

While the 2016 Budget included many potential changes to super, none of them has been legislated so things are mostly the same for now. However, other things are changing so don't forget...

- ✈ The minimum superannuation guarantee (SG) rate stays at 9.5% for all employees eligible for the SG
- ✈ Employees are now entitled to the SG after their 70th birthday
- ✈ Employer default funds must be MySuper compliant but many funds are not – do you need to switch your default fund?
- ✈ Super Stream requirements are in place for ALL businesses (although the ATO may be lenient until October for small businesses who have made reasonable efforts to meet the deadline)



Australian Government

Australian Transport Safety Bureau



TECHNICAL UPDATE

Fire on board!

By ATSB Communications

Repairing aircraft components in accordance with the manufacturer's specifications is essential to avoid catastrophic engine failure.

This was a key safety message resulting from a 2014 engine failure in an AVRO 146-RJ100 aircraft in Western Australia.

The engine failure occurred on 29 April 2014 when the aircraft was conducting a charter flight to Barrow Island Airport from Perth Airport, Western Australia.

The aircraft sustained a mechanical failure of the No. 2 engine shortly after take-off that resulted in an in-flight fuel-fed engine fire.

The flight crew extinguished the engine fire by shutting down the No. 2 engine and activating the fire suppression system.

The aircraft was flown back to Perth Airport, having sustained significant damage to the No. 2 engine and cowling. There were no injuries.

The Honeywell International Inc (Honeywell) LF507-1F (LF507) engine has four combustion liner locating pin welded bosses (welded boss) in the combustor turbine module (CTM) combustor housing (housing).

The ATSB found that the welded boss located at the 2 o'clock position had cracked and fractured adjacent to the weld as a result of fatigue.

The boss separated from the housing, allowing high-pressure combusting fuel to escape radially through the CTM housing, burning through the engine cowling.

The ATSB also found that localised grinding of the inner and outer surfaces of the CTM housing, adjacent to the welded boss, had reduced its wall thickness from 0.050 to 0.035 inches.

The reduced wall thickness increased local stresses and hence the likelihood of crack formation.

The crack accelerated at an unpredictable rate until penetrating the full thickness of the housing.

It is likely that the grinding was associated with a weld repair conducted during a CTM heavy maintenance visit.

The grinding repair was not an acceptable repair to Honeywell for returning the component to the original design strength.

Finally, the ATSB found that the normal scheduled visual inspection of the housing, which was designed to find cracks before they developed into a fracture, was ineffective in this case.

This was because the reduced wall thickness invalidated the original crack growth rate predictions.



What's been done as a result

In response to this occurrence the company proactively inspected all of their LF507 engines, focusing on the welded bosses.

Of those engines, one spare engine had grinding at one of the welded bosses, similar to the occurrence engine, and was withdrawn from the availability pool.

Although no cracking was found at the combustion liner location pin welded bosses, they did find seven cracks at the location of the ignition bosses that had not been previously identified.

These cracks were managed in accordance with the Honeywell maintenance manual.

Engine manufacturer Honeywell instigated several actions in response to this occurrence.

One of these was an amendment of the LF507 engine maintenance and overhaul manuals to address crack limits and weld repair specifications.

Honeywell also issued a Service Bulletin to alert operators of possible welded boss cracking.

Safety message

This occurrence highlights the importance of repairing aircraft components in accordance with the manufacturer's specifications and ensuring that the repair meets the design intent of the manufacturer. ✦



IN THE CABIN



Welcome Aboard World Fuel Services

We are pleased to welcome World Fuel Services to the RAAA as an Associate Member.

With over 60 offices worldwide, World Fuel Services Corporation is a global leader in the marketing, sale and distribution of aviation fuel products and related services. Their global team of local professionals provides comprehensive solutions for Airports, FBOs (Fixed Base Operators) and Flight Operations.

Airport & FBO Solutions

World Fuel Services provides solutions to airports & FBOs that encompass branded and unbranded fuel supply, FBO programs, and the Air Elite® Network of Diamond Service FBOs. With more supply locations than any other Business & General Aviation supplier, they provide more than 6 billion gallons of jet fuel annually to airports of all sizes.

The World Fuel Services Network is a global network of branded FBOs that provides quality fuel, personal service and experienced support. Members of the network receive reliable fuel supply and a wide range of FBO programs designed to help their business operations. Programs include marketing support, FBO software & technology, consulting, structured financing, equipment sourcing, and training. World Fuel Services has recently announced plans to acquire the ExxonMobil General Aviation fueling operations across 26 airports in Australia and New Zealand – further adding to their network of fuel supply locations across Australasia.

Air Elite is a global network of FBOs that offers premium services and exceptional facilities. Strategically-located around the world, the Air Elite

network earns brand recognition and customer trust by benchmarking on legendary customer service and by ensuring that each location meets established product and service standards.



Flight Operation Solutions

Through its World Fuel | Colt division, World Fuel Services provides contract fuel, trip support services, AVCARD® aviation charge card, aviation insurance, and an integrated loyalty rewards program. More than 8,200 flight departments trust World Fuel | Colt to deliver high-quality service to over 20,000 aircraft around the world. Through its global service network and offices, World Fuel | Colt reduces operating costs and ensures successful trips from beginning to end.

Customers leverage preferred contract fuel pricing at more than 3,000 locations worldwide using the World Fuel | Colt Card. The fuel card is carried by more pilots and trusted by more flight departments than any other contract fuel supplier in the world.

From its strategically placed offices in Australia, the Asia-Pacific region, North America, South America, South Africa, and Europe, the organization's team of local aviation professionals provides

expert and customized trip support services 24/7. World Fuel | Colt's trip support solutions include broad global regulatory services, worldwide logistics, flight planning and meteorology services.

AVCARD is one of the world's most widely accepted aviation charge cards — accepted at more than 7,600 locations in more than 190 countries and territories. AVCARD is used by flight operations for purchasing retail fuel, ground handling services, catering, maintenance, and more.

With over 65 years of industry expertise, World Fuel | Colt insurance professionals provide aircraft owners, FBOs, MROs, and other aviation companies first-rate, cost-effective business aviation insurance and risk management solutions with personalized service. Insurance coverage solutions encompass aircraft, property, liability and commercial.

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





FLIGHT BRIEFING

New airport on Northern Australia radar

Rockhampton Airport's new Manager, Scott Waters, has hit the ground running with a proposed re-branding plan to position the facility firmly on the Northern Australia radar.

The recently-arrived Mr Waters is working closely with Rockhampton Regional Council Mayor Margaret Strelow and Airport Committee Chair Cr Neil Fisher to re-brand the airport – The Gateway to Northern Australia.

It's been a busy start to life in Rockhampton for the former Whitsunday Regional Council CEO, who replaces the now-retired Trevor Heard.

He has identified some of the airport's current projects and those he is keen to lead. These include:

- ✈ Developing opportunities for the direct export of regional produce from the airport as well as transport and logistics development;
- ✈ Luring low-cost carriers for direct services to Sydney and Melbourne;
- ✈ Expanding intra Queensland air-links from Rockhampton;
- ✈ Further building on defence force relationships;
- ✈ Working with Central Highlands Regional Council in re-establishing the Central Queensland airport owners group;
- ✈ Overseeing the completion of the \$7.1m airfield lighting project;
- ✈ Bringing the airport's 20-year master-plan together by the end of the year; and
- ✈ Consulting with the Airport's stakeholders and General Aviation users on future development activity.

Mr Waters said Rockhampton was ideally positioned.

"We have an excellent and unique opportunity to be a key service point as the entry and Gateway region for Northern Australia," he said.

"From an airport perspective, the only additional element required is the redevelopment of our current cargo facilities, which will be addressed in the Airport Master Planning process.

"We have fantastic infrastructure at the Rockhampton Airport by way of runway length and capability to accept the A380 aircraft type and future development potential leads to opportunity, growth and development, across the region."

"The next step is about talking to the low-cost carrier airlines, not necessarily for the Brisbane route, but targeting direct services from Sydney and Melbourne.

"Attracting those services back to the airport will be extremely important for our growth across the region."

Update on MRJ's flight tests - FTA-2 completes first flight

MRJ's flight test aircraft no. 2 (FTA-2) carried out its first flight on May 31.

After taking off from Nagoya Airport FTA-2 flew toward airspace off Pacific coast, and confirmed its basic characteristics and functionality during nearly 130-minute flight.

Having completed one-month planned modifications, FTA-1 resumed flight tests on May 13.

Multiple flight tests will continue on a daily basis with both FTA-1 and FTA-2 as MRJ continue to get the aircraft ready to leave for the US, where full scale flight tests are scheduled to take place.

Hawker Pacific Cairns Wins FNQ Training Award

Jason Burzacott recently collected the Medium Employer of the Year Training Award at a prestigious ceremony held in Cairns on the 15 July.

The event was held at Cairns Airport and the Hinterland Hangar was transformed into an ideal aircraft themed venue.

Quite appropriate that an Aviation Company was a recipient of this award.

This means that Hawker Pacific will represent the region at the Australian Training Awards which are the peak national awards for vocational education and training, recognising organisations, training providers and individuals for their contribution to skilling Australia.

The Australian Training Awards bring together winners from each state and territory to vie for national recognition each year.

Now in its 55th year, the Queensland Training Awards are the state's highest recognition of people and organisations who strive for success, best practice and innovation in training.



Jason Burzacott with Medium Employer of the Year Training Award

NAVIGATION LOG											
TIME	FUEL	ALTITUDE	TEMP	WIND	DRIFT	CRUISE	CLIMB	DESCENT	LANDING	TOTAL	REMARKS
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Ansett Aviation Training locate new beechcraft king air simulator on Sunshine Coast - RFDS announced as launch customer

Ansett Aviation Training Australasia (Ansett) and Universal Training Systems (UTS) announced in April that Ansett’s new Beechcraft King Air 350i convertible to a B200 Full Flight Simulator will be located at the UTS simulator and training facility on the Sunshine Coast Airport in Queensland.

The simulator, which was purchased last September will be fully operational and ready for training at the UTS facility in November 2016.

The simulator will be equipped with the Rockwell Collins Pro Line 21 avionics, TRU’s innovative REALCue™ motion system that drives the Moog actuators, advanced ADAS -X digital audio system, and front projection display system — providing optimum motion, audio and display performance.

The device is expected to be qualified to CASA Level D FFS standards.

Both Ansett and Universal are also pleased to announce that terms have been agreed with the Royal Flying Doctor Service - Queensland Section (RFDS) to be the launch customer on this simulator.

The Queensland Section of the RFDS operate the largest fleet of King Air aircraft in Australia and, as the launch customer, has been able to secure favourable commercial terms and secure their long-term training requirements at UTS’ state of the art facility.

“We are delighted to be the inaugural customer on this new simulator and to have partnered with two successful Australian companies to secure our training requirements over the next decade” said RFDS Queensland Section CEO Mr Nino Di Marco.

“Being able to conduct the training for our pilots and engineers at the Sunshine Coast Airport allows the RFDS to significantly reduce the expenditure and time that would otherwise be incurred with having to perform this training in an alternate location whilst ensuring that the training the pilots receive is world class” explained Mr Di Marco.

Ansett, the world’s largest privately owned simulator training provider, has recently expanded into its first overseas operations opening a 6-bay training facility in Taiwan and announced in March its plans to open a further site at Malpensa Airport in Milan, Italy.

Ansett CEO, Mr David Garside, said “we are excited to be partnering with Steve and his team at UTS in being able to place this simulator in a location that best suits all of the King Air operators in Australia.

The collaboration between AAT, UTS and TRU provides a holistic service and demonstrates an unwavering commitment to the Australian aviation industry ensuring pilot training standards in this country remain world class.

Approved testing officer delegations extended for one year - not as simple as it sounds

CASA have recently advised that Approved Testing Officers (ATOs) delegations to perform ATO functions were due to expire on 30 June 2016.

After this date, people who wanted to continue to carry out those activities would be expected to do so under a Flight Examiner Rating (FER).

In response to concerns expressed by members of the aviation industry about the insurance-related implications of this change, CASA has decided to extend the expiration date of current ATOs for a further year — to 30 June 2017.

This means that ATOs who have not yet surrendered their delegation and obtained an FER under Part 61 of the Civil Aviation Safety Regulations 1998 (CASR) do not need to do so immediately, and may continue to perform their functions as ATOs for a further year.

It also means that the indemnity protection offered to all CASA delegates and authorised persons, as set out in Civil Aviation Advisory Publication (CAAP) Admin-1, will continue to apply to ATOs until 30 June 2017.

However this isn't as simple as it first appears. This arrangement only comes into effect after the amendment has been legislated.

On this basis, whilst CASA note they intend to provide an indemnity for FER’s, **actions against FER’s that arise today or in the immediate future are to date not formally covered by an Indemnity from CASA** – although CASA have indicated this is likely to be formalised shortly.

Also, it is clear that the retrospective indemnity to FER’s will only apply to those that were previously ATO’s.

There is **no indemnity to “new”** examiners, those that were not previously ATO’s and obtained their rating for the first time under Part 61.04.



STRENGTH IN NUMBERS

17TH NATIONAL CONVENTION

OCTOBER 19-22, 2016

Crowne Plaza, Hunter Valley. NSW