Australian General Aviation Alliance
General Aviation Summit 2018
Mon 9 to Tue 10 July at Wagga, NSW

History in the making! The general aviation industry has been struggling with CASA’s regulatory reform process for more than several decades. This process was launched with the best of intentions but has caused a retraction in supply of technical maintenance and flight crew folks. Two groups that have suffered the most are:

- CASR Part 66. Continuing airworthiness - aircraft engineer licences and ratings, and
- CASR Part 61. Flight crew licencing.

The past CEO and DAS of CASA, Mark Skidmore, often told the media the Aircraft Owners and Pilots Association of Australia (AOPA) were the representative body for general aviation. Accordingly, AOPA have decided to organise a summit meeting between the GA industry and the regulator to change the way we think about the cost verses safety and regulatory models.

But what does it all mean? Ken Cannane, from the Aircraft Maintenance Repair Overhaul Business Association (AMROBA) has one of the easier to understand descriptions of the objectives of the General Aviation Summit 2018. Ken has stated The Council of Australian Governments (COAG) must implement COAG principles for best-practice regulation promulgated in Better Regulation Guidelines by amending the Acts to include the principles from that document for aviation to have:

- effective risk analysis, then,
- a cost-benefit analysis, and
- assessments of compliance costs,
- assessments of competition effects, and
- consultation

The purpose of the Summit is to bring together the leadership of Australia’s general aviation industry associations, seeking to develop a consensus proposal for a change to the Civil Aviation Act. The Summit will be chaired by independent representative, Mr Geoff Breust, former Managing Director of Regional Express.

The Deputy Prime Minister will open the Summit, addressing delegates on the morning of 9th July 2018. In the spirit of bipartisan support for change, Mr Anthony Albanese MP has been invited to address the Summit delegates on the morning of Tue 10th July 2018.

The Summit Dinner guest speakers are Mr Michael Smith, former Deputy Director of Aviation Safety (CASA), speaking to the need for change to the Civil Aviation Act so as to unlock Australia’s aviation industry and Mr Craig Spence, Secretary General of the International Aircraft Owners and Pilots Association.

On behalf of the AGAA we thank you all for your participation and we look forward to working with you to achieve a positive outcome at the summit.

Should you have any questions, please don’t hesitate to call (02) 9791 9099.

Yours Sincerely,

BENJAMIN MORGAN
Executive Director
AOPA Australia

Australian General Aviation Alliance
PO BOX 26, Georges Hall NSW 2198 Australia.
Telephone: (02) 9791 9099 | Mobile: 0415 577 724
Welcome to the AGAA General Aviation Summit – a unique opportunity to meet with all your industry colleagues to discuss and reach a consensus on a fundamental change to the way aviation is regulated in Australia.

I am honoured to have been asked to chair the proceedings and will approach the task on a fully independent basis.

This is the first time delegates from the 34 general aviation industry associations, the two most important people in aviation regulation – the Hon Michael McCormack, MP, Deputy Prime Minister and Minister for Infrastructure and Transport and the Hon Anthony Albanese MP, Shadow Minister for Transport and Infrastructure - along with other MPs and Senators, representatives of the relevant government agencies and other organisations, have gathered together in one room to develop an approach for the future.

There is already consensus that the Civil Aviation Act requires amendment. Indeed, the view has been around for some years. Our task is to agree on what that amendment should be – if not the actual words, the real intent to be covered in the wording.

A change to the Act to bring into account those necessary considerations other than simply safety and the prevention of accidents and incidents, however, is but the first step.

From that change in basic philosophy, a whole range of other legislative and regulatory changes are likely to be necessary.

This will be the focus of Day Two of the Summit.

Our approach over the next two days will be to concentrate on the future. Whether it be airline, commercial, training, maintenance, construction, recreational, private – all forms of aviation – the industry environment must be safe, viable, sustainable and have the ability to develop building on Australia’s great advantages. This is definitely not a forum to go over old issues and certainly not a whinge session. The emphasis is on constructive contribution to a common outcome.

On behalf of the Australian General Aviation Alliance, may I extend a warm welcome to my home town and to this ground-breaking summit. I wish everyone a very successful two days and look forward with much anticipation to an excellent outcome.

With kind regards,

MR GEOFF BREUST Independent Chairman General Aviation Summit 2018

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General Aviation Summit 2018 Attendees

The Australian General Aviation Alliance has welcomed 34 general aviation industry associations and 75 representatives who have confirmed their attendance to the General Aviation Summit 2018, 9 - 10th July 2018.


Participating associations at the AGAA GA Summit represent approx. 26,500+ members across a broad spectrum of general aviation interest groups. This meeting represents the largest of its kind in many decades and signals the broad support for genuine meaningful change.

Associations attending include:
- Aircraft Owners and Pilots Association of Australia
- Aircraft Electronics Association – South Pacific Region
- Aircraft Maintenance Repair Overhaul Business Assn
- Airtourer Association
- Antique Aeroplane Association of Australia
- Australian Aircraft Manufacturers Association
- Australian Beechcraft Society
- Australian Business Aviation Association
- Australian Licensed Aircraft Engineers Association
- Australian Mooney Pilots Association
- Australian Parachute Federation
- Australian Piper Society Inc
- Cessna 182 and 200 Associations of Australia
- Cirrus Owner Pilots Association of Australia
- Colour Vision Deficient Pilots Association
- Experimental Light Aircraft Association of Australia
- Gliding Federation of Australia
- Hang Gliding Federation of Australia
- International Comanche Society – Australia
- Lancair Owner Builder Organisation
- Recreational Aviation Australia Limited
- Regional Airports User Action Group
- Sport Aircraft Association of Australia
- Seaplane Pilots Association of Australia
- Australian Aero Clubs Alliance
- Your Central Coast Airport Association
- AVPLAN-EBF

Observer organisations
- Angel Flight Australia
- Australian Warbirds Association Limited
- Australian Women Pilots Association
- GARRIN Australia
- Hawker Pacific
- Regional Aviation Association of Australia
- Rotorcraft Asia-Pacific e-news
- Royal Federation of Aero Clubs
- Thomas Global Systems


Purpose: The purpose of the Summit is to bring together the leadership of Australia’s general aviation industry associations, seeking to develop a consensus proposal for a change to the Civil Aviation Act.
Chair: The Summit will be chaired by Mr Geoff Breust, former Managing Director of Regional Express and serving President of the Wagga City Aero Club.

Opening: The Deputy Prime Minister, Mr Michael McCormack, will open the Summit, addressing delegates on the morning of Mon 9 July 2018. In the spirit of bipartisan support for change, Mr Anthony Albanese MP has been invited to address the Summit delegates on the morning of Tue 10 July 2018.

VIP Guests: In addition, the following VIP guests are attending:

The Mayor, City of Wagga Wagga, Councillor Greg Conkey OAM. Deputy Prime Minister, The Hon Michael McCormack MP. The Hon Anthony Albanese MP, Shadow Minister. Member for Mount Isa, The Hon Robert Katter MP. Senator for Western Australia, Senator Slade Brockman. Senator for Queensland, Senator Fraser Anning. Senator South Australia, Senator Rex Patrick, Represented by Jonathan Sharman. Senator South Australia, David Fawcett, Represented by Mr Micah Wright. Senate RRAT Committee Secretary, Dr Jane Thomson. Department of Infrastructure, Mr Jim Wolfe. Department of Infrastructure, Ms Melissa Cashman. Aviation Advisor to the Deputy Prime Minister, Mr Stephen Campbell. Civil Aviation Safety Authority, Group Manager, Mr Rob Walker. Airservices Australia, Mr Stephen Angus. Australian Transport Safety Bureau, TBA. iAOPA Secretary General, Mr Craig Spence. University of New South Wales, Prof Ian Hampson. Falcon Air Safety Officer, Mr Ken Lewis.

Dinner speakers. The Summit Dinner guest speakers are Mr Michael Smith, former Deputy Director of Aviation Safety (CASA), speaking to the need for change to the Civil Aviation Act, to unlock Australia’s aviation industry and Mr Craig Spence, Secretary-General of the International Aircraft Owners and Pilots Association.


Organiser’s expression of appreciation. On behalf of the AGAA we thank you all for your participation and we look forward to working with you to achieve a positive outcome at the summit.

Should you have any questions, please don’t hesitate to call (02) 9791 9099.

Best regards,

BENJAMIN MORGAN Executive Director – Aircraft Owners and Pilots Association (AOPA) of Australia

AGAA PERSPECTIVE ON THE CIVIL AVIATION ACT

The Australian General Aviation Alliance believes;

- Regulations must be developed so that aviation safety is affordable; and
- The Australian aviation safety regulator be required to foster and develop aviation.

PROPOSED AMENDMENT TO CIVIL AVIATION ACT

Performance of functions

In exercising its powers and performing its functions, CASA must seek to achieve the highest level of safety in air navigation as well as:

- maintaining an efficient and sustainable Australian aviation industry, including a viable general aviation and training sector; and
- the need for more people to benefit from civil aviation.
- CASA must exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from the effects of the operation and use of aircraft; and the effects associated with the operation and use of aircraft.
- The main object of this Act is to establish a regulatory framework for maintaining, enhancing and promoting the safety of civil aviation with particular emphasis on preventing aviation accidents and incidents.
- The Act should also recognise the importance of having a strong, efficient and sustainable aviation industry to enable more people to benefit from aviation.

The Puzzle? Counting CASA AOC

At present there are 798 AOC of which about 260 are helicopter (33%).

CASA Part 142 approvals. Further reading shows 538 AOC are non-helicopter. Only around 10 aeroplane AOC holders have a CASR Part 142 approval (less than 2%).

By comparison, nine of the 260 helicopter AOC holders have a CASR Part 142 approval. (3.5%).

The puzzle. There are about 300 aeroplane schools of which 10 have the Part 142 “upgrade”. (5%). But an odd observation is the 30 helicopters have nine with Part 142 or 30%!

Why the difference???
The International Aircraft Owners and Pilots Association (AOPA), the world's largest aviation trade association, has 79 affiliate organisations representing more than 400,000 pilots worldwide. AOPA Australia executive director Benjamin Morgan said they were not asking for safety to be watered down; rather, that unnecessary red tape imposed in the name of safety be removed.

“Any logical thinking individual would understand that if a business can't afford to operate in the market, it’s questionable as to what level of safety is actually achieved,” Mr Morgan said.

“Most participants in the aviation industry understand that safety is born through education and awareness; it's not born from policing, surveillance and enforcement.”

Mr Spence said an important part of deregulation was handing some control back to the general aviation community, in recognition of their personal interest in safety. “There’s a regulated level of risk (in aviation) and depending on how close you are to the control and operations, the more you have to alleviate the risk,” he said.

CASA spokesman Peter Gibson said any changes to the Civil Aviation Act were a matter for the government. But he rejected the assertion the present legal framework took a “cookie cutter approach” to aviation.

“Major reforms have been made to the aviation medical system which reduce red tape and provide flexibility to general aviation pilots,” Mr Gibson said. “CASA is also actively looking at regulatory support for new affordable technology that will support safer general aviation flying.”

Editor: Report on Australian General Aviation Alliance summit at Wagga to follow ASAP.
AAUS is Evolving

The unmanned/drone industry is rapidly evolving in all respects as technology continues to advance, applications continue to broaden, and the individuals and companies making up our industry are diversifying.

As the recognised public face of the industry, AAUS needs to keep pace with this change and continue to evolve to meet the needs of industry.

We are excited to be launching our new branding and website. A cleaner, more modern visual identity that better represents our industry today.

With this comes a renewed effort to deliver new services and benefits to our expanding membership. This includes new information and networking seminars, revitalisation of the accredited operator program, and building on partnerships with the regulator, training and insurance organisations to help raise the level of professionalism across our industry.

This is on top of our continued and considerable advocacy and community engagement efforts.

As a not for profit we thank you for your ongoing support and welcome the many new individuals and companies who have joined the Association over the last year. We also acknowledge the support from our loyal long-term members. Together, you have helped us become the largest, most respected, and most active Association in Australia.

Over the last decade we’ve seen considerable change in our industry. Whilst our logo may have changed our goal to realise the full potential of the unmanned systems/drone industry here in Australia hasn’t.

I personally can’t wait to see what exciting changes the next few years bring.

Dr Reece Clothier
President, AAUS

Land Forces 2018 Unmanned Systems in Defence Conference
Adelaide, 6 Sep 2018

Organised in association with Land Defence Australia Limited, the Australian Association for Unmanned Systems conference at Land Forces 2018 (www.landforces.com.au) will attract Defence, Industry & Academia from around the world to present, promote and discuss unmanned technologies.

The 2018 conference will be held on Thursday September 6, 2018 at the Adelaide Convention Centre during the Land Forces event and will focus on unmanned technologies relevant to future defence programs, particularly land force applications.

The themes will cover unmanned technologies relevant to LAND 129 Phase 4A & 4B, AMP024.32, AMP024.33, AMP023.34, NMP 1942, SEA 129 Phase 5, AIR 7000 Phase 1b and AIR 7003. AAUS events are focused on broadening professional relationships amongst members and key industry end users.

Our events are strongly supported by key Defence personnel and there will be opportunities to meet with them during the conference and at the conference dinner. The conference dinner will be held on Thursday September 6 following the conference (venue TBC).

The program is being constructed currently and we will update on it soon. We have confirmation that key defence personnel from Army, RAN and RAAF will be presenting. Confirmed Speakers include: LTCOL Keirin Joyce (UAS Sub-Program Manager, Australian Army); LTCOL Rod Lang (CO, 20 STA Regiment, Australian Army); CAPT Grant O’Loughlan (Aviation Director, Royal Australian Navy); WGCDR Mark Miles (Deputy Director, RPAS, Royal Australian Air Force).

If you are interested in presenting at the conference, a call for papers has been released. We require a short abstract on your presentation identifying the title, themes and presenter by June 30, 2018. Please send abstracts to greg.tyrrell@aaus.org.au.

A conference dinner is available at additional cost and usually provides a great networking opportunity in a relaxed environment. The AAUS conference dinner will be held on the evening of Thursday September 6, following the conference. More details to follow soon.

Registration: AAUS Member: $395; Defence & Government: $395; Industry: $495; Academia: $315; Conference Dinner option: $85

Pricing is Ex-GST. Speakers and Sponsors are registered at no cost for the conference and conference dinner. Registration is now open and can be completed via the official Land Forces website. (You register for the Land Forces Expo at the same time).
Looking for the ideal channel to promote your new technology or supporting services? We’re new kids on the block in your world but we’ve been servicing the traditional aviation industries of Australia, New Zealand and the South Pacific since 1988. Like to talk? We’d welcome your call or email!

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ads@aviationtrader.com.au

Pacific Crown Helicopters

We are now an AeroLEDs Reseller

Pulsar NS

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More info: chris.jordan@pacificcrown.com.
MEDIA RELEASE

28 June 2018

Return of world-class drone conference keeps businesses flying high

The World of Drones Congress is landing in Brisbane again this August, returning bigger and better as the largest drone conference in the Asia Pacific region.

The two-day Congress (Thursday, 9 August – Friday, 10 August) brings together drone innovators, educators, manufacturers and researchers from around the globe.

Building on the success of last year’s inaugural event, the Congress is expected to exceed the 630 delegates it attracted last year and will host more than 50 exhibitors from Australia, China, Japan and Korea.

A drawcard for international technology giants, this year’s Congress has attracted manufacturers such as Chinese UAV company TXA, which will launch a new agri-drone to revolutionise how farmers scan and treat crops, significantly reducing the use of chemicals and water and saving time and money.

The speaker line-up includes world-leading technologist Professor Genevieve Bell; Australian financial commentator Alan Kohler; the World Food Programme’s Haidar Baqir; Smart Cities Council (Australia and New Zealand) executive director Adam Beck; Virgin Start Up head of development Ian Mason; and Australian Centre for Robotic Vision chief operating officer Dr Sue Keay.

Global drone’s leader and World of Drones Congress convenor Dr Catherine Ball said the Congress continues to strengthen Brisbane and Queensland’s reputation as a breeding ground for drone testing and application.

“Now is the time for Australia to act and capitalise on the new applications of drones — while Australia was the first country to start legislating for drones, we must continue to adapt to ensure we stay ahead of the curve,” she said.

“We have the potential to become a key global player in drones and the Congress is the perfect opportunity to cement our leadership in the industry.”

Science & Technology Australia CEO and Congress speaker Kylie Walker believes the application of drone technology is only limited by our imagination and will be responsible for the largest decade of growth the science and technology sector has seen.

“The Congress highlights the importance of industry and government working together to generate employment and drive economic growth in the industry,” she said.

“The real-world applications for drones are endless. To ensure drone technology can fully evolve, we must continue to invest in research and development and education and training to ensure our workforce is adequately skilled for the future.”

This year’s Congress will focus on the burgeoning commercial applications of drones, including planning smart cities, training, agriculture, health and humanitarian needs, plus drone laws and regulation and jobs of the future.

In addition to running the National Drone Safety Forum, in its second year, the Congress will launch the Defence Industry Forum, which will explore the latest drone applications for research, reconnaissance and emergency response.

For local businesses and innovators, the Congress provides unique access to the world’s largest drone manufacturers, along with the advice, tools and impetus to apply research to the real world and solve business problems.

The Congress will be held Thursday, 9 August to Friday, 10 August 2018 at the Brisbane Convention and Exhibition Centre, with registration available at www.worldofdrones.com.au/registration.

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www.worldofdrones.com.au
Understanding the global industry’s concerns
Report by US based aviation writer

Pilot and Mechanic Shortage Looms

Editor’s Introduction. Our thanks to Jen Boyer who is a 20-year journalism and public relations professional in the aviation industry, having worked for flight schools, OEMs, and operators.

She also holds a rotorcraft commercial instrument license with flight instructor and instrument instructor ratings. Boyer currently runs her own public relations and communications firm and freelances regularly for aerospace companies and publications. Jen can be reached at email: jen@theflyingpenguinpr.com.

We have edited a “must read” article from HAI’s Rotor Magazine – Edition Spring 2018 edition. Jen’s research was published after an extensive study into this very serious problem now indicating a looming major global setback. Reasons are, due in-part, to over-regulation and an increasing demand for technical employees. This staff shortfall has been made worse by the poaching of experienced helicopter pilots by the airline industry. The new and booming low-cost carriers in Asia are hungry for pilots; the highly skilled multi-crew helicopter pilots in Australasia will becoming prime targets for recruiters.

Jen writes: During the next 18 years, the US helicopter industry will experience a shortage of more than 7,600 pilots, according to a study conducted by the University of North Dakota (UND), in partnership with Helicopter Foundation International (HFI) and HAI. The study also projects a combined shortage of 40,600 aviation mechanics in the United States during the same period.

Presented at a news conference at HAI HELI-EXPO 2018 in Las Vegas, the UND-HFI Rotorcraft Pilot and Mechanic Supply Forecast confirmed industry suspicions regarding labour force trends and highlighted the need for drastic changes to ensure industry growth and viability into the future.

Compiled from a survey of 250 helicopter companies and operators and tying responses together with historical data and forecasts, including FAA records of current pilot and airframe and powerplant (A&P) licenses, the study is the most comprehensive to date focusing on the helicopter industry’s labour trends. (Visit rotor.org/UND-HFI to download the study results and the executive summary; more results are on pp. 54–55.)

“We commissioned this study because we wanted to provide documented proof of the shortage, not just ‘heard on the street,’” says Matt Zuccaro, who is president and CEO of both HAI and HFI. “The numbers indicate we have the potential for a serious shortage. We as an industry must start addressing this issue and finding creative ways to attract and keep our workforce in the helicopter industry.”

Drastic Changes Needed. The UND study highlights another factor in the coming competition for aviation personnel: China and India are both poised for aggressive aviation expansion, and there will likely be a corresponding need for expat pilots and mechanics from other countries. This will only add to the shortfall in numbers for both positions.

Pilot Numbers Concerning. The study identified several factors contributing to a shortfall of pilots. Since 2009, the number of newly certificated pilots has remained equal to those retiring. However, according to the study, during the next 12 years, the scale will tip, with more leaving than entering. And some evidence of the shortage is already here. More than 50 percent of study respondents reported they had a harder time hiring pilots in the last year. Almost 54 percent believe the lack of qualified pilots will definitely interfere with their ability to grow over the next five years.

The UND researchers uncovered one factor that is making an immediate impact on the number of helicopter pilots: a recent trend in hiring by regional airlines. Faced with their own workforce supply issues, the regionals are actively recruiting rotorcraft pilots to fill empty seats in their cockpits — offering steady employment with attractive pay and benefits, including a career path to the larger major airlines.

The study’s authors queried three regional airlines and determined that in 2017 alone these three airlines recruited and trained more than 500 helicopter pilots to be airline pilots. There are more than 60 regional airlines operating in the United States, and the total number of transitioned pilots is undoubtedly higher. However, the study authors noted that the effect of airline recruiting was not reflected in the study, meaning the pilot shortage projection could be much larger due to this factor alone.

Maintenance Numbers Alarming. For mechanics, the outlook is considerably more ominous. More than 67 percent of respondents to the survey reported current difficulties finding mechanics to employ, with more than six out of 10 respondents being forced to hire mechanics with less experience than required in the past. More than half of the respondents surveyed are concerned this difficulty to find mechanics will inhibit their companies’ ability to grow and expand.

Obstacles to gaining and retaining mechanics in the industry include the cost of A&P training, entry-level pay in the helicopter industry, and competition with larger aviation companies, airlines, and even industries outside of aviation, such as automotive.

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qualified licensed and certificated pilots and mechanics," the study stated.

The issues range from a lack of awareness of helicopter careers, to the struggle to move beyond low-paying entry-level jobs. For example, the study quotes one respondent as saying:

“The problem with this industry is an oversaturation of jobs requiring very high levels of experience and a major deficit of jobs in which pilots can build their experience.”

The same is true for maintenance. Everyone wants the highly skilled pilot or mechanic with thousands of hours, yet entry-level personnel often have trouble obtaining the experience needed to fill these positions. “The biggest obstacle is that huge hurdle and gauntlet new pilots have to run to get to a viable level of experience,” Zuccaro says. “I’m hearing people can’t afford to support themselves as flight instructors and are stepping out of the industry before they’ve gained the experience they need to advance their career.”

For maintenance technicians, the gap often begins with their education. “Many brand-new A&Ps have never touched a helicopter — their school only used fixed-wing aircraft — and yet we expect them to choose a career in the helicopter industry,” Zuccaro says.

“Our industry needs to stop waiting for people to come to us”

Yes, there will always be that guy or gal who has dreamed of helicopters since they were kids — I should know, I was one of them,” he says. “But there aren’t enough of them to fill our cockpits and maintenance hangars. We need to learn how to actively go out and find our workforce — and we need to ensure the industry offers attractive, rewarding careers.”

“The UND-HFI study uncovered issues that will require efforts by multiple stakeholders to resolve,” says HFI Vice President Allison McKay. “But this study is a start: we’ve identified the problem. Now we will bring together interested parties to work on solutions. Our next step will be to hold a meeting for stakeholders, including representatives from industry, education, government, and military.”

The HFI Sustainable Workforce Round Table will be held in late September 2018 in Alexandria, Virginia. Meeting participants will define core issues around workforce development and then will form working groups to create strategies and tactics aimed at building a sustainable workforce for the helicopter industry.

McKay already has some volunteers; anyone wishing to take part in the round table can email her at allison.mckay@rotor.org.

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**Era settles H225 helicopter lawsuit for $42 million**


Airbus Helicopters has agreed to pay $42 million (AUD$56m) in compensation to settle a legal claim brought against it by US operator Era Group in relation to the safety of the manufacturer’s H225.

Era had initiated the legal action following the April 2016 crash of an H225 in Norway and the subsequent grounding of the global fleet.

In a stock exchange filing, Era says that the agreement settles all litigation against the manufacturer without either party admitting liability. Airbus Helicopters will pay US$42 million in cash, as well as giving certain trade credits lasting for five years.

Although regulators eventually cleared the H225 for service following the implementation of a number of safety measures, most offshore operators have kept their fleets idle.

Era had claimed that Airbus Helicopters had sold the H225s with the full knowledge of a safety issue with the main gearbox. Norwegian safety investigators determined a failure of a second-stage planet gear in the epicyclic module of the main gearbox caused the crash near Turøy on 29 April 2016, killing all 13 on board.

Era was seeking substantial compensation from the manufacturer, arguing that its H225 fleet lost “substantial value” since the Norway crash, on top of costs incurred from the flight ban.

As recently as March this year, the operator warned that it saw no swift return to service for the helicopters due to a lack of customer confidence in the platform.

It had earlier written down the worth of its nine-strong H225 fleet, valuing the helicopters at just US$4 million each. Prior to the accident, the rotorcraft would have been worth around five times that figure.

The Eurocopter EC225 Super Puma (now Airbus Helicopters H225) is a long-range passenger transport helicopter developed by Eurocopter as the next generation of the civilian Super Puma family. It is a twin-engined aircraft and can carry up to 24 passengers along with two crew and a cabin attendant, dependent on customer configuration. The helicopter is marketed for offshore support and VIP passenger transport duties, as well as public service missions.
Drone Showcase will show state of the art at Avalon Airshow 2019

With drone operations now the fastest growing category of commercial aviation in Australia, the 2019 Avalon Airshow will feature a Drone and Unmanned Technology Showcase, where visitors will see the latest products and hear how unmanned technologies are changing the way we work in industries such as farming, mining and construction.

The 2019 Drone Showcase follows from a successful inaugural event at the 2017 Avalon Airshow, which saw more than 8,000 people visit the Drone Zone pavilion, with more than 600 attending to hear industry experts detail the rise of drones and remote piloted aircraft systems (RPAS) in fields such as business and industry, agriculture, search and rescue, security and entertainment.

Visitor demand and feedback has seen the exhibition area double in size for 2019 and the conference and seminar program expanded to 15 sessions plus three days of drone flying, robot and camera demonstrations in a purpose-built netted display area.

In 2019 the Australian Association of Unmanned Systems (AAUS) and the Civil Aviation Safety Authority (CASA) will provide expert presenters to join with industry and government speakers to inform and showcase the latest technology.

Seminars will detail the role drones can play in boosting farm productivity, reducing maintenance and facility infrastructure costs and revolutionising aerial imaging, including workshops on drone filming and photography. Drone Pilot Schools will be on hand to explain the steps to obtain CASA approved commercial drone pilot certification.

The showcase will also display winning entries from a National Drone Photo and Film competition.

“The flourishing drone industry is driving advances in sensors, communications and new applications that allow unmanned vehicles to move in to new roles and tasks every day. Visitors to the 2019 Drone Showcase will see the latest advances and hear how this new technology may change their own industry.”

Visit the Australian International Airshow 2019

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SHOWCASE

AUSTRALIAN INTERNATIONAL AIRSHOW, AVALON AIRPORT

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RPAS – drones to most people – are one of the fastest growing sectors in the modern aerospace industry. They are transforming the agriculture, film making photography, real estate, mining and resource sectors, construction and maintenance industries as well as enthralling hobbyists.

Find out the latest information on
- UAVs for Business & Industry
- Responsive Drones & Robotics
- Drone Pilot Training
- Drones for Search & Rescue
- Drones for Film - Photography
- Drones for Agriculture
- Drones for Racing & Sport
- Robotics & Unmanned Systems
- CASA Safety Information

The AIRSHOW 2019 Drone & Unmanned Systems Showcase will operate from 9am-6pm Friday 1 to Sunday 3 March and is a showcase for Drones, UAVS, RPAS, Cameras and Responsive Drones & Robotics. The exhibition and display areas will host live demonstrations with supporting conferences and seminar sessions by industry experts and the Civil Aviation Safety Authority.

For more information visit our website: www.dronzonedownunder.com.au
or contact Rodd Craig - M: 0457 848 104  E: rcraig@amda.com.au

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AVALON 2019 is organised by Aerospace Australia Limited (ABN 63 091 147 787). A not-for-profit corporation limited by guarantee and registered as a charity, its mission is to promote aviation and the development of Australia’s industrial, manufacturing and information/communications technology resources in aviation, aerospace and defence.
Door change, turbulence contributed to crash that killed war hero and helicopter pilot Steve Askin

Steve Askin died in a helicopter crash on 14 Feb 2017, while fighting the Port Hills fires. An investigation into the death of a decorated war hero has revealed some of the doors of his helicopter had been removed to give him a better view while he fought a wildfire near Christchurch. David Steven Askin, known as Steve, was a former SAS soldier who received New Zealand's second highest medal for bravery and was once injured in a Taliban shootout.

The Transport Accident Investigation Commission (TAIC) released its final report recently. The report said the monsoon bucket's suspension had contacted the helicopter's tail rotor while Askin was returning to a dipping pond to fill the bucket. The damage to the tail rotor caused the vertical stabiliser to tear off the tail boom, and the helicopter became uncontrollable and crashed.

A video recording taken from a camera mounted underneath the helicopter showed the monsoon bucket rising towards the tail rotor. The video also showed an object had fallen from the helicopter shortly beforehand. It was "virtually certain" the object was the dislodged window. Askin had experienced a similar incident while flying the same helicopter on a firefighting mission in 2015.

The helicopter was fitted with sliding doors on the left side of the cabin and standard doors on the right side. All the doors on the right side had been removed to give Askin a better view of the underslung bucket while firefighting, and the doors on the left side were closed. A supplement to the flight manual said such a door configuration was prohibited. Way To Go Heliservices said the supplement was ambiguous and it was not aware the configuration was prohibited.

The door configuration meant there was fluctuating pressure inside the cabin as the helicopter encountered turbulence and wind shear. The report said it was "very likely" that the window panel was dislodged from the door by a sudden increase in air loading due to turbulence or a change in airspeed. The dislodging of the window would have caused a sudden change in airflow through the cabin and an increase in noise and a sharp sound.

"It was very likely that the monsoon bucket flew up towards the tail rotor due to a combination of forward air speed and turbulence," the report said.

"At the same instant, the pilot's slowing of the helicopter in response to losing the window resulted in the tail rotor dipping and making contact with the rising suspension line for the monsoon bucket."

The hazard of an underslung load striking a tail rotor is a known risk to helicopter operations. Although not directly contributing to the crash, TAIC found three deficiencies that indicated the helicopter operator's quality assurance system should be reviewed.

TAIC found it was very unlikely that Askin was impaired by his recent use of cannabis but reiterated its view that drug use is a serious risk to aviation safety. An interim report released last May revealed Askin made a Mayday call moment before his Eurocopter AS350-BA 'Squirrel' went down.

The final report said two safety issues were identified in the inquiry – the first being a lack awareness within the helicopter industry of the additional risks involved with underslung load operations.

The second was that the operator, did not have adequate systems allowing the pilot to determine the total weight and balance of the helicopter for the firefighting operation. The operator also did not ensure that incidents such as the previous loss of a window were recorded, notified to the Civil Aviation Authority and investigated.

Askin began learning to fly helicopters in 1998 and gained his commercial helicopter pilot licence in 2002. His total helicopter flying experience was about 2,350 hours, including about 500 hours in the AS350-BA. Paul Askin (father), responding to last May's interim report, said he had spoken with several pilots, as well as his son's boss, who all said Steve Askin was a "careful, deliberate pilot."

"He was not a cowboy. He wasn't a corner cutter, he wanted to fly very well and professionally and do a good job, use the machine within its capabilities to do the work in hand," he said at the time. "We've lost a wonderful member of our family and he's left a big hole in our family and in our hearts."

The former SAS soldier was awarded the New Zealand Gallantry Star in 2014 for his service in Afghanistan, including a 2011 incident in a Kabul hotel where he was wounded by grenade and rifle fire, yet carried on his mission and rescued guests as a fire broke out.

New Zealand Defence Force chief of army Major General Peter Kelly said earlier Askin lived up to the finest traditions of the New Zealand Army.

"He was an outstanding soldier who served his country with bravery and commitment – the same bravery and commitment he showed in helping his community fight these fires."

Editor: Our thoughts are with his family and friends.
Protecting your loved ones

Accidental Death Insurance

Aviation operators need to adhere to their insurance obligations under the Award. The Air Pilots Award 2010 as per Section 4.1 “overs employers throughout Australia of air pilots and those employees”.

Section 22.11(a) Accident insurance states: "An employer will provide each of their pilots with accident insurance for a death benefit of not less than $78,414 for employees engaged in aerial application operations and $282,291 for all other pilots over and above any entitlement available under accident compensation legislation”.

John Ellis of Pilot Life Insurance can provide this cover at very affordable rates, and the policy will cover the pilot 24/7 paying a death benefit resulting from flying or otherwise. Please contact John for quotes or info:

T: 07 3220 3960  F: 07 3229 5104  E: johnmellis@telstra.com

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For many years we have provided free aviation business news & advertising for the helicopter and RPAS folks in the Asia-Pacific region.

But our complimentary subscription base has grown from around 4,000 to 5,000 due to the impact of the RPAS (drone) exploding industry segment.

Our data bases supported our marketing of the Rotortech 2104 and Rotortech 2016 Exhibitions and Conference. We must have been covering the market well, as just over $30 million in helicopter sales was sold from the two events according to a major finance company.

Accordingly, we need to recover the costs of casual researchers and data base developers, by charging a small fee.

The rates, from 1 July 2018 are as follows (Australian dollars):

- 1/8 page - $50.
- 1/4 page - $90.
- 1/2 page - $160.
- Full page - $300.

The rates include GST. Free limited art work. Supporting editorial complimentary, subject to editor’s approval.

Want to have a chat? Need some ideas?

Contact Rob Rich on 0415 641 774, or  
robsrich@bigpond.com

Website being developed and will be here soon!

Editor, Rob Rich, trying to convince ‘The Bear’ who is 200 kg, that he exceeds the 104 kg seat limit of the R22 Robinson helicopter being used extensively for training.
Aeroplane Flying Schools choose APTA as Part 142 Solution

To be or not to be; that is the question?

Or maybe “To close or not to close” when being faced with the new requirements of the regulatory reform process.

Some aeroplane schools facing closure after the August 2018 deadline have embarked upon an interesting project where they can continue training operations by working under the umbrella of an overarching legal entity which provides the necessary management and regulatory compliance resources to meet minimum requirements of the new legislation.

Moorabbin-based Australian Pilot Training Alliance (APTA) is gaining momentum as smaller flying schools begin to feel the bite of having to transition to CASR Part 142 rules.

APTA provides upper-level key personnel oversight services to its members, which in turn enables those flying schools to make the move to Part 142 more easily and with less cost.

Part 142 has been written to include the coveted 150-hour CPL (A) course that is currently sought after by most CPL students, but the move has left smaller flying schools stranded with the 200-hour course covered by Part 141 because they simply can't afford the level of management and control demanded by CASA to be approved to Part 142.

"Part 141 was written for the smaller flying schools," APTA CEO Glen Buckley says, "and Part 142 is for the larger academies like those with university affiliations." Buckley is the owner of Melbourne Flight Training (MFT), a Part 141 school, but was faced with significant costs simply to retain the level of business that he already had.

"We would have loved to stay in the Part 141 environment; it's much cheaper to operate than a Part 142 school," Buckley said, "However, we got 95% of our income from the 150-hour CPL, which we were going to have to walk away from unless we found a way to move to Part 142."

Buckley started APTA to enable his MFT and other small flying schools to share the cost of competing with the larger academies that can more easily comply with Part 142 and soak up the students who wanted to take the fast path to a CPL.

One of those smaller schools was Avia Aviation. "Joining APTA gives us the advantage of competing with other schools," says Avia Senior Base Pilot and Grade 1 Instructor Darren Schmidt, "especially with access to the 150-hour CPL syllabus, because we can now run the integrated courses whereas we couldn't under Part 141.

"Our students gain because they have to pay for 50 hours less training to get their CPL. That's huge benefit of joining APTA."

According to Buckley, APTA membership holds benefits well beyond just Part 142, as even the cost of complying with Part 141 and the Part 61 Licensing regulations is commonly estimated at around $250,000. He believes leveraging the management expertise of APTA means members schools can now assure compliance at a much lower cost.

APTA currently has five-member companies, which can also share resources between themselves, but Buckley is looking for more to join the group. The current APTA members are:

- Melbourne Flight Training
- TVSA Flight Training
- Avia Aviation
- Learn to Fly
- Flight Standards

"All members operate under one common set of seven manuals, with supplemental Base Operations Manuals for each member to account for the differences in school practices," Buckley points out.

"APTA members also don't have to cease operations when key people—such as the CFI—leave, because they are still covered by the APTA Air Operators Certificate."

Both Part 141 and Part 142 schools have until 31 August 2018 to completely transition to the new rules.


More information at: https://www.auspta.com.au

Note for helicopter training schools.

Firstly, I must thank Rob Rich for providing the opportunity for a “fixed wing” guy to get some space with a chopper audience. That’s possibly already turned a good half of you towards the next article, but for those that are still with me, thanks!

My name is Glen Buckley, and I’m an ex-instructor, turned Flying School Owner approximately twelve years
ago. During that period, the business provided me with an acceptable income, but more importantly fulfilled every expectation I had of it as a Small Business Owner. I was one of the lucky few that really enjoyed walking into work, as much as I did walking into my home.

I had the opportunity to be really involved in my Business and spend plenty of time at the “coal face”. That approach allowed my Business to grow during the first decade and provide me with a very satisfying work environment.

The last few years however have changed all that, as it has for many operators. Enormous amounts of time and money have been redirected towards addressing Part 61, 141, and 142, and for many operators they are now preparing for Part 119, 135 and 121. The environment has been challenging, in fact, way too challenging.

To address the forecast challenges, I established the Australian Pilot Training Alliance (APTA) approximately two years ago and we have been a fully transitioned Part 141 and Part 142 for 18 months.

APTA is intended to be, to the flight training industry, what IGA is to the retail industry. A group of well-intentioned individually owned businesses working collaboratively for each other’s mutual benefit. Recognising that by working together, costs go down and capability goes up, and significantly so.

We have significant capability by way of our Part 141 and 142 Approvals, but we also offer access to CRICOS approval for overseas students and we are a Registered Training Organisation. The Key personnel are held centrally, with unparalleled levels of redundancy.

Our current members include Flight Standards, AVIA, Melbourne Flight Training, Learn to Fly, Ballarat Aero Club, Latrobe Valley Aero Club, and Alice Springs aero club, with a new member from Ballina joining over coming weeks.

In a nutshell, this is an overview. APTA maintains the CASA required Key Personnel centrally, with CASA approved standbys for additional redundancy. An overriding suite of generic manuals are supported by individually tailored Base Procedures Manuals where the Operator adds their own individual “flavour” and select the Courses that they will deliver from each respective base.

Oversight is achieved through the use of a web-based system, Flight School Manager. It provides oversight and internal auditing of all operations. We meet fortnightly via video conferencing to seek out mutual business opportunities and address compliance requirements.

Our Management team “roves” between the bases. As all staff are checked, inducted, drug and alcohol checked, and are trained in the use of FSM it offers unparalleled levels of staff flexibility to immediately move between bases to address peaks and troughs in workload.

As an Australian Owned group, we can take the game right up to the foreign owned businesses that now control much of the Australian Flight training industry.

My expectation is that the Australian Government via Austrade will assist us to seek out opportunities and present them to our Members.

The purpose of this letter; however, is to reach out to the helicopter industry. I have had discussions with CASA and I am now keen to add helicopter operations to our capability and am seeking four operators across Australia that may wish to consider joining under the APTA umbrella, with a view to accessing the group’s current capability. If you have a level of interest, I would encourage you to contact me via my email glen.b@auspta.com.au or my mobile 0418772013. I am prepared to travel anywhere within Australia to discuss potential APTA membership.

Regards, Glen.

The Guizhou Aircraft Industry Corporation (GAIC) has staged the first flight of the Yaojung II UCAV. This is the third Chinese aerospace entity to confirm the flight of a UCAV, following the China Aerospace Science and Technology Corporation (CASC) and the Chengdu Aircraft Industry Group (CAIG). An unarmed version of the Yaojung made its first flight in the third quarter of 2016, equipped with an imaging reconnaissance radar in an underbelly pod.

The name Yaojung translates as Fowl Eagle, though other media have used the term Harrier Hawk. Adding to the confusion, photos that have emerged of the new UCAV making its first flight from GAIC’s Anshun airfield on July 3 show the name “Air Sniper” in English painted on the fuselage.

The photos suggest that the Yaojung II has two underwing pylons carrying the AKD-9 anti-armour missile, and another centreline pylon that was not in use. The Yaojung II has a maximum take-off weight of 1,280 kilograms, a cruise altitude of 23,000 feet, and a cruise speed of 116 knots. Endurance without payload is around 32 hours.

About a dozen countries in the Middle East, Africa, and Asia have already bought Chinese UAVs in the CH- and Wing Loong series that can be armed.
Coming Events


9-10 Aug ‘18. World of Drones Congress 2018. The inaugural World of Drones 2017 was held at the Brisbane Convention & Exhibition Centre from 31 August to 2 September 2017.

Over 630 delegates from across the Asia Pacific and beyond attended and the congress featured a fascinating Expo with over 30 exhibitors from Australia, China and Japan. https://www.worldofdrones.com.au


If you don't already have it on your calendar World Helicopter Day 2018 will be on Sunday 19 August 2018. This is the fourth year of the event and once again this will a chance for the helicopter world to celebrate the people that make up our industry, our collective achievements and an opportunity to bring the public up close to the wonderful machines we operate.

We are calling for events and open days to start listing on the main day's website and social media accounts, to a global audience in the lead up to August.

Mick Cullen, World Helicopter Day Support.
E: hello@worldhelicopterday.com

21 Oct ‘18. Jamestown Air Spectacular. Sir Hubert Wilkins Aerodrome, Jamestown, South Australia. Be “Wowed” as the aircraft take to the skies. A day packed with jam-packed adrenalin pumping action and unbelievable aerobatics.
Contact. Danny 0428 305 987 or jamestownflyinggroup@outlook.com

23-25 Oct ‘18. International Rotorcraft Safety Conference. Hurst Conference Centre, Hurst, Texas. The Federal Aviation Administration will host the 2018 International Rotorcraft Safety Conference at the Hurst Conference Centre in Hurst, TX. The conference will feature presentations and seminars to reduce the national helicopter accident rate, particularly among small operators.
Contact Gene Trainor at 817-222-5123, eugene.trainor@faa.gov, or the FAA Rotorcraft Standards Branch, 10101 Hillwood Parkway, Fort Worth, Texas 76177.
11-17 Nov ’18. Aviatex 2018. Sydney Metro Airport Bankstown, NSW. Aviatex is the event you have been waiting for! Showcasing all the career prospects aviation has to offer together with a light to medium general aviation trade exposition. Providing those thinking of an aviation career or changing to an aviation career a wide range of potential training and career streams.


1-3 Mar ’19. DroneZone Downunder. Avalon Airport, Victoria. The Airshow 2019 DroneZone DownUnder will be a showcase for drones, technology and associated services. The display area will host ongoing drone demonstrations and information sessions by industry experts on the practical application drone technology.


6-8 Nov ’19. Singapore MRO Asia-Pacific is the regions premier event for Maintenance, Repair and Overhaul! Aviation Week Network’s MRO Asia-Pacific continues to be the most reliable source for high-quality speakers and informative, useful and real-time content.

Held at Singapore Expo Convention and Exhibition Centre Singapore. www.mroasia.aviationweek.com

18 Urgent Reminder – Deadline 31 Aug ’18 - Part 61
CASA ANNOUNCES NO EXTENSION.
TRANSITION FOR ALL SCHOOLS TO BE COMPLETED BY 31/08/18

Civil Aviation Safety Amendment (Flight Crew Licensing and Other Measures) Regulations 2017, number F2017L00697, was registered on the Federal Register of Legislation on 20 June 2017 and came into effect on 21 June 2017.

This amendment legally formalises the policy commitments previously announced by CASA in November 2015. It does not change the transition process and the need for flying training operators to comply with the new rules by 31 August 2018.

If you have not already arranged your transition date with CASA we encourage you to do so with your oversiting office.

CASA states they will continue working with flying training operators to help facilitate a smooth transition before 31 August 2018.

Please be aware that only those operators who have completed transition will be able to continue with flight training operations after 31 August 2018.

We are working hard to support operators throughout this process, however please note our ability to ensure a smooth transition for your organisation depends on:

- you meeting the agreed timeframes for submitting your documentation
- whether you make any changes to your documentation after it has been submitted
- any training activities you ask to be added to your existing operations
- how quickly you respond to requests for amendments or further information to support your application.

Industry sources indicate the regulator asked those schools who needed transitioning to the new system to have their applications completed by the end of March.

One Queensland helicopter school operator who complied with instruction was recently advised their Part 141 will be issued later in the year; however, they can continue training past the deadline. Good news!
Anger Management and Caller ID

An anonymous death bed confession from the USA?

I was late leaving work and called my wife to let her know of my predicament. But an angry man answered the phone and abused me for wasting his time!

I then called Robyn on the correct number. After our brief telecom I found I had accidentally reversed the last two digits of her phone number. I then decided to call the wrong number again.

When the same guy answered the phone, I yelled, “You’re an asshole!” and hung up. I wrote his number down with the word ‘asshole’ next to it and put it in my desk drawer.

Every couple of weeks, when I was paying bills or had a really bad day, I’d call him up and yell, “You’re an asshole!” It always cheered me up.

When Caller ID was introduced, I thought my therapeutic ‘asshole calling’ would have to stop.

So, I called his number and said, “Hi, this is John Smith from Cingular. I’m calling to see if you’re familiar with our Caller ID program?”

He yelled “NO” and slammed down the phone.

I quickly called him back and said, “That’s because you’re an asshole!”

One day I was at the local shopping mall, getting ready to pull into a parking spot.

Some guy in a black BMW cut me off and pulled into the spot I had been patiently waiting for. I hit the horn and yelled I’d been waiting for the spot, but the idiot ignored me.

I noticed a “For Sale” sign on the back window which included his phone number, so wrote down the number.

A couple days later, right after calling the first asshole (I have his number in my speed dial), I thought I better call the BMW asshole too.

I said, “Is this the man with the black BMW for sale?”

“Yes, it is,” he said.

“Can you tell me what I can see it?” I asked.

“Yes, I live at 1340 Roswell Pines Drive, in Sandy Springs. It’s a yellow house, the car is parked right out in front.”

“What’s your name?” I asked.

“My name is Don Hansen,” he said.

“When is good time to catch up with you, Don?”

“I’m home every evening after five.”

“Listened Don, can I tell you something?”

“Yes?”

“Don you’re an asshole!” Then I hung up and added his number to my speed dial.

Now, when I had a problem, I had two assholes to call. Then I came up with an idea. I called Asshole #1.

“Hello.”

“You’re an asshole!” (But I didn’t hang up.)

“Are you still there?” he asked?

“Yeah,” I said.

“Stop calling me,” he screamed.

“Make me,” I said.

“Who are you?” he asked.

“My name is Don Hansen.”

“Yeah? where do you live?”

Asshole, I live at 1340 Roswell Pines Drive, Sandy Springs, a yellow house with my black Beamer parked in front.”

He said, “I’m coming over right now, Don. And you had better start saying your prayers.”

I said, “Yeah, like I’m really scared asshole,” and hung up.

Then I called Asshole #2. “Hello,” he said.

“Hello, asshole,” I said.

He yelled, “If I ever find out who you are ……”

“You’ll what?” I said.

“I’ll kick your ass,” he explained.

I answered, “Well asshole, here’s your chance. I’m coming over right now.”

Then I hung up and immediately call the police, saying the lived at 1340 Roswell Pines Drive in Sandy Springs and that I was on my way over there to kill my gay lover.

Then I called WXIA TV News about the gang war going on down in a quiet Sandy Springs neighbourhood on Roswell Pines Drive.

I quickly got into my car and headed over Roswell Pines Drive. I got there just in time to watch two assholes beating the crap out of each other in front of six cop cars, an overhead police helicopter and a news crew.

Now I feel much better.

Anger management really works!