

NEW AVIATION TRAINING PACKAGE

Anthony Albanese, Minister for Infrastructure, Transport, Regional Development & Local Government, announced a new aviation training package on 17 June. The package standardises training & qualifications Australia-wide for pilots and other aviation workers.

The package coincides with the addition of commercial plane and helicopter pilots to the government's official national skills shortage list. This pilot shortage, industry predicts, could reach 1,800 over the next two to three years. Already regional services are being reduced or cancelled due to a lack of pilots.

The package:

- ▶ cuts through myriad state qualifications and provides nationally consistent qualifications, making it easier for people considering a career in aviation;

- ▶ means freer movement between civilian and defence workforces, following agreement by the two regulators of Australian aviation – CASA and the Defence Department – on standards and requirements for pilot qualifications.
- ▶ makes it easier for overseas students to train in Australia, enhancing our reputation as an aviation training world leader.

Previously, a variety of state and territory qualifications applied to pilot training, and there was no mutual recognition of experience by defence and civilian authorities.

The package has been developed by the Transport and Logistics Skills Council following extensive industry consultation, and working closely with CASA and Defence.

CHECK FOR COWS IN YOUR TANKS

That was one of CASA's Andrew Warland-Browne's messages in a

series of AvKiwi seminars he helped present with the Civil Aviation Authority in New Zealand recently. He and his fellow presenters had over 84 years of aviation experience between them, and were hammering home the statistics about fuel mismanagement.

One every three days in the USA; one every 10 days in Australia; and one every 52 days in New Zealand. On average, that's how often a crash is caused by fuel mismanagement. And when you relate the number of crashes to the hours flown in each country, they are practically the same.

'Never waste an opportunity to check your fuel state. If you are on the ground, always dip your tanks,' Andrew Warland-Browne said. Then when you know for a fact what you have, keep that knowledge updated, so you always know how much fuel you have on board. And the cows in your tank? No, it's not a new type of biofuel, but a reminder when carrying out the

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next fuel drain to check for COWS: colour, odour, water and sediment’.

FROM RUSSIA WITH LOVE

The first of 48 Russian pilots of a major Russian airline have made the transition from traditional Russian aircraft, such as the Tupolev, to A320-type aircraft, using Australia as the training base.

The crew, from Vladivostok Airlines, are the first of 48 pilots who will retrain on A320 aircraft in Australia over the next two years. The first two pilots successfully completed their type rating course in May.

A Brisbane firm is developing a tailored training program for the Russian pilots.

ASSET Aviation CEO, Captain Mat Petrenko, said the crews face many obstacles in moving from traditional Russian aircraft, such as the Tupolev, to Western aircraft such as the A320.

‘Firstly, there is the language barrier, as the crew move from Russian-built Tupolevs to Airbus, and the need to use aviation English. They are also moving from a four-man crew to a two-man crew, and from mainly manual systems to fully-automated systems,’ he said.

‘Some of the crew have flown on Russian aircraft for most of their career, and now, must adapt to a new culture of flight operations, including the way they interact with other crew members and deal with human factors.

‘It really is a challenging transition for them, but it is an essential one – Russian aircraft manufacturers cannot keep up with the demand for aircraft and Western aircraft are making an entry into the Russian market for the first time,’ Petrenko said.

The Russian environment, weather, infrastructure and the vast distances make flying in Russia even more challenging.

The pilots have been training in Brisbane using a combination of theory, fixed-base trainers and full-flight simulator sessions. They are also undertaking additional training in emergency procedures; extended-range, twin-engine operational performance standards (ETOPS); and low-visibility operations.



CABIN AIR INFECTIONS A MYTH

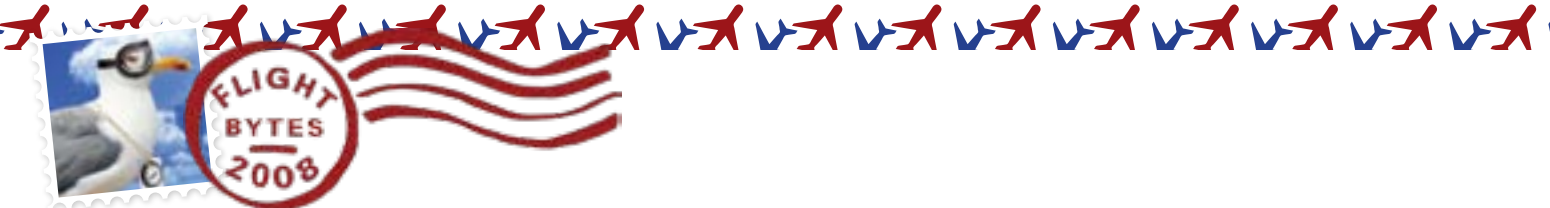
Climbing on board a plane packed with people - some of them likely to have an infectious disease - increases the risk of catching a bug, right? Wrong. The quality and quantity of air filtered through a modern aircraft cabin is actually



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far better than in other crowded places, a survey of data by the Australian Transport Safety Bureau (ATSB) has found. The bureau says it undertook the study in line with continuing public concern about whether, or to what extent, aircraft cabins represent an increased risk of transmission of infectious disease. It reviewed current literature on the potential risk. 'Despite the popular view that the risk of contracting an infectious disease during air travel is high, the available evidence suggests otherwise,' the report stated. 'Many passengers might be concerned that the high recirculation rates of cabin air on modern aircraft pose a particular risk for infection. However, outside air entering an aircraft cabin at altitude is essentially sterile, and the high airflow rates, laminar airflow pattern and frequent air exchanges of an aircraft cabin ventilation system

minimises the spread of infection on board aircraft.'

Australian Associated Press 10 June 2008

AIR PASSENGER NUMBERS EXPECTED TO DOUBLE TO 228 MILLION

Australia's airports are set to become even busier, with passenger numbers predicted to double within just two decades.

This is the key finding of an official report released on 6 June by Anthony Albanese titled *Air passenger movements through capital city airports to 2025-26*. According to the report, the number of air passenger movements through Australian airports is projected to grow by 4 per cent to 227.9 million by 2025-26, largely due to a positive economic outlook for Australia and its trading partners.

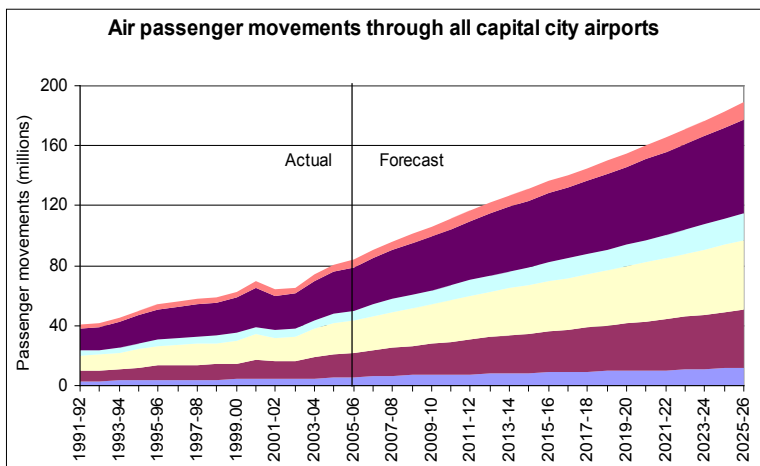
NEW EMBRAER SIMULATOR

Virgin Blue Airlines Group announced its commissioning in May of a \$10-million Embraer aircraft simulator at its Brisbane Airport training facility. The simulator represents a couple of Australian firsts: it's the first (and only) Embraer simulator to operate in Australia and is the country's first electric motion simulator.

The new advanced electric motion simulators are more economical to run than the hydraulic motion simulators and use up to 70 per cent less power to operate, making them more environmentally friendly than existing models.

The simulator is an exact replica of Virgin Blue's first E190 jet and was manufactured at the same time as that aircraft. Virgin Blue recently introduced the Brazilian-manufactured Embraer jet to its fleet of aircraft, and currently operates five of the aircraft across its domestic network, with 13 more to come by the end of 2008.

The initial group of Virgin Blue Embraer pilots travelled to Zurich to undertake their training and simulator sessions, but the commissioning of the E-Jet simulator means all simulator training can now take place in Brisbane.





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