



## From the Minister's office

### Clearing the tarmac for the future of aviation in Australia

Critical to our way of life, Australian aviation connects us all. It links us to our dearest that aren't so near, it strengthens communities, connects businesses to markets and underpins our thriving tourism industry.

Following the Covid-19 travel restrictions, the aviation industry has, and continues to recover. 4.81 million passengers were carried by Australian domestic commercial aviation in January this year compared to 2.80 million in 2022.

As a regional Australian myself, I know how important regional and remote air services are as key players in sustaining regional economies and communities. Not only do they connect us with our nation and our world, but they provide valuable jobs and opportunities to local communities. That is why I am proud to have committed \$27.9 million to the funding of 44 different projects under the Regional Airports Program, as well as ensuring that our recent budget locked in an extension to the Remote Airstrip Upgrade Program.

While these investments are important in the shorter term, I know that this industry needs serious changes if it is to continue to grow. To plan that success, in February this year we released the Aviation White Paper's terms of reference. We outlined the areas of consideration and received 192 submissions by mid-March. My department has undertaken significant consultation with individuals and organisations, and we are now preparing for the Green Paper to be released in the coming months.

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# From the board



**Carl Jepsen**  
RAAA board member  
CEO, GAMS Group

## From the board

*Your RAAA board members are, just like the broader membership, busy committing aviation, so in the interests of sharing the load, this issue's board column comes from Carl Jepsen, the convention committee's vice-chairman. In his day job, Carl is CEO of the GAM Group, which operates 28,000 flights a year, with a fleet of 32 aircraft and a workforce of 100. Originally from Hamilton in the Waikato region of New Zealand, he moved to Brisbane in 2013.*

We joined the RAAA nine years ago because we recognised the benefits of collaboration and strength in numbers. As a company, we thought we understood the rules and regulations, and the power we had in industry. That strength in numbers has become very important to us, as we see the impact a wide-ranging network of intelligent, like-minded people can have. This became very apparent with the ADS-B rollout for example. We were sitting ducks: with 28 aircraft at the time requiring fitment, commercial restraints from a cost perspective and clients' willingness to support us, there is no way we could have done it in the time we had. The RAAA was able to open doors at the right level in CASA to get assistance with a program we could roll out to be compliant.

The operational challenges around Australia are often overlooked, we tend to take them for granted, but if an aircraft breaks down, it's extremely expensive to recover it, or do remote maintenance. Again, that's the benefit of the RAAA network. For breakdown service, it's invaluable to be able to draw on members in other states; we can make a phone call to remote contacts and get the job done. In the post-COVID environment, too, the challenges of operating in regional and remote areas have been amplified, especially when it comes to finding employees. We expected the airlines wouldn't spring back as quickly as they have, but they're now looking to GA, and pulling on our resources, maintenance and pilots. There are no people in the market, people disappeared out of aviation during COVID, taking early retirement or moving onto different careers. Equally there are challenges in recruiting offshore, both regulatory and cultural issues. We're having to train people from the ground up and won't see the return on resources for five to ten years. It's pleasing to see the RAAA's push on the shortage of engineering personnel, offering some practical short-term solutions as well as looking longer-term, is making some headway with CASA and other government agencies.

Another challenge is the drive for net zero and adoption of new aviation technologies, which is why the RAAA is focusing on these to ensure regional aviation's views and needs are recognised, and I'm on the government's aviation industry white paper advisory panel.

I hope to see you at the next roadshow, until then,

Stay safe

Carl

## 2023 Aviation Events

### RAAA Events

#### Roadshows

##### September

Canberra

13-14 September

#### Photo competition

Closes

30 June 2023

[raaa.com.au/photo-competition](http://raaa.com.au/photo-competition)

[www.raaa.com.au](http://www.raaa.com.au)

### Other aviation events

#### PACDEFF

Conference

Brisbane

12-13 September

<https://www.pacdeff.com/>

World Sustainability  
Symposium – IATA

Madrid

3-4 October

[iata.org/en/events/all/world-sustainability-symposium/](http://iata.org/en/events/all/world-sustainability-symposium/)

## 2024 Aviation Events

### RAAA Events

#### RAAA biennial convention

19-21 March 2024

RACV Royal Pines Resort  
Gold Coast

# From the CEO



**Steve Campbell**  
RAAA CEO

As always, there is lots going on in the RAAA office. Our partnership with AMDA is now official: our agreement was signed in mid-May, so it is full steam ahead for the convention. It will be fantastic to host it again after a five-year break. See page 5 of this edition of *RAAA News*, where you will find more information about next year's event. The RAAA convention will become a biennial event, alternating with the Avalon Airshow and RAAA roadshows. Having AMDA's event management expertise for the convention will free us up to focus on delivering quality content and attracting a wide range of delegates to facilitate effective industry networking.

While we're talking events: we've just held our latest roadshow, at the Sunshine Coast, on 22–23 June. Leaving a minus four-degree morning start in Canberra for Queensland was hard, but it's part of the job ... The roadshow was fully subscribed, with a great line-up of speakers – and it was wonderful to catch up with many of you there. We'll give a more detailed report on the topics covered in the next *RAAA News*. The Canberra event in September is coming together well, too. Minister King will be there at the Wednesday night event at Parliament House, and hopefully we will have a good turnout of politicians.

Talking about escaping the cold – I had a lightning trip to Fiji recently to attend the Association of South Pacific Airlines (ASPA) annual conference and AGM in Nadi. At that meeting, to which I was invited as an observer, I extended an offer to ASPA to become an affiliated member of the RAAA.

Whether flying over ocean or desert, Asia Pacific and Australian regional airlines share similar challenges: operational, the skills shortage and sustainable aviation, to name just a few, compounded by the

tyranny of distance.

All full (airline) members of ASPA will gain RAAA membership benefits and rates when attending RAAA events. The agreement will also bring a more collaborative approach in the wider region to addressing the challenges facing smaller regional carriers on their journey to net zero.



**Photo |** Steve Campbell with ASPA secretary general, David Tohi in Nadi, Fiji. RAAA

Finally, for those members who visit Canberra, we are moving office, and should be in residence by the end of June. We're going to Manuka, the suburb next door to where we are now, and not only will the space be cheaper, but we will have a spare office with video conferencing facilities which members can use. Email [administration@raaa.com.au](mailto:administration@raaa.com.au) to book the room.

Steve

PS: Don't forget our photo competition for members. Entries close on 30 June. Winning pics will feature on the banner on [our website](#) for a year.

## Looking for work?

[raaa.com.au/jobs](http://raaa.com.au/jobs)





## From the Minister ... cont.

It will outline key challenges and opportunities for the aviation sector to enable government, industry and community to give feedback on the proposals.

We will draw on this feedback to deliver policies that will benefit every function of the aviation industry.

Our priorities developed in the White Paper process will be matched with action to guide the future of the sector.

The Australian Government has committed to net zero emissions by 2050 and the Green Paper will seek views on options for us to support the industry's net zero transition. We understand that the requirements and challenges associated with the decarbonisation of regional aviation are unique and complex, hence the need to work closely with industry as we set our policies.

Complementary to the work of the White Paper is the Australian Jet Zero council. The Council is bringing together a cross-section of players from across the aviation sector and its supply chains to work with industry and advise the Government on issues related to the aviation industry's transition to net zero emissions.

Through the Green and White Papers, we will also build and maintain the important services delivered by general aviation and the opportunities to grow GA business as technology continues to expand their capabilities. GA will always remain a key part of our aviation ecosystem and it is critical that we capture its perspectives and recommendations in the White Paper.



Photo | The Honourable Catherine King. Supplied.

Stakeholders have expressed varying views regarding the ongoing GA access at metro airports, and the management and consultation of noise, airport operations and flight paths across Australia.

I appreciate RAAA's submission to the White Paper Terms of Reference and I'm pleased by our shared vision of strategic value in Airservices Australia and its work on drafting the Community Engagement Standard.

The White Paper process has set sights to the future. I urge you all, as valued members of the aviation industry and community, to give your feedback and have your say when the Green Paper is released.

The resulting White Paper – delivered in the first half of 2024, will help ensure there is an

efficient, safe, sustainable and competitive Australian aviation sector.

For more information visit:

[www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper](http://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper)

Email us:

[aviationwhitepaper@infrastructure.gov.au](mailto:aviationwhitepaper@infrastructure.gov.au)



# Convention 2024

## Save the date: 19–21 March

To hear the latest and to have your say on the issues affecting our industry, we invite you to the [RAAA Convention 2024](#), 19-21 March 2024, at the RACV Royal Pines Resort, Gold Coast.

The three-day 2024 convention will be the first for five years. In another first, the RAAA has signed an agreement with the AMDA Foundation, collaborating on the event.

Under the agreement, AMDA will assume responsibility for overall management of the event, freeing the RAAA to focus on developing engaging and relevant content for delegates.

According to Steve Campbell, the collaboration will deliver a much-needed engagement platform for regional aviation at a time when the industry is undergoing massive change.



‘The AMDA Foundation and the RAAA share a common interest in developing, sustaining and promoting civil aviation in Australia,’ he said. ‘The relationship with AMDA has already produced several successful regional events since COVID, but the industry is lacking a national event that brings regional communities together for broader discussion and networking opportunities. AMDA’s expertise in event management makes it the ideal partner for the RAAA, whose broad depth of membership will ensure the quality of content and delegates is exceptional.’

Under the agreement, the RAAA Convention will become a biennial event, held in alternate years to the Australian International Airshow & Aerospace and Defence Exposition (Avalon).

AMDA Foundation CEO Justin Giddings said the Foundation was pleased to support one of Australia’s most critical aviation sectors, through the RAAA. ‘AMDA’s mission is to promote development of aviation and the aviation industry,’ he said. ‘By assuming management of the RAAA Convention we will work with the RAAA to further develop the event as a hub for debate, networking and engagement on issues affecting regional aviation, in the national interest. The RAAA has always been a great advocate for its members and the industry. This agreement will free RAAA resources to focus on those core goals.’



Photo | Royal Pines. Supplied.

Hear from industry leaders, the regulator and the companies introducing new ideas and technologies. Help define the RAAA’s voice as the peak advocacy organisation for the regional aviation community.

Themes we will be looking at in 2024 include ‘towards net zero’; ‘next-gen aviation for the regions’; ‘future workforce skilling’; ‘regulatory changes for recovery’; and ‘civil aviation in the Pacific region’.

The convention program, with its single-stream conference sessions and breakout meetings, VIP delegate program, gala dinner, and golf day, offers an ideal mix of relevant and timely conference content, industry advocacy and business and social networking.





## New peer support program takes off

In previous issues of *RAAA News*, Mal Sharp has flagged the work the RAAA is doing with the Flight Safety Foundation to develop and implement a regionally focused peer support program. David Anderson is the Flight Safety Foundation’s managing director of the BARS (Basic Aviation Risk Standard) program, which is an aviation safety program reviewing aircraft operators contracted to the resources, government and humanitarian aid sectors.



Photo | David Anderson, FSF. Supplied.

‘The idea came from the resources sector,’ Anderson says. ‘The big airlines have got the resources, capability funding and union support to help staff, unlike the smaller regional operators.’ The trigger to develop the new program, to be known as CAPS (contract aviation peer support), was the documented mental health impacts on crew across the COVID pandemic period.

It is envisaged that CAPS will not only assist regional industry members in safety-critical roles with mental wellbeing issues, countering the fear of losing certification that pilots who admit to having difficulties may

experience, but address personal wellbeing issues more holistically, similar to the successful HIMS program.

The network of peers will be formally trained in a three-day course, subject to annual refresher training, and supported by psychologists/psychiatrists.

The program will be seeking RAAA members to volunteer as peers to register for the first training planned for late in the third quarter of 2023. Further details will be released as the project moves further towards training delivery. Before then, though Anderson says, ‘there is a lot of work to be done, developing a charter and governance structure for CAPS, eligibility criteria for volunteer peers, an ops manual, a peer training syllabus, a website and associated communication material’.



## RAAA inaugural members of new Jet Zero Council

The Australian Jet Zero Council has been set up as an advisory body to the government as the aviation industry transitions to net zero emissions.

[Announced on 21 June 2023 the Council](#) comprises members across aviation sectors and the aviation supply chain.

The Department of Infrastructure and Transport chairs the council, whose members will be:

- Airlines - Qantas Airways, Regional Express and Virgin

Australia

- Airports – on a 12-month rotating basis, first member, Brisbane Airport Corporation
- Aviation fuel - Australian Institute of Petroleum, Sustainable Aviation Fuel Alliance of Australia and New Zealand
- Major sustainable aviation fuel projects - on a 12-month rotating basis, first member, bp
- Manufacturing – Airbus and Boeing
- Research and development – CSIRO
- Finance and investment - Australian Renewable Energy Agency, Clean Energy Finance Corporation
- Regional – RAAA
- Defence - Department of Defence

The Department expects members to consult widely within their sectors. Steve Campbell reiterated this, saying, ‘It is great for the RAAA to be part of the Federal Government’s new Jet Zero Council, ensuring regional aviation is not left out of future policy discussions! This won’t be an easy transition, so we’re pleased the government is working closely with the aviation industry to collaborate on ideas and pathways.’

‘We’ll keep members informed, so please be involved and give your feedback, which we can pass on to the Council.’



# Decarbonising regional aviation

RAAA News talked to Dr Emma Whittlesea, executive director of the [Climate Ready Initiative](#) based at Griffith University about flying towards net zero – how regional aviation businesses can take those vital first steps to decarbonising their operations.

To begin at the beginning—the first step for operators is to measure and monitor your emissions and establish a baseline,’ Dr Whittlesea says. ‘This first step can be challenging, because organisations may not necessarily have the data to hand.’

Start with collating reliable data on your scope 1 emissions (generated from energy used directly in operations, e.g., fuel burn, company vehicles) and scope 2 emissions (generated indirectly e.g., purchased electricity, air con, heating).’ Scope 3, relates to your indirect supply chain emissions from suppliers and customer travel,

and should be included at a later stage. However, it is more complex to calculate.

Gaining a good baseline understanding requires consistent data on fuel and energy use for a 12- month period, she says.

‘It is important regional airlines start thinking about this, and work on collecting data in a consistent, accessible way. It is similar to collecting and processing your normal accounting data and can be aligned.

‘Prioritise getting an emissions profile for your business and you may want to consider breaking it down i.e., by route or by aircraft. Capturing and presenting the data monthly can also help illustrate seasonal variations.’

To estimate the flight emissions, you will need to 1) calculate the fuel burn and 2) convert fuel burn to emissions. IATA provide guidelines and a methodology to assist the process: the [IATA recommended practice per-passenger CO<sub>2</sub> calculation methodology](#). The methodology includes consideration of airline

fuel measurement protocols, passengers vs. cargo CO<sub>2</sub> allocation, and cabin class factors. This data is used in combination with verified airline operational data.

Dr Whittlesea is working with a regional airline on establishing their baseline and says another factor to consider is whether you just look at carbon dioxide, or the full suite of greenhouse gas emissions:

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous oxide (N<sub>2</sub>O)
- Fluorinated gases:
  - Hydrofluorocarbons (HFCs)
  - Perfluorocarbons (PFCs)
  - Sulphur hexafluoride (SF<sub>6</sub>)
  - Nitrogen trifluoride (NF<sub>3</sub>), as well as airborne particulate matter such as soot from smoke and exhausts.

Having established an emissions baseline, the data can be used to identify opportunities for improving efficiency, and optimising aircraft operations on the ground and in the air. This data can also inform forward investment and decision making such as fleet renewal. This can reduce emissions and save costs.

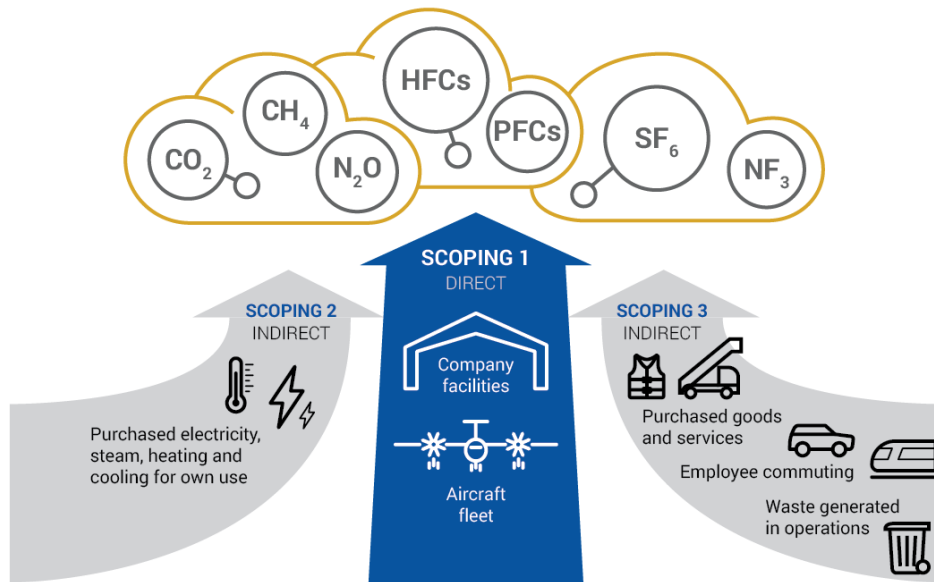
Keep a watching brief on the latest policy and technology developments and join in on Griffith University’s *Aviation Reimagined* webinar series in October.’

You can also view last year’s webinars, visit: [griffith.edu.au/institute-tourism/news-events/aviation-reimagined](http://griffith.edu.au/institute-tourism/news-events/aviation-reimagined)

Hopefully, you have already advanced some work in this area, but if you haven’t started thinking about it, the time is now.

If you would be interested in participating in some webinars to guide your organisation through the process, please reach out and let us know at [climatereadyaustralia@griffith.edu.au](mailto:climatereadyaustralia@griffith.edu.au). Include ‘RAAA member – emissions baseline webinars EOI’ in the subject line.

## SCOPING BASELINE GHG EMISSIONS



**Scope 2 (indirect) emissions** are purchased electricity, heating and cooling for use in the business.

**Scope 1 (direct) emissions** are those generated directly by the business: the company’s facilities and in the case of an airline, the fuel burn of the aircraft fleet, or the company’s vehicles.

**Scope 3 (indirect) emissions** are indirect greenhouse gas emissions (other than scope 2 emissions) that are generated in the wider economy – supply chain emissions. They are generated because of the activities of a facility/business but come from sources the business does not own or control.

## Welcome to new members

We are happy to welcome the following companies and individuals as members of the RAAA and look forward to a long and productive association.

### Ordinary members



### LifeFlight Ltd

**Luke Peyton**, Group Head of HSSE



[www.lifeflight.org.au](http://www.lifeflight.org.au)

LifeFlight is a world leader in aeromedical care and one of Australia's most diversified service providers operating both a fixed and rotary wing fleet. For more than forty years, RACQ LifeFlight Rescue has been Queensland's leading community rescue helicopter service, delivering emergency response, critical medical care, and hospital airlifts. Operating with an advanced fleet of helicopters and a dedicated Air Ambulance service, LifeFlight assists with emergency rescues, search and rescue operations and repatriation services locally and internationally.

### Aerlink



### Aerlink

**Paul Booij** Managing Director  
E: [p.booij@hevilift.com](mailto:p.booij@hevilift.com)

Aerlink is an independently owned and operated charter aviation provider supporting resourcing, mining and emergency services companies.

### Associate members



### Armidale Airport

**Angela Garvey** Manager,  
Armidale Regional Airport  
E: [agarvey@armidale.nsw.gov.au](mailto:agarvey@armidale.nsw.gov.au)

Armidale Airport is six kilometres from the city centre and is operated by Armidale Regional Council. A \$10 million upgrade of the airport was completed in December 2017, creating a new terminal building with improved check-in, baggage handling, food and beverage and retail facilities, as well as enhanced parking.

### Ballarat Airport

**Jonathan Willsher** Ballarat  
Airport Commercial Manager  
E: [jonathanwillsher@ballarat.vic.gov.au](mailto:jonathanwillsher@ballarat.vic.gov.au)



Ballarat Airport is operated by the City of Ballarat and is located 7.4 km west of the city. The airport is currently extending the length of their runway to 1800m.

### Boeing (ForeFlight division)

**Joey Colleran**  
Industry Relations Manager  
E: [joey.l.colleran@boeing.com](mailto:joey.l.colleran@boeing.com)  
P: 1 72 0503 8611

(Based in Colorado USA)

ForeFlight is an all-in-one flight app for VFR and IFR planning, flight plan filing, and flying for Australia.

### Hallmarc Aviation

**Michael Loccisano**  
CEO  
E: [michael@hallmarc.com.au](mailto:michael@hallmarc.com.au)

Hallmarc Aviation provides sales and support services for Italian aircraft manufacturer Tecnam.

### AVEM Insight

**Stu McGraw**  
Co-founder  
E: [stu@avem.co](mailto:stu@avem.co)

Avem Insight brings together a wealth of wildlife hazard information from air travel and biology organisations all over the world. They are currently developing a mobile integrated risk management (IRM) reporting app for pilots.

### Want to feature in the next RAAA News?

Email us with your story idea:  
[administration@raaa.com.au](mailto:administration@raaa.com.au)