

FLIGHT SAFETY GROUP MEETING QUESTIONS

Your **TWU Flight Safety Team** is meeting for the first time with CASA, Airservices Australia and the Australian Transport Safety Bureau (ATSB) in Canberra next Tuesday 27 September.

Following our survey, we have grouped **your main questions to be addressed** with the ATSB, CASA and Airservices. Your Flight Safety Team will report back after the meeting next week.

QUESTIONS FOR CASA



1. Is CASA concerned with how productivity-based pay systems can potentially lead to pilots flying (to raise their income) when it's questionable whether they are fit to fly?
2. How does CASA monitor the real-world application of current airline FRMS systems (audits?) and the growing practice of airlines using duty limits as targets?
3. What process is in place in the event CASA find or becomes aware an airline's application of their FRMS is creating more fatigue and potential safety risks than it is mitigating? Are airline managers personally liable in the event of an incident?

QUESTIONS FOR ATSB



1. Upon finding a primary cause of a safety event being fatigue, what weight of responsibility would be assigned to Company management for allowing pilots to be financially pressured into working fatigued?
2. Can an ATSB safety report be amended after submission as additional information is remembered?
3. Can ATSB investigate current scheduling practices within company FRMS to identify if practices are having an adverse accumulative effect on pilots' mental health and wellbeing due to fatigue?

QUESTIONS FOR AIRSERVICES AUSTRALIA

1. The recent increase in TIBA has many airline crews concerned. Is this planned to continue and if so, for how far into the future?
2. Why is it taking so long to implement a tower at Ballina Airport, considering there is such a high RPT presence, combined with light aircraft?
3. Why is the Unicom operator at Ballina/Byron based in Brisbane and not on-site at Ballina? Why do they not at least have a camera at the airfield to monitor the movement areas?
4. Why are the control towers at YBCG, YBSU, and YBHM being closed so early?
5. With the large amount of CTAFs on 126.7 it is exceptionally difficult to operate safely into Proserpine – that is, given the high frequency of RPT flights, helicopters and private operations. Can ASA change the frequency of Proserpine and Shute Harbour to a discrete frequency?
6. When will Launceston get STAR's and RNP approaches?
7. What is being done to address the continued threat created by the volume of high-capacity traffic passing regularly through Pilbara mining Ports?
8. Why does Boolgeeda (YBGD) have no VHF coverage below 7000'?

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