



AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS



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AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

ASASI President's 2023 Christmas Message

Dear All

What a year this has been! I blinked and before I knew it; here we are back at Christmas time again.

We hope this Newsletter finds you, your family, friends, and associates doing well and keeping safe and healthy. Interesting times abound for many of our members in the aviation industry as it adapts to the ever increasing operational tempo post-COVID (see the IATA update in this Newsletter regarding the up-tick in pax demand) and of course, the ramp-up leading to Christmas.

We've had a busy year with an ANZSASI conference and a 'change of the guard' at our AGM back in September.

This Christmas Newsletter provides you with introductions to your new Executive and members (we've provided a short BIO on each see further down the newsletter) and a range of other updates. Not least of which includes a couple of reports from our dedicated and loyal Secretary/Treasurer updating us on ISASI's International Council Meeting and the ISASI Working Group both held back in late August.

As Chief Pilot of one of Australia's Regional Airlines, I have certainly felt the pressure and increased operational Tempo and 2023 work load. I know that our VP, Clare, has experienced similar time pressures, principally, and as a result of a couple of key military accidents in 2023, and has spent a considerable period of time away from home. Speaking of which, our Treasurer/Secretary has spent much of tail end of this year travelling overseas and doing us proud by representing ASASI at the ISASI Conference in Tennessee, USA in late August 2023.

ANZSASI 2023 Seminar. The 2023 Asia Pacific Cabin Safety Working Group and the ANZSASI Seminars in Surfers Paradise were a huge success and I wish to thank all who contributed and presented. Particular thanks to the organising committee and many behind the scenes activity that made it all possible.

ANZSASI 2024 Seminar. ANZSASI 2023 was this year's highlight, but wait ... Stop Press: ... our NZSASI brothers and sisters have forwarded details, a Call for Papers and Registration for ANZSASI 2024. Details are included both here and on our ASASI website. Get in early: register, book your travel and accommodation and slip into 2024 noting that the seminar is organised and all under control.



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The Crowne Plaza Hotel in Auckland has dropped their seminar room rate from NZ\$260 to \$230, for Fri, Sat and Sun nights, so a further saving! I call that the 'Jonas Bonus'. May I urge you to consider presenting at the Seminar and submit a paper for consideration by the organising committee.

New Members. We have had the privilege of welcoming a number of new members since the ANZSASI Seminar. I welcome the following new members: Mr James Costa, Captain Paley Williams and, most recently, Ms Rachel Baxter. ASASI welcome you to the society and look forward to hearing from you in the future. Members, I encourage you to make yourselves known to these new members and help make them feel welcome. One of our relatively new members and guest dinner speaker at our 2023 ANZSASI Seminar, Captain Deb Lawrie, features in our newsletter and highly commend reading about her most recent honour.

Farewells. Sadly there have been a couple of notable farewells this year as well:

- Firstly, at the very beginning of 2023, Ms Dianna Goodwin passed away. She was a Life Member of the International and Australian Society of Air Safety Investigators after a long career as an air safety investigator.

- Secondly, we farewelled Larry Doherty back in June 2023. Leveraging from his 'Celebration of Life' write up Larry was a: *Son, student at Cartwright Primary and Hoxton Park High, budding sports star, actor, singer, poet, hiker, brother, uncle, yo-yo champion, racetrack bagman, car salesman, barefoot skier, pilot, charmer, officer, orator, gentleman, Black Hawk aviator, instructor, partner, dog-trainer, safety guru, renovator, chef, hand model, investigator, volunteer, lecturer, comedian, handyman, gardener, mentor, confidante, friend, raconteur extraordinaire, and cheeky bugger...* We will miss you Larry.

Mentoring Program. Mentoring program has taken a slight back seat during a very busy fourth quarter 2023 for myself. However, we have a keen Mentor Co-ordinator (thanks Hope) and a number of volunteers to be mentors. Standby in early 2024 for more on this important initiative, but see the Mentoring Section in this Newsletter.

ASASI Constitution. A work in progress by your Executive is in the Constitution space. As I took on the role of President, I thought it best to deep dive into our Constitution. It was then that I noted it was well over due for a review and



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revamp. Your Executive have done just that. That's when I learned that, amongst many other talents, Clare is a whizz touch typist! We are in the final stages of a draft review (we have incorporated the relatively new/alterred arrangements/relationship with ISASI). Standby in the new year for a (electronic) vote by the members to accept the reviewed and updated Constitution.

Thanks.

I would like to acknowledge and thank our most recent ASASI President, John Guselli (who stepped down at our recent AGM), for all his leadership, mentorship and guidance through 'unprecedented' times. Thank you John – we miss you already.

A special thanks are also extended to our ever reliable and stalwart Paul Mayes. As both Clare and myself have been swept away in the busyness of life in the 'fast lane' of full time employment, Paul has been the quiet achiever and kept much of the admin on an even keel for the society. A huge thanks Paul, you are a trooper and we are forever indebted to you. We all appreciate all you have done and are doing for our society.

Christmas Cheers. Finally, on behalf of the ASASI Executive (myself, Clare, and Paul) we

wish all our members a safe and Happy Christmas and New Year period and hope that you can enjoy a break from the daily routine.

Best regards

Alf Jonas
President ASASI





AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

New Executive Bios

President – Alf Jonas

A graduate of the RAAF Academy in 1981, Alf flew AP-3C Orion's operationally in the RAAF and after graduating from the USN Test Pilot School was an experimental Test Pilot for over 20 years including four years as Commanding Officer of the RAAF's Aircraft Research and Development Unit (ARDU). He is also a graduate of the University of Southern California's (USC's) Accident Investigator's Course and was an aircraft accident safety investigator in the RAAF for four years. Alf has spent his 40+ year aviation career: flying, testing, investigating aircraft and promoting aviation safety (including with Defence Flying Safety Bureau (DFSB) and Australia's Civil Aviation Safety Authority (CASA)). Alf has nearly 11,000 hours in 65 different fixed and rotary wing aircraft from light aircraft to the F-18 and C-141 Starlifter. Alf has extensive HF/NTS qualifications and experience through his RAAF career and time at CASA as the Team Leader of the Aviation Safety Advisors. Alf has held the position of the Head of Flying Operations (Chief Pilot) of Corporate Air/Link Airways, based in Canberra, since 2017. Alf completed a Masters in Aviation Management specialising in HF/NTS from UNSW in August 2023.

Alf took office of the President of the Australian Society of Air Safety Investigators (ASASI) in September 2023.

Vice President - Clare Fry

Wing Commander Clare Fry joined the Royal Australian Air Force (RAAF) in 1997 and has had postings as a Navigator/Communicator and Tactical Coordinator on the P3C and AP3C Orion aircraft, as an instructor at the School of Air Warfare, and as Group Aviation Safety Officer for the Air Force Training Group. WGCDR Fry has been posted to the Defence Flight Safety Bureau since 2015, holding positions as Section Head of Human Factors, as an Aviation Safety Investigator, and on secondment to the Australian Transport Safety Bureau. In 2022, WGCDR Fry was promoted to DFSB Deputy Director Education and Training. WGCDR Fry has a Masters in Aviation Human Factors, and a Graduate Certificate of Safety and Accident Investigation (Air Transport) from Cranfield University. In the Australia Day 2020 Honours, WGCDR Fry was awarded a Conspicuous Service Cross for her achievements to advance Defence Aviation Safety. Clare took office of the Vice President of ASASI in September 2023.



AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

New Executive Bios

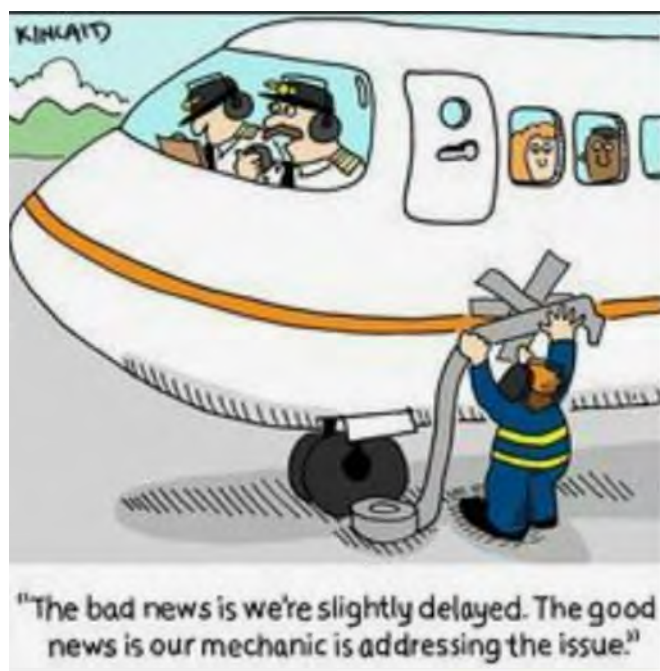
Secretary/Treasurer – Paul Mayes

Paul has qualifications in engineering ,(Bsc (Eng) Hons London); Aeronautics (MSc Cranfield, England); and a post grad Diploma in Public Service management.

Paul is a Life Member of ISASI and has been VP ISASI for 2 years, as well as Secretary/ Treasurer of ASASI since 1980. Paul held an ATPL with Multi Engine & Aerobatics Instructor qualifications.

Paul has worked in safety roles since 1973 and was a Senior Investigator Australian Government, Bureau of Air safety Investigation, Canberra until 1998. From 1998 to 2006 he was a safety investigator and safety manager at Air New Zealand, Auckland. From 2006 to 2011 he was a Senior Investigator with Cobham Aviation, Adelaide. From 2011 he was an air safety consultant and an Adjunct Lecturer at the University of New South Wales, Aviation Department, Sydney, Australia.

Paul was re-elected to his office as the Secretary/Treasurer of ASASI in September 2023.





Report of the International Council Meeting

Report of The International Council Meeting ,
Sunday August 20 at Nashville

Paul represented ASASI at the ICM as the Australian Councillor. The ICM minutes will be circulated and posted on the ISASI website.

The ICM held in conjunction with the annual ISASI conference is normally a short meeting to report on the preparation and organisation of the conference and to update the council on any significant matters since the main annual ICM held in Washington in April/May. However, since the Covid restrictions, the main face-to-face ICM has not been held. A Zoom meeting was held in March (the minutes are attached).

This ICM in Nashville prior to the ISASI2023 was attended by 26 representatives and observers. The Canadian, New Zealand and US councillors were not able to attend. Most regional societies, executives and some working groups had submitted written reports which had been distributed.

Barbara Dunn, the ISASI President, opened the meeting at 8am. In her report she spoke about spending the time with Frank Del Gandio, the previous president, as part of the handover. She also spent time in the ISASI office with Ann Schull, the ISASI office manager, to get a better understanding of the office work. After her visit, Barbara reported that she was in favour of maintaining the office and its operations.

Jim McKenna had been selected as the editor of Forum magazine; the vacancy was due to the sudden death of Gary DiNunno. He said that the change over had been facilitated by help from the ALPA staff who worked with Gary on Forum.

The meeting followed the usual format of verbal report from the Executive, Councillors, and some working group chairs.

Eric Prince, the Treasurer, reported that the financial situation is sound and that there should be a good profit from the current conference because of the sponsorship. ISASI still relies heavily on the conference profit to keep the budget in the black.

Rob Carter went through the changes and actions of the membership committee in detail. He also asked for volunteers to join a small working group to develop a strategy for increasing dues in 2025 suggesting there could be ways to vary dues based on membership grade or location. Rob gave a lengthy summary of his activity and concerns regarding membership, and finances. He also discussed the need for succession planning. There was considerable debate about Life Membership and the increase in the age to 75. It was decided that 10 years continuous membership up to 75 is a requirement.

Chad Balentine-ISASI Secretary, summarized his work which was mainly arranging the virtual and in person meetings and minutes



Report of the International Council Meeting

Richard Stone will hand over the responsibility for the oversight of the ISASI website. I suggested that the website “Events and Alerts” should be more prominent with the latest item enlarged and shown in full as these were records that show the membership actions and activity. I agreed to draft up some suggestions.

ISASI 2023 Nashville, Tennessee

Registrations for Nashville had reached 325 delegates and partners. CVENT will be used for all aspects of the conference including questions online.

ISASI 2024 Lisbon, Portugal

Finalisation of the hotel and dates was expected soon. There had been delays due to use of a Conference Organisation company recommended by the ISASI Seminar Chair.

ISASI 2025

Cambridge Massachusetts was under consideration for September 2025 and would be run by ISASI. There was some discussion about involving a local committee to promote regional involvement, but ISASI want to use all the profit to bolster their finances.

ISASI 2026

Dubai or Abu Dhabi were proposed as possible venues.

ASASI

I summarised the key points of our report including details of our new Executive. I emphasized the need for financial assistance in the future and that we are against any increase

in dues as this would have a negative effect on membership numbers.

I raised the issue of staff of Corporate Members not joining in person. They get financial benefits without paying individual membership. I suggested that the corporate dues should reflect the size of the organization and the number of eligible staff.

ISASI Strategic Plan – Erin Carroll

The strategic plan has been reviewed and all items dealt with or rejected. A finalised report with decisions has been suggested. The President acknowledged the work involved in the organisation of the conference and thanked the team. Meeting closed at 1600.



Bev always found space for carry-on luggage ☺



ISASI Working Group

It should be noted that all recommendations have been thoroughly discussed during at least 2 International Council meetings and decisions have been made with the full input of the entire Council.

The Working Group issues the following recommendations regarding the Forum:

1. Form a peer review panel to select papers/articles for the Forum, in addition to publishing papers presented at the seminar. This allows the Forum to become a vehicle for more contemporary articles, such as articles regarding key issues/contributory factors identified in investigations and academia research.

The Forum Article Review Board [FARB] has been in effect for some time now and was advertised in a past issue of Forum. Prior to Gary DiNunno's sudden and tragic death, he received at least 2 articles from ISASI members for inclusion in the magazine. They have been sent to our new Forum editor, Jim McKenna, and he is following up with the authors. Each article must adhere to ISASI policy and will be published when space in the magazine permits.

2. Allow for paid advertising in the Forum as a way to generate income.

The following is reprinted from a white paper written by Gary DiNunno after being asked by the Strategic Planning Working Group to comment on the advisability of soliciting advertising for Forum.

“Including advertising in the Forum may seem like a good project that could provide a revenue stream to ISASI if properly handled but is likely more complicated than it appears. For many years, when I was Managing Editor and then Editor in Chief of ALPA's Air Line Pilot, we included some advertising—both classified ads and display ads—in the magazine. Air Line Pilot had at that time a circulation of nearly 100,000, a total of 10 staff members, and was published monthly. I mention the circulation because that's what generates the price for advertisers—the number of people who receive the publication—or in the case of a website the number of hits on the site or specific pages, the average time spent viewing the page, and if the hit is new or linked to another site, and additional demographics such as age, gender, location, etc. Nearly all the Air Line Pilot postage was at domestic U.S. non-profit rates as the Canadian pilot groups were not part of ALPA at that time. I had two staff members whose jobs were solely to sell and then obtain the ads from clients; bill them; serve as a liaison with clients; enforce style, size, color, and other specified requirements; and forward the income to ALPA's Finance/Accounting Department.

ALPA, as an IRS recognized non-profit organization, mailed the magazine at a periodical non-profit rate. At that time, the ad content could not exceed more than 10% of the magazine's content to maintain the non-profit IRS status and postage discount. None of the advertising revenue could go into ALPA's General Fund nor could it offset the cost of producing the magazine. The ad revenue had to



ISASI Working Group

go into a separate account and be separately reported. So, the magazine had to budget for all the printing, mailing, and staff costs for advertising but saw none of the revenue to offset the costs. Generally, the costs of advertising exceeded the revenue. When ALPA faced a general revenue and membership decline, the organization decided to drop all advertising and abolished the advertising staff positions.

Considering Gary's advice, ISASI will not be soliciting advertising for the magazine.

3. The Working Group recognizes the costs associated with publishing the Forum. A digital publication would be a more economical method and ISASI should continue to promote digital versus hardcopy publication.

We continue to promote digital copies of Forum for all ISASI members. New members can only receive a digital copy. Currently the number of members receiving a hard copy is very small.

4. Create an index or search engine on ISASI's website to all ISASI Forum articles by topic and/or author. Writers and researchers both within ISASI and in academia would benefit and authors would be more accessible.

We discussed this with Alicia Storey prior to her leaving SRCA. She advised that it would be very labor intensive and costly for ISASI to proceed with this suggestion. As ISASI is still

recovering from the loss of Individual and Corporate members because of Covid, we are not able to take this on right now.

The Working Group issues the following recommendations regarding ISASI's website and online presence:

5. Solicit a volunteer or hire someone/company with the required skillset to manage ISASI's social media presence. This could also become a function of the International Office Manager.

members currently. If there is anyone who would like to volunteer, I ask that they contact me.

6. The website's content requires routine 'freshening up' to make it appeal to the diverse tastes of international viewers. Develop a news front area on the main page to announce/inform readers of current investigations or air safety issues.

We have a volunteer to take this on and she will start in the new year.



ISASI Working Group

7. Consideration should be given to ISASI becoming more involved in present day-to-day matters, voicing support, offering alternatives, and stating a position, for example. Similar in practice to FSF. ISASI needs to have a voice in matters of aviation safety and safety investigations. ISASI should equally highlight its international profile by drawing-in regional chapters and emphasizing ISASI's involvement with ICAO.

ISASI cannot speak about investigations. We also need to be very careful regarding other issues as we have a diverse membership with differing opinions on a plethora of subjects.

An article speaking to our involvement with ICAO was included in a recent issue of Forum.

8. Seek conversation/collaboration in matters of common aviation safety interest with the likes of IATA, European Commission, etc. – increasing ISASI's profile as a key player in the global aviation safety community. By doing all of this, ISASI would be generating content for social media channels and the website, which in turn generates interest, opportunities and thereby creating a virtuous cycle. A final word on content generation, there is an increasing trend towards info graphics and videos and ISASI should be mindful of that.

We are currently in discussions with IATA regarding a partnership which will benefit both organizations.

The Working Group issues the following recommendations regarding ISASI seminars:

9. ISASI should consider hosting an annual virtual training/webinar for members. This has proven successful by regional societies, such as ESASI. In addition to the annual regional seminar, ESASI hosts two annual one-and-a-half day FocusOn that is entirely online and consists of a series of presentations devoted to a particular subject of interest. This model would enhance member benefits and increase ISASI activity beyond the annual international seminar, while catering to both those who prefer in-person and online meeting models. The virtual trainings could also serve as an additional source of revenue.

As I am sure you can appreciate, planning and conducting seminars, whether they be online or in person, is a huge undertaking. It is important to remember we are an organization run by volunteers. While this is something to consider moving forward, at this point in time we do not have any plans to take on this task.



ISASI Working Group

10. Continue to encourage smaller face-to-face regional seminars as part of ISASI's overall activities. Regional seminars provide a unique opportunity for Societies to meet and discuss issues that affect their "area of the world".

We always encourage our chapters and societies to plan and execute regional seminars. There is nothing to stop this. Currently we have had regional seminars conducted by ASASI/ NZSASI, LARSASI, ESASI, PSASI and MENASASI.

11. Reachout workshops provide an opportunity to recruit individual and corporate members. Continue to promote ISASI's Reachout Workshop Program as a method to provide specialized training opportunities to organizations that may not have the funds to attend seminars. The working group recommends ISASI create a portfolio of Reachout workshops and advertise portfolio in the Forum and social media. This can help increase awareness of this service for members.

All the Reachout Workshops are currently listed on the website.

The Working Group issues the following recommendation regarding Executive Officer term limitations:

12. Amend Article 5 of the ISASI bylaws to revise the number of years for a term and add term limitations for Executive Officers. It is therefore recommended that elected positions have a maximum of a three-year term with the option for one re-election (6 years total). After which point the individual can run for a different elected position or take a term break. After an individual has taken a term break of at least X year(s), [TO BE DISCUSSED] they are eligible to run for a previously held position. No position can be held by any member for more than four terms cumulatively.

Unforeseen Circumstances: In the event that there is a sudden vacancy in a critical position, a member who previously held that position in good standing can be asked by the Society to return to that position in a temporary standing until such time that a replacement has been elected and is able to assume the role. This extends to members who might be in the middle of a term break and who otherwise would not be eligible to uphold that position.

This recommendation has been discussed at several ICM's including the most recent meeting in Nashville. Each time, the conversation has revolved around the fact that it is difficult if not impossible to get people to run for office. While term limits sound like an excellent idea, if no one runs after someone's term is up, we are left with the possibility of having no one at the helm. There is also the issue of learning the job. There is a substantial learning curve involved for all



ISASI Working Group

the Executive Officers. Speaking for myself, I have been in the position for just over a year and I am still discovering things I don't know.

The working group issues the following recommendations regarding the international office and succession plan for International Office Manager:

13. Conduct a review of the International Office to include the physical location and office suite ownership versus renting space. Previously, it was determined to be cost effective to own an ISASI office suite in the Washington DC area. The decision allowed the Society to have a predictable inclusive headquarters facility for an expense of less than \$1000 (US) per month. Because of the COVID-19 pandemic, the functions of the International Office Manager have been performed remotely. Therefore, in an effort to control organizational fixed costs (total expense about \$135,000), further examination of the office function is appropriate.

By way of clarification, the Office Manager did not work remotely during Covid. A motion was passed in Nashville to keep the office where it is.

14. ISASI Executive Officers should direct a review of the functions and duties of the International Office, revise as necessary and develop a succession plan for the Office

Manager position. The IAC Policy Manual (App.3) contains the position description for the International Office Manager. A functional international office is critical to continuing the day-to-day functions of the Society. The year 2022 payroll expense is approximately \$72,000 and the current employee is eligible for retirement.

This recommendation was discussed in Nashville. It is against the law in the US to ask an employee when they are going to retire. Mrs. Schull is a valuable staff member and acts as our corporate memory.

15. The "Wild Apricot" membership application and record keeping process is complete. It is appropriate to search for further efficiencies in daily operations, financial management and administrative support functions and dispose/purge of unnecessary materials and tasks. There are further opportunities to identify office functions that can be accomplished by cost effective outsourcing. ISASI's accounting firm, Ijaz Group and Safety Research Corporation already perform some functional support.

We are constantly looking for ways to save money.



ISASI Working Group

The Working Group issues the following recommendations regarding commercial spaceflight:

16. Revise ISASI's purpose statement to be more inclusive of commercial spaceflight operations.

We have reached out to the commercial spaceflight industry but to date they are not interested in joining ISASI. We will continue to try. Please note that one of our keynote speakers in Nashville is from the space side of the FAA

17. ISASI should form a working group dedicated to commercial spaceflight. Similar to other established working groups, the Commercial Spaceflight Working Group's purpose would be to promote a high standard of safety through incident and accident investigation. The working group would develop guidelines that can provide investigators and other operational personnel with tools to investigate commercial spaceflight accidents.

As mentioned above, they are not interested.

The Working Group issues the following recommendations to attract and maintain student members:

18. Continue to support the ISASI Student Mentoring Program and maintain Rudy Kapustin scholarship.

ISASI continues to support both the Student Mentoring Program and the Rudy Kapustin Scholarship Fund.

19. Create a short video for universities/colleges with aviation/commercial spaceflight programs on ISASI and its benefits. This offers an opportunity to advertise ISASI and attract new members.

20. The University Aviation Association (UAA) is a model that can be expanded internationally to deliver an international audience. ISASI should consider collaborating with UAA. This could lead to an executive ISASI position to facilitate and oversee this development, utilizing the connections of regional societies to link with worldwide academic institutions.

We do not know who the UAA is or what they do.



ISASI Working Group

The Working Group issues the following recommendations to enhance member services:

21. Develop an “ISASI Guide to Worldwide Aviation Investigative Agencies”. Form a working group or solicit a volunteer to develop a directory for worldwide investigative agencies. This could simplify finding contacts during international investigations. Data fields could include name, head person, oversight structure and contact information. Further information of value: agency size, number of employees, labs and lab capability. There could be public and restricted data. For example, a description of the legal climate in the country would be provided in restricted data. This guide would serve as a benefit of membership or consideration given to allow non-members to purchase (this adds a potential income source for ISASI). This guide would need to be authoritative and up to date to be the preferred reference by agencies and other parties.

Please refer to the list on the ISASI website. There is also a list on the ICAO website.

22. Create an ISASI speaker’s bureau. The speakers’ bureau would be comprised of ISASI members willing to speak to aviation groups, schools, ISASI Chapter/Regional meetings and other parties needing speakers about air safety. The list would be available via ISASI’s website and Forum.

While this may be an excellent idea, there is a question as to who would pay the expenses for the speakers.





IATA - Passenger Demand Continues Strong in July

FOR IMMEDIATE RELEASE
 6 September 2023
 No: 53

Geneva - The International Air Transport Association (IATA) announced that the post-COVID recovery momentum continued in July for passenger markets.

- **Total traffic** in July 2023 (measured in revenue passenger kilometers or RPKs) rose 26.2% compared to July 2022. Globally, traffic is now at 95.6% of pre-COVID levels.
- **Domestic traffic** for July rose 21.5% versus July 2022 and was 8.3% above the July 2019 results. July RPKs are the highest ever recorded, strongly supported by surging demand in the China domestic market.
- **International traffic** climbed 29.6% compared to the same month a year ago with all markets showing robust growth. International RPKs reached 88.7% of July 2019 levels. The passenger load factor (PLF) for the industry reached 85.7% which is the highest monthly international PLF ever recorded.

“Planes were full during July as people continue to travel in ever greater numbers. Importantly, forward ticket sales indicate that traveler confidence remains high. And there is every reason to be optimistic about the continuing recovery,” said Willie Walsh, IATA’s Director General.

July 2023 (% c/y year-on-year)	World share ¹	RPK	ASK	PLF (%-pt) ²	PLF (level) ³
Total Market	100.0%	26.2%	23.7%	1.7%	85.2%
Africa	2.1%	25.0%	26.3%	-0.8%	74.6%
Asia Pacific	22.1%	67.1%	53.4%	6.7%	81.6%
Europe	30.8%	11.7%	11.5%	0.2%	87.7%
Latin America	6.4%	15.5%	11.4%	3.1%	86.7%
Middle East	9.8%	21.9%	21.0%	0.6%	82.1%
North America	28.8%	13.2%	11.9%	1.0%	89.7%

¹% of industry RPKs in 2022 ²year-on-year change in load factor ³Load Factor Level

International Passenger Markets

Asia-Pacific airlines saw a 105.8% increase in July 2023 traffic compared to July 2022, continuing to lead the regions. Capacity climbed 96.2% and the load factor increased by 3.9 percentage points to 84.5%.

European carriers’ July traffic rose 13.8% versus July 2022. Capacity increased 13.6%, and load factor edged up 0.1 percentage points to 87.0%.

Middle Eastern airlines posted a 22.6% increase in July traffic compared to a year ago. Capacity rose 22.1% and load factor climbed 0.3 percentage points to 82.6%.

North American carriers had a 17.7% traffic rise in July 2023 versus the 2022 period. Capacity increased 17.2%, and load factor improved 0.3 percentage points to 90.3%, which was the highest among the regions for a second consecutive month.



IATA - Passenger Demand Continues Strong in July

Latin American airlines' traffic rose 25.3% compared to the same month in 2022. July capacity climbed 21.2% and load factor rose 2.9 percentage points to 89.1%.

African airlines saw a 25.6% traffic increase in July 2023 versus a year ago, the second highest percentage gain among the regions. July capacity was up 27.4% and load factor fell 1.0 percentage point to 73.9%, the lowest among the regions. For a second month in a row, Africa was the only region to see capacity growth outrun traffic demand.

July 2023 (% ch vs the same month in 2019)	World share ¹	RPK	ASK	PLF (%-pt) ²	PLF (level) ³
Total Market	100.0%	-4.4%	-3.9%	-0.4%	85.2%
International	58.1%	-11.3%	-11.7%	0.4%	85.7%
Domestic	41.9%	8.3%	10.4%	-1.7%	84.5%

The Bottom Line

“The Northern Hemisphere summer is living up to expectations for very strong traffic demand. While the industry was largely prepared to accommodate a return to pre-pandemic levels of operations, unfortunately, the same cannot be said for our infrastructure providers. Performance of some of the key air navigations services providers, for example, has been deeply disappointing for many reasons from insufficient staffing to the failure fiasco of NATS in the UK. These must be promptly corrected. Even more worrying, however, are political decisions by some governments—among them Mexico and the Netherlands—to impose capacity cuts at their major hubs that will most certainly destroy jobs and damage local and national economies. The numbers continue to tell us that people want and need air connectivity. That’s why governments should be working with us so that people can travel safely, sustainably and efficiently,” said Walsh.

Domestic Passenger Markets

July 2023 (% ch year-on-year)	World share ¹	RPK	ASK	PLF (%-pt) ²	PLF (Level) ³
Domestic	41.9%	21.5%	16.7%	3.3%	84.5%
Australia	1.0%	3.5%	8.5%	-4.1%	83.2%
Brazil	1.5%	3.6%	-0.1%	3.0%	83.4%
China P.R.	6.4%	71.9%	49.1%	10.5%	79.2%
India	2.0%	21.1%	13.3%	5.3%	83.3%
Japan	1.2%	13.4%	1.3%	7.8%	72.7%
US	19.2%	11.1%	9.5%	1.3%	89.2%

¹% of industry RPKs in 2022 ²year-on-year change in load factor ³Load Factor Level

China's domestic traffic jumped 71.9% in July compared to a year ago and is now 22.5% above July 2019 levels, which was the strongest gain against pre-pandemic levels among the domestic markets.

US airlines' domestic demand climbed 11.1% in July and was 3.0% above the July 2019 level.



Australia's first female pilot at major commercial airline Deborah Lawrie opens Sydney Airport bridge named in her honour

By [Isobel Roe](#)
[ABC News](#)

Monday 6 Nov 2023 at 12:26pm, updated Mon
6 Nov 2023 at 2:58pm

Captain Deborah Lawrie laughs to herself every time she flies over the top of Sir Reginald Ansett Drive, next to Sydney Airport.

After fighting Ansett in court to become their first female pilot in 1980, Captain Lawrie now has a bridge named in her honour.

And it stands partially above the road named after the man who once refused to hire her.

A newspaper article from Deborah Lawrie's collection of cuttings(Supplied)

The NSW government has announced the Deborah Lawrie Flyover, part of the Sydney Gateway project, will open on November 12 to improve access to the domestic terminal and take pressure off the intersection outside the airport.

Captain Lawrie, 70, still flies for Virgin and said she was honoured to be recognised as a trailblazer for women in aviation.

"It's difficult to find words to explain how excited I feel about this," she said.

"The irony of flying over the top of Reginald Ansett Drive makes me smile.

"No, more than that, laugh."

Deborah Lawrie became a pilot after winning a landmark sex discrimination case against Ansett Airlines.

In the late 1970s, Deborah Lawrie won a landmark sexual discrimination case allowing her to work as a pilot for defunct airline Ansett.

Sir Reginald Ansett, the airline owner, had never hired a female pilot and Ansett appealed all the way to the High Court to try to stop Captain Lawrie, who had flown since she was 16, from working there.

Ansett lost, and Captain Lawrie's career in commercial aviation began.

Australian Deborah Lawrie was the first female commercial pilot in Australia and is currently the oldest female commercial pilot in the world. To mark 50 years of flying in 2020, Captain Lawrie told the ABC Ansett argued women pilots would be unsafe.

"They tried lots of arguments. That women were prone to panicking or that we would run off and have millions of babies," she said.

Ansett even argued that her earrings could be a safety hazard if they got caught on the side of the aircraft in the event of an emergency evacuation.



Australia's first female pilot at major commercial airline Deborah Lawrie opens Sydney Airport bridge named in her honour

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Captain Lawrie is the oldest female pilot still flying for a commercial airline, and said a lot had changed for women in her industry in 40 years.

"We currently have a quite a unique situation where the CEOs of Virgin Australia, Qantas and Jetstar, the head of Civil Aviation Safety Authority (CASA) and the Federal Transport Minister (Catherine King), are all female," she said.

"So I think the future of women in our industry is in good hands."





AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

Sponsors



Australian and New Zealand Societies of Air Safety Investigators
2024 Regional Air Safety Seminar
Crowne Plaza Hotel
Auckland, New Zealand
Friday 7 June to Sunday 9 June 2024

Invitation

We will be presenting papers on contemporary air safety issues, recent developments, and current or recently completed investigations. Attendance is not restricted to members, and delegates from industry and outside the region are particularly welcome.

The seminar follows the usual format of the welcome reception on Friday night; the presentations on Saturday and Sunday; with the seminar dinner on Saturday night.

The Asia Pacific Cabin Safety Working Group will meet on Friday.

Don't forget the Trans-Tasman Golf Challenge, also on Friday!

Registration and Accommodation

Details to be notified in due course.

See the ASASI website, <https://asasi.org/events/> for updates.



Upcoming Events

Development Corner



Are you joining into the monthly training and education webinars facilitated by our NZSASI friends across the ditch?

NZSASI Vice President, Mike Zaystoff, facilitates them monthly and has warmly invited all ASASI members to attend. There is no need to apply to join in, just Zoom in on the day using the details below.

NZSASI & HCAP NZ Monthly Professional Development Webinar

Time: 2nd Wednesday of the month at **10am NZ time (0800 AEDT)**

Join Zoom Meeting at:

<https://us06web.zoom.us/j/98797654960?pwd=NFNYcnBNMDFWUUrR1QzV2ZwLzVPUT09>

Meeting ID: 987 9765 4960

Passcode: 19291964

Save this meeting ID & passcode. It is the same for every monthly webinar.

Zoom etiquette. *Microphone off* unless talking. *Camera off* to save bandwidth if the number of participants dictate.





ASASI is looking for Mentors!

Australian Society of Air Safety Investigators Student Mentoring Program

Calling All Mentors

ASASI is seeking expressions of interest from those members wishing to volunteer their time and assist our investigators of the future.

Purpose

The purpose of the ASASI student mentoring program is to establish a formal link between experienced ASASI members and aviation students interested in a career in aviation safety.

Goal

The goal of the student mentoring program is to assist our next generation of aviation safety professionals achieve their career goals through guidance and advice from experienced investigators.

Why Become a Mentor?

As a current aviation safety specialist and member of ASASI, you hold substantial knowledge and experience. You know the people, the processes and the pitfalls associated with our niche industry. Rather than letting this experience fade away over time and maybe into retirement, it can be passed along to our upcoming generation of investigators. Voluntarily mentoring a student can provide a rewarding opportunity to achieve this important objective. Our ASASI psychologist members would tell us that, according to Maslow, our highest-level needs relate to self-actualisation, a process by which we can achieve our full potential.

Mentor Expectations?

A commitment to communicate with an assigned student on an *agreed-upon* basis, be a good listener, and share your experience and knowledge. It is envisaged that this can be practically accomplished primarily by email or perhaps telephone as appropriate to your preference. Rest assured; you will only offer *advice* from your experience. You will not be doing assignments! Mentors can offer to assist as little or as much as they choose and have the time to commit to.

Management of the Program

A mentoring coordinator will hold details of student applicants and the volunteer specialist mentors. The coordinator will match requests to prospective mentors and seek their approval to connect a student to them.

What is Needed to Get Started?

A brief bio sketch that includes your email address, telephone number, employer, position, area(s) of specialisation and your likely availability. It will be held securely in confidence.

Please send this information to: asasiexecutive@gmail.com

Mentor Program Co-ordinator: Hope



ASASI Contact Details

www.asasi.org
log on: news
password: aviator



www.isasi.org
log on: membership number
password: your Christian name
(all lower case)

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