Welcome to the September 2019 newsletter for the Wellington Branch of the RAeS.

For the September Branch Presentation –.

Wellington Branch, Royal Aeronautical Society

5:30 for 6:00pm start – Thursday 26 September
National SCOUT Centre, Level 1, 1 Kaiwharawhara Road, Wellington
(opposite Spotlight ) – Gold coin donation please

Training Systems, Procedures and New Developments at L3Harris
Airline Academy, New Zealand. by Guy Brooking CFI

L3Harris Airline Academy is a global provider of airline pilot training, from ab-initio cadet training schemes, through to type rating training, command upgrade training, type rating instructor and type rating examiner training. Major customers include Easyjet, British Airways, Virgin Atlantic, Qatar, Oman Airlines, Cathay Dragon and Hong Kong Airlines, to name a few.

In New Zealand the Academy was originally established under CTC Aviation, until being taken over by L3 in 2015. The New Zealand Academy is now a part of several academies around the world, supplying airlines with highly skilled and trained pilots.

Guy Brooking has been invited to tell us about the activity at the academy, and in particular their training systems and how these integrate into airline requirements. He will also be speaking about new developments at L3Harris, including the development and introduction of Upset Prevention and Recovery Training (UPRT).

Guy began his flying career in the UK in the late 80’s as a flying instructor, before heading to East Africa where he spent 14 years as a missionary pilot with Mission Aviation Fellowship (MAF), supporting relief and development through aviation all around the region. In 2008 he moved to Hamilton in New Zealand to join the then CTC Aviation as a senior instructor. He is a flight examiner for EASA, the UKCAA, CAA Singapore and Hong Kong CAD. He is also a NZ CAA A-Cat instructor, GA flight examiner and is authorised as an Instructional Techniques Course presenter.

At the L3 Academy Guy’s day to day roles include managing the Singapore and Hong Kong programmes, as well initial flight tests for CPLs, IRs and instructor ratings. He also has a leading role in the development training standards and new courses, and has led the development of On-Aeroplane UPRT in accordance with ICAO Doc10011, and as mandated by EASA, CAA Singapore and Hong Kong CAD.

34th Annual Symposium
Friday 1st November 2019
James Cook Hotel Grand Chancellor, 147 The Terrace, Wellington

CHALLENGES FACING AVIATION - Equipment - People – Regulation

The New Zealand Division of the Royal Aeronautical Society is pleased to announce the 2019 symposium featuring a topical theme “CHALLENGES FACING AVIATION Equipment - People – Regulation”. This exciting theme is presented in sessions by high calibre speakers, followed by panel discussions for your involvement.

Last Month - Safety Investigation at the New Zealand Civil Aviation Authority by Jim Burtenshaw & Dan Foley

Considering the size of the CAA in number of people, it was interesting to hear that there are only 9 safety investigators. I often wondered why they were not called air accident investigators in a similar way that the UK and USA refer to theirs; however, the presentation eluded to the fact that CAA is focussed on safety related to aviation systems as much as it was involved in post crash investigations. This included the themes and systems safety investigation (TSSI) methodology that Jim Burtenshaw and Dan Foley focussed their presentation on.

In essence, they were using TSSI to move from the ‘ambulance at the top of the cliff’ scenario to a ‘fence’ between the regulator and the operator. The aim is to work closer with the operator and help, through data analysis, to show the operator likely areas of system failure that could lead to an accident or safety related incident. In other words, enable the operator to have more foresight rather than act in hindsight. It is also fortunate that the CAA is data rich across all of its operators.

Jim and Dan used many theories related to the human in the loop philosophy. They explained that the traditional approach to accident investigation was often outcome focussed. Within TSSI, the focus is on humans preventing accidents, where human error is a symptom. From a hindsight focussed approach, the aim is to understand why something happened. TSSI is a proactive approach. So event investigation is reactive and TSSI is proactive, taking a system-wide view to problem solving.

EVENT – THEME – SYSTEM = problem intervention consequence on the system
How something appears is a matter of perspective.

TSSI understands the problem from different perspectives and how the system really works.
TSSI provides clarity to a problem, where human error is treated as a symptom and not a cause.

This was an excellent presentation and a pre-cursor for a global presentation to a wider body of accident investigators in the Hague.

For more information www.caa.govt.nz/resources/TSSI/index.html

Report by John Cook

Future Events

Thursday 26 September  L3 Commercial Training Solutions by Guy Brooking
Thursday 24 October  Wellington Aero Club 90th Birthday Celebrations by Charles Davis
Friday 1 November   New Zealand Division Symposium, AGM & Awards Dinner
Thursday 12 December End of Year Dinner

The branch committee welcome your suggestions for future events and presentations. Please forward your ideas to the Branch Secretary Bernard Weinstein.

Facebook – the Wellington Branch is on Facebook. Search for @aerospacewellington on Facebook or Messenger to find the page easily or use this link www.facebook.com/aerospacewellington

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