

Smith-Roberts, Jennifer

Subject: James / Pel-Air - Review of Accident Report and current enforcement actions in relation to James. [SEC=UNCLASSIFIED]
Location: Vidcon
Start: Thu 12/08/2010 11:00 AM
End: Thu 12/08/2010 12:00 PM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded
Organizer: CHAMBERS, ROGER
Required Attendees: CHAMBERS, ROGER; Hood, Greg; RULE, JOE; ANASTASI, ADAM
Optional Attendees: PANAYOTOU, CHRISTINE

When: Thursday, 12 August 2010 11:00-12:00 (GMT+10:00) Brisbane.
Where: Vidcon

~~*~*~*~*~*~*~*

Folks,

We need to discuss the current actions in relation to Dominic James in light of the ALIU Report and Len Vegar Statement.

Joe - Can you provide a copy of the report and final version of Len's Statement.

Chris Panayotou will liaise with PAs for Vidcon bookings.

Thanks,

Roger Chambers

Manager (Acting) CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 — **S 47F** — Fax: +61 2 9780 3072

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Thursday, 13 January 2011 7:04 AM
To: FARQUHARSON, TERENCE
Cc: Hood, Greg; ANASTASI, ADAM
Subject: FW: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Dominic James - CAR 5 38 modified Jan 11.doc; FW: Dominic James - Flight Tests [SEC=IN-CONFIDENCE:LEGAL]; RE: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]
Importance: High
&Catalogue On Send: -1
Delete After: 0
File URI: 3122260
Show Dialog: -1
TRIM Dataset: CA
TRIM Record Type URI: 608

Terry,

In Greg's absence I am referring to you the amended CAR 5.38 notice for Dominic James for consideration and approval.

The amendment is to ensure the objectives of the flight test requirements specified in the original notice can be achieved using simpler aircraft types requested by James due to his financial situation. The attached correspondence provides detailed explanation for the amendment.

The draft notice was prepared by Adam and reviewed by Bankstown FOIs and myself. I recommend signing the notice. Once signed please return a scanned copy and I will arrange for TRIM and email dispatch to James. Note that James has booked flight tests for Monday 17 January.

Kind regards,

Roger Chambers

A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
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From: Hood, Greg
Sent: Wednesday, 12 January 2011 17:12
To: CHAMBERS, ROGER
Subject: FW: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]

unlikely to be in a position to sign and scan tomorrow, as power here is likely to be off - you might need to go to Terry as a/DAS

Greg Hood

Executive Manager Operations
Civil Aviation Safety Authority
greg.hood@casa.gov.au
+61 7 3144 7303 (Ph)
+61 7 3144 7444 (Fax)

From: CHAMBERS, ROGER

Sent: Wednesday, 12 January 2011 16:09

To: Hood, Greg; ANASTASI, ADAM

Subject: RE: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]

Hello Adam,

The FOIs are looking at some minor wording changes and I will forward to Greg when received.

Greg - Not sure if you will be in a position to deal with this tomorrow. Let me know if you are able to sign and scan.

Regards,

Roger

s 42



From: CHAMBERS, ROGER

Sent: Wednesday, 12 January 2011 12:12

To: ANASTASI, ADAM

Cc: Hood, Greg

Subject: FW: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]

Adam,

As discussed. Below is the detailed input from Flying Ops of how the complex scenario portion of the assessment would be conducted.

Will call around 1.30.

Regards,

Roger Chambers

A/Manager CASA Operations

General Aviation, Sydney Region

Operations Division

Civil Aviation Safety Authority

Ph: +61 2 9780 3006 — s 47F — Fax: +61 2 9780 3072

From: YATES, LEONARD

Sent: Tuesday, 11 January 2011 18:43

To: CHAMBERS, ROGER; NOLAN, MIKE

Subject: RE: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]

Roger / Mike...

The original Notice of Suspension (24 December 2009) required in-flight assessments in an aircraft *"sophisticated enough to permit CASA to make an effective assessment of ... skills, ability and competence to hold an ATPL"* and that the test was to include *"en route assessment for CP/PNR and the decision to apply a diversion to an alternate, focusing on weather with a minimum fuel scenario."* The amended Notice (26 February 2010) confirmed that there was no objection to the flight tests being conducted in a Westwind aircraft and that the test would be tailored to address the specific deficiencies identified following the accident flight. It is evident from the two Notices that the in-flight assessment was to be conducted with a degree of rigour consistent with the type of operation of accident flight.

CASA has conceded that the flight assessments may be conducted in basic, training aircraft - a Cessna 182 for the CP(A)L flight test, and a Beech BE76 Duchess for the IR-C(ME)A flight test. While these aircraft will allow the CPL and CIR flight tests to be conducted against the prescribed assessment criteria, they are not sufficiently sophisticated or complex for CASA *"to make an effective assessment of skills, ability and competence to hold an ATPL"*. An attempt to include these assessments in the CPL or CIR flight tests could be a compromise that may limit the effectiveness of the ATPL assessment and could jeopardise the integrity of these flight tests.

The 'goal posts' have changed, but to the advantage of Mr James. For instance, the use of simple, basic aeroplanes for the flight assessments is a significant financial benefit. In making this concession, CASA must ensure that the integrity of the necessary ATPL-level assessments is not compromised. The following modification to the Notice of Suspension is therefore suggested:

- Mr James to be given a flight planning scenario of the same level of complexity as the accident flight. It should be a transoceanic route over a similar distance, and should be contrived to provide a number of options for diversion.
- The aircraft should be jet aircraft of Mr James choice, but a Westwind 1124A is recommended.
- The flight planning component would involve the acquisition of weather, grid point forecasts and NOTAMs, and the preparation of a detailed flight and fuel plan taking into account the operational contingencies required in the Pel-Air Operations Manual. These would include the determination of CP and PNR for nominated situations such as one-engine inoperative or depressurisation.
- The scenario should describe a payload requirement that would limit the fuel quantity that could be loaded.
- Following satisfactory completion of the flight and fuel plans, the subsequent flight would be simulated as a desktop exercise.
- Details of operational situations would be provided en route that should be addressed by Mr James. These situations would be introduced at particular stages to the flight and Mr James would be required make assessments and appropriate operational decisions.
- Such situations may include traffic, en route weather or destination/alternate aerodrome weather reports and forecasts. They may include depressurisation or engine failure. In each case, Mr James would be required to document the reasons and a justification for each decision.
- As each situation is resolved, the flight will move forward to the next simulated operational situation.
- At the end of the flight simulation, Mr James will provide a debriefing on the flight and an explanation of the operational decisions that were made during the flight.
- A pass assessment would be at the discretion of the assessor.

Note that this process negates the need to assess the KDRs for the ATPL subjects, since such assessments are included in the above scenario-based procedure.

To reiterate, this is not a change in the ground rules or goal posts, but a trade-off. The use of 'simple aeroplanes' for the CPL and CIR flight tests should be off-set by a rigorous ATPL assessment which, in all probability, would have taken place if the original in-flight assessment had been conducted in the Westwind aircraft as had originally been required.

For your consideration, deliberation and advice.

...Leonard

Leonard Yates | Flying Operations Inspector
General Aviation | Sydney Region | Operations Division | Civil Aviation Safety Authority
Building 628 Corner Gipsy Street / Airport Avenue Bankstown Airport
GPO Box 2005 Canberra ACT 2601 | Tel: 02 9780 3010 | Fax: 02 9780 3072 | s 47F
Website: www.casa.gov.au | e-mail: Leonard.Yates@casa.gov.au

From: NOLAN, MIKE
Sent: Tuesday, 11 January 2011 13:32
To: YATES, LEONARD
Cc: CHAMBERS, ROGER
Subject: Dominic James - Proposed Conduct of Flight Tests by FTTO 11 Jan 2011 [SEC=UNCLASSIFIED]

Leonard,

Regarding the suspension of the flight crew licences and command instrument rating held by Dominic James ARN 519777, I have listed below the method of conducting the flight tests as discussed with yourself and Roger Chambers at our meeting on Monday 10th Jan 2011.

As confirmed by Roger Chambers, the show cause letter sent to Mr James on the 24 December 2009 stated the 'flight test' requirements developed on the basis of the test/s being conducted in an above 5700kg multi-crew aircraft such as a Westwind WW114, with the en-route assessment of critical point (CP) and point of no return (PNR) being appropriate to the standard operating procedures (SOP) for this type of aircraft. These assessments would include calculations and decisions made on the simulation of unsuitable weather at destination, engine failure or de-pressurisation en-route and the command decision-making ability of the applicant to determine the correct course of action.

Roger Chambers informed us that due to the cost of hiring an above 5700kg aircraft, the applicant requested that the flight test/s be conducted in a single pilot below 5700kg aircraft such as a PA31/39 Twin Comanche. This was agreed to by CASA Flying Operations.

As discussed with Roger Chambers at our meeting, it is not possible to simulate the scenarios described above in a light twin such as a PA31/39 and only certain aspects of alternate planning and an in-flight diversion could be included in the CPL and IRC tests conducted in a C182 and the IRC(A) ME test to be conducted in a BE76 Duchess. I therefore believe that the signatory of the "Notice of Suspension" letter, Greg Hood Executive Manager CASA Operations Division, CASA FTTO would have to be satisfied that the revised form of assessment meets the requirements of the "Notice of Suspension".

Proposed Flight Test Details

Commercial Pilot Licence (CPL) conducted in a C182 in accordance with the CASA *flight test form 090*. The 'Ground' component would include examination of the applicant's knowledge of all items shown in the :

- o DVFRS Ground Training Block 2 part 8.9 Equi-time point (ETP) and Point of no Return (PNR)
- o DVFRS Ground Training Block 2 part 7.5.6 Plan In-flight Diversions.

These items would be assessed against CPL flight test form item 15 'Compiled accurate & complete flight plan. The flight would include an en-route diversion due weather at the destination which would be assessed against:

- o CPL flight test form item C4 'Manage fuel'
- o CPL Flight test form item C8 'Navigate Aircraft'.

Command Instrument Rating (IRC(A)Multi-Engine) conducted in a BE76 in accordance with the CASA *flight test form 645*. All items of the 'Ground' component would be conducted as per the flight test form and include:

- o a planning exercise based upon the calculation of the minimum flight fuel including approaches and reserves for the flight. The actual fuel on board would be full tanks. This exercise would be assessed against *flight test form* item 15 'Flight Plan Accurate and complete'.

The flight would include:

- o an en-route diversion to another aerodrome which would be calculated on the basis of the minimum flight fuel being carried. This diversion would require assessment of an equi-time and PNR calculated in the

planning stage. This diversion would be assessed against *flight test form* item 22 'accepted navigation procedures used' and item 65 'Demonstrated sound command judgement'.

Mike Nolan

Flight Training Examiner (acting team leader)

Flight Training & Testing Office

Flying Standards Branch

Operations Division

CIVIL AVIATION SAFETY AUTHORITY

T: (02) 97803009 / F: (02) 9780 3072 / **S 47F**

Safe skies for all

s 42



From: CHAMBERS, ROGER
Sent: Tuesday, 11 January 2011 17:16
To: Hood, Greg
Cc: WEEKS, ROGER
Subject: Dominic James - Flight Tests [SEC=IN-CONFIDENCE:LEGAL]

Greg,

At the time of the suspension of Dominic James' ATPL, CPL and C(ME)IR (December 2009); the flight test requirements were established in the expectation that they would be conducted in a complex aircraft and although not specifically required in the notice, this was expected to be an aircraft >5700 Kgs (possibly the Westwind).

Once it was clear that James was no longer employed by Pel-Air and no longer had access to company aircraft the prospect of James requesting flight test in an aircraft <5700kgs became apparent. This was confirmed during the AAT mediation process when James, through his legal representatives, requested that CASA pay for the flight tests to be conducted.

Following completion of the theory exams James approached me to arrange the flight tests. He requested that the tests be conducted in a Twin Comanche as this was the most complex aircraft that he can afford. I discussed the suitability of

the aircraft with Roger Weeks and in principal Roger considered that the this aircraft was still of suitable complexity to structure a flight test that would address the notice requirements. This was communicated to James and FSB made available an FTE to prepare the flight tests. Subsequently the Twin Comanche is no longer available following an accident at Camden.

In working through the detail of the tests it has become apparent that the assessment of critical point (CP) and point of no return (PNR) cannot be completed in the manner that was envisaged when the notice was issued. FSB and Bankstown Ops FOIs have worked up a test regime that would assess these items however this will require amendment to the tests. Further the notice did not specifically call up assessment of items recorded in the Knowledge Deficiency Reports (KDR) from the ATPL theory examinations conducted by James.

The proposal to address the flight tests is as follows:

Proposed Flight Test Details

Commercial Pilot Licence (CPL) conducted in a C182 in accordance with the *CASA flight test form 090*. The 'Ground' component would include examination of the applicant's knowledge of all items shown in the :

- DVFRS Ground Training Block 2 part 8.9 Equi-time point (ETP) and Point of no Return (PNR)
- DVFRS Ground Training Block 2 part 7.5.6 Plan In-flight Diversions.

These items would be assessed against CPL flight test form item 15 'Compiled accurate & complete flight plan. The flight would include an en-route diversion due weather at the destination which would be assessed against:

- CPL flight test form item C4 'Manage fuel'
- CPL Flight test form item C8 'Navigate Aircraft'.

Command Instrument Rating (IRC(A)Multi-Engine) conducted in a BE76 in accordance with the *CASA flight test form 645*. All items of the 'Ground' component would be conducted as per the flight test form and include:

- a planning exercise based upon the calculation of the minimum flight fuel including approaches and reserves for the flight. The actual fuel on board would be full tanks. This exercise would be assessed against *flight test form* item 15 'Flight Plan Accurate and complete'.

The flight would include:

- an en-route diversion to another aerodrome which would be calculated on the basis of the minimum flight fuel being carried. This diversion would require assessment of an equi-time and PNR calculated in the planning stage. This diversion would be assessed against *flight test form* item 22 'accepted navigation procedures used' and item 65 'Demonstrated sound command judgement'.

Assessment of Knowledge Deficiency Report Items

Assessment of the ATPL KDRs conducted through an oral examination subsequent and separate to the flight test component. This assessment would include a complex scenario to assess the items from the Flight Planning Examination (Determine Sector Fuel Burn, Determine TOPD, Determine PNR/DP). This assessment would use the aircraft type from the ATPL Flight Planning exam (B727). The difficulty with this is finding an FOI with suitable B727 experience and recent knowledge of the performance aspects of the aircraft.

A suitable and preferable alternative is to base the assessment on the Westwind. Len Veger is very familiar with the performance aspects of this aircraft as a result of his input to the investigation and AAT process. James is also suitably familiar with the type.

Way ahead

Based on the advice of the FTE and FOIs I am satisfied that the approach proposed will address the flight test requirements and recommend this course of action. I also consider that we seek advice from LSD regarding the need or otherwise to amend the notice. I will wait for your thoughts prior to discussions with LSD. We also need to discuss what if

any conditions should be considered on James licence should he be successful in the remaining examination requirements.

Whether by an amended notice or other means, communication will be required to James to confirm the detail of the tests and the method of assessing the KDRs. James has booked aircraft and requested the flight tests be conducted on January 17 and 18 and I will need to advise James and the FTE if this needs to be delayed.

For your consideration,

Roger Chambers

A/Manager CASA Operations

General Aviation, Sydney Region

Operations Division

Civil Aviation Safety Authority

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Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Monday, 18 April 2011 9:37 AM
To: RULE, JOE
Cc: Hood, Greg
Subject: RE: Dominic James [SEC=IN-CONFIDENCE:LEGAL]

Thanks Joe,

I will dispatch today and wait for his response.

Regards,

Roger Chambers

A/Manager CASA Operations

General Aviation, Sydney Region

Operations Division

Civil Aviation Safety Authority

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s 42



s 42



Roger Chambers

A/Manager CASA Operations

General Aviation, Sydney Region

Operations Division

Civil Aviation Safety Authority

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From: Hood, Greg

Sent: Friday, 15 April 2011 15:54

To: CHAMBERS, ROGER

Subject: Fw: Dominic James [SEC=IN-CONFIDENCE:LEGAL]

DAS is obviously interested in this issue

From: McCormick, John

To: Hood, Greg; ALECK, JONATHAN

Cc: FARQUHARSON, TERENCE; HUTTON, CAROLYN

Sent: Fri Apr 15 15:33:38 2011

Subject: RE: Dominic James [SEC=IN-CONFIDENCE:LEGAL]

It would have to be '...by CASA or a person *specifically approved by CASA for the purpose of conducting any renewal...*' otherwise any ATO could do the check.

From: Hood, Greg

Sent: Wednesday, 13 April 2011 15:28

To: ALECK, JONATHAN

Cc: FARQUHARSON, TERENCE; McCormick, John; HUTTON, CAROLYN

Subject: Fw: Dominic James [SEC=IN-CONFIDENCE:LEGAL]

Info

From: CHAMBERS, ROGER

To: Hood, Greg

Cc: RULE, JOE

Sent: Wed Apr 13 15:26:11 2011

Subject: RE: Dominic James [SEC=IN-CONFIDENCE:LEGAL]

Greg,

I spoke to Dominic James regarding lifting the suspension on his CPL and CIR and the conditions that CASA has a mind to apply to his licences. The summary of the conversation as follows:

- I asked James when he intended to address the complex flight planning scenario and he indicated that he would address in the near future however has not yet prepared for it.
- I asked if he then wished CASA to reconsider lifting the suspension on the CPL and CIR to which he said he did want it lifted.
- I asked that he send an email to that effect and he advised he would only do that if he considered CASA were serious about lifting the suspension.
- I advised that CASA will seriously contemplate lifting the suspension.
- I also advised that CASA had a mind to attach the following conditions to his licence
 - Requirement that CIR renewals to be conducted by CASA or a person approved by CASA
 - Requirement to report to CASA his employment arrangements and any change in his employer within 7 days of that change.
 - These requirements would be in place for a period of 2 years following lifting of suspension.
- James expressed concern that this would prevent him being employed. I advised that these conditions were necessary to enable CASA to conduct on-going surveillance in order to be satisfied that he maintained the appropriate standards following lifting of the suspension.
- I explained he could consent to the conditions or CASA could take show cause action to vary his licence to add the conditions.
- He asked I email the details as discussed.

I will draft an email and obtain review from Joe prior to dispatch.

Regards,

Roger Chambers
A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 ---- S 47F ---- Fax: +61 2 9780 3072

-----Original Message-----

From: Hood, Greg
Sent: Tuesday, 5 April 2011 09:35
To: CHAMBERS, ROGER
Cc: RULE, JOE
Subject: Fw: Dominic James [SEC=UNCLASSIFIED]

Roger

Please refer to the advice from Dr Aleck below

Regards

Greg

S 42

s 42



----- Original Message -----

From: Hood, Greg

To: ALECK, JONATHAN

Sent: Mon Apr 04 19:15:12 2011

Subject: Re: Dominic James [SEC=UNCLASSIFIED]

I will have to defer to Roger Chambers or Joe Rule - I will seek the exact working of the letter and let you know tomorrow

s 42



----- Original Message -----

From: Hood, Greg

To: ALECK, JONATHAN

Sent: Mon Apr 04 18:00:44 2011

Subject: RE: Dominic James [SEC=UNCLASSIFIED]

Jonathan

Dominic James CAR 265/5.38 suspension of his CPL, ATPL and C(ME)IR following the Pel-Air ditching. Mr James requested the flight tests be conducted in piston aircraft <5700Kgs due to his dire financial situation. An amended CAR 5.38 notice was provided to Mr James. He successfully completed CP(A)L flight test and the IR C ME(A) flight test conducted from Camden by FTE Matthew Ford. The ATPL scenario-based assessment complex test has been prepared by Len Veger and Mr James was advised that his CIR and CPL would remain suspended until completion of the complex examination which will take place second week in April.

Regards

Greg

Greg Hood
Executive Manager Operations
Civil Aviation Safety Authority
greg.hood@casa.gov.au
+61 7 3144 7303 (Ph)
+61 7 3144 7444 (Fax)

-----Original Message-----

From: ALECK, JONATHAN
Sent: Monday, 4 April 2011 17:52
To: Hood, Greg
Subject: Dominic James [SEC=UNCLASSIFIED]

Greg

Could you provide me with a brief update on Dominic James's situation? What has he asked to do? What has he done (with what results)? What more does he have to do?

Thanks

Jonathan

Smith-Roberts, Jennifer

From: SINGH, NICK
Sent: Monday, 27 August 2012 10:31 AM
To: zcasaOperationsManagers; HOWARD, GRANT
Cc: CASA Operations Correspondence
Subject: October 2012 Estimates
Attachments: DRAFT TOPIC LIST 210812.doc; Senate Estimates Protocol Aug 12.pdf; UAS SAFETY 150512.doc; PEL AIR ACCIDENT AND DOMINIC JAMES 150512.docx; PEL AIR ROSTERING 140512.docx; s 22 (irrelevant)
s 22 (irrelevant)

s 22 (irrelevant)

s 22 (irrelevant)

- Pelair – status of CASA actions (OPS/ALIU/SD) – Roger Chambers

s 22 (irrelevant)

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 22 August 2010 1:10 PM
To: McCormick, John; FARQUHARSON, TERENCE; ALECK, JONATHAN; Cromarty, Peter; HARBOR, GARY; Sinclair, Mark; FEREDAY, PETER; ANASTASI, ADAM; BOYD, PETER
Cc: Hampton, Elizabeth; HUTTON, CAROLYN; TREDREA, NARELLE; zcasaOperationsManagers
Subject: Weekly Dot Points - Week ending 20 August 2010.doc [SEC=IN-CONFIDENCE:STAFF]
Attachments: Weekly Dot Points - Week ending 20 August 2010.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Tuesday, 24 August 2010 9:33 PM
To: Hood, Greg
Cc: RULE, JOE
Subject: James Coordinated Enforcement Update 24 August 2010 [SEC=IN-CONFIDENCE:LEGAL]

&Catalogue On Send: -1
Delete After: 0
File URI: 3122260
Show Dialog: -1
TRIM Dataset: CA
TRIM Record Type URI: 608

Hello Greg,

Attached is a minute regarding the Coordinated Enforcement Process review of the James matter.



James
Coordinated Enf...

Kind regards,

Roger Chambers

A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 --- **S 47F** --- Fax: +61 2 9780 3072

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 29 August 2010 3:15 PM
To: McCormick, John; FARQUHARSON, TERENCE; ALECK, JONATHAN; ANASTASI, ADAM; Cromarty, Peter; HARBOR, GARY; Sinclair, Mark; FEREDAY, PETER; BOYD, PETER
Cc: HUTTON, CAROLYN; TREDREA, NARELLE; zcasaOperationsManagers; GIBSON, PETER
Subject: Weekly Dot Points - Week ending 27 August 2010.doc [SEC=UNCLASSIFIED]
Attachments: Weekly Dot Points - Week ending 27 August 2010.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 5 September 2010 6:54 PM
To: McCormick, John; FARQUHARSON, TERENCE; ALECK, JONATHAN; Cromarty, Peter;
BOYD, PETER; HARBOR, GARY; Sinclair, Mark; FEREDAY, PETER; Hampton, Elizabeth;
ANASTASI, ADAM
Cc: HUTTON, CAROLYN; Mavin, Sandra; GIBSON, PETER; zcasaOperationsManagers
Subject: Weekly Dot Points - Week ending 3 September 2010.doc [SEC=UNCLASSIFIED]
Attachments: Weekly Dot Points - Week ending 3 September 2010.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 7 January 2011 5:01 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 7 Jan 2011.doc [SEC=IN-CONFIDENCE:STAFF]
Attachments: Weekly Dot Points week ending 7 Jan 2011.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: MailGate Notifier <nss@casa.gov.au>
Sent: Thursday, 13 January 2011 2:00 PM
To: NSS
Subject: OUTBOUND Non-Compliant Protective Marking has been caught
Attachments: FW: Suggested Amendments - Dominc James Amended Examination Notice [SEC=IN-CONFIDENCE:LEGAL]

This system needs a classification. See attached message for details.

This email was triggered by this policy: OUT - Not Fedlink IN-CONFIDENCE

"CHAMBERS, ROGER" <ROGER.CHAMBERS@casa.gov.au>

"Chambers Family" <rjc_fam@iinet.net.au>

FW: Suggested Amendments - Dominc James Amended Examination Notice [SEC=IN-CONFIDENCE:LEGAL]

Thu Jan 13 2011 12:59:48

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 14 January 2011 1:22 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 14 Jan 2011.doc [SEC=UNCLASSIFIED]
Attachments: Weekly Dot Points week ending 14 Jan 2011.doc

Folks

Ops weekly summary attached

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 21 January 2011 6:28 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 21 Jan 2011 (2).doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 21 Jan 2011 (2).doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 30 January 2011 4:05 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 28 Jan 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 28 Jan 2011.doc

Folks

Ops weekly summary attached

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Monday, 7 February 2011 5:55 AM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 4 Feb 2011.doc [SEC=UNCLASSIFIED]
Attachments: Weekly Dot Points week ending 4 Feb 2011.doc

Folks

Ops summary attached with my apologies for the tardiness.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 13 February 2011 10:33 AM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 11 Feb 2011.doc.[SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 11 Feb 2011.doc

Folks

Good morning - Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 18 February 2011 4:38 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 18 Feb 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 18 Feb 2011.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Saturday, 26 February 2011 9:21 AM
To: DL_EMOPSWEEKLY
Subject: Weekly Dot Points week ending 25 Feb 2011 (2).doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 25 Feb 2011 (2).doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Friday, 8 April 2011 9:36 AM
To: CASA Operations Correspondence
Cc: CAMPBELL, MALCOLM; SIMPSON, PAUL; KING, IRENE
Subject: Bankstown Operations WDPs [SEC=UNCLASSIFIED]

Hi Ops,

WDPs attached.



Operations
Bankstown 8 Ap...

Regards,

Roger Chambers

A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 ----- **S 47F** ----- Fax: +61 2 9780 3072

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 8 April 2011 7:19 PM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 08 April 2011.doc [SEC=UNCLASSIFIED]
Attachments: Weekly Dot Points week ending 08 April 2011.doc

Folks

Ops weekly dot points as attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 8 April 2011 7:23 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Operations Summary - 8 April 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Operations Summary - 8 April 2011.doc

Folks

Operations Weekly Summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Friday, 15 April 2011 11:28 AM
To: CASA Operations Correspondence
Cc: CAMPBELL, MALCOLM; SIMPSON, PAUL; KING, IRENE
Subject: Bankstown WDPs [SEC=UNCLASSIFIED]

Hi Ops,

Bankstown WDPs attached.



Operations
Bankstown 15 A...

Enjoy your weekend.

Roger Chambers
A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 --- **s 47F** --- Fax: +61 2 9780 3072

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Saturday, 16 April 2011 8:39 AM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 15 April 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 15 April 2011.doc

Folks

Full set of Ops weekly dot points attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Saturday, 16 April 2011 9:07 AM
To: DL_EMOPSWEEKLY
Subject: Weekly Operations Summary ending 15 April 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Operations Summary ending 15 April 2011.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Tuesday, 19 April 2011 6:24 PM
To: CASA Operations Correspondence
Cc: CAMPBELL, MALCOLM; SIMPSON, PAUL; O'SHEA, TONY
Subject: Bankstown Ops WDPs [SEC=UNCLASSIFIED]

Hi Ops,

Attached are the WDPs. I am on leave for the remainder of the week and contactable on the mobile if you have any questions re the dot points.



Operations
Bankstown, 21 A...

Regards,

Roger Chambers

A/Manager CASA Operations
General Aviation, Sydney Region
Operations Division
Civil Aviation Safety Authority
Ph: +61 2 9780 3006 --- S 47F --- Fax: +61 2 9780 3072

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Monday, 2 May 2011 8:22 AM
To: DL_EMOPSWEEKLY
Subject: Ops Weekly Summary30Apr.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Ops Weekly Summary30Apr.doc

Folks

My apologies for the tardy Ops report - please find attached this week's summary.

A reminder that it is a public holiday in Queensland today.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Monday, 2 May 2011 8:23 AM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 29 April 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 29 April 2011.doc

Ops managers

Full weekly report attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 6 May 2011 5:25 PM
To: DL_EMOPSWEEKLY
Subject: Operations Summary WE 06 May 2011 [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly summary attached.

Regards

Greg



Operations
Summary WE 06...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 6 May 2011 5:31 PM
To: zcasaOperationsManagers
Subject: Operations Weekly Dot Points - week ending 06 May 2011 [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Weekly dot points attached

Regards

Greg



Operations
Weekly Dot Poin...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Saturday, 14 May 2011 12:17 PM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 13 May 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly Dot Points week ending 13 May 2011.doc

Folks

Hope the weekend is progressing well - attached please find weekly dot points

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Saturday, 14 May 2011 12:28 PM
To: DL_EMOPSWEEKLY
Subject: Operations Summary - 13 May 2011.doc [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Operations Summary - 13 May 2011.doc

Folks

Ops weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 22 May 2011 11:23 AM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 20 May 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Weekly dot points attached

Regards

Greg



Weekly Dot Points
week ending ...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 22 May 2011 11:35 AM
To: DL_EMOPSWEEKLY
Subject: Weekly Summary 20 May 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL

Folks

Apologies for the delay - Ops weekly summary attached

Regards

Greg



Weekly Summary
20 May 2011.doc...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 29 May 2011 3:10 PM
To: zcasaOperationsManagers
Subject: Operations Weekly Dot Points week ending 27 May 2011.doc [SEC=UNCLASSIFIED]

Security Classification: UNCLASSIFIED

UNCLASSIFIED
Folks

This week's dot points attached

Regards

Greg



Operations
Weekly Dot Poin...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 29 May 2011 3:19 PM
To: DL_EMOPSWEEKLY
Subject: OperationsSummary - 27 May 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly summary attached

Regards

Greg



OperationsSummary
- 27 May 201...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 5 June 2011 3:53 PM
To: zcasaOperationsManagers
Subject: Weekly Dot Points week ending 3 June 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly dot points attached.

Regards

Greg



Weekly Dot Points
week ending ...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 5 June 2011 4:01 PM
To: DL_EMOPSWEEKLY
Subject: Weekly Summary 3 June 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops summary attached.

Regards

Greg



Weekly Summary
3 June 2011.doc...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 12 June 2011 6:31 PM
To: zcasaOperationsManagers
Subject: Weekly dot points - Week ending 10 June 2011.doc [SEC=UNCLASSIFIED]

Security Classification: UNCLASSIFIED

UNCLASSIFIED

Folks

Weekly dot points attached

Regards

Greg



Weekly dot points
- Week endin...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 12 June 2011 6:40 PM
To: DL_EMOPSWEEKLY
Subject: Operations Summary - Week ending 10 June 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly summary attached

Regards

Greg



Operations
Summary - Wee...

Smith-Roberts, Jennifer

From: CAMPBELL, GERARD J <GERARD.CAMPBELL@casa.gov.au>
Sent: Friday, 17 June 2011 7:23 PM
To: zcasaOperationsManagers
Subject: FW: Weekly dot points and Summary [SEC=IN-CONFIDENCE:COMMERCIAL]
Attachments: Weekly dot points - Week ending 17 June 2011.doc

Importance: High

Security Classification: IN-CONFIDENCE:COMMERCIAL

IN-CONFIDENCE:COMMERCIAL

Weekly dot points attached. Have a great weekend.

Regards

Gerard

Gerard Campbell
Senior Manager Operations Strategy
Civil Aviation Safety Authority
gerardj.campbell@casa.gov.au
Ph +61 7 3144 7514
Fax +61 7 8943 2986
s 47F

Smith-Roberts, Jennifer

From: CAMPBELL, GERARD J <GERARD.CAMPBELL@casa.gov.au>
Sent: Friday, 17 June 2011 7:25 PM
To: DL_EMOPSWEEKLY
Subject: FW: Weekly dot points and Summary [SEC=IN-CONFIDENCE:COMMERCIAL]
Attachments: Operations Summary - 17 June 2011.doc

Importance: High

Security Classification: IN-CONFIDENCE:COMMERCIAL

IN-CONFIDENCE:COMMERCIAL

Operations summary attached.

Regards

Gerard

Gerard Campbell
Senior Manager Operations Strategy
Civil Aviation Safety Authority
gerardi.campbell@casa.gov.au
Ph +61 7 3144 7514
Fax +61 7 8943 2986

s 47F

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 24 June 2011 5:00 PM
To: DL_EMOPSWEEKLY
Subject: Operations Summary - Week ending 24 June 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification:
IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL

Folks

Ops weekly summary attached.

Regards

Greg



Operations
Summary - Wee...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 24 June 2011 5:09 PM
To: zcasaOperationsManagers
Subject: Weekly dot points - Week ending 24 June 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification:
IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly dot points attached.

Late addition is the crash of the amphibious ultralight at Lake Jindabyne this morning - between 2 and 4 people reported to be deceased.

Regards

Greg



Weekly dot points
- Week endin...

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Monday, 27 June 2011 11:25 AM
To: PANAYOTOU, CHRISTINE
Subject: FW: Fax - Dominic James - Notice of Intention to impose conditions on flight crew licences [SEC=UNCLASSIFIED]
Attachments: 20110627103227840.pdf

Security Classification: UNCLASSIFIED

UNCLASSIFIED
Christine,

Please TRIM to the James file.

Thanks,

Roger Chambers
A/Manager - General Aviation, Sydney Region Operations Division Civil Aviation Safety Authority
Ph: +61 2 9780 3006 --- S 47F --- Fax: +61 2 9780 3072

-----Original Message-----

From: CHAMBERS, ROGER
Sent: Monday, 27 June 2011 11:18 AM
To: RULE, JOE; ANASTASI, ADAM; PANAYOTOU, CHRISTINE
Cc: TREDREA, NARELLE
Subject: FW: Fax - Dominic James - Notice of Intention to impose conditions on flight crew licences [SEC=UNCLASSIFIED]

Joe, Adam,

Response from John Maitland on behalf of Dominic James.

I will convene a telecon to discuss.

Christine - can you arrange a suitable time for a telecon with Joe and Adam.

Thanks,

Roger Chambers
A/Manager - General Aviation, Sydney Region Operations Division Civil Aviation Safety Authority
Ph: +61 2 9780 3006 --- S 47F --- Fax: +61 2 9780 3072

-----Original Message-----

From: PANAYOTOU, CHRISTINE
Sent: Monday, 27 June 2011 10:54 AM
To: CHAMBERS, ROGER
Subject: FW: Fax - Dominic James - Notice of Intention to impose conditions on flight crew licences [SEC=UNCLASSIFIED]

Hi Roger,

Attached is a copy of a fax that just came through from the lawyers for Dominic James.

Thanks
Chris

Christine Panayotou
Personal Assistant
Sydney Region
General Aviation Operations Group
CIVIL AVIATION SAFETY AUTHORITY
T: 02 9780 3053 | F: 02 9780 3072
"Safe skies for all"

-----Original Message-----

From: mpc4000-scanner@casa.gov.au [<mailto:mpc4000-scanner@casa.gov.au>]

Sent: Monday, 27 June 2011 10:32

To: PANAYOTOU, CHRISTINE

Subject:

This E-mail was sent from "NSW12RIC003" (Aficio MP C4000).

Scan Date: 27.06.2011 10:32:27 (+1000)

Queries to: mpc4000-scanner@casa.gov.au

Smith-Roberts, Jennifer

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@casa.gov.au>
To: admin@maitlandlawyers.com.au
Sent: Tuesday, 28 June 2011 5:36 PM
Subject: Relayed: Correspondence from CASA - Dominic James [SEC=IN-CONFIDENCE:COMMERCIAL]

Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:

admin@maitlandlawyers.com.au (admin@maitlandlawyers.com.au)

Subject: Correspondence from CASA - Dominic James [SEC=IN-CONFIDENCE:COMMERCIAL]



Correspondence
from CASA - Do...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 1 July 2011 10:43 PM
To: DL_EMOPSWEEKLY
Subject: Ops Summary 01 July 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly summary attached

Regards

Greg



Ops Summary 01
July 2011.doc

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 1 July 2011 10:49 PM
To: zcasaOperationsManagers
Subject: Weekly dot points - Week ending 01 July 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Weekly Ops Dot Points attached.

Regards
Greg.



Weekly dot points
- Week endin...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 8 July 2011 4:24 PM
To: DL_EMOPSWEEKLY
Cc: Virtue, Craig; TREDREA, NARELLE
Subject: Operations Summary - 08 July 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL

Folks

Ops weekly summary attached.

Regards



Operations
Summary - 08 J...

Greg

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Friday, 8 July 2011 4:25 PM
To: zcasaOperationsManagers
Cc: TREDREA, NARELLE; Virtue, Craig
Subject: Operations Weekly dot points - Week ending 08 July 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL
Folks

Ops weekly dots attached.

Regards

Greg



Operations
Weekly dot poin...

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER <ROGER.CHAMBERS@casa.gov.au>
Sent: Friday, 15 July 2011 12:39 PM
To: CASA Operations Correspondence
Cc: CAMPBELL, MALCOLM; SIMPSON, PAUL; BARKWAY, PETER; O'SHEA, TONY; LAWS, BARRY; HOWIE, TREVOR; PIADASA, CLINTON; WESTEN, KERRIE; GYFORD, KIRK
Subject: Sydney Region Weekly Dot Points [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Due By: Thursday, 21 July 2011 11:00 AM
Flag Status: Flagged

Security Classification: UNCLASSIFIED

UNCLASSIFIED
Hi Ops,

WDPs attached.

Enjoy your weekend.

Roger Chambers

A/Manager Sydney Region
Operations Division -- Civil Aviation Safety Authority
Ph: Mascot +61 2 9366 3101 -- Bankstown +61 2 9780 3006

S 47F



Operations
Weekly Dot Poin...

Smith-Roberts, Jennifer

From: Hood, Greg <Greg.Hood@casa.gov.au>
Sent: Sunday, 17 July 2011 3:39 PM
To: DL_EMOPSWEEKLY
Subject: Operations Summary - Week ending 15 July 2011.doc [SEC=IN-CONFIDENCE:LEGAL]

Security Classification: IN-CONFIDENCE:LEGAL

IN-CONFIDENCE:LEGAL

Folks

Operations weekly summary attached

Regards



Operations
Summary - Wee...

Greg

Smith-Roberts, Jennifer

From: Hood, Greg
Sent: Friday, 9 March 2012 8:35 PM
To: DL_EMOPSWEEKLY
Subject: Weekly dot points - Week ending 09 March 2012 (2) [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly dot points - Week ending 09 March 2012 (2).doc

IN-CONFIDENCE:LEGAL

Folks

Operations weekly summary attached.

Regards

Greg

Smith-Roberts, Jennifer

From: Hood, Greg
Sent: Sunday, 1 April 2012 3:41 PM
To: DL_EMOPSWEEKLY
Subject: Weekly dot points - Week ending 30 March 2012 (2) [SEC=IN-CONFIDENCE:LEGAL]
Attachments: Weekly dot points - Week ending 30 March 2012 (2).doc

IN-CONFIDENCE:LEGAL

Folks

Operations Division weekly summary attached

Regards

Greg

Smith-Roberts, Jennifer

From: McCann, Pauline
Sent: Friday, 20 July 2012 3:42 PM
To: DL_EMOPSWEEKLY
Subject: Operations Weekly Report week ending July 20, 12012 [SEC=UNCLASSIFIED]
Attachments: Ops Weekly dot points - Week ending 20 July 2012 (2).pdf

Security Classification: UNCLASSIFIED

UNCLASSIFIED

Good Afternoon All

Please find the Operations weekly report attached.

Best regards

Pauline

Pauline McCann
Executive Assistant to the
Executive Manager Operations
Civil Aviation Safety Authority
12 - 14 The Circuit
Brisbane Airport
Ph: (07) 3144 7304 (direct)
Fax: (07) 3144 7499
E-mail: Pauline.McCann@casa.gov.au

Smith-Roberts, Jennifer

From: CHAMBERS, ROGER
Sent: Friday, 31 August 2012 1:06 PM
To: DL_Sydney Region Level 2
Subject: 4 Corners Preview Pel-Air Westwind Ditching [SEC=UNCLASSIFIED]

UNCLASSIFIED

<http://www.abc.net.au/4corners/stories/2012/08/30/3579404.htm>

On the 18th November 2009, a Pel-Air CareFlight jet took off from Apia airport in Samoa. Its destination was Norfolk Island, and then on to Melbourne. There were six people on board, including a patient with a serious medical condition. As they prepared to leave Samoa, the pilot was told the weather ahead was fine and planned his trip accordingly. But the aircraft never made it to its destination. Instead, caught in a brutal storm, the pilot ditched the plane at sea, in shark-infested waters. Miraculously, all six people on board survived.

Back on land, the Pel-Air Chairman told the media that the pilot - Dominic James - was a hero. A month later, the Civil Aviation Authority (CASA) took away James' pilot license and his reputation was all but destroyed. Now Four Corners talks to the people on board and those involved in the flight, investigating what really happened that fateful night and in the hours leading up to the crash. Who really was at fault, and could the crash have been avoided?

"Crash Landing", reported by Geoff Thompson and presented by Kerry O'Brien, goes to air on Monday 3rd September at 8.30pm on ABC1. It is replayed on Tuesday 4th September at 11.35pm. It can also be seen on ABC News 24 on Saturday at 8.00pm, on ABC iview or at abc.net.au/4corners.

Roger Chambers
Manager Sydney Region
Operations Division -- Civil Aviation Safety Authority
Ph: +61 2 8651 3101

S 47F

Smith-Roberts, Jennifer

From: WEEKS, ROGER
Sent: Tuesday, 30 October 2012 9:33 AM
To: zcasaOperationsManagers
Subject: FW: Pelair - Avweb.com [SEC=UNCLASSIFIED]

UNCLASSIFIED

Roger Weeks

Acting Executive Manager
Operations Division
CIVIL AVIATION SAFETY AUTHORITY

T: (02) 8651 3050 / F: (02) 8651 3071 / s 47F

Safe skies for all

From: CHAMBERS, ROGER
Sent: Tuesday, 30 October 2012 9:03 AM
To: GIBSON, PETER; FARQUHARSON, TERENCE; ALECK, JONATHAN; Cromarty, Peter; WEEKS, ROGER; Hood, Greg; NEAL, STEPHEN; HUTTON, CAROLYN
Subject: FW: Pelair - Avweb.com [SEC=UNCLASSIFIED]

UNCLASSIFIED

info

Roger Chambers

Manager Sydney Region
Operations Division -- Civil Aviation Safety Authority
Ph: +61 2 8651 3101

s 47F

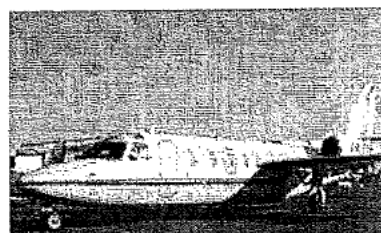
From: CAMPBELL, MALCOLM
Sent: Tuesday, 30 October 2012 8:10 AM
To: CHAMBERS, ROGER; VEGER, LEN; LAWS, BARRY; PIADASA, CLINTON; SCRIMES, KAREN; SIMPSON, PAUL; DEMARCO, ERIC; Ho, John; Rae, Ian; Trevillien, Ilka; Wickham, John; WORTHINGTON, GREGORY
Subject: Pelair - Avweb.com [SEC=UNCLASSIFIED]

UNCLASSIFIED

This story is on today's Avweb - <http://www.avweb.com/eletter/archives/avflash/2358-full.html#207576>

ASTB Gets Earful on Norfolk Island Ditching

The Australian Transport Safety Bureau got a grilling before the Australian Senate this week over its investigatory work into the 2009 ditching of a Westwind medical flight off Norfolk Island. The bureau and Australia's Civil Aviation Safety Authority were castigated by witnesses for taking too long to complete the report (more than 1000 days), with one witness terming the investigation flawed and incompetent. According to a [web report](#) by *The Australian*, the Senate investigation was initiated following a report by ABC Four Corners that revealed some 57 regulatory breaches, deficiencies



and oversights of the flight's operator, Pel Air, that CASA was aware of but did not address. The investigations also revealed that the ATSB made few if any safety recommendations as a result of the accident.

The Westwind ditched in November 2009 after completing a long flight from Samoa with six aboard, including a stable patient who was being flown to Melbourne for treatment. The captain of the flight, Dominic James, departed with legally sufficient fuel into a forecast of good VFR. En route, the weather soured and the Westwind was forced to ditch after three approach attempts. All six occupants survived. Under questioning during the hearing, according to *The Australian*, ATSB chief commissioner Martin Dolan admitted the bureau could have done better work in the Pel Air probe. He conceded that it took too long to complete the report, blaming a backlog of investigations. Other witnesses were less generous.

Aviation consultant Byran Aherne told the panel the ATSB's report was factually incorrect and contained flawed analysis of the flight. *The Australian* quoted Aherne as saying the ATSB's intentional omission of critical facts would substantially change the report's findings. For his part, Dominic James previously told AVweb that he accepts full responsibility for the incident but in seeking the Senate hearing he said the ATSB failed to provide a balanced view of why the accident occurred and glossed over shortcomings in Pel Air's operating rules that were factors in the accident. He said CASA knew of these shortcomings but declined to enforce against Pel Air and that the ATSB failed to illuminate these issues in its report.

In response, ATSB's Dolan said the bureau believed that Pel Air was in compliance with both its own ops specs and CASA regulations, which evidently made it legal for the flight to be made with minimum fuel reserves with a favorable weather forecast. CASA's John McCormick rejected James' complaint that he was unfairly treated by CASA during the investigation. James told us that when he challenged the investigators' findings on fuel calculations, they refused to explain how the calculations were derived. Further, the record revealed that James was given incorrect weather information en route, which was later corrected in a radio transmission that was too garbled to read. Sticking to his script, McCormick said James "may not have had the necessary aeronautical skill to take on the appropriate command judgments."

For additional information on the crash and James, see [this post on the AVweb Insider blog](#).

Malcolm Campbell | Team Leader – Certificate Management Team 4
Civil Aviation Safety Authority - Sydney Region

GPO Box 2005 Canberra ACT 2601 | Tel: +61 (0)2 8651 3022 | Fax: +61 (0)2 8651 3072
Email: malcolm.campbell@casa.gov.au | Website: www.casa.gov.au