AUSTRALIAN SOCIETY OF
AIR SAFETY INVESTIGATORS

Spring Newsletter

ASASI Spring Newsletter

November 2025

In this newsletter you can expect:

Welcome to the Spring edition of the ASASI News Journal!

In this edition we have covered the latest information on ANZSASI2026 in Wellington with details of the accommodation. It will be held on the Kings Birthday Australian long weekend.

And updates from the ISASI European Society and Canadian Societies for comparison and awareness of activities of other national societies.

We have extended the Members Column with details of a new member plus our focus on AIPA, one of our Corporate Members.

The monthly Rotorcraft Asia- Pacific e-News from Rob Rich has a wealth of information for members interested in rotor craft operations. We have reproduced an article regarding CASA operations.

There is a discussion paper on Airspace Modernisation: A Guide to Essential Aviation Technology Advancements reproduced from "Global Aerospace".

The Asia Pacific Cabin Safety Working Group are meeting in Melbourne and details are included. On the topic of cabin safety, the current situation regarding Lithium Battery Fires in aircraft is of concern and a recent news item is reproduced.

Finally, we have included the second part of a series of historical information files regarding air safety investigation in Australia.

If you have any comments or corrections please contact the ASASI executive.

Vice President's Executive Update

I hope this message finds you all well and enjoying the start of spring!

It's been a busy and productive few months for the Executive, filled with exciting opportunities for learning and collaboration. In September, I had the pleasure of attending PACDEFF/AAvPA 2025 in Sydney. The event featured a range of engaging speakers and thought-provoking topics. From an investigator's perspective, a highlight for me was the presentation by ATSB Chief Commissioner Angus Mitchell, who discussed common Safety Management System findings in investigations. His insights were a powerful reminder of the positive change we can achieve within organisations when we focus our efforts in the right areas.

In early October, Alf and I were fortunate to support the joint Memko and Cranfield University Aviation Safety Investigator Course in Canberra. The course brought together 30 participants from four countries and multiple organisations, for lectures and workshops covering accident investigation principles, human factors, safety management systems, and practical investigation techniques. It was fantastic to witness such curiosity and passion as participants worked through a scenario to identify contributory factors and develop recommendations for safety improvement. I'm very much looking forward to seeing this world-class training continue to grow in Australia.

More details about this course—and additional programs soon to be offered, including the Interviewing Techniques for Accident Investigators (5 days) and Analysis Techniques for Accident Investigators (5 days) courses—can be found here.

Finally, I participated in a UNSW School of Aviation Industry Panel Discussion in October, discussing the skills and attributes of good safety investigators, and how changing technology and processes aids, or changes the way we conduct investigations. Professor Brett Molesworth moderated and I was joined by Dr Curtis Calabrese (United Airlines Captain, and former FAA Inspector), James Barnett (Manager Group Investigations - Qantas) and David Wilson (Senior Transport Safety Investigator - ATSB) for an excellent discussion. I believe it will become a podcast in due course – but also, if you are Sydney based, these industry discussions are a regular event and it's worth keeping an eye out for future topics. Head to UNSW School of Aviation's Linked In page for details.

Unfortunately, none of the Executive were able to attend ISASI 2025 in Denver, USA, but reports from the ISASI Executive indicate it was a well-attended and thoroughly enjoyed event.
This brings me to the topic of our constitution. It's been some time since our last update, but progress continues behind the scenes. We've received legal advice regarding our structure, organisational type, and the roles (and associated legal responsibilities) of Executive and Committee members. We're also reviewing recent changes to ISASI policy. As we assess the best way forward, we'll ensure members are kept informed and have the opportunity to contribute to this important discussion.

I hope you enjoy this edition of the newsletter. As always, please don't hesitate to reach out if you have ideas for future content or would like to contribute an article. As we approach the end of the year, I hope you all find time for a well-deserved break and enjoy the holiday season. I'm looking forward to 2026 and the opportunities it will bring to connect with you all, and the broader ISASI community.

Warm Regards,
Clare
Vice President
ASASI

ANZSASI 2026

ANZSASI 26 will be held in Wellington NZ over the period 05-07 June 2026 at the James Cook Hotel Grand Chancellor, which is just off Lambton Quay in the heart of the CBD.

The welcome reception will start at 1800 on Friday 05 June and will provide a chance to catch up with old mates and an excellent opportunity for professional development networking. There will be two full days of presentations Saturday and Sunday, with a buffet-style dinner on the Saturday evening.

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For those that have never been to Wellington, have a look at https://www.wellingtonnz.com/ for inspiration – there's plenty to see and do. It's a compact city nestled between the hills and the harbour and, as they say, you can't beat it on a good day. It has fantastic café's, bars and restaurants (not to mention craft beer!) – let me know if you want any recommendations. It's also the home of our national museum – te Papa (which has an excellent Gallipoli display) and Wētā Workshop (for LotR & Avatar fans). There are direct flights to/from Australia as well.

Wellington is also the home for CAA and TAIC (and the NZDF), so plenty of opportunity for pre- or post-conference meetings, if that helps getting any travel budgets approved!

We'll be calling for papers very soon, so please consider making a presentation. We will also send out all details for registration in the new year, so keep an eye out. If you have any questions at all, please don't hesitate to contact Wayne: nzsasi.sec@gmail.com

We have organised a conference room rate with the hotel, but rooms are limited so best to get in early. Book directly with the hotel using the link below.

Booking Details:
Arrival Date: 05th June 26
Departure Date: 07th June 26
Attendee/Group Code: 574965
Online booking link:
https://reservations.travelclick.com/10799?groupID=4923328

Room Type and Rates:
Terrace Room
- $189 per night per room (Breakfast Included in Rate for 1 person),
- $219 per night per room (Breakfast Included in Rate for 2 people)
Executive Room
- $239 per night per room (Breakfast Included in Rate for 1 person)
- $269 per night per room (Breakfast Included in Rate for 2 people)

Method of Payment: All guests to book & pay direct

Prices include GST tax of 15%
Rates quoted are per room, per night on a single, double or twin occupancy.
All rooms and rates are subject to availability.

Planning for the **Grand Trans-Tasman Grudge Match** is also well in hand and AB has locked in a course, so if you like to ruin a good walk by playing golf, the booking at present is for Friday 05 Jun 26, 12 players, Ambrose format, T/O 1000.

The course is:
Judgeford Golf Club
328 Paramata Haywards Rd
SH58 Porirua
https://www.judgefordgolf.co.nz/

For more info on the golf, contact Alister Buckingham.

NEWSLETTER

August 2025

EDITORIAL

Dear ESASI Members and Friends,

As the peak of the summer season subsides in Europe, I hope that you have had an opportunity to take a break and recharge before getting back into your routines.

The summer season is also the culmination of a very busy period for the ESASI Committee following the ESASI Seminar, which was held in Vienna, in May, and prior to that, the FocusOn... webinar, in March, dedicated to the topic of Safety Management Systems. Both of these events were attended in large numbers, and the presentations were very well received. Further details about the subjects covered at both events and where to find the presentations are provided in this newsletter.

This period was also one of rest, reflection and reinvigoration for the ESASI Committee as we plan the activities for the future. These include another FocusOn... webinar towards the end of the year and the next ESASI Seminar in 2026, which will once again be held back-to-back with the ECAC ACC meeting. Details will be provided in due course, in coordination with ECAC and our hosts.

Most importantly though, and what I would like to draw your attention to, are the ESASI elections which will take place in November. I would like to invite all of you to consider joining the ESASI Committee, a dynamic and dedicated group of volunteers who work enthusiastically towards organising ESASI's activities and affairs in support of safety investigation activities across Europe and beyond. Additional information is provided in the newsletter.

Finally, I'm pleased to extend a warm welcome to two new members of the ESASI 'family' – Denis Krainov and Pete McCarthy. I look forward to meeting both of you in person in the near future.

A quick reminder: ISASI 2025 will be held in Denver, Colorado, at the end of September and there is still time to register. Looking forward to seeing you there!

Nuno Aghdassi

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ESASI Elections

The next ESASI elections will be held in November 2025 where ESASI individual members will be invited to elect candidates for three seats on the ESASI Committee – two currently serving members, Thorkell Agustsson and Nuno Aghdassi (who are both seeking re-election), and at least one new member for retired former member, Brian McDermid.

All ESASI individual members are strongly encouraged to consider serving on the ESASI Committee; a voluntary, non-remunerated role, which is highly fulfilling as we offer our time, effort and experience in support of others engaged in safety investigation activities across Europe and beyond, striving to exemplify the high standards of diligence and dedication required by our profession, in an active thriving society, which is ESASI.

Further details will be provided by email in October on the ESASI elections and how to stand as a candidate member. In the meantime, please do not hesitate to contact any of the Committee members to learn more about the role, in case you have an interest.

ESASI New Members

ESASI is glad to welcome the following new members to ISASI and ESASI:

- **Mr. Denis Krainov**

Denis Krainov, 33 years old, was born and raised in Estonia, a small and cold northern country. He has a passion for sports, cars and the arts. While his childhood dream was to become a dentist, life led him to a different direction. Today, he holds dual licenses—both EASA and UK ATPL(A). He is an experienced First Officer on the A330 and A320, with approximately 3,600 total flight hours. He currently works for Heston Airlines, an ACMI company. This type of flying gives him the opportunity to travel extensively and experience a wide variety of operations. Beyond his flying duties, he also serves as a Flight Data Monitoring Officer and Interview Assessor at his current company.

He has always been deeply interested in the safety aspect of aviation, and he particularly enjoys performing Flight Data Monitoring analysis. There is always something new to learn from the data, which helps enhance both individual and company performance. Denis is passionate about aviation safety, and happy to have discovered ESASI, which promotes this important field. He can be contacted on LinkedIn.

- **Dr. Pete McCarthy**

Pete is Head of Group Human Factors at Cathay Pacific Airways and Director/Co-Founder of The Safety Collaborative, a consultancy dedicated to bringing the latest human factors and safety science into practical application. He previously spent five years as a Senior Lecturer in Human Factors and Accident Investigation at Cranfield University, delivering training and research across aviation, healthcare, and other high-reliability sectors, including a major safety culture study for the Hong Kong Government Flying Service.

Before academia, Pete served 32 years in the British Army, 25 of them as a helicopter pilot and aircraft commander on global operations. His final tours were as Senior Simulator Instructor at the UK Attack Helicopter Force

and as an Air Accident Investigator with the Military Air Accident Investigation Branch, working alongside the UK AAIB. He holds a PhD in "Investigating Human Performance in Complex Socio-Technical Systems", a BSc (Hons) in Psychology, and postgraduate qualifications in Education and Accident Investigation.

In his spare time, Pete competes in triathlons around the world, which gives him the chance to explore fantastic cities, beaches, and regions at a very leisurely pace (complete, not compete). He also enjoys trail walking in Hong Kong and travelling in his motorhome with his very patient wife, Beverley.

FocusOn... SMS

ESASI held another of its popular 'FocusOn...' webinars on the 5th of March. The theme this time was on SMS (Safety Management Systems).

Approximately 180 delegates dialled in for the online seminar, which was ably chaired by ESASI committee member and Rolls-Royce Air Safety Investigator, Paula Dugdale. The speakers represented a broad spectrum of the aviation community including airlines, regulators, ATC and aviation research.

The seminar opened with a presentation from Cathay Pacific's Dr. Pete McCarthy who described their proactive approach to gathering safety data, known as 'adaptive capacity'. Pete was followed by Youri Auroque of EASA, who presented recent regulatory changes in Part 21. Marc St-Laurent from Cranfield University then guided the audience through the relationships between SMS, State Safety Plans and Safety Investigations. The line up of speakers was completed by Martin Timmons of AIRNAV Ireland, who looked at the human side of safety management and described the 'Incomplete Safety Manager'. Martin included interesting and amusing references to his favourite films to represent his theme.

There was a lively Q&A throughout the seminar, with links to additional useful information provided in the seminar chat. For those who couldn't make the seminar, a recording and pdf versions of the presentations are available on the ESASI website.

The ESASI Committee is working towards holding another FocusOn... in Q4 of 2025.

ESASI 2025 Seminar, Vienna

ESASI held its annual seminar in Vienna, Austria, earlier this year on the 14 and 15 of May. ESASI 2025 was attended by over 130 international delegates from across Europe and beyond. Kindly hosted by the Austrian Federal Ministry for Innovation, Mobility and Infrastructure, the seminar was held back-to-back with the ECAC ACC/62 meeting.

The Austrian Federal Director General for Transport, Mrs. Vera Hofbauer, made the opening address at ESASI 2025, welcoming the delegates to Vienna and emphasizing the critical role which safety investigations, and the lessons drawn from this activity, play in aviation safety. The programme contained several presentations on case studies of recent investigations as well as others detailing safety related topics from the different aviation stakeholders. The MASI group, which ESASI supports completely, held its regular meeting in the afternoon of the second day, upon conclusion of the main seminar.

The regular and annual gathering of the European Society is an opportunity for the ESASI Committee to meet with its members and to hold its Annual General Meeting. At the AGM, the ESASI Committee gave an account of its recent and planned activities as well as an overview of its positive financial health, thanks to growing numbers in membership (affiliation with ESASI), the delivery of attractive webinars and seminars, regular communication, and, not least, the active support of its members, as demonstrated, by the large number of participants at ESASI 2025 and sponsorship by Airbus, ATR, Austrian Airlines and Rolls-Royce.

A summary of the presentations of ESASI 2025 is available in the Appendix (Thank you, Rob Carter 🙏) and the presentations themselves can be accessed from the ESASI website. The

Appendix 1 – ESASI 2025

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Summary of presentations at ESASI 2025

The Seminar was opened by Nuno Aghdassi, President of ESASI, thanking our hosts and introducing Vera Hofbauer, General Director of Section Transport in Austria and Bettina Bogner, Head of the (multimodal) Safety Investigation Authority of Austria.

Johannes Woldrich, Head of the Aviation Safety Investigation Board of Austria explained the venue, its facilities and the attractive local area.

Assisting in Investigations - the future SME (Subject Matter Expert) - *Peter Beer, airline pilot and lecturer at University of Applied Science, Graz-Johanneum, Austria*

As a retired airline pilot turned lecturer, Peter was able to explain the wide range of courses available for introducing students to aviation safety as 'subject matter experts' (SMEs). This led to a description of the development of safety investigation from Orville Wright at Fort Myers in 1908 onward, including both accidents and serious incidents, illustrated with a number of case studies.

How the AAIB develops and maintains investigator competency - *Emily Knight, Senior Inspector, Air Accidents Investigation Branch, UK*

Emily described the AAIB processes for introducing and developing new Inspectors over their first two years. These include AAIB induction, health & safety and the Fundamentals and Applied courses at Cranfield University. Further development is important across many technical competencies, different for each individual – an important lesson is "You cannot know everything" and Inspectors need to be able to identify and involve external specialists. Participating in accident simulations with different agencies, such as the Emergency Services, are a useful source of ongoing development.

Is the weather still a safety issue? A pilot perspective - *Bertrand de Courville, airline pilot and aviation consultant*

Bertrand gave a wide background of the influence of weather threats in safety investigations. He discussed the principles of 'anticipation, detection and avoidance' and that extreme weather events are not necessarily the most dangerous. He described the evolution of managing threats such as microbursts, clear air turbulence, pyroclastic eruption and high-altitude ice crystals. Bertrand concluded with discussion of other developing threats and included comments on lightning strikes and hail damage occurring at low altitude.

Flying parachutists – does the system assure safe flights? - *Peter Swaffer for Mats Trense, Swedish investigation authority, SHK*

Peter, standing in for Mats, described a set of accidents in Sweden involving accidents to parachuting aircraft. This has led to ongoing discussions with EASA, as regulator, about topics such as the introduction of formal training for pilots of parachuting aircraft and on the regulation of parachute operations. This has led to work by EASA looking at the mitigation of risk factors in parachuting operations. Alessandro Cometa of EASA was able to respond on EASA activity. Peter concluded with the need for a "robust system" of safety in parachuting aviation "as memories and good practice fade with time".

SMS in an investigation context - *Sophie Rougé, Airbus Commercial, France*

Sophie described the development of SMS, resulting from the merging of the 'technical', 'human factors' and 'organisational' eras of safety development over 50+ years. She looked at the ICAO Annex 19 regulatory framework, dealing with policy & objectives, risk management, safety assurance and safety promotion, and how the 'maturity of SMS may be assessed in an organisation. She also stressed the importance of investigators having good experience and knowledge of SMS principles for Annex 13 investigations.

Integrated Protection Management - *Captains Christian Flatschart & Rudolf Buchsteiner, Austrian Airlines*

Rudolf laid out the background and development of Austrian Airlines as a 'relatively small network carrier'. The presenters went on to describe the Safety and Security arrangements within the airline as well as Compliance Monitoring, everyone having a knowledge of these systems. Christian gave a case history of a B767 engine failure in 2022 operating from IAD (Dulles in Washington DC area). In this instance the 'Incident Guide' was not used and there was confusion as to which checklist to use, resulting in internal safety recommendations.

Aerodrome Safety Investigations, a collaborative and evolving approach - *Massimo Catusi, Safety Investigation, Milan Bergamo airport, Italy*

Massimo introduced Milan Bergamo airport, third busiest in Italy. He described the regulatory framework and the investigation process for safety events. He introduced two case studies; one involved a pair of adjacent passenger loading bridges, the other involved Rampflow incidents with delayed taxi times. Massimo quoted the late (and great) James Reason - *"You cannot change the human condition, but you can choose the conditions in which humans operate"*

Aerobatic flight in formation, in-flight collision - *Sorin Dună, Head of Investigation and Analysis, Romania*

Sorin described an accident between two homebuilt Steen Skybolt aerobatic aircraft during formation flight. There was a witness recording with the potential for video and spectral analysis. During the physical examination of the wreckage, items of fuel tank sealant were identified in the fuel system of the upper (inverted) aircraft. This was likely to have resulted in a fuel blockage and loss of engine power, leading to the collision.

AI in state aviation - *Brigadier General Christophe Michel, Director French State aviation safety board*

Christophe described the scope of 'State aviation' in France, of BEA-E as its investigative authority and of the challenges of balancing risk assessment and flight safety. This is especially important with growing 'mission autonomy' in UAVs. Artificial Intelligence (AI) can be implanted for many uses. For investigation this requires building technical ability in the state agency and developing trust with AI manufacturers, to be able to evaluate the human/machine interface. Christophe commented that he does not have ready solutions but is happy to lay out the issues.

"Uncontrolled descent" – a case study - *Ragnar Gudmundsson, Safety Investigation Authority, Iceland*

Ragnar described the event, with a B777-300 ER flying from Toronto to Istanbul when it lost some 8,000 ft in one minute. There was a peak rate of descent of 17,000 ft/min, and there were injuries onboard. The wind was southerly and the event was in the lee of substantial mountains, with 'severe turbulence' predicted. The weather conditions were not sufficient to explain the loss of height and the investigation revealed that poorly co-ordinated crew control inputs contributed directly to the severity of the event. The investigation has led to significant safety improvements.

Using Online Flight Trackers in Accident Investigation - *Chris Scott, Senior Inspector, Air Accidents Investigation Branch, UK*

Chris described the evolution in recorded data over his 19 years at the AAIB. There are many automatic processes for collecting the transmissions of aircraft position and altitude, ADS-B being the most prominent. The data is then 'fused' in multiple ways and is then available for replay, download and sale, such as by FlightRadar24, based in Sweden. Chris described how the investigator might access and manage this information, with specialist access to a wider range of information than is normally displayed. This is useful for instance, for 'quick look' initial assessment, checking other data sources and looking for other aircraft in the area of a safety event. Chris gave some AAIB cases and mentioned limitations of using these technologies.

Accident, Van's RV8 I-LOVI and Van's RV7 I-AMEL - *Giulio Rosati, investigator, ANSV, Italy*

Giulio described this accident scenario, with two Van's RV aerobatic aircraft, in 'mirror' flight. The aircraft collided, near a beach, with good video coverage, including within the accident aircraft itself.

There were medical issues identified in the resulting report by the ANSV and the ANSV issued two Safety Recommendations on medical assessment for aerobatic flight.

Post-traumatic stress disorder in Aviation Medicine - *Alpo Vuorio, MD and adjunct professor, Finland*

Alpo described an in-flight turbulence event involving a Singapore Airlines widebody aircraft. He discussed the prominence of such turbulence events, its implications for diagnosis for post-traumatic stress disorder and as a possible contributory factor in the analysis of aircraft accidents. There are differing assessment protocols between different aviation authorities. Alpo discussed the practical actions that might be taken for people suffering from PTSD and he had a number of recommendations.

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CSASI Update

Fall is upon us, and preparations for the winter season are just around the corner. This autumn, ISASI held its annual International Safety Seminar in Denver. Although I was unable to attend due to work commitments, Martin represented the Canadian Society at the ISASI Annual Business Meeting on October 1st.

ISASI Annual Business Meeting Highlights

During the meeting, presentations were delivered by the ISASI President, Vice President, and Secretary. A key focus remains on attracting new members and retaining existing ones—a shared challenge across all National and Regional Societies.

As mentioned in previous newsletters, CSASI currently receives no direct funding from membership dues. Encouragingly, the ISASI Executive is now exploring options to distribute a portion of dues back to the National and Regional Societies. This initiative would significantly strengthen CSASI's financial position, as our Society accounts for nearly 10% of ISASI's total membership.

Another priority discussed was the need for closer collaboration among Societies on emerging safety issues and organizational challenges. One important tool supporting this effort is the revamped ISASI website (isasi.org). We encourage all members to visit the site. If you have relevant expertise and would like to volunteer your time to assist the webmaster, please contact ISASI HQ directly—or reach out to us, and we'll connect you with the appropriate contact.

Fellowships and Scholarships

Two notable scholarship opportunities were highlighted during the meeting:

- Harry Robertson Fellowship Program
- This program, a partnership between ISASI and Embry-Riddle Aeronautical University (Prescott Campus), has been revitalized after a period of dormancy. It supports academic advancement in aviation safety and investigation. More details and application information can be found here: ISASI–Robertson Fellowship Application (AY22–23)
- Rudolf Kapustin Memorial Scholarship Established in memory of ISASI members who have passed away, this scholarship supports students pursuing studies in aviation safety and aircraft occurrence investigation. It is funded entirely through member donations. Details can be found under the "Awards" tab on the ISASI website. Donations can be made at: isasi.wildapricot.org/Donate

CSASI Proposal to Host the ISASI 2027 Annual Seminar

Following the ISASI 2024 Seminar in Lisbon, the CSASI Executive began exploring the possibility of hosting the ISASI 2027 Annual Seminar. We have now received the required information and have started developing a detailed proposal.

This initiative will require support and participation from our members, and we will be reaching out for assistance as planning progresses. Martin has been leading this effort, liaising with ISASI's long-time event planner to identify potential venues that offer ease of access, cost-effectiveness, and desirable amenities.

Stay tuned for further updates. Once additional details are available, we'll present our proposal and options during a future Teams or Zoom meeting.

NEW ZEALAND SOCIETY OF AIR SAFETY INVESTIGATORS

NEWSLETTER

NOVEMBER 2025

Editorial note – this started life as the September issue but was held over until after the ISASI seminar, then again until after we had had an Executive meeting. That was held after a certain amount of cat-herding, so here we are. The next issue will be before Christmas.

President's Preamble

Kia ora koutou e te whanau,

Jim and I have finally transferred control of the cowbell and all the other bits your President needs to know. I really want to thank Jim for keeping NZSASI moving forward during his time in the chair. Our membership is adapting with the changes to Safety Investigation across the world and staying relevant in a changing environment is vital for any organisation. Your committee is already looking at our next seminar in June 26 in Wellington. Put your thinking caps on for presentations on all the interesting things you are getting up to or have learned, so we can all benefit and while you exercise your grey matter what can we do as Air Safety Investigators to remain attractive as a professional body.

VP's Views

Good day friends. I hope you are all doing well.

I was able to attend the annual ISASI seminar in Denver and I'll report on a few items later. There is one thing that needs to go first and that is a security warning to anyone attending a seminar, specifically with their personal electronics. Olivier Ferrante, ISASI VP, reported that at the ISASI 2024 seminar in Portugal, an organised thief surreptitiously entered the conference room and stole 14 delegates' laptops. The person was apprehended later but the laptops were not recovered. As bad as that was, it could have been worse. The thief was interested only in the hardware and not the data therein.

On that note, Kensington locks are still a good idea, even though they seem difficult to come by in locksmith stores. I usually chain my laptop up in my hotel room because you never know. Some good advice from Denver was feel free to politely confront a delegate not wearing their name badge. Chances are that they have lost or forgotten it, but everyone should be identifiable to maintain the security of the venue.

COCKTAIL RECEPTION FOR NZSASI MEMBERS

Moving onto something everyone loves: free food and drinks! The Honourable Company of Air Pilots (HCAP) has invited ***ALL*** NZSASI members to a cocktail reception in Wellington on Monday November 17, starting at 1730. The head of the HCAP (formally titled the Master) is visiting NZ from London in November as part of an annual global tour to visit the organisation's Regions

(NZ, Australia, Hong Kong, and North America). The Master is interested in meeting members of NZSASI and discussing current aviation issues, as he is aware that we share a webinar series. So I'll say again, ***ALL*** NZSASI members are invited to the HCAP Cocktail Reception on Monday November 17 at 1730 at the Wellington Club. Please see the attached invitation for more details. If you are interested, please RSVP to the HCAP NZ's Chair & Administrator Ron Thacker at: admin-nz@airpilots.org and also CC me that email. This is a fun event and it would be great to see as many NZSASI members there as possible.

ISASI 2025 HIGHLIGHTS:

Next year's 2026 seminar will be in Dubai. MENASASI (the Middle East and North African Society) will be the hosts, and indicated they are looking at the last week of October for that seminar. ISASI 2027 the following year may be hosted by the Canadian Society (CSASI). At Denver, a few of the societies had enough members present to have formal meetings, so I attended the CSASI meeting. They discussed potential venues and Montréal received the most positive feedback. Cities like Vancouver and Québec City, while physically beautiful, have priced themselves out of the market for ISASI seminars. Hence Montréal seems to be the most likely candidate but as we all know in this business, thou shalt not count the chickens until ye sees they have hatched. What makes Montréal so attractive is the city gives sponsorship funds to organisations that host conferences there. This is a huge advantage over other cities. It would be nice if other cities around the world took note of this example and followed suit. Potential extra-curricular activities in Montréal are a tour of ICAO Headquarters, Bombardier's production facility, and the Canadian Space Agency.

CSASI VP Martin Leblanc, who by day works for Canada's equivalent to the Australian DFSB, brought up that CSASI was struggling to grow their membership (as are many Chapters and regional Societies. So I told them about our webinar series, how it has helped us out, and highly recommended that CSASI set up their own webinar series. I will be inviting the CSASI leadership to our next webinar so they can see for themselves.

I attended one of the Tutorials about difficult accident investigations presented by Glen Grubb from JAARS (Jungle Aviation and Radio Service – www.jaars.org). His Tutorial was scheduled for 2.5 hours but I've asked him if he could condense his presentation to fit into our webinar time slot and he has kindly agreed. Now all we have to do is just set a month. Several of the examples from Glen's presentation involved flying in Papua New Guinea, which I know will resonate with the experiences of some of our NZSASI members. I also met several other people at the seminar who are interested in presenting during our webinar series.

On that note, we have had the following webinars since the start of the year:

- January – Judy Cullinane, a flight attendant turned lawyer whose aviation career was sadly cut short by breathing contaminated air in the cabin of her aircraft.
- February – Reverend Dr. Richard Waugh, HCAP NZ Honorary Chaplain and historian discussing NZ aviation in the 1920s & 1930s.
- March – Graeme Langford of the Auckland Airport Fire & Rescue Service discussing their operations.
- April – Thorkell Agustsson, the Chief Investigator of Air Accidents at Iceland's Safety Investigation Authority.
- May – Peter Teahen & John Ockenfels talking about their around-the-world flight to raise money to end Polio.

- The June webinar was cancelled because of its proximity to the ANZSASI annual seminar.
- July – we had Eli Pasquali from the Canadian TSB talking to us about report writing and some of his investigations.
- August – could not be completed due to the guest speaker losing his internet connection. He will return in January 2026 to finish his presentation. This was the first time we could not complete a webinar due to technical issues in 4.5 years which IMO is an impressive achievement. A back-up plan has been developed if this happens again, with videos from the reputable RTCA aviation organisation (https://www.rtca.org/). By all accounts the host handled this problem quite well.
- September 2025 we had Capt. Herwin Bongers discussing pilots' mental health.
- The October webinar was cancelled because of its proximity to the ISASI annual seminar.

The following webinars are planned for the rest of the year:

- On November 12, our guest speaker will be Duane Sparkes, an aerial firefighting captain with over 20 years' experience in the business. He'll be talking about the use of aircraft effectively to get wildfires under control and how aerial firefighting has evolved over the course of his career.
- On December 10, we'll (tentatively) have Darren Straker, the former Chief Inspector of Accidents with the Hong Kong Air Accident Investigation Authority. He'll be talking about some of the investigations he was Investigator-In-Charge (IIC) of as well as safety in the realm of Flight Testing.
- On January 14, 2026 we'll have Grant Newman back to finish his presentation about the (thankfully-not-required) modification that was proposed for the Lancaster bomber in WW2 enabling it to carry nuclear weapons.
- On February 11, we'll (tentatively) have Corporal Dean Scott from the Royal Canadian Mounted Police describing how he was the first responder to an ATR accident in the Canadian Arctic. He was the one and only active police officer stationed in this remote community so he had to get the survivors medical attention then do a very rushed accident investigation before a blizzard rolled in and potentially destroyed evidence.

In closing, keep doing the safety work you're doing, even if it's a tough slog. Feel free to reach out to me if you are struggling with the stress or pressures of daily life.

Finally, ***I really need a co-host for the webinars when I'm away.*** I'm grateful for HCAP Chair & Administrator Ron Thacker's and Bill MacGregor's help when I'm away but it's not possible for them to be there all the time either. ***Please think of someone and let me know.***

Sec/Treas Section

Hi all,

It's been a busy time here in Canberra, with a number of ongoing investigations, but I'm looking forward to some time at home (and seeing some green grass, even if I'll have to mow it...) over Xmas/NY's.

I attended the PACDEFF Human Factors conference in Sydney over the period 16-17 September – it was great to catch up with a few familiar NZSASI faces there and listen to some very interesting presentations.

I have heard some mixed feedback from those that attended ISASI 25 in Denver, Colorado. We'll be using this feedback to improve our upcoming ANZSASI 26 seminar, which is going to be held in Wellington 05-07 June 2026. As always, the success of any conference hinges on the quality of the presentations – as such, I encourage you all to consider making a presentation. The Call for Papers will come out very soon

ANZSASI 26 will be held at the James Cook Hotel Grand Chancellor in the heart of Wellington's CBD. As well as the presentations, the professional networking opportunities will be fantastic. Given Wellington is home to CAA, TAIC and HQNZDF, you can always add some meetings on at the end, if that helps getting your travel bookings approved.

We have arranged a discounted room rate for the seminar, but there are only a limited number of rooms available, on a first-come-first-serve basis. See the information below, including the booking link.

Booking Details:

Arrival Date:	05 June 26
Departure Date:	07 June 26
Attendee/Group Code:	574965

Online booking link: https://reservations.travelclick.com/10799?groupID=4923328

Room Type and Rates:

Terrace Room

- NZ$189 per night per room (Breakfast Included in Rate for 1 person),
- NZ$219 per night per room (Breakfast Included in Rate for 2 people)

Executive Room

- NZ$239 per night per room (Breakfast Included in Rate for 1 person),
- NZ$269 per night per room (Breakfast Included in Rate for 2 people)

The fine print:

- All guests to book & pay direct.
- Prices include GST.
- Rates quoted are per room, per night on a single, double or twin occupancy.
- All rooms and rates are subject to availability.

Lastly – as you'll appreciate with around 50 members, keeping track of everybody is an ongoing struggle. To limit the cat-herding, please keep your contact information updated. Just drop me an email at nzsasi.sec@gmail.com with any changes. We also encourage member input to these Newsletters – if you've got anything to pass on, just let me know!

Cheers,
Wayne

Membership and International Council (AB)

Membership

There's not much to report locally; no change since the BGM report. ISASI is currently showing 1071 active members, with two or three new applications being submitted each week. The Membership Committee is thus not exactly overworked.

We may have a 'lapsed' member reinstating soon; a word on that – if a lapsed member wishes to reinstate, submitting the form early in the year along with the fee (which is one year's dues, US$95) covers the current year; submission after 1 November covers the remainder of the current year plus all of the next year's dues. The fee on the current reinstatement form is showing as US$80 – the form needs updating to the new figure.

Many members have yet to log in to the ISASI website to ensure that their contact details are up to date. Use the address https://isasi.wildapricot.org/ and log in with your email address and password if you have one. If not, choose 'Forgot Password' and a new one will appear in your inbox (at the email address stored in the database). If the stored address is no longer your current one, the login won't work. In that event, contact me (alpha-bravo@xtra.co.nz) and I'll look it up if you can't remember what it was. I encountered that very problem last week, when attempting to log into the RAeS site – the old email address was long-past its use-by date.

And to echo Wayne's plea, let him know ASAP if any of your contact details change, even if you've updated them in the ISASI database. If you can't log in for any reason, pass the new info to Wayne, and we can update the database for you.

Council Matters

The International Council meeting (ICM) was held on 28 September, the Sunday preceding the Denver seminar. VP Mike attended as an observer, but I was unable to attend in person. I did, however, submit several agenda items, some of which involved a considerable amount of pre-meeting discussion.

One was a progress report on the rewrite of the Council's Policy and Procedures Manual; this task has taken about 18 months, with most of that time spent awaiting responses and gaining consensus on various sections of the manual. The actual drafting was not a major task, mostly involving cutting out irrelevant content and updating where required. The final draft word count is 6334 down from the original 13,933.

The actual effective date is dependent on the result of the forthcoming vote on ISASI Bylaw updates. The changes voted on earlier this year contained some anomalies, which I tried to head off before the vote went out. Somehow that got missed, so I submitted the proposed corrections to the ICM and these were accepted unanimously. Expect to receive a voting email from ISASI in the near future – and please vote. The last response was on a par with the recent NZ local body elections turnout.

Apart from some minor editorial fixes, the main issue was in the membership category definitions. Voting rights and entitlements to *Forum* were wrongly located there instead of their rightful places; also, corporate members will now be required to nominate a primary and alternative representative (the three NZ corporates have already). This is already provided for both on the membership application form and in the ISASI membership database. For my troubles, I'm now a member of the Bylaws Committee!

A Council motion passed at the May 2015 ICM was to expand the ISASI voting rights to all membership categories except Honorary, but was not followed up by the Bylaw amendment process. I raised this issue as well, but the consensus of the latest meeting was that the motion had lapsed because of the lack of follow-up. It's still a live issue, so I 'expect' it to surface again at the next ICM.

A suggestion that the ICM draft minutes were circulated within the three weeks after each meeting did not gain any traction. With the meetings around six months apart, most people have forgotten the finer detail by the time the minutes are circulated just prior to the next meeting. Our own Sec/Treas Wayne is quite the opposite – he has the draft minutes out within a couple of days.

Just picking up on Mike's mention of Kensington locks – check the PB Tech website, which lists a selection of these.

President's Postscript

I would like to thank your committee for keeping the society wheels turning. Please look out for the call for papers for our seminar as June 26 will be here before you know it, tune into Mike Z's seminar program whenever you can and by the time you read this it will be less than 7 weeks to Christmas!

Stay safe and curious my friends.

Nga Mihi
Graham

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(Member ISASI Membership Committee
Member ISASI Bylaws Committee)
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Welcome to a New Member

So far this year we have had 11 new members who Joined ISASI and, as they are from Australasia, they automatically join our ASASI team. We are very pleased to grow our membership and welcome the new members. They have a wide range of backgrounds and experience which illustrates the scope of contemporary aviation safety and investigation. Details of a new member follows and we plan to introduce other new members in future editions.

Rachel Baxter

I'm passionate about aviation and helping others grow through upskilling and connection. I was incredibly fortunate to receive the Advanced Management and Leadership Scholarship through Women in Aviation Australia, which allowed me to complete an advanced course in management and leadership, as well as gain membership with ASASI and ISASI.

My journey started as an Aircraft Maintenance Engineer Apprentice, and I now work as a Security Officer in Aviation. In this role, I get to connect with people from all walks of life and support their safety—both in the workplace and in their everyday lives.

What drives me is the opportunity to make a real impact and contribute to building a positive culture—especially by uplifting other women in aviation. That passion started when I was on work experience and saw female role models doing exactly what I dreamed of doing. Now, I want to be that for someone else.

ASASI Corporate Members: The Australian and International Pilots Association (AIPA)

The Corporate Members are very important to the success of ISASI and ASASI.
This edition focuses on the AIPA who are long time supporters of ASASI and a Corporate Member.

The Australian and International Pilots Association (AIPA) is a professional Association that represents Qantas Group pilots in airline operations within Australia and around the world. Our 2,500 pilot members are employed by Qantas Airways Limited, Jetstar Airways Pty Limited, Eastern Australia Airlines Pty Limited, National Jet Systems Pty Ltd, Express Freighters Australia Pty Limited, Network Aviation Australia Pty Ltd and Sunstate Airlines (QLD) Pty Limited. Established in 1981, AIPA plays a vital role in advocating for its members' interests.

AIPA's Core Functions are:

Industrial Representation & Advocacy

- **Enterprise Bargaining Agreements (EBAs):** Negotiates terms and conditions of employment for pilots, including salaries, rosters, and benefits.
- **Dispute Resolution:** Acts on behalf of members during disputes with airlines, providing representation in workplace disagreements and legal matters.
- **Regulatory Advocacy:** Engages with government bodies, regulatory agencies (like CASA), and airlines to influence aviation safety standards, workplace conditions, and policies.

Safety and Operational Standards

- **Aviation Safety Leadership:** Promotes high standards of aviation safety through collaboration with pilots and industry stakeholders.
- **Fatigue Management:** Works to ensure flight schedules align with safe operational limits and addresses fatigue-related risks.
- **Incident Reporting and Investigation:** Provides support in incident investigations to maintain transparency and enhance flight safety protocols.

Member Services & Support

- **Legal Assistance:** Offers legal support for members in cases involving employment issues, licensing, or other disputes.
- **Welfare and Well-being:** Supports pilots' mental and physical health, focusing on areas such as stress management and access to counselling.
- **Career Development:** Provides training, career guidance, and networking opportunities for members.

Community and Engagement Events

- **Networking Events:** Organises events to bring members together, celebrate achievements, and foster professional connections.
- **Communication and Member Engagement:** Regularly updates members through newsletters and meetings to keep them informed on industry developments.

AIPA is both a union and a professional body dedicated to protecting pilots' rights, enhancing aviation safety, and fostering a sense of community within the industry.

Safety in Focus: Q&A with AIPA's Safety & Technical Team

- AIPA's Safety & Technical (S&T) team plays a vital role in supporting pilots, promoting safety, and maintaining strong partnerships across the Qantas Group. Below is a behind the scenes look at how AIPA's safety representatives work to protect and advocate for members.

1. Is there standard training for AIPA Safety Investigators?

- Yes. AIPA offers a two-day *Basic Investigator and Interview Course* delivered by respected aviation safety expert Captain Brian Greeves. This course provides participants with the essential skills needed to conduct interviews and support investigations in a professional and structured manner.
- While not all S&T representatives are formally qualified Safety Investigators, some of the team serve as Safety Support Representatives. These members receive targeted training to assist pilots following incidents, provide advice, and liaise with airline safety departments when needed.

ASASI Corporate Members:
The Australian and International Pilots Association (AIPA)

2. Does the Safety Team provide regular briefings or updates to members?

- Yes. The team ensures that members are kept up to date with the latest developments through regular communications and safety updates. These include IFALPA bulletins, Company safety notices, and information on emerging issues within the industry.
- Our S&T Officers coordinate the flow of information so members receive timely, relevant, and reliable safety communications.

3. Does AIPA maintain open communication with airline safety departments?

- Yes, absolutely. AIPA maintains strong, direct relationships with airline safety departments across the Qantas Group. For example, there is an established and ongoing line of communication with the Qantas Fleet Safety Manager, allowing for open discussion and collaboration on safety issues as they arise.
- This regular engagement helps ensure that member concerns are heard, operational feedback is shared, and safety remains a shared priority between AIPA and the operators.

4. Any final comments on AIPA's safety partnerships?

- AIPA and Qantas Safety currently enjoy an excellent working relationship, built on mutual respect and proactive engagement. Much of this success is thanks to the leadership of the Accident Analysis and Prevention (AAP) Portfolio Chairman, Christian Antoniak, and the dedicated efforts of the S&T staff who continue to strengthen these ties.
- AIPA representatives also attend both international and Australian safety meetings, conferences, and training programs, ensuring our members' interests are represented at every level and that AIPA remains aligned with global best practice.

In short:

- AIPA's Safety & Technical team continues to uphold the highest standards of safety advocacy, training, and collaboration - ensuring members are supported, informed, and represented every step of the way.

Director of Aviation Safety, Pip Spence

'Our Pack Right, Safe Flight.' campaign comes as there is renewed global attention on educating passengers about dealing with dangerous goods safely and efficiently.

Launched during the Easter break, the campaign addresses a troublesome issue facing many aviation authorities, with the carriage of lithium batteries a key discussion point at the recent Asia-Pacific Directors General of Civil Aviation (DGCA) Conference in Japan.

Ongoing incidents around the world and in Australia serve as a timely reminder that prevention, along with early intervention by trained cabin crew, remains our best defence.

Passengers need to be aware of what they can and can't pack in checked and carry-on luggage as well as the need to make that decision before they get to the airport.

This is why we're writing to airlines and airports of all sizes to help us introduce a consistent national safety message through the **Pack Right, Safe Flight campaign.**

The average passenger now carries at least four lithium battery devices and the campaign encourages them to plan ahead and follow airline guidance to avoid delays at the airport.

Importantly, it reinforces the message that power banks and spare batteries must be packed in their carry-on, and not in checked luggage, so that trained crew can deal with any incidents.

It's a win for all sides that was the result of extensive research and a great example of what can be achieved through consultation and cooperation. Consultation was also a key to the refreshed General Aviation Workplan released at the end of July.

We consulted with the General Aviation Advisory Network (GAAN) and the Aviation Safety Advisory Panel (ASAP) on possible refinements to the plan's initiatives as well as with the wider GA community.

While the wider feedback didn't generate an overwhelming list of issues, it gave us a sense of your expectations and provided the impetus for several new initiatives.

In keeping with the ***Australian Government's 2024 Aviation White paper***, we wanted to ensure the workplan provided benefits to this important component of Australian aviation.

We were also keen to make sure it aligned with the real-world need of operators (whether pilots, aviation organisations or engineers) and was a good use of our resources.

The refreshed version, fondly known as GA Workplan 2.0, supports the industry in 5 key areas: improving pilot licensing rules, streamlining airworthiness and maintenance, simplifying health arrangements, increasing sport and recreational opportunities, and driving continuous improvement across the sector.

They cover topics such as carriage of emergency service passengers, recognition of military qualifications, streamlining flight examiner rating approvals and Class 4 medical progression.

We also changed the way the workplan is presented on our website, linking it to our **Forward Regulatory Program** and the Remotely Piloted Aircraft Systems **(RPAS)** and Advanced Air Mobility **(AAM)** Strategic Regulatory Roadmap.

These are three key initiatives shaping the future of aviation in Australia and linking them online avoids duplication and shows how they interact.

Our website offers a flexible interface showing timelines, the progress of an initiative, the program (or programs) to which it belongs and how it is progressing.

We will continue to consult as the GA Workplan progresses and I encourage you to check out our website. As we said when we launched the workplan in 2022 if you disagree with what's included, please let us know.

All the best, Pip

Airspace Modernisation: A Guide to Essential Aviation Technology Advancements

Jamie Foster, Underwriting Analyst, September 16, 2025

According to the U.K. Civil Aviation Authority (CAA), airspace modernisation can be defined as "improving our airspace structure through new technology, including more accurate satellite-based navigation, and introducing more efficient flight paths." The U.K. Department for Transport also states that, despite great technological advances, the basic design of U.K. airspace hasn't significantly changed in 70 years.

According to the BBC, back in the 1950s, when the airspace was originally designed, there were around 200,000 flights in U.K. airspace annually. Last year, the U.K. handled 2.7 million flights. If you cast your mind back to the 1950s, Boeing had just brought their first jetliner to market, the 707, which entered service with Pan Am in 1958.

Why Modernising Airspace Matters Now

Since then, the two largest manufacturers in the aviation sector, Boeing and Airbus, have introduced 15 different commercial airliners between them, with many variants of the different aircraft being released. Each has contained new technologies, making aviation safer and greener for the billions of passengers who have flown on Boeing and Airbus aircraft over the years.

With this in mind, it is easy to see how these aviation technology advancements have changed flight, but airspace and the way we use it have not kept pace. This means that we are not experiencing the full potential benefits of the new technology on offer.

Technological Advances Driving Change

Among the largest technological advancements made have been the ETOPS ratings achieved by some of the new generation passenger aircraft. ETOPS stands for "Extended range Twin-engine Operations Performance Standards." In 2017, the International Civil Aviation Organization (ICAO) introduced another term for this, EDTO, which stands for "Estimated Diversion Time Operations." The two terms have a similar meaning, and both are still widely used in aviation today.

These ratings essentially refer to how far an aircraft of a particular type can be, during any one journey, from an airport suitable for landing. As time and technology have progressed, the ETOPS ratings achieved have become higher, which means that when routing a flight, airlines are able to fly a more direct route.

Some of the newest generation aircraft certified for ETOPS 370 can be up to 6 hours and 10 minutes from the nearest airport at any given point during the flight, depending on the ETOPS certification of the operator on that given aircraft type. This certification is a dual certification, with both the aircraft and the operator achieving a rating.

In the past, many transatlantic flights from Europe flew north to remain in close proximity to airports along the route in case of an emergency. Now that newer aircraft are certified to be further from airports, airlines can take a more direct route, meaning faster flights, less fuel and also the potential for taking advantage of jet streams along the way.

This change has also connected cities that historically would not have been able to have direct flights between them due to large ocean expanses. Modernising our airspace will continue to enable operators around the world to fly the most efficient routes to their destinations, not held back by rules designed 70 years ago when both aircraft and navigation technology were much less advanced.

Integrating Drones and Air Taxis (eVTOLs) Into Airspace

As well as the technology on conventional aircraft improving, there is also an emerging technology element that is necessitating the modernisation of our airspace. According to the Department for Transport, safe integration of drones into air traffic management is one of the key reasons for modernising U.K. airspace. Drones have continued to take their place as a useful tool for many different industries, including construction, surveying, photography and agriculture, as well as for enthusiasts.

Alongside drones and airspace integration, regulators around the world are starting to consider the certification of electric vertical take-off and landing (eVTOL) aircraft as air taxis and for cargo carriage. In the United Arab Emirates (UAE), the Roads and Transport Authority (RTA) and Joby have agreed to a partnership aiming to launch a commercial air taxi service by 2026. Joby estimate that a flight from Dubai International Airport to Palm Jumeirah will take just 10 minutes, a journey which is typically 45 minutes by car.

Airspace Modernisation: A Guide to Essential Aviation Technology Advancements

Jamie Foster, Underwriting Analyst, September 16, 2025

In China, EHang have now started commercial passenger operations in Guangzhou and Hefei, offering tourists low-altitude sightseeing flights. With these aircraft getting closer and closer to becoming everyday users of our airspace, it is clear to see that changes will be needed to accommodate this in a safe manner.

Environmental Benefits of Airspace Modernization

Another key benefit of airspace modernisation concerns the environment. In the U.K., there is a target set by the government for Net Zero by 2050. All industries are looking inwards at their operations to make changes to their operation to be able to comply with this, and the aviation sector is no different. One of the primary benefits of airspace modernisation for the environment is the immediate reduction in carbon emissions.

Whilst other means of reducing carbon emissions are being worked on, such as sustainable aviation fuel (SAF), huge reductions in carbon emissions can be made, by enabling aircraft to fly optimal routes. These airspace changes for sustainable aviation facilitate more frequent continuous climbs and descents, thereby requiring less engine power. Modernisation also helps minimize delays, which will reduce the need for aircraft to be held in holding patterns and burn extra fuel, which is currently commonplace around the U.K.'s busiest airports.

According to the Department for Transport, one modernisation measure in the southwest of England has already been estimated to save 12,000 tonnes a year—enough to power seven trips around the world. Further modernisation plans are expected to deliver even greater results, with easyJet estimating it could reduce its emissions by up to 10% with airspace improvements across Europe. With a nationwide deployment, it is easy to see how these environmental benefits can start to add up.

Global Initiatives: U.K, U.S. and Europe Leading the Way

Whilst this article references the U.K. term "airspace modernisation," this is very much a worldwide effort, with many of the world's leaders in aviation currently looking at their airspace design. In the U.S., the FAA have started a project known as Next Generation Air Transport System (NextGen). Similarly, the European Union Aviation Safety Agency (EASA) have started a project known as Single European Sky (SES).

In the U.K. alone, GBP750 million is being invested in airspace technologies according to the National Air Traffic Services (NATS), while the U.S. announced an additional USD12.5 billion of funding for the upgrading of their air traffic control system, taking their total to USD31.5 billion.

Ultimately, airspace modernisation is, to use the U.K. phrasing, very much a hot topic across the world's major aviation powers, drawing significant investment as we look towards a greener, safer and more diverse aviation industry.

Jamie Foster, Underwriting Analyst, Global Aerospace

Jamie Foster joined Global Aerospace in 2022, beginning his career in the Operations team. In April 2025, he transitioned into the Underwriting department as an Underwriting Analyst. Prior to joining Global Aerospace, Jamie worked as an Underwriting Assistant in Motor Trade Insurance. He achieved his Diploma with the Chartered Insurance Institute (CII) in July 2025 and is currently working towards his ACII designation.

Virgin Australia passengers told to keep power banks in sight after fire on board

ABC New Report

Virgin Australia is reviewing its rules on portable power banks following a mid-air fire on one of its planes and a string of similar incidents on flights around the world, prompting calls for tighter regulations.

The Australian Transport Safety Bureau (ATSB) said it would soon release a report into the Virgin flight from Sydney to Hobart, on which a power bank caught alight in an overhead compartment in July.

The incident follows several recent international cases, including an Air China flight that made an emergency landing last weekend in Shanghai after a lithium battery caught fire.

Air China flight diverted mid-air after passenger's luggage caught fire.
An Air Bussan plane was also destroyed earlier this year at South Korea's Gimhae Airport after a similar incident involving a power bank.

A Virgin Australia spokeswoman said the airline is now "reviewing the carriage and use of power banks on board" and changes were already being implemented.

"While Virgin Australia's review is underway, we are asking guests travelling with power banks to keep them within sight and easily accessible at all times throughout the flight," the spokeswoman said.

One passenger seated near the on-board fire in July described seeing a "ball of fire" leap from the locker as crew and travellers grabbed bottles of water to douse the flames.

"We were about 10 minutes from landing and the smoke smell was awful. We had to cover our noses and mouths until we touched down," they said.

Flight Attendants Association of Australia (FAAA) federal secretary Teri O'Toole called for tougher legislation on the use of the devices onboard.

"Any fire on an aircraft is dangerous. You're 40,000 feet in the air in an aluminium tube full of fuel ... the last thing you ever want is a fire,"
Ms O'Toole said.

"Cabin crew are the first responders in the air and anything that makes their job safer, like tightening rules around known fire risks, should be a priority."

The ATSB said there had been five in-flight fires involving power banks on Australian or Australian-registered aircraft since 2016.

Air Busan plane catches fire at South Korea's Gimhae International Airport

Airlines tighten rules overseas
While international airlines, including Emirates, Cathay Pacific, and Korean Air all banned the use of power banks on flights this year, Australian carriers still allow them, though rules vary.

Emirates this month became the latest airline to ban the use of power banks on flights due to safety concerns.

"There has been a significant growth in customers using power banks in recent years, resulting in an increasing number of lithium battery-related incidents onboard flights across the wider aviation industry," the airline said.

Virgin Australia passengers told to keep power banks in sight after fire on board

Calls to regulate power banks on Australian airlines
The FAAA wants the Civil Aviation Safety Authority (CASA) to require power banks to be stored where passengers can see them.
"You can't realistically ban power banks, but you can handle them safely. Keep them where you can see them and act quickly if something goes wrong," Ms O'Toole said.

CASA sets aviation safety regulations, including rules for dangerous goods such as lithium batteries. Airlines then develop policies based on CASA guidance.

Virgin is reviewing the use of power banks on board with changes already being implemented. *(ABC News)*
CASA spokeswoman Larissa Kaye said the authority took the issue "very seriously."

"It's something we're keeping a very close eye on and discussing with our international counterparts," Ms Kaye said.

She said airlines must report power bank incidents to the ATSB.
"Millions of people fly every day with multiple lithium-powered devices and very few incidents, which indicates the current rules are working to keep people safe," Ms Kay said.

Rise in dodgy battery packs
The Australian Competition and Consumer Commission (ACCC) said there was a 92 per cent increase in reported incidents involving lithium batteries between 2020 and 2022, overall.

The report noted the typical traveller now flies with at least four lithium battery devices.

The ACCC has issued 17 recalls of power banks since 2020, warning around 34,000 defective portable chargers remain in use.
"Some consumers have suffered serious burn injuries, and some have had their property damaged because of power banks overheating and catching fire," ACCC Deputy Chair Catriona Lowe said.

Can I bring a power bank on a plane?
Yes, but there are strict rules.
On Australian commercial flights, passengers can bring power banks in carry-on luggage only.
Qantas and Jetstar passengers are requested to keep power banks within reach.

On Australian commercial flights, passengers can only bring power banks in carry-on luggage. *(ABC News: Lucas Hill)*
For Virgin Australia passengers the use of power banks on flights are under review. Passengers are required to keep power banks easily accessible during the flight and cabin crew may ask passengers to remove them from overhead lockers.

Rules vary across other airlines. Several Asian-Pacific and Middle East carriers have banned the use of power banks and/or storing them in overhead bins.
It's best to check the policy of your airline, before you fly.

Which airlines have banned using power banks on flights?
This year, many airlines introduced a ban on the use of power banks on board including:

- Emirates
- Cathay Pacific
- Hong Kong Airlines
- Singapore Airlines
- Thai Airways
- AirAsia
- Air Busan
- Scoot
- Southwest Airlines
- Vietnam Airlines
- EVA Air
- China Airlines

Where should you pack your power banks?
The Flight Attendants Association of Australia recommends keeping power banks close by and not using them in-flight.

"The important thing is for passengers to understand that if you've got a power bank, the best place for it is where you can see it," Ms O'Toole said.
"Either in the seat pocket, in your handbag, or at your feet. That way, if it starts to overheat or smoke, you can act immediately."

Why do power banks ignite?
Power banks can ignite because of faults in lithium-ion batteries, damage, or overheating.
Cheap or poorly made devices are particularly at risk.

Virgin Australia passengers told to keep power banks in sight after fire on board

Why are power banks not allowed in checked baggage?
Power banks are not allowed in checked baggage because they contain lithium-ion or lithium-polymer batteries, which are a fire hazard.

If a battery malfunctions, overheats, or catches fire in the cargo hold, it can be difficult or impossible for crew to detect and extinguish the flames at 40,000 feet.

In the cabin, passengers and crew can see and respond quickly if a device starts smoking or overheating, which is why airlines require power banks to be carried in carry-on luggage only.

Asia Pacific Cabin Safety Working Group

The next meeting of the APCSWG is a two-day event, on November 26 and 27. There is a $20.00 per day attendance fee which can be paid by card, and receipts can be issued if required.

AGENDA click here

This meeting will be held at
Jetstar Training Facility, Airport West, Melbourne
1-17 York Street, Airport West, Melbourne.
Please see accompanying Information Sheet for details on car-parking, accommodation, and refreshments.

RSVP click here
Information Sheet

Some background to the article from Nick Butcher: it pertains to pax and retrieval of in-cabin baggage during an evacuation.

Nick has requested that Dr John Barnet and Nicholas Butcher, who are both affiliated with the RAsS be credited with the content.
https://www.aerosociety.com/news/a-bag-for-life/

APCSWG Agenda 26&27 NOV'25.
https://apcswg.wixsite.com/cabin/meetings

The History File

The Australian Society of Air Safety Investigators (ASASI) was formed in 1978 after an inaugural meeting held in Melbourne, Victoria. ASASI was formed to better serve and represent the views of Air Safety Investigators in Australia. Since then ASASI has grown to a membership of 120 plus and now hosts the biennial conference in conjunction with the New Zealand Society of Air Safety Investigators (NZSASI).

	President	Vice President	Secretary/Treasurer
1978	Paul Choquenot	John Benton	Ian Smith
1980	Paul Choquenot	Geoff Seymour	Ian Smith
1981	Geoff Seymour	Ian Milligan	Ian Smith
1982	Geoff Seymour	Ian Milligan	Paul Mayes
1983	Jock Holliday	David Lennox	Paul Mayes
1983	Paul Choquenot	Geoff Molloy	Paul Mayes
1985	Ken Lewis	John Hopkins	Paul Mayes
1995	Ken Lewis	Lindsay Naylor	Paul Mayes
2007	Lindsay Naylor	Rick Sellers	Rick Davies/Paul Mayes
2015	Rick Sellers	Gerry Gibb	Paul Mayes
2019	John Guselli	Alf Jonas	Paul Mayes
2023	Alf Jonas	Clare Fry	Paul Mayes
2024	Alf Jonas	Clare Fry	Paul Mayes
2025	Alf Jonas	Clare Fry	Paul Mayes

ASASI Members Who Played Key Roles in The History of Australian Aviation Safety Investigation

Russell Watts (-2008) “Father of ASASI” ISASI Member M00463
James Edward ‘Jim’ Schofield AM (1921 - 2005)
Frank Yeend OAM (1923 - 2014)
Ian Leslie AM (1922 - 2014)
Macarthur Job OAM (1926 - 2014)
Donald J Whalley (1929 -)
Paul Choquenot
John Hopkins
Lindsay Naylor
Ken Lewis
Rick Sellers
John Guselli

Thank you for reading!

PRESIDENT	ALF JONAS
VICE PRESIDENT	CLARE FRY
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