RAANEWS

Autumn 2019

ISSN 1839-146



From The Lefthand Seat

Jim Davis RAAA Chair Director, Regional Express (Rex)

Associate Members may not be aware that since November of last year the RAAA, with the able assistance of Norton White, has been actively involved with the Fair Work Commission's (FWC) four yearly review of the Air Pilots Award 2010. This review is conducted as a regular exercise and is designed to clarify clauses in the Award that are confusing or contentious. The FWC provides an interpretation of contentious clauses to reduce confusion and will consider amendments from stakeholders in the process. However it is not a process for introducing new rules or radically changing existing ones. Procedurally, the RAAA is officially representing 16 named operators at the FWC but the consequences of the review will affect all Ordinary Members.

Of particular interest is the Award clause relating to training and the use of training bonds. Training bonds are commonly used for pilot type ratings and are a feature of most Enterprise Agreements however they are not specifically included in the Award. For the past few years the AFAP has taken it upon itself to legally defend any pilot that does not honour his or her obligations after agreeing to and signing a training bond.

This is heart breaking for operators who spend considerable time and money training a pilot on a new type only to have him or her walk away, sometimes within days, and refuse to pay the bond. If an operator then takes a pilot to court to enforce a training bond it finds itself facing the deep pockets

of the AFAP which pays all legal expenses for defaulting pilots. Court decisions have been mixed with many ruling in favour of the pilot but even when an employer wins a case the reimbursement of training costs is cancelled out by extensive legal fees. This is a no win situation for operators and is not sustainable.

The AFAP position is that training bonds are acceptable provided pilots are paid in excess of the Award to the extent that the extra salary covers the cost of a type rating. This can be the case with large operators using Enterprise Agreements but for smaller employers that may be struggling and are operating purely under the Award it is not feasible. These are the ones most affected by current pilot attrition and it is therefore important that the RAAA strongly presents their case to the FWC.

As well as the RAAA, Qantas, Alliance and Rex are putting arguments to the Commission for the enforcement of training bonds. At the most recent appearance, a Conciliation Hearing on 2 May, the Commission had some sympathy for the RAAA position and advised the AFAP to try and reach a compromise solution with employer representatives on the matter of training bonds. It remains to be seen whether or not this can be achieved and further Commission proceedings avoided.

In This Issue

From The Lefthand Seat Jim Davis - RAAA Chair

From The Righthand Seat Mike Higgins - RAAA CEO

Technical Update

AvSuper - Choosing a default super fund for your employees

In the Cabin Black Diamond Aviation Axiom's Edge East Air MagniX

Flight Briefing

Legend Skip Ross will be missed RFDS-Queensland Section achieve international standard for Business Aircraft Operations Ansett Aviation Training Update Human Factors Training Solutions provide practical

strategies to learning

PPG Aerospace - Desoclean Green product update









Legal proceedings at the FWC involve the use of Barristers and are extremely expensive. The RAAA has spent around \$58,530,40 (ex GST) so far with the potential for this to reach \$100,000 if a compromise solution cannot be reached. The larger operators and the AFAP may be able to fund this type of expense but for the RAAA it is a challenge. However, our participation is necessary because it is important to highlight to the Commission the plight of the smaller operators in the industry. Because of this we have asked Ordinary Members to make a one off contribution and some have been generous but we are currently looking at a considerable shortfall in funding. If any Ordinary Members that haven't contributed so far wish to do so it will be very warmly welcomed.

On a different note work continues at CASA's Aviation Safety Advisory Group with current Technical Working Groups (TWG) examining new Part 43 regulations for GA maintenance, 43 regulations for GA maintenance, Part 66 provisions, Dangerous Goods, Fatigue, maintenance regulations for 135 operators and UAVs. The workload has eased since the completion of the flying operations suite of regulations last year and the ASAP has now decided to convene a TWG to once again look at the problems that still exist in Parts 61, 141 and 142.

I have called for information on current problems to do with these regulations many times before but I do so yet again as the ASAP wants a current target hit list that it will use when convening this TWG. This may be our last chance to get CASA to seriously try and fix these ill-conceived regulations so please advise Mike of your Part 61/141/142 issues as soon as possible. The next ASAP meeting is 20 June and we will need any information prior to that. Thank you to those who have recently provided their input.



2019 RAAA Events Calendar

30 May 2019 Darwin, NT

- ★ Board meeting
- ★ Technical Working Group
- ★ Member Function

5 September 2019 Canberra, ACT

- ★ Board meeting
- ★ Technical Working Group
- ★ Member Function

28-30 October 2019 RAAA Annual Convention

RACV Royal Pines Resort Gold Coast, Queensland

28 November 2019 Sydney NSW

- ★ Annual General Meeting
- ★ Board Meeting
- ★ Technical Working Group
- ★ Annual Christmas Function









From The Righthand Seat

Mike Higgins RAAA CEO

The RAAA: Representing Aviation Across Australia.

Engineering Part 43

CASA claim that the Government and the CASA Board have directed CASA to adopt and implement the FAA Part 43 maintenance rules for private flying and aerial work. There appears to be no safety case or risk analysis conducted by CASA that examines the requirement for, or potential impact of, this within the existing Australian legal and legislative framework. All regulatory change needs to pass certain criteria. One of these is that the proposal should provide an equivalent level of safety or ELOS. There is no evidence that this has been conducted by the regulator.

According to CASA, in the Policy Decision Summary - SS05/01, there was 'a clear and strong preference for CASA to replace the current maintenance regulations for GA/ AWK aircraft with a set of regulations based on the FARs with minimal changes'. The wholesale adoption of the FAA Part 43, one that includes all the attending mitigators provided by the whole FAA regulatory suite, might provide a safe operating environment in Australia. However, on closer examination of the detail of the FARs, that would be so similar to the current CAR 30 system as to render the exercise of no benefit to anyone. There is also significant doubt that any Government or any CASA Board would accept the current version of the proposal. There are also significant concerns as senior CASA management have demonstrated little knowledge of the content of the current proposal.

A sensible way forward might be to migrate CAR 30 into the CASRs and then provide whatever alleviation(s) the CASA policy intent may be seeking, in a safe, considered and controlled manner.

One example of concern is the proposed removal of the requirement

for an independent flight control inspection by a qualified person (usually an LAME or a pilot). Government imposed this safety regulation many years ago to overcome maintenance induced aircraft control errors that resulted in incidents and accidents, some fatal.

IN THE COCKE

Another example is the removal of the requirement to have aircraft engines overhauled by a CASA approved engine overhaul maintenance organisation. Again, Government imposed this safety regulation many years ago to overcome maintenance induced engine failures that resulted in incidents and accidents, some fatal.

Yet another example is the proposed removal of the requirement for a CASA approved maintenance organisation to carry out the annual or 100 hourly inspection and major modifications and repairs. Again, Government imposed this safety regulation many years ago to overcome maintenance induced errors that resulted in incidents and accidents, some fatal.

Engineering CAR 30 and Part 135 operations

On a more positive note, CASA and the industry recently conducted the first three-day Sector Rick Profile (SRP) on CAR 30 organisations. We examined all the available data on safety concerns associated with the current arrangements. We identified a number of potential hazards that are currently addressed adequately by the current system and a couple that can be addressed by non-regulatory intervention. This SRP is highly relevant because if the outcome is that there is nothing amiss with the present day CAR 30 organisations maintaining the charter sector, then there is no reason to drive them towards Part 145, like the Qantas and Virgin end of town. The policy position we are pursuing is that Part 135

operators should be able to continue with their maintenance providers being CAR 30 approved or voluntarily step up to Part 145.

One suggestion was for industry and CASA to work together in line with the CASA mantra of them being our 'Australian aviation safety partner in promoting safe skies for all'. We discussed how there are circumstances where education and awareness can often produce exceptional results in terms of ownership and uptake of improved practices, without new regulation. Industry has offered work together with CASA to draft plain english material highlighting how business improvements can be made voluntarily.

Convention 20/40 2019

This year we are celebrating our 20th annual convention and 40 years as an association and our plans are locked and loaded. We currently have at least fourteen workshops over two afternoons providing the latest intelligence on a whole range of matters of interest. These include Emerging Technology, Engineering and Flight Operation training sessions, Human Factors, Post-Accident response, Pilot Training and Fatigue Management. We have an exciting line up of speakers including Peter FitzSimons, Merren McArthur from Tigerair and John Gissing from Qantas Link, to name but a few. We have chosen the very popular RACV Royal Pines Resort on the Gold Coast again this year. Please visit www.raaaconvention.com.au and avail yourself of the limited early bird registration offer. While you are there, browse the many sponsorship opportunities available to promote your business or product.





Choosing a new default super fund for your employees

By Silas Dingiria for AvSuper



While most of your employees probably have superannuation choice, some will not actively make a choice. For those employees who do not choose for themselves, current legislation requires that employers need to have chosen a default super fund.

Current legislation requires that your chosen default super fund is compliant with MySuper regulations, which arose from the former Government's Stronger Super reforms. If you haven't reviewed your current default super fund, or they are not MySuper compliant, you may need to change your default super fund to ensure you are not subject to fines and/or penalties.

What requirements must be met by a default fund?

Under law, your default fund must:

- be a superannuation compliant fund as defined in legislation. A Fund's compliance notice fulfils your obligations to check they are compliant
- offer life insurance to all members based on a premium of at least \$0.50 a week for members under 56 years. The minimum cover for each age group and exceptions to this rule are detailed on the ATO website.
- be MySuper compliant

What else may be important?

FCHNICAL UP

You may also want to consider the following when choosing a default fund:

- Is the fund supportive and helpful to you as an employer?
- Is the fund connected with your industry?
- Are member fees competitive?
- Is the fund producing good investment returns over the long term?
- Will the fund provide information to your employees, even do workplace visits to help them with their super?

How do I change default funds?

You can change your default fund at any time, as long as you meet the requirement of choosing a suitable fund. The following key steps will help you through the process.

- Look at potential funds and ensure they meet the requirements of a default fund (see list above)
- Ensure a potential fund will accept your contributions via suitable payment options and terms. For instance, some funds

provide a payment schedule for contributions whilst other funds will let you set your own contribution timetable – legal obligations apply either way, of course

- Keep a record of your research in English for five years - in particular, record details of your selected fund
- Establish your account with the new fund if necessary – this may be time consuming for some funds
- Update the standard choice form you supply to new employees
- Notify your existing employees about your new default fund at least 28 days before you change. Include a standard choice form so they can easily move to your default fund if they wish
- Start making contributions to your new default fund!

AvSuper is a MySuper-compliant super fund dedicated to the aviation industry, with a personalised service approach to make super as simple as possible to administer. 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 (ABN84 421 446 069), you should consider your own requirements and the relevant Product Disclosure Statement. For a copy or to discuss your super, call 1300 128 751 or visit www. avsuper.com.au







Welcome Aboard Black Diamond Aviation



We are pleased to welcome Black Diamond Aviation to the RAAA as an Ordinary Member.

It started with a little boy folding paper planes.

His spirit and the love for aviation allowed a dream to evolve, and today, we offer you Black Diamond Aviation!

Founded by Matthew and Maché Collins - a husband and wife team -Black Diamond Aviation is a privately owned aircraft charter company, operating out of Gove Airport in East Arnhemland.

Operations commenced in 2011 with just one aircraft. However, it was Matthew's vision of providing an air service with an absolute commitment to remote settlements and communities within Arnhemland, and the corporate sectors that support and services them, that saw Black Diamond Aviation grow dramatically over the past few of years.

Even with this growth, every transaction with the business is guided by Matthew and Maché. Personal touch genuinely matters and firmly remains at the centre of Black Diamond Aviation.

Both Matthew and Maché bring unique and diverse experience to the business. As the Chief Executive Officer of Black Diamond Aviation, Matthew has built the business to be a leader in the Aviation market. His background in Economics and Finance combined with his experience in Aviation has ensured Black Diamond Aviation continues to grow debt-free. Matthew's role as Chief Pilot has put him front and

centre in our daily operations. His operational expertise, technical know-how, management ability, leadership skills and business sense has allowed Matthew to be the perfect conduit between our business, pilots and Civil Aviation Rules.

Maché brings a wealth of knowledge in the areas of business management, marketing and human resource management to our business. In an ever-changing market place, Mache's unique vision for Black Diamond Aviation has seen our business achieving its goals whilst remaining constant in providing an exceptional air-charter service and value for money. Mache has taken a leading role in our Operations, Marketing and Accounts departments, focussing on brand awareness and market growth.

From humble beginnings, Black Diamond Aviation is now an established operator with a dedicated team and a superior fleet of aircraft. Our charter capabilities include passenger charters, medical charters, scenic tours, airfreight and remote logistics, aerial surveys, aerial photography, and search and rescue.

Specialising in multi engine passenger charter, our fleet incorporates the latest aviation technology. Our twin engine aircraft enables a year-round all-weather 24/7 capability, enabling

our pilots to meet strict deadlines.

Our commitment to safety includes a zero-harm safety culture. All Black Diamond Aviation pilots are handpicked for their commitment, skills and enthusiasm for what we do and how we do it. You are guaranteed to fly with a CASA certified pilot with an incident free record. Just so, we are proud to offer you the safest aircraft in Arnhemland as we maintain all our aircraft above the current passenger carrying charter requirements.

With strong values and a philosophy of offering unparalleled safety and service, Black Diamond Aviation is the leading and locally preferred operator in East Arnhem. We strive to be a champion in customer service excellence by fully understanding our customer needs, ensuring ontime and reliable services, providing competitive market prices and flexible availability, while building long-term and trusted relationships.

Servicing individuals, businesses and Government, Black Diamond Aviation makes it possible for you to do business in the Territory.

To find out more about our services and capabilities, please visit Black Diamond Aviation at www.blackdiamondaviation.com.au





N 3 OF TOTAL PROPERTY OF THE P

Welcome Aboard



AXIOM'S EDGE

We are pleased to welcome Axiom's Edge to the RAAA as an Associate Member.

Axiom's Edge was formed in 2017 from 20+ years previous experience of project management and support in the flight simulation business.

In November 2017 Axiom's Edge was appointed by Esterline Simulation Visuals Systems as sales and service representative in the Australian and New Zealand regions for the TREALITY® range of Simulation Visual System products. Axiom's Edge have a TREALITY® Authorised Service Centre and can offer ILS support options on simulations visual systems.

Currently we are supporting the visual systems in simulators at air bases throughout Australia and New Zealand. TREALITY® are currently completing the last of the 7 simulators for the AIR 5428 Pilot Acedemy in RAAF East Sale and Pearce WA. Axiom's Edge are assisting in the deployment and we will be responsible for the long term support.

Based in Xenia, TREALITY® Simulation Visual Systems is a leading supplier of simulation products. With facilities in the USA and Belgium, the company serves clients around the world.

Previously, TREALITY® SVS was known as Esterline Simulation Visual Systems and before that BARCO Simulation Systems. Following the acquisition of Esterline by Transdigm in March, we have been rebranded to TREALITY® SVS (TREALITY® Simulation Visual Systems).

TREALITY® stands for 'Training Reality', and the multi-color spherical logo captures the essence and core competency of our business:

designing, deploying and sustaining high performance, multi-channel, curved screen visual systems for the stringent demands of the training and simulation market. Our mission remains unchanged: To be the preferred and trusted provider of simulation visual systems worldwide.

TREALITY® Simulation Visual Systems offers the industry's broadest array of simulation display products. These products include a variety of collimated displays, the world's highest performing 360-degree rear-projection domes, standard and custom front-projection displays, and the first truly deployable dome with a seamless screen. User-friendly projector control and alignment systems make the display operation simple and easy.

TREALITY® Simulation Visual Systems are used in flight, maritime, air traffic control, driving, ground warfare, and firearms simulators as well as a variety of research applications. All TREALITY® products are supported by a full complement of services, including design, project management, installation, integration, and worldwide maintenance.



Cross-cockpit collimated display system. Fully integrated displays for enhanced side-by-side cockpit training.

To find out more about our product, services and capabilities or if you are contemplating acquiring or upgrading a flight simulator or or requiring local support on an existing flight simulator please reach call Phillip Revens, Director on +61(0)416 134 103 or

visit either www.axiomsedge.com or www.trealitysvs.com

We would also like to welcome the following new members to the RAAA:



East Air provides reliable and flexible aircraft charter services throughout North and Far North Queensland. The company's services are regularly called upon by Government Agencies and private companies who entrust our professional staff and well-maintained aircraft to provide extensive patient and medical staff travel, medivac flights, infrastructure maintenance, indigenous community clinics, cargo transport and regular passenger transfers.

More information about East Air can be found at: www.eastair.net.au +



magniX is bringing to market an advanced electric propulsion system for aircraft. We know from history that a disruption in aircraft design has always come about from revolution in the propulsion systems. magniX is working to revolutionize the way the world flies by transforming the way aircraft are powered.

magniX will shape culture by enabling cheaper, cleaner transport solutions and inspire more aircraft companies to become electric by demonstrating a sustainable air travel solution.

MagniX can be contacted by email at info@magnix.aero or you can visit their website: www.magnix.aero







Legend Skip Koss Will Be Missed



West Covina, CA, USA - It is with great sadness that Concorde Battery Corporation announces the passing of Edward "Skip" Koss, long time Vice President of Marketing and great friend of the Aviation Industry. Skip was surrounded by family at his Redlands, California home March 19, 2019 at the time of his passing. Skip is survived by two sisters, nine children: Kathy Katz, Eve Arnett, Paul Koss, Amy Koss, Pete Koss, Erin Thompson, Pamela Little, Jill Duke, Mark Koss and eighteen grandchildren.

Skip, a legend in aviation and the industry's battery authority, started his aviation career at Detroit City Airport in the summer of 1949 where he enthusiastically washed and polished airplanes and swept hangar floors. He went on to attend Aero Mechanics High School the following September. at age 16, and continued to work at the City Airport with every free moment because nothing could keep him away from airplanes. At 17, Skip passed his written exams for his FAA Airframe & Powerplant Mechanic certification but he had to wait until 18 to take his Practicals. Skip went on to work for General Motors Air Transport section for 13 years as a Licensed A&P before moving on to act as the



Director of Maintenance for Midwestern Airlines, Omni Aircraft Sales and Sunstream Jet Center. Skip chose to accept a position as Sales Manager with Aero Quality Sales in 1973. There he became the industry's battery authority and he used this knowledge to work closely with engineering expert Joe Mibelli, JFM Engineering, to develop the first charger analyzer that could charge and discharge high currents at low voltages; the Superseder.

In 1980, Skip joined Teledyne Battery Products as the Manager of OEM Sales. He then worked for Marathon Power Technology from 1983 to 1987. He ultimately joined Concorde Battery Corporation in 1987. Skip's enthusiasm for Concorde's new AGM technology led to him joining the Concorde team.

As is often the case with new technology, getting the industry to accept RG® batteries was no small task because no operator wanted to be the first to prove the reliability, dependability and safety of the new technology but Skip didn't give up. His longstanding relationship with Lockheed's Burbank Skunk Works facility allowed him the opportunity to present lead acid batteries for a "vehicle" to replace the high maintenance nickel cadmium batteries they were using. Lockheed emphasized their lack of interest in Concorde's batteries but, soon after. Navy batteries began to disappear from the depot and Skip had a hunch that the USAF was borrowing the stock for use on the "vehicle". The Persian Gulf War started and the F-117A Stealth became world famous. After the war, Lockheed sent Skip a letter stating that Concorde batteries were on the Stealth and thanked Concorde for the support! The US Military had found Concorde batteries to be 100% reliable in F-4. F/A-18. C-130, KC-135 and the renowned F-117A aircraft during the war.

This success led to additional military certifications on the T-1A and BeechJet 400A and ultimately allowed Concorde to enter into the commercial market when Skip acilitated Beechcraft's KingAir's switch from nickel cadmium to Concorde's sealed lead acid battery as original equipment. Skip's business prowess and aircraft knowledge propelled Concorde into the strong position held today by way of designing drop in replacement batteries that providepilots and mechanics a dependable, low maintenance solution. Skip made significant developments in sales and marketing over more than 30 years of dedication to Concorde and will forever be a rich part of Concorde's history.

Skip's passion for aviation was second to none and he contributed much to the industry. Skip was an active member of the International Electrotechnical Commission (IEC) and the FAA Aerospace Committee for the development of US aircraft battery specifications. Skip was also a member of EAA and PAMA donating endless hours to the education of mechanics and pilots. Skip's contributions to the industry were recognized in 2009 when he was awarded the Charles Taylor "Master Mechanic" Award by the Federal Aviation Administration in recognition of his contributions to building and maintaining the safest aviation system in the world through practicing and promoting safe aircraft maintenance for 50 consecutive years! Skip was a visionary, a great industry leader and a friend to all he met.

A Celebration of Life was held 11May 2019 at Chino Air Museum, Chino, CA. More details are available through Concorde Battery Corporation's website http://concordebattery.com/ Eventspreview2.php







The Royal Flying Doctor Service (Queensland Section) has become Australia's first and only IS-BAO Stage 2 registered dedicated aeromedical provider

The RFDS Qld Section, have achieved the International Standard for Business Aircraft Operations (IS-BAO) Stage 2, making them the only IS-BAO registered dedicated aeromedical provider in Australia and one of only a handful in South East Asia.

This is the first time a dedicated aeromedical provider has been awarded the status in Australia, which is designed to help flight departments and operators achieve the highest level of safety and professionalism.



The accreditation, which is managed by the International Business Aviation Council (BAC), is only awarded to an operator following an independent audit that examines all areas of business operations.

Shane Lawrey, Head of Flying Operations for the RFDS in Queensland says the organisation is committed to delivering safe and efficient Aviation Services to their Communities.

"Achieving IS-BAO Stage 2 accreditations helps us bench mark our progress towards that commitment. A significant amount of work has gone into this achievement and we now seeing the dividends of our efforts. The journey isn't finished yet as we are working towards Stage 3 accreditation in the next 2-year audit cycle.

It is truly a privilege to be part of an Organisation, working with great

likeminded people that strive to deliver excellence in the Aeromedical and Primary Health Care space. Not to mention being able to contribute to the longevity and future proofing of a 90-year-old Australian icon," he said.

The Flying Doctor's Queensland section CEO, Meredith Staib, agrees that the certification is a great achievement for the organisation.

"The International Standard for Business Aircraft Operations really is the gold standard in terms of safety and professionalism for aviation organisations like ours, so this recognition is testament to the hard work and dedication of all of the RFDS Queensland Section's aviators", Ms Staib said.

Contact: Royal Flying Doctor Service (Queensland Section Media) at 0407 595 014 or media@rfdsqld.com.au



Ansett Aviation Training has now received CASA approval to conduct ATR-42/72-600 Pilot Type Ratings on the new ATR-600 Full Flight Simulator in Brisbane. The approval has now been added to the Part 142 Training Approval Certificate. Experienced ATR-600 Captains/Instructors are joining the Ansett Instructor team to provide quality training to the aviation industry.

Ansett Aviation Training now is able to provide Type Rating Training on the following aircraft types: A320, Bae146, Saab 340, Fokker 70/100, Embraer 120, Dash 8 and ATR 42/72.



The second group of Indigo Airlines Cadet Pilots (12 students) have commenced A320 Type Rating Training at Ansett Aviation Training in Melbourne. The training program comprises of ab-initio training incorporation CPL/MCIR/Jet Orientation and MCC at Flight
Training Adelaide followed by an
extended A320 Type Rating Course
incorporating Low Visibility Operations
at Ansett Aviation Training in
Melbourne.







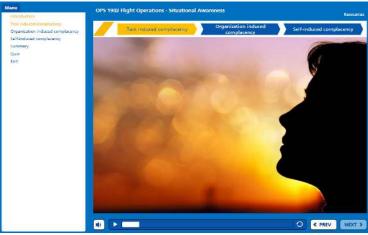
"Actually found myself looking forward to this training. And wasn't disappointed!"

This comment was one of hundreds submitted last month in post training surveys conducted by Human Factors Training Solutions (HFTS).

It is an insightful comment because it reinforces the concept that for adult education to be effective, the participant must want to learn. Mature learners are strongly motivated to develop and refine skills when they are free to direct their energies towards a goal which is relevant to their particular needs.

HFTS seeks to satisfy this essential learning condition by providing a range of practical strategies related to improving communication, decision making, situational awareness, leadership and the like. These non-technical skills are acquired by correctly doing them rather than by reading about them or listening to someone talk about them.





For human factors training to be beneficial, it is vital that learning strategies are based upon valid theories. Course creators at HFTS research topics thoroughly to find the best information and techniques available. We are able to bring contemporary instruction to the cockpit, cabin, hangar or ramp via online training modules which are freshly produced every year.

A feature of HFTS training is the provision of customised modules which use actual incidents from your operations as the basis for new training. Each year we sit down with

your safety personnel to discuss training requirements and design specific modules. The quality of the feedback from operators is steadily improving as participants gain more experience in gathering data and analysing HF incidents. This has been helped by the introduction of our Incident Investigation Course and by regular meetings with stakeholders.

Our latest refresher training for pilots went live at the end of April and the next series for maintenance engineers will go online at the end of June. You can find more information at www.hfts.com.au



Save the Date

11th International Conference on Managing Fatigue 16 – 19 march 2020 Fremantle, Western Australia http://managingfatigue2020.com/ Twitter: @FatigueManaging

Who Should Attend?

- Occupational Health and Safety Professionals
- Transportation Staff
- Researchers
- Road Safety Experts
- Military Personnel
- Aviation Experts
- Freight and Heavy Vehicle Professionals
- Defence, Science and Technology Organisations
- Medical Professionals
- Road Authorities

The 'Managing Fatigue' conference series is now an established and respected forum for research updates and discussion in the fatigue management community.

First convened in 1992 by Professor Laurence Hartley, each conference has primarily focused on the effects of fatigue in the transportation sector. Over the years the meeting focus has also evolved to encompass a wider arena including sectors such as Aviation, Maritime, Industrial, Resources and Health.





SAFESKIES Conference 2019

Registration Now Open!

Safeskies 2019 15-17 October 2019 Hyatt Hotel, Canberra www.safeskiesconference.com.au

Safeskies is a promoter and educator of aviation safety and aims to find the best possible solutions to the issues and challenges confronting the aviation industry on the global stage.

Safeskies facilitates access to the world's best researchers and practitioners in aviation safety and provides cross fertilisation of aviation safety matters for all sectors of the aviation industry, both civil and military.

Come and be a part of a worldleading experience and networking opportunity, focused on enhancing safety.

Delegates attending Safeskies 2019 are predominatly made up of:

- Government Officials
- Regulatory
- Air Traffic Management
- **Airlines**
- Flight & Cabin Crews
- Safety Officers
- Airport Management & Aviation Services
- Air Accident Investigation Organisations



PPG Aerospace

Desoclean™ Green One-Step Aircraft Wash & Wax

Desoclean™ Green One-Step Aircraft Wash & Wax is a unique cleaning product designed for use on all aircraft surfaces. Combining exceptional cleaning power with a high gloss finish & durable protective barrier, the hi-tech formulation is fast acting and easy to use with no water required.

The formula is non-abrasive, and leaves a hard wearing protective barrier which provides unique UV protection. If used as recommended, it will extend gloss life and reduce colour shift over the life of an aircraft

livery. Desoclean™ Green cleans and waxes in one application, saving you material and labour costs. And an ultra-smooth, clean surface reduces drag and optimizes fuel efficiency.

It's is simple and easy to use, requiring no special training or application equipment. A simple wipe on, wipe off application removes all common surface contaminants from painted and unpainted surfaces, in all climatic conditions. Desoclean™ Green is recommended by PPG for use on gloss aircraft coatings, it conforms to Boeing D6-17487 and a number of other recognized aerospace requirements.

PPG Aerospace are currently offering the following: Purchase any size Desoclean™ Green One-Step Aircraft Wash & Wax and go in the draw to WIN an Aerobatic Joy Flight with the Matt Hall Racing Team!

Entries close September 30 2019. The lucky winner will be announced at this year's RAAA Convention. This competition is valid for Australian customers only. One entry per purchase order. A contact name and number must be referenced on the purchase order to enter. -







Desoclean™ Green Part Numbers:

1 Gallon: 90210-1 5 Gallons: 90210-5 55 Gallons: 90210-55





Application Forms available at: www.raaa.com.au/scholarships/



Ansett Aviation Training are offering 2 x Pilot Scholarships



Jeppesen Australia are offering 1 x Pilot Scholarship



Hawker Pacific are offering

1 x Aircraft Maintenance (Airframe Engines) Scholarship
and

1 x Aircraft Maintenance (Avionics) Scholarship



MOORABBIN FLYING SERVICES

Moorabbin Flying Services are offering 1 x Multi-Crew Cooperation Scholarship

Assisting future pilots and engineers across Australia

