



# THE AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

PO Box 399  
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[www.asasi.org](http://www.asasi.org)

## *January 2025 New Year's Newsletter*

### ***President's Perspective***

Welcome to 2025! I trust you all had a wonderful Christmas and New Year's holiday season break.

Not quite a New Year's resolution, but in 2025 I'm looking forward to a great conference, opportunities to engage with yourselves (our members) and opportunities to further develop our university relationships, particularly budding aviation safety students and newbies in the game.

This edition of the ASASI newsletter starts with 2024 in review, includes an update on the Constitution, a reminder about the ANZSASI 2025 Seminar and encourage all of you to consider submission of a paper covering this year's theme of: **Surfing the Future of Safety: Investigating Change for Better Outcomes.**

May 2025 be a safe and happy one for all.

### **2024 in Review**

**Conferences.** 2024 saw some high caliber Society conferences including ANZSASI 2024 in Auckland and ISASI 2024 in Lisbon, Portugal. Complimenting these seminars were the regular Society Webinars hosted by NZSASI.

**International.** After IATA declared that 2023 was the 'safest year for airline flying by several parameters', sadly, 2024 proved to reverse that trend. The year was 'topped and tailed' by significant international commercial aviation airline accidents: starting with the dreadful collision of Japan Airlines JL516 Airbus A350 with a Japan Coast Guard DHC-8 aircraft on the runway at Tokyo-Haneda Airport in January 2024, and ending with a flurry of aviation accidents including the Azerbaijan Airlines ERJ-190 and the JeJu Air B737-800. Our thoughts and prayers go out to those that have suffered loss and those out in the field trying to make sense of the events leading up to those accidents.

**Australian Air Transport Operations.** Apart from a few serious incidents, thankfully, the Australian Scheduled Air Transport (SAT) Operations sector was spared any major accident. However, the SAT sector did experience some serious incidents (including engine failures) and the collapse of two Australian airlines.

**ADF.** Apart from the loss of an Italian AF Typhoon aircraft during Pitch Black (in which the pilot safely ejected and was fine), the Australian Defence Force were spared of any aviation accident. The RAAF had one serious incident involving a runway excursion of a PC-21 at RAAF Base East Sale in October.

**Australian General Aviation/RAAus.** Tragically, General Aviation saw the loss of 27 lives in 20 light aircraft accidents according to ATSB data. Despite the dip to 27 after two consecutive years of recording 33 deaths, that's still 27 too many. Some in the industry called for more thorough investigations into recreational aircraft accidents. This argument has been raised again as a result of the cessation of internal RAAus accident investigation, as advised by legal. This situation has resulted in Vic Pol seeking assistance to provide accident reports for the Victorian Coroner's Office for a Victorian light aircraft accident in the later part of last year.

ATSB Chief Commissioner, Angus Mitchell, was recently quoted by the ABC News as saying that "the risk of a fatality was greater around Australia's 2,300 non-towered aerodromes, but that pilots' situational awareness was the key to improving safety". The Chief Commissioner was also quoted to say; "Whilst every situation is [different], the onus is on pilots to understand the airspace they're in, what are the risks associated, particularly airspace that's more congested".

My personal experience supports just that commentary operating into Shellharbour, but there are many other 'hot spots' around Australia as well.

## ***ANZSASI Seminar 2025***

This year, Australia will be hosting the annual Australia and New Zealand Society of Air Safety Investigators (ANZSASI) Seminar at the University of New South Wales (UNSW), Kensington Campus, Sydney from 30 May to 1 June 2025, inclusive. This is a significant, but purposeful change from our usual protocol of holding the seminar within the accommodation hotel. Key amongst the reasons for the change is my intention to bring our seminar into one of our aviation academic institutions with the aim of (hopefully) enticing some of the respective students to attend the presentations, be exposed to the society, and encourage them in the field of aviation safety.

All usual ANZSASI Seminar activities will be held on campus including the Asia Pacific Cabin Safety Working Group, the presentations themselves, and the associated social events (i.e. the Reception and Dinner). Our Secretary, Paul, has

been scouring the immediate area surrounding UNSW for accommodation options. He'll hopefully be able to provide some guidance in that regard shortly.

The Seminar's 'Call for Papers' has been attached at the end of this newsletter and I request you consider submitting a paper or encourage others in your organisation to do so.

On the social front, the ASASI Executive are looking for a volunteer(s) to organise the traditional Golf Tournament between the Aussies and the Kiwis.

Furthermore, on the back of an idea I received at the end of last year's ANZSASI Conference, I am willing to support an alternate form of activity in parallel to the Golf Event for those not inclined to hit a golf ball around 18 holes. All I need is a volunteer to step up and organise.

Expressions of Interest for the two 'positions vacant' will be gratefully received at [asasiexecutive@gmail.com](mailto:asasiexecutive@gmail.com).

Finally, I would like to express our huge thanks for the generosity of UNSW School of Aviation and Professor Brett Molesworth, in particular, for hosting the conference and accommodating this new direction of tertiary student interaction and involvement. To that end, I invited Professor Molesworth to pen a short Executive Summary of the UNSW School of Aviation (see below).

[Note: I invite other tertiary 'Schools of Aviation' or similar to provide a short synopsis and will incorporate them in future newsletter editions.]

My firm belief is that current tertiary students and their engagement is the secret to the growth and success of our niche industry and society.

### ***UNSW School of Aviation – Leading through Science***

Since its inception in 1995, UNSW Aviation has grown into a global leader in aviation education, boasting a network of over 3,000 alumni shaping the industry worldwide. Guided by a bold vision, UNSW Aviation is committed to developing responsible leaders through transformative education, innovative research, and global partnerships. As part of this vision, in 2024, UNSW Aviation launched a pioneering program in commercial drone operations and management named the Bachelor of Aviation – Remotely Piloted Aircraft Systems (RPAS), setting the standard for the future of integrated aviation.

UNSW Aviation academics are leaders in their field, conducting applied research that is applicable in the industry as well as providing knowledge for educators worldwide to shape the next generation of pilots and aviation managers. Renowned for academic excellence, industry engagement, and cutting-edge research, UNSW graduates thrive in senior aviation roles and pilot careers with one of the highest

global employability rates. Together, we're advancing safe, sustainable, and inclusive aviation for a better tomorrow.

### ***ASASI Constitution Update***

We ran our draft Constitution past legal and got some very helpful feedback. Unfortunately, it means a bit more work for our VP, Clare. Clare will undertake to re-work our Constitution to a more contemporary construct. With the value-added feedback and Clare's touch, I'm confident we'll have a contemporary product out this year!

### ***In Memorium – Mick Quinn***

The Australian Society of Air Safety Investigators is saddened to advise that our long-term member, **Mick Quinn**, passed away in Sydney from illness on 29 Nov 2024.

In his lengthy aviation career, Mick was employed in strategic safety roles with Qantas Airways, Emirates Airline, Civil Aviation Safety Authority and, more recently, the New South Wales Office of Transport Safety Investigations (OTSI).

A celebration of Mick's life is being planned to take place in Sydney during mid-February 2025. ASASI will advise when the final details are available.

### ***Concluding Comments***

That's it for this edition. As always, the Executive would love to hear from you - any suggestions, offers to volunteer or support specific activities, or anything else will be warmly received.

Smooth and safe landings!

Regards

Alf Jonas

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## CALL FOR PAPERS

### 2025 ANZSASI SEMINAR

**‘ Surfing the Future of Safety: Investigating Change for Better Outcomes’**

**UNSW, Sydney 30 May to 1 June 2025**

The 2025 Australian and New Zealand Society of Air Safety Investigators (ANZSASI) Annual Seminar will be held at the University of New South Wales (UNSW) School of Aviation, Sydney from Friday 30 May to Sunday 1 June 2025.

The Seminar will follow the usual format with a Welcome Reception on the Friday evening preceded by the Asia-Pacific Cabin Safety Working Group on the Friday, two full days of presentations on Saturday and Sunday, and a dinner on Saturday evening. Accommodation options in close proximity to the UNSW are being considered.

The success of our annual ANZSASI Seminar is always measured by the quality of the papers and associated presentations. Considering the location of the 2025 Seminar and the rapid development of technology, the theme of the up-and-coming seminar is **Surfing the Future of Safety: Investigating Change for Better Outcomes**.

Papers should address aviation safety aspects including: air transport safety, safety training and education, human factors, and technical/technological developments.

The ASASI Executive invite offers of papers and welcomes submissions from the Australasian and international transport safety fraternity who would like to submit a paper and present at the Seminar. In-house presentation is our preference; however, consideration will be given to virtual presentations as well.

We request that you submit an Abstract and short BIO by 1 February 2025, to the following email: [asasiexecutive@gmail.com](mailto:asasiexecutive@gmail.com).

Selection will be made by a Paper Selection Committee with the aim of meeting the theme and including a balance of recent accident or serious incident investigation results.

Regards

Alf Jonas  
ASASI President