



# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

## Autumn Newsletter

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# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

## President's Report

Greetings One and All

*"The truth is, time marches on and you have two choices: You move forward, come what may, and you experience all the sour and sweet things that fly at you from around corners, or you sit still. Don't sit still." – Suzanne Palmieri (author)*

**ANZSASI 2024 Seminar and APCSWG.** Time marches on relentlessly indeed, it's nearly the winter solstice! Not quite, but our annual ANZSASI Seminar (including the associated Asia-Pacific Cabin Safety Working Group (APCSWG)) in Auckland is just around the corner and we need to get moving. The [ANZSASI 2024 Provisional Programme](#) is now available on the [ANZSASI 2024 Seminar web page](#) (which contains all the links and fact sheets you will need to attend the seminar, including: Registration and Accommodation arrangements). The [2024 APCSWG Programme](#) is also available on the [APCSWG Website](#) (including the all important RSVP) for the APCSWG's bi-annual Working Group. I thoroughly enjoyed and found value in attending last year's Working Group meeting and I look forward to this year's as well. Please note that the ANZSASI Seminar Registration is separate from the APCSWG's Registration, so if you wish to attend the APCSWG you must register via the 'RSVP' process.

Back to the ANZSASI 2024 Seminar, as mention earlier, the Seminar is just around the corner, so, with a contemporary, cutting-edge technology topic rich programme, I encourage you to attend if you are able. As Suzanne Palmieri recommends: '... *Don't sit still.*' If you are intending to attend you'll need to put your skates on to register and book your flights and accommodation (NB: early bird registration closes on 01 May 2024).



**Financial Travel Assistance to ASASI members attending ANZSASI 2024.** ASASI established a financial assistance package some years back to help those who have to pay their own way to attend an ANZSASI/ISASI Seminar. Our Treasurer, Paul, has indicated that this year ASASI will put forward A\$5,000 to assist those that pay their own expenses to help cover costs of travel, accommodation and Registration. Funds will be allocated on a dollar-for-dollar basis in accordance with the policy on years of membership with a maximum of \$500 per claim. The idea is to soften the financial blow and possibly assist in your decision to attend the 2024 Seminar.



# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

**ASASI 2024 AGM.** Your Executive hope to hold our AGM at the ANZSASI 2024 Seminar, but is totally dependent on the number of ASASI members in attendance at the Seminar. Failing a quorum in Auckland in June (and that is a real possibility), your ASASI Executive will hold a Zoom/TEAMS based AGM circa July 2024.

**Updating of ASASI Constitution – Project Update.** The Executive have been working on the Constitution which was sorely in need of a review and bringing it into the 21 Century. We are still awaiting for ISASI Policy changes to settle and be rolled out to assist in our own policy, but barring that we are close to putting it to vote.

**Mentorship Program.** I still have a vision to bring younger folks into membership, but my day job at Link Airways has put a huge damper on progressing that initiative. Clare and I will reach out to RMIT and UNSW, respectively, to navigate forward.

### **Good News on the Commercial Aviation Industry front – President’s Perspective.**

\*\*\*\*Before I begin my ‘President’s Perspective’ on the International Air Transport Association’s (IATA’s) recent Press Release regarding 2023 commercial aviation accident statistics, I must acknowledge and pay homage to the tragic fatal accidents and dreadful loss of life of an ADF Taipan Helicopter, a USMC Osprey, and the dual EC-130 helicopter accident at Gold Coast Sea World (as well as numerous General Aviation accidents) all in 2023.\*\*\*\*

**Onwards with IATA’s report(s) ...** [IATA’s Press Release No. 7](#) (dated 28 February 2024) headlined that: ‘**2023 was the Safest Year for Flying by Several Parameters**’. The conclusion is that global commercial aviation continues to make progress on safety with several parameters showing ‘best-ever’ results. There were no hull losses or fatal accidents involving passenger jet aircraft in 2023. Tragically, there was one fatal passenger aircraft accident involving a turboprop aircraft, resulting in 72 fatalities.

The IATA airline safety statistics of 2023 are even more impressive when one considers the latest IATA [Passenger Demand data](#) (IATA Press Release No. 13 dated 4 April 2024) which revealed a staggering increase in passenger demand and capacity:

- **Global Perspective.** Total global passenger demand was up 21.5% in February 2024 (compared to February 2023). Total global capacity was up 18.7% year-on-year and the February global load factor was 80.6% (up 1.9 % from February 2023).
- **Asia Pacific Region.** The Asia Pacific region was up 37.8% and 84.4%, respectively, in comparison.
- **Australia.** Closer to home, Australia was up 14.9% in demand with an average load factor of 77.5%.







# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

From my desk at my 'day job' as the Chief Pilot of an Australian IATA Operational Safety Audit (IOSA) registered Regional Airline, I can attest that the Aviation Industry is 'piping hot'. There is of course an up-side and a down-side to these amazing statistics. Up-side is the shareholders are happy and the general up-turn in the market is keeping everyone busy and employed. The down-side is a MASSIVE churn of staff (particularly, in General Aviation and at the Regional Airline level), the stress that this surge and extra work places on all the resources (human, as well as equipment) has on the industry is significant. The levels of corporate knowledge are being diluted as higher paying opportunities (international, in particular) are drawing crews, maintainers and other staff away from what was a relatively stable market place (apart from COVID) here in Australia. Capacity may be increasing; however, is limited by qualification minimum requirements and lowered experience levels of new hires.

An interesting observation: Not only are age, experience and qualification gradients common in the flight deck (tackled relatively well by Non-Technical Skills (NTS) and Human Factors (HF) training – the old CRM), but (in my observation) a new gradient 'domain' is appearing in the flight deck and beyond – a **cultural gradient**. The emerging 'cultural' gradient is also mitigated by NTS/HF training, but is more of a softening than a solid fix. The Cultural Gradient presents a swag of interesting challenges for the long-established norms and hierarchies in aviation. Watch this space. Our jobs as Accident Investigators and Safety Champions are not done yet.

**ISASI 2024 – Lisbon, Portugal.** 'Save the Date' for Lisbon!! - ISASI 2024 Annual seminar – 30 September to 3 October 2024. This year the annual ISASI Seminar is being held in Lisbon, Portugal, at the Marriott Hotel, Lisbon. The theme is 'Safely Navigating Uncharted Waters'. The program is being developed by ISASI and our European Society, ESASI, and will follow a familiar pattern, with interesting local variations. Reportedly, the Program is going to come together in May. At this stage, there is still no link to the Registration for the ISASI event, Standby!

**In this Newsletter.** This Newsletter presents some interesting articles including a Forward penned by the Managing Director of the BARS Program, Mr Dave Anderson, for the latest BARS Newsletter with some interesting observations and perspectives, an article touching on MH370's disappearance (timely for the 10th anniversary of it's disappearance) and another article on Li Batteries and the increasing risk they pose to aviation.

Until next time

Best regards and Safe landings

Alf Jonas



# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

## The disappearance of passenger jet MH370 could be repeated

The disappearance of Malaysia Airlines Flight 370 in 2014 still remains a mystery. Even after a decade, efforts to prevent similar incidents of planes disappearing without a trace have been hindered by bureaucracy and financial pressure. The implementation of aircraft-tracking tools has been delayed, leaving gaps in aviation safety protocols.

The disappearance of passenger jet MH370 could be repeated. Investigators said it's possible someone then switched off the plane's communications systems.

"Good Night. Malaysian Three Seven Zero."

Those six words were the last radio transmission from the cockpit of Malaysia Airlines Flight 370, less than an hour after the aircraft took off late at night from Kuala Lumpur to Beijing on March 8, 2014. Minutes later, the plane disappeared from air-traffic control radar screens.



The huge Boeing Co 777 jet, almost as long as a Manhattan city block and taller than a five-story building, had somehow managed to make itself invisible in the clear night sky.

There were 239 people on board.

Ensuing search operations combed through some of the deepest ocean floors in the inhospitable southern Indian Ocean, hundreds of miles off Australia's western seaboard, and found no trace of the main fuselage or any passengers and crew. Of the 3 million components in the 777, just a few fragments washed ashore years later on the east African coast.

With no mayday call, no known flight path and no wreckage, MH370 remains modern aviation's biggest mystery. And while investigators had very little to go on, they were clear on one thing: A plane must never go missing like this again.

Yet 10 years on, an industrywide push to rule out a similar case has been stymied by bureaucracy, financial pressure, and a debate about who should have ultimate control of the cockpit, according to years of regulatory amendments chronicling the process.

A key aircraft-tracking tool that was proposed by Malaysian authorities weeks after the disaster is yet to be implemented. While the industry has saved hundreds of millions of dollars in equipment costs, there remains an ocean-sized hole in aviation's safety protocols, meaning that a doomed passenger jet in a remote corner of the planet could remain hidden forever.





# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

As search teams looked in vain for MH370, an additional layer of safety regulation spearheaded by the International Civil Aviation Organization proposed new jets should broadcast their position at least every minute if they were in trouble. The aim was to give authorities early warning of an unfolding disaster. Should the plane later go down, rescue teams would at least have a chance of locating the crash site.

It hasn't turned out that way. The one-minute tracking rule has twice been delayed. It was initially due to be in force in January 2021 but is now set to take effect from January 2025. Bloomberg News asked more than a dozen major airlines spanning the US, Europe, the Middle East and Asia how many planes in their fleets already meet ICAO's requirements. At the airlines that responded, very few planes are compliant.

Air France, which had more than 250 aircraft as of September, said seven jets — all Airbus SE A350s — comply with the standard. Korean Air Lines Co. said three of its 159-strong fleet are equipped with the tracking device, while Japan Airlines Co. said two of its 226 planes have the technology installed.

The delay since MH370 vanished has been unacceptable, said Hassan Shahidi, president and chief executive officer of the Flight Safety Foundation, a Virginia-based not-for-profit group that promotes aviation safety standards. "This was a tragedy and solutions have been developed. It is absolutely imperative that we take this final step," Shahidi said.

As well as being years late, the fresh tracking standard applies only to new aircraft. There's no requirement to install the relevant technology on more than 20,000 older planes in service as of last year. That means thousands of aircraft will fly for decades, ferrying millions of passengers around the world, without a capability that was deemed crucial after MH370 disappeared.

Technology hurdles have played at least some role in the delays. When the US National Transportation Safety Board recommended "tamper-proof" tracking systems on planes in 2015, the Federal Aviation Administration, considered the global pacesetter for the civil aviation industry, pushed back. The FAA said it couldn't be done without sacrificing the pilot's control of all systems, considered a mainstay of aviation safety protocols because pilots should have final say over the aircraft in case of emergencies.

The role of MH370 Captain Zaharie Ahmad Shah has been a major focus point of the mystery. According to the presumed sequence of events in the final report, the plane deliberately left its planned route north to China, looped back over Malaysia and headed out to sea. It cruised south for about six hours and probably came down in the southern Indian Ocean when it ran out of fuel.

Scientists managed to roughly map the doomed jet's route by studying its hourly connections with a satellite 36,000 kilometers (22,400 miles) above Earth. As remarkable as this detective work was, it produced an enormous potential crash zone. An international search fleet surveyed 710,000 square kilometers of seabed, peppered with trenches and peaks, before the hunt was called off in 2017. A fresh effort the following year by marine exploration company Ocean Infinity also came up empty.



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The forensic detail included in the 450-page final report into the tragedy makes it hard to escape the human toll of the tragedy. The report lists the seat number, gender and nationality of the passengers. The economy section was almost full, two children sat in 17F and 18F and another in 30H, and there were two infants on board. In the rear, four rows apart, two Iranians were traveling on stolen European passports.

The business-class section was barely one-third occupied, with most of the 10 passengers seated by the windows. The 10 flight attendants tending to their guests all came from Malaysia, while the majority of passengers were Chinese. Just after 1 a.m., the flight had settled into cruising altitude of 35,000 feet. Some 20 minutes later, MH370 signed off from Malaysian air-traffic control with its last-ever voice transmission.

Investigators said it's possible someone then switched off the plane's communications systems, while stopping short of a definitive conclusion. The team was "unable to determine the real cause for the disappearance of MH370," they said.

At the same time, the report made an impassioned appeal to the international aviation community, saying it "needs to provide assurance to the traveling public that the location of current-generation commercial aircraft is always known. It is unacceptable to do otherwise."

The one-minute tracking rule was designed to resolve that blind spot, by aiming to nail down a crash site to within a radius of six nautical miles.

That's still not good enough, said Mike Poole, chief executive officer of APS Aerospace Corp., an Ottawa-based company that conducts flight-data analysis for accident investigations. With satellites covering almost every inch of the planet, Poole wants all commercial flights to transmit their position and other key data almost constantly over a tamper-proof system. It shouldn't matter whether the aircraft's in trouble or not, he said.

"In the event of a missing plane, not only do you know where it is, you get a lot of instant information," said Poole, who worked for the Transportation Safety Board of Canada for more than 20 years and led its flight-recorder laboratory. "You would probably have a really good idea what happened to MH370."

Finding any missing plane is important because understanding the cause of past incidents is central to preventing disasters in the future. The FAA has an online library devoted to lessons learned from decades of accidents.

After MH370 disappeared in 2014, there was an initial flurry of activity. Within a month, the International Air Transport Association, an airline trade group, formed a task force to draw up proposals for more stringent flight monitoring. Boeing, Airbus and ICAO, a United Nations agency central to aviation standard-setting, were all included. One of the outcomes from this early work was a requirement for large, new passenger planes in distress to transmit their position at least once a minute from January 1, 2021.

Meeting that deadline was beyond the sector. In a four-page submission to ICAO in 2019, Australian authorities claimed there had been "a lack of coordination and information sharing" between Montreal-based ICAO and search-and-rescue entities. One-minute tracking was subsequently delayed until 2023. When the coronavirus shut down air travel and sent hundreds of newly made, undelivered planes into storage, the tracking rule was shunted back to 2025.





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A 2022 filing by the European Union Aviation Safety Agency sheds light on the financial gains from the second delay. The EASA document said the International Coordinating Council of Aerospace Industry Associations, representing plane manufacturers, asked ICAO for the postponement. EASA cited estimated cost savings of between \$175 million and \$262 million — less than the list price of a new Boeing 777.

At the same time, EASA acknowledged that the technology to process emergency signals by the satellite networks has faced “significant delays” because the satellites needed to monitor the entire globe weren’t yet fully operable. And the entities responsible for acting in the event of a distress report also need time to set up processes to handle such incidents, it said.

Montreal-based ICCAIA declined to comment. An Airbus spokesman declined to comment on the delays and deferred to the EASA filing. ICAO said in an email that “the pandemic put everyone back.” Tracking equipment for planes in distress might someday be obligatory on older aircraft, “depending on how essential and performing the new device turns out to be,” ICAO said.

Boeing said it continues to “work under the oversight of global regulators on the requirement for a Global Aeronautical Distress and Safety System.”

To be sure, airlines tightened their tracking capabilities to some degree in the wake of MH370, pinpointing their large passenger planes at least every 15 minutes when over remote waters.

“The job on safety is never done,” said IATA Director General Willie Walsh. “When you have events like MH370, I think it really does cause everybody to stand back and say, ‘How can this happen?’ Could this happen again? I’d be very surprised if it could. I’m not saying the chances are zero, but the chances are so much smaller today than they were 10 years ago.”

Off-the-shelf products that track commercial flights continuously are available. Inmarsat and Aireon, for instance, provide carriers near real-time in-flight data using a network of satellites that can link up with planes almost anywhere in the world with high precision and in real time.

That means a situation like the 2009 crash of Air France 447 — a functional plane that plunged into the Atlantic Ocean without suspicion of foul play and was only found after two years — should theoretically never happen again.

ICAO lays down clear requirements for in-flight one-minute tracking devices for aircraft in trouble. They need to activate in a range of scenarios, such as a loss of propulsion. Critically, devices triggered automatically can’t be manually turned off.

Airbus introduced an emergency locator transmitter system that meets the standard, and has fitted it on all new widebody aircraft the planemaker has delivered since April 2023. There was no such capability on Malaysia Airlines Flight 370.





# AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

Joe Hattley, an Australian air-accident expert who joined the international investigation team in Malaysia after MH370 went missing, says the mystery still hangs over him, even after 10 years. While the incident bore the hallmarks of a deliberate action, the lack of evidence frustrates him.

“I think about MH370 every day,” said Hattley. “As an accident investigator, your job is to answer questions, provide answers to families, friends and next of kin, and to try and improve safety. We haven’t been able to do that.”

<https://timesofindia.indiatimes.com/world/rest-of-world/the-disappearance-of-passenger-jet-mh370-a-decade-later-the-industry-struggles-to-prevent-a-repeat/articleshow/107928078.cms>

## Lithium batteries spark fire scares on five passenger aircraft in just one month

Lithium batteries spark fire scares on five passenger aircraft in just one month

Fortunately all the aircraft used thermal containment bags but many airlines still don’t have them

Lithium batteries have caused fire incidents on board five planes in just one month and every time the overheating device was placed in a thermal containment bag.

All the incidents happened in American airspace or involved American aircraft and have been made public by the Federal Aviation Administration which regulates civil aviation in the USA – but other authorities around the world don’t reveal figures so the monthly statistics globally are likely to be far higher.

Four of the planes are operated by American Airlines but that’s purely coincidental. All carry lithium battery thermal containment bags which meant the problem was quickly sorted and the planes all then flew on to their final scheduled destinations with no-one hurt ... and one hadn’t even taken off.

Some of the devices were even switched off which shows how potentially dangerous faulty lithium batteries can be.

This means there have been 460 verified incidents involving lithium batteries on aircraft between March 2006 and December 31, 2023, recorded by the Federal Aviation Administration.



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# AIRCRAFT CABIN AIR International Conference

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Following on from the success of the 2017, 2019, 2021 and 2023 Aircraft Cabin Air Conferences, the conference will provide an in-depth overview and update for those interested in the subject of contaminated air on aircraft, the flight safety implications, the latest research into the contaminated air debate and the solutions available to airlines and aircraft operators.

Who should participate?



- Safety equipment providers
- Health & Safety Regulators
- Maintenance Companies
- Airline Safety Departments
- Air Accident Investigators
- Crew & Unions
- Policy Makers
- Press & Media



2 day event at the Imperial College London  
30+ Presentations & discussions given by industry & subject experts



Networking Drinks reception  
(+ optional delegate's dinner at the Royal Air Force Club)

## CONTACT US

conference@aircraftcabinair.com  
17-18 September 2024 - London



- Airline Management
- Aircraft Manufacturers
- Aircraft Insurers
- Leasing Companies
- Scientists
- Occupational Health Professionals
- Academics & Researchers
- Engineers

To view the confirmed speakers visit

<https://www.aircraftcabinair.com/speakers>

The 2024 conference, will present for the first time, the ground breaking new blood test designed to confirm exposure of an individual to aryl phosphates present in jet engine oils. It will also present engineering & maintenance updates, solutions emerging for manufacturers, airlines and aircraft operators such as air cleaning / filtration technologies. New jet turbine oils coming soon to the market will also be discussed. Additionally, the flight safety implications, the aircraft environment, latest air monitoring data and sensor technology, legal cases, the latest scientific research, medical aspects and much more, will also be presented by over 30 speakers and films.



# AIRCRAFT CABIN AIR INTERNATIONAL CONFERENCE 2024

17<sup>TH</sup> & 18<sup>TH</sup>  
SEPTEMBER  
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# BARS Newsletter: A message from David Anderson

As I travel around and interact with our numerous operators and contracting companies, I get to witness a range of great initiatives aimed at supporting aviation safety. Seeing these initiatives I am reminded of the Flight Safety Foundation's main mission statement to: *Develop Safety Standards*. The statement then goes on to encompass: *Disseminate Safety Information, Share Leading Practices and Facilitate Safety Solutions*. This mission is well communicated within the essence of the BARS Program; a collaborative initiative that aims to bring people together from all areas of the aviation industry in support of a standard to assist their aviation activities. These areas include humanitarian, offshore wind, government, oil & gas, RPAS, energy sector and our founding members of the Program from within the resource sector. Our Technical Advisory Committee (TAC), with representatives from every sector, is a vibrant cross-industry platform for sharing experiences and solutions.

The upcoming TAC Meeting, to be held in Perth on 29-30 May, is not too far away. If you are a BARS Member Organization (BMO), your attendance, if invited, would greatly contribute to the value of the meeting. We use these gatherings to tackle pressing concerns in our industry, and they also offer a great opportunity to listen to a broad range of voices from the aviation sector.

At the core of our organization is the BARS Audit Program. Within the Audit Program recently we have been prompted to ask a crucial question; *Is your BARS Audit a real BARS Audit?* We encountered a helicopter operator in the Middle East, who proudly announced they had been BARS audited three times already. Initially we responded enthusiastically, however upon investigation we realised we have not seen any of these audits.

An authentic BARS Audit is a significant commitment of time and effort by the Operator to plan, prepare and undertake, something that is worth the recognition and benefits for that effort. The BARS Verification Document demonstrates the Operator has done all the preparation work to be able to meet the requirements of the BAR Standard when asked by a contracting company. The Audit output has been subject to rigorous review from the BARS Program Office and strict criteria for the colour designation (Green, Silver and Gold) has been verified by the independence of the BARS Program Office. Furthermore, we know that on average, a BARS Audit Report is downloaded 10 times from BARSoft each year from our BMO's. In 2023 our BMOs downloaded over 1200 BARS Audit reports. This indicates the operator has on average, avoided at least 9 other duplicated audit events to be on the radar of a contracting company should they need services that the operator can deliver - this is the reduction in the audit burden that was a design feature of the BARS Program when we started back in 2010.

2024 has already been a busy year as the Program continues to evolve. Read on through this newsletter to hear about our new Community of Aviation Peer Support (CAPS) Program, more growth for aircraft operators, training courses and the up and coming meetings.

Kind Regards,  
David Anderson  
Managing Director  
BARS Program



# 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](mailto:asasiexecutive@gmail.com)

Mentor Program Co-ordinator: Hope

# 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**

Provisional program and details on the website

## ASASI Contact Details

**President:** Alf Jonas

**Vice President:** Clare Fry

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