

From: Glen Buckley <glen.buckley@mft.edu.au>

Sent: Monday, 29 June 2016 10:35 PM

To: Costa, John

Cc: Ermin Javier; derek.fox@casa.gov.au; rowland.cheshire@casa.gov.au

Subject: Message from Glen Buckley regarding new Proposal

Dear John,

As you are aware I am in the process of putting together an Alliance of Flight Organisations, under an Industry Leading Group of Professionals. My intention is to build a Team that can communicate with CASA in an Effective, Professional and Constructive Manner.

I have now invested significantly in this Proposal. If practical I would like the Opportunity to meet with you in the CASA office to outline my proposed course of action. I will be seeking significant guidance from CASA during this process. My intention is to "get it right" the first time. I genuinely want to work as closely with CASA as your resources permit.

If I can detail my intentions clearly, it will assist you with resource planning. I'm very thick skinned (I didn't say even tempered) so I would welcome any guidance. The Maintenance oversight aspect will be a significant component of my proposal, so your guidance will be of equal value to any other CASA personnel you feel should be involved.

Look forward to hearing from you. Cheers. Glen.

Regards,

Glen Buckley
Melbourne Flight Training

From: Costa, John <John.Costa@casa.gov.au>

Sent: Tuesday, 21 June 2016 7:43 AM

To: Glen Buckley

Cc: Ermin Javier

Subject: RE: Message from Glen Buckley regarding new Proposal [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hello and thank you Glen,

What timeframe did you have in mind and who do you want present?

Kindest regards

John Costa

Certificate Team Manager

Operations-Southern Region

From: Glen Buckley <glen.buckley@mft.edu.au>

Sent: Tuesday, 21 June 2016 9:24 AM

To: Costa, John

Cc: derek.fox@casa.gov.au; rowland.cheshire@casa.gov.au; Ermin Javier

Subject: RE: Message from Glen Buckley regarding new Proposal [SEC=UNCLASSIFIED]

Hi John,

Regarding the timeframe, I would ideally like to try and meet next week. To give you an indication of the timeframes. I am fully available all week.

The balance of this month will be contacting schools in VIC/TAS

Early July, I propose visiting potentially interested schools.

July 4th Personnel Commencing Employment

Mid July- Meeting of potentially interested Schools and CASA

September 1st- Commence Operations.

Regarding attendees at the meeting, perhaps Michelle Massey and someone from the Flight training side, or whoever she deems appropriate. As I wish to move fairly quickly on this, some aspects may need to get elevated, so ideally someone from Michelle's level would be ideal. I will endeavour to send through a more comprehensive proposal over the next 24 hours.

Cheers. Glen.

Regards,

Glen Buckley
Melbourne Flight Training


From: Glen Buckley <glen.buckley@mft.edu.au>

Sent: Thursday, 23 June 2016 11:26 AM

To: Costa, John

Cc: rowland.cheshire@casa.gov.au; derek.fox@casa.gov.au

Subject: The final copy of my proposal


Good Morning Gentleman,

I have finalised my Proposal to fellow Flying School Owners in the VIC/TAS region. Another massive one finger typed document, written sitting on my Garage Floor until late in the Evenings.

It remains to be formatted, PDFed etc, but it will keep you in the loop.

Thankyou sincerely for your support and encouragement. Now all that remains is to see if we can "kick some goals"

Cheers. Glen.

Regards,

Glen Buckley
Melbourne Flight Training

WHY AM I APPROACHING YOU?

I've owned a Flying School for 10 years now, and worked way too hard, for way too long. The Business is becoming increasingly difficult to run. There are an increasing amount of "tripping hazards". I'm concerned about the future of Australian Owned Businesses in the Flight Training Sector, and as my Business IS my Superannuation, I'm concerned somewhat for my Families future. I consistently strive for perfection in my Business but increasingly I feel like I can't keep up anymore. I'm tired of the bureaucracy associated with simply "proving" that I am already doing the right thing. I get frustrated by the Fee Help System. I need to get focussed on my Business at the moment but I keep getting pulled away.

Despite all this, I love what I do, and I want to do it well. In fact I want to make my Business the best business it can afford to be. Increasingly I have been considering how I can continue to operate my Business, and operate it successfully. How can I increase its potential in a time of "doom and gloom" for our Sector. I've come up with this proposal. I want to get 20 likeminded Schools. Schools that genuinely want to survive in the new Environment and "step up to the plate". A range of both Country and City Schools. Australian Owned Businesses that really have the intent to deliver on the Regulators requirements, and maintain a robust Business. Owners that really do appreciate robust procedures designed to be Simple, Accountable and Effective can be both Safer and more Compliant. If they meet these criteria, they can potentially be more cost effective to deliver.

It is a challenge, we need to pool our resources, genuinely work collaboratively and assemble the very best Group Head of Operation, Group HAAMC, Group Safety Manager, and Group Compliance and QA Manager. The background work is well underway, we can do this.

My proposal is to join this concept exactly as I propose you do, assuming it potentially suits your Business. My intention isn't to generate debate on why we are in this situation. This is the much "bigger picture", this is the future of our Businesses I believe.

AN INTRODUCTION TO THE CONCEPT

A Group of Schools combining their Resources to share a "Power Team" of Industry Leading Professionals providing high levels of Safety and Regulatory Compliance. A Group Head of Operations, a Group HAAMC, a Group Safety Manager, and a Group Compliance QA Manager. By working collaboratively we will be able to resource a Pool of Talent that we could not achieve individually. A team of Schools with good intent, working collaboratively together, while communicating effectively with CASA and sharing their financial and Business resources to gain access to a greater pool of talent to lead the Group. I wish to reiterate that the key to this concepts success is the Quality of those Industry Leading Personnel at the top, and the Intent of all of us operating below. We recognise we need exceptional Leadership. We will financially capable to secure it.

Each Business Operates under a single AOC with the AOC providing those Industry Leading Key Stakeholder positions. Each Organisations own key positions are no longer required as they move centrally and rove between the Member Organisations. The existing CFI effectively becomes the Senior Base Pilot. Oversight will be facilitated by a program called "Flight School Manager "which we would share. Like many Australian Schools I am now using this program. It has been designed to be easily expanded amongst our Schools. It contains all Rosters, Scheduling, Training Notes, Briefings, Maintenance tracking, theory delivery, Safety Management, Bookings, Flight and Duties etc. in a one

stop shop. It can also deliver all briefings and Theory Courses. Obviously participants and their Personnel will be fully trained. This is how we can provide the required levels of oversight. In fact CASA could Audit our entire Organisation, live from their own Office with your Approval. It provides the member organisations with unmatched levels of oversight and information sharing.

Importantly, your Business remains your own Business in its entirety, including branding and all financial aspects. We will develop standardisation among the Members, with clear lines of Reporting and accountability.

In my own Organisation I operate with 4 new overriding, largely generic but fully compliant manuals. All Schools would adopt those compliant manuals. Lying under these 4 manuals are the Base Procedures Manuals. These are the manuals where you outline your specific requirements and Procedures at your Own Base, just as I have done for mine. This is where you retain, your Businesses unique procedures. I am currently using this System providing oversight of another large Flight Training Organisation that had difficulty securing Key Personnel. It is working now, and can be expanded. In fact it can be expanded easily via the application of the Base Procedures Manual. With appropriately qualified Personnel in your Organisation you will have the ability to offer an unparalleled range of Courses.

CHALLENGES

The vast majority of Australian Owned Flight Training Operators would have very well founded concerns about continued Operations in three years' time. It would be reasonable to expect that there is a preference by Authorities that there are less Flight Training Operators in Australia, as that makes the Regulators task easier. We need to protect against that.

A Challenge immediately ahead is the Transition to a 141 or a 142 Organisation. A bigger challenge will come soon after when we are audited for compliance against these complicated criteria. The Transition is not the "big issue". The challenge actually comes after the Transition in ensuring you have the resources to maintain Compliance. This approach will allow us to attend to this challenge co-operatively.

The cost of rewriting compliant manuals alone was in excess of \$100,000 for my Organisation and took far too much of my attention for far too long. This was extremely challenging from a resource perspective in my Own Organisation. This approach will substantially free up both financial and time resources to allow you to focus on running your Business.

WHICH FLIGHT TRAINING ORGANISATIONS CAN PARTICIPATE?

The cornerstone of this concept is the protection of the Australian Owned Sector of the Flight Training Industry. It is open to current Industry participants and is not intended to "ease" New entrants into the market. Therefore it is eligible to existing Businesses only. Those Businesses must be able to demonstrate Intent to work towards the highest standards of Safety and Compliance.

HOW IS MY BUSINESS PROTECTED, IF I JOIN?

The Business remains its own "Business Entity" with regards to Ownership and all financial aspects. There is no change. We are only pooling our financial resources to engage Industry Leading Personnel

to lead us and reduce the burden on us. Your Business continues to be branded as your own name. The Group name will be Australian Integrated Pilot Training. My own Business would become AIPT-Melbourne Flight Training.

All organisations including my own will pay 3 monthly in advance. You can withdraw at any time with three months' notice,

You would be able to liaise with CASA to continue your own AOC in the background for "peace of mind" should you elect to withdraw at some future date.

Our Businesses each remain 100% our Own Businesses.

The Profit and Loss of my Business will be open to all members within the group. There will be extremely high levels of transparency. The intention of this proposal is literally to support each other's continued existence.

Fees increases will be capped at the highest of 5% per annum or CPI, whichever is higher, for a period of 5 years. My expectation is that the rates would actually decrease significantly once membership numbers reached required levels.

Any increases after that time require approval from at least 75% of Group members.

We will work collaboratively to design procedures to ensure all Parties meet regularly.

We will have a facility for input from the Membership base to ensure they are actively involved in Group Management.

All members irrespective of size have equal voting rights in situations where required.

CASA required Roles are now filled by Industry Leading Professionals and the Business Owner can get on with the function of running a Business.

It may be that some Business Owners who act in a CFI/HOO position may be able to Retire but still allow their Business to keep running as the CFI/HOO position does not necessarily need to be held by them.

The Accountable positions now fall outside of your Business, however there will be Contractual Obligations and a high level of support and oversight provided to the Group.

Continued Membership will be assured provided you act with intent to work towards the highest standards of Safety, Ethics, and Business Standards. We will work together to design mutually agreeable criteria.

BENEFITS TO THE BUSINESS OWNER

Decrease in Operating Costs- A proposed schedule of costs is attached. A Flight School Flying 4000 hours per annum would contribute \$90,000 per annum. Considering that this is probably less than the Salary of your HOO alone, there can be no doubt that this is a cost effective option. It includes all manuals and procedures, Industry Leading Stakeholders and support. The responsibility for Key Stakeholder position such as HOO/HAAMC/Safety Manager will be managed centrally. Most Businesses will benefit with a reduction in Salaries of somewhere between \$100,000 to \$200,000 per annum. The cost savings will be Significant. Our Businesses will become more robust

Decreased workload to a more manageable size— In my own Flying School, I am trying to balance the Roles of HOO/HAAMC/ and Business Owner. Having less workload on myself will give me the opportunity to focus more of my resources on to maintaining my “Business”, which is of critical importance to me, and more so than ever in the current environment.

Increased Buying Power- A co-ordinated group of Flying Schools dealing as One, will have access to better costings on Fuel prices, Office Supplies, Telecommunications, Accountancy, Bookkeeping, Legal advice, Utilities etc. on a National scale, and on a more local geographic area, smaller operators may be able to pool maintenance facilities and offer support to each other in other ways.

Increased flexibility with deployment of Resources. Ability to temporarily transfer highly standardised staff between facilities to meet fluctuations in demand, or loss of Personnel due career progression. No long term commitment required regarding Salary costs. Sharing of highly standardised, fully inducted Instructors at relatively short notice when required. The opportunity to mentor and train junior Staff will be exceptional.

Increased Business Opportunities will become available as the Group will have access to Overseas Student Training approvals by way of CRICOS, as well as FEE HELP for Domestic Applicants. The Group can share marketing on International Opportunities. Together we could market appealing Flight Training in different Geographic areas. An RPL in one location, an IFR in another. Consider the capability of up to 20 Schools delivering highly standardised training between varying Geographic Locations across Australia. The Australian Owned Sector would now be able to seriously compete with our Internationally Owned Flight Training Organisations

Maintain your Business “Feel” Your Business will continue presenting the same way to your customers and will maintain its own feel. This is not your Business being taken over. This is your Business working collaboratively with like-minded Businesses to gain access to greater resources. Your Business remains entirely your own Business and does not require a name change. Your Business remains its own standalone Business.

Retaining Key Personnel is always of concern to Business Owners. In fact increasingly it is difficult to attract and retain Key Personnel and I only anticipate this becoming more challenging in the future. This approach will provide extremely high levels of Key Personnel redundancy. Many Businesses including my own, are heavily reliant on my own health. We gain access to Quality Personnel that an Organisation acting alone could not fund. The Key roles will have CASA approved Deputies. Further redundancy is provided by the experience of the Senior Base Pilots (predominantly ex-CFIs)

The Group sharing of Safety related information and resources has significant Safety Benefits to your Business. Traditionally Safety related information has moved vertically, but now we will have the Opportunity to share Safety information laterally between organisations.

Audits will be centrally managed. Many of the traditional “headaches” to the Business Owner can be moved off site, with the “on site” time requiring less of CASAs and the Businesses resources. The time allocated to face to face contact with the Regulator can be used more effectively.

A United Voice when dealing with CASA will make engagement more effective and potentially have more capability to engage. The Group will have the Business Owners forming a Committee. The Committee liaises with the “Power Team” and the Power Team communicates to the Personnel via the respective Senior Base Pilot.

Change Management is a major challenge for Industry at present. We can address that more effectively in a collaborative manner.

Compliant manuals to the new regulations will be provided. These will facilitate your Transition to a Part 142 Organisation. The Cost of doing this alone will potentially save organisations significant financial resources. The cost of writing our new Part 61/141/142 manuals for my own Business has exceeded \$100,000. These costs are only part of the costs associated with the Transition.

New Courses can be added. We have an extensive range of Approved Courses, and have the ability to add on more. You will gain access to a full range of Courses that you may not have been able to offer previously. With Support and appropriately qualified personnel you will have the opportunity to pursue new revenue streams.

Access to resources, not so easily available to individual Organisations, such as Legal Advice. Accounting Advice, Technology upgrades

BENEFITS TO CASA

Increased Safety Outcomes- The points below will provide a strong case for Improved Safety Outcomes,

Industry Leading Professionals, quite possible ex-CASA, Experts, heading up senior positions. This Power Team will be capable of engaging CASA in the highest Professional manner. They will be well networked and will have an appreciation of the Regulators expectations. They will be highly experienced and experts in their field. The calibre of these Personnel could not be attracted by an Organisation acting alone.

More efficient and effective engagement-The ability to deal primarily with one Power Team rather than a wide ranging group of Individual Stakeholders can only improve Communication. Putting the "blame" argument completely to one side, for the sake of the "concept". CASA is now in an impossible situation. A finite resource can only continue to be effective for a limited time. CASA needs results as much as Industry does. More streamlined communication is in everyone's interest.

Increased sharing of Safety Information. This concept will provide unparalleled levels of lateral sharing of Safety Information. These levels of sharing are exceptional and can only be achieved by the Industry working collaboratively.

Improved Utilisation of Limited CASA resources-CASA is understandably resource stretched maintaining oversight of 250 different schools whilst meeting its other Industry obligations. If CASA Personnel could deal with one effective Power Team instead of 10, 20, or 30 different Schools there will be significant Productivity gains.

Increased Financial stability to AOC holders can only improve Safety Outcomes.

Experienced Staff to easily redeploy between Bases to address Experience and Oversight deficiencies. Resources can be shared. An experienced Aerobatics Instructor can be redeployed to upskill another Base etc.

A Positive public relations opportunity exists for CASA to work collaboratively with Industry in an innovative approach to improve Safety and Business Outcomes and arrest the failure of Australian Owned Businesses. An extremely attractive Opportunity for CASA to actually provide some very meaningful support to Industry.

Request formal CASA involvement. The Funding model will allow for the Group to meet 50% of the costs for a CASA Flight Operations Inspector or Similar to do a 12 Month placement with us, to ensure

the System works to their Satisfaction. If CASA can work closely with the Members through the "Power Team" we can effectively design procedures that are Simple, Accountable, and Effective to the satisfaction of all Stakeholders.

A rigorous 'Continuous Improvement Program will be implemented" throughout the Group. We will work collaboratively to high levels of Standardisation and improvement.

Test feedback can be captured across a broader range of candidates and that feedback can be directed back into improving Group Training.

Auditing will become significantly easier. The majority of the Auditing could be completed off site by way of Flight School Manager. It will reduce time spent on location. The time spent on location can now be used for more effective engagement.

WHAT INPUT WILL MEMBERS HAVE INTO THE POWER TEAM

We will present you with what we refer to as a "POWER TEAM". They will consist of an Industry Leading Head of Operations, an Industry Leading HAAMC, an Industry Leading Safety Manager, and an Industry Leading Audit and Quality Control Manager. That Team will have your confidence. If not, you are under no obligation to join.

As a Group we are offering Salary Packages unmatched in the Industry to date. This Package will ensure we can select the Leaders in their Respective Fields. I envisage the HOC being on a package in the range of \$180K to \$220K, with the other three roles Safety, HAAMC, and QA being in the range of \$150K to \$180K. On those packages, I am confident we can attract Industry Leaders. We have already shortlisted potential Applicants but will not commit until we can assure ourselves, we have the best Personnel available to achieve our goals.

WHAT DO WE EXPECT FROM THE POWER TEAM

They will be demonstrated leaders in their Field. They will have a Proven Track Record,

They will be well regarded within our Industry.

They will have the respect of both the Regulator and Industry.

We expect them to be a Professional.

The positions will be rewarding but challenging. The Team will have to be able to communicate effectively to all Stakeholders, being CASA, the Personnel through the Organisational Structure, and the Business Owner.

Applicants would be highly experienced commensurate with the Salaries being offered. They are a unique opportunity for the right Individuals to gain high levels of Job Satisfaction and a new challenge

We expect that they have demonstrated achievement in Project Management.

The ability to develop procedures that are Simple, Accountable, and Effective, while maintaining high levels of Safety and Compliance. At all times being aware that a robust Business is more likely to be a safe Business. Appreciate that a financially viable Industry is a Safer Industry, and be able to

demonstrate a commitment to the Australian Owned Sector of the Flight Training Industry. Our procedures cannot have "tripping hazards"

They need to be prepared to travel to ensure they maintain high-levels of face to face engagement.

They need to have a Vision and be prepared to design and implement that Vision in conjunction with the Team.

A high level of communication skill.

WHAT WILL MY BUSINESS PAY FOR THIS?

There should be no increase in costs to the Business. In fact the ability to have Key Personnel centrally located and "shared" will significantly reduce costs.

Rather than 10 separate schools paying \$100,000 each per annum for their Head of Operations, ten Schools could attract the "Super HOO" for \$25,000 each or a total of \$250,000.

Our Buying power will depend on how many participants we can attract, and this will in turn effect the charging.

My objective is to have a cost of \$25 per hour for the first 2000 Flight Training Hours p.a.

\$20 per hour flown for 2000 to 6000 Flight Training Hours p.a.

\$10 per hour in excess of 6000 Flight Training Hours p.a.

Some typical cost scenarios

2000 hour school pays \$50,000 per annum

4000 hour school pays \$90,000 per annum

6000 hour school pays \$130,000 per annum

8000 hour school pays \$150,000 per annum.

How will it be funded? There are 250 Flight Training Organisations across Australia. Assuming 10 schools joined the concept and those schools averaged 4000 hours. Ten income streams of \$90,000 per annum provides a \$900,000 fund to appropriately staff the concept.

Let me use my own Business as an example. Because I intend to join this group, exactly as I am proposing that you do. My own Business will be treated exactly like any other participant Business.

My Business flies approximately 8000 hours per annum. I would contribute \$150,000 per annum. In return I get fully compliant manuals, A Head of Operations, a Safety Manager, An auditing and QA Manager, my Transition to a 142 is managed and with that the ability to retain delivery of the 150 hour Integrated CPL, access to Overseas Student Training and potentially Vet Fee Help. I can refocus my own attention to running my Business and freeing up capacity to pursue opportunities. I am convinced that this approach will allow me to focus on Business, be the most cost effective option and may be the only way to maintain my Business into the future.

INFORMATION ON FLIGHT SCHOOL MANAGER, OUR OVERSIGHT TOOL

A Completely Paperless

Flight School Management System

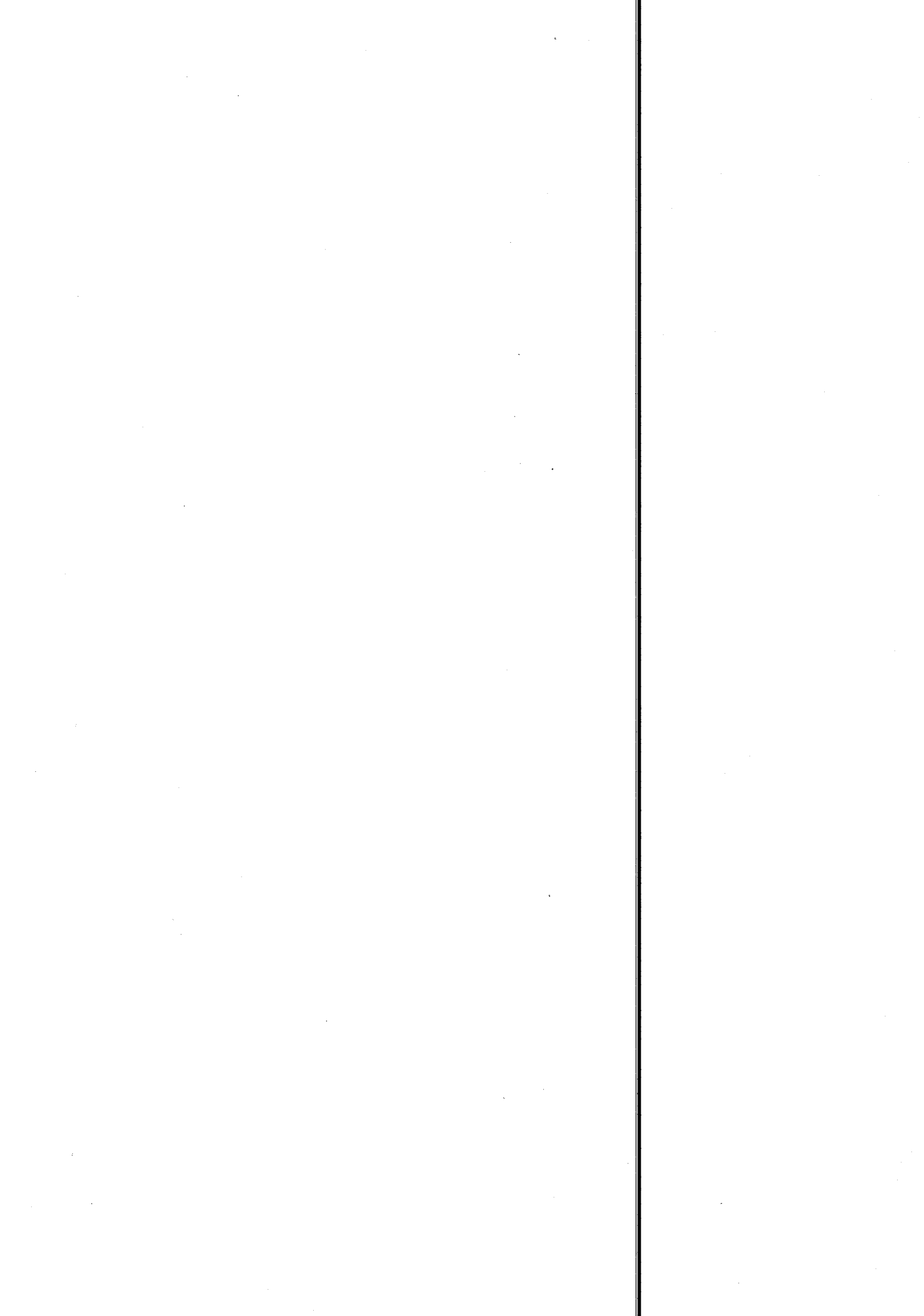
Smart Class Systems introduce Flight School Manager. A revolutionary paperless flight school management solution engineered to suit one man operations right through to the largest of flight training academies.

SCS Flight School Manager Features Include:

- Group Management
- Course Progress Reporting
- Electronic Phone Book
- Full Booking Outcome Reporting
- Electronic Student And Instructor Personal Details Files
- Multiple Airbase Management
- Electronic Document Library
- Full Learning Management System
- Flight Board Display For 42' Monitors
- MYOB Integration Available
- Automatic Student Achievement Record Completion
- Instrument Approach And Night Recency Management
- Automatic Aircraft Weight And Balance Calculations
- Full Student, Aircraft And Instructor Reporting

- On-Line Scheduling
- Staff And Student Rostering
- Aircraft Maintenance Management System
- Predictive Aircraft Maintenance Planning
- Electronic Student And Instructor Logbooks
- Detailed Aircraft Maintenance Reporting
- Detailed Student Progress Reporting
- Customisable Flight And Duty Time Limits
- Up to 16 Additional Qualification Fields
- Automated Student and Instructor Emailing
- Automated Flight and Duty Time Management
- Units and Elements Of Competency Manager
- Charter Quoting
- Full Australian Airfield Directory
- Syllabus designer
- FSM provides all the management systems required for Part 141 and 142 compliance and is pre-loaded with all the MOS Units, elements and their associated Performance Criteria making syllabus design, lesson plans and training record development a quick and streamlined process.

Over 48 flying schools Australia wide are now utilising the functions and features of FSM for their flight school management, saving time, money and audit stress



From: Glen Buckley <glen.buckley@mft.edu.au>

Sent: Wednesday, 13 July 2016 3:24 PM

To: Costa, John

Cc: derek.fox@casa.gov.au; rowland.cheshire@casa.gov.au

Subject: Message from Glen Buckley regarding Australian Pilot Training Alliance (APTA)

Hi John,

For your information I have had significant interest in the concept of the Australian Pilot Training Alliance. I anticipate contacting you within 14 days to commence addition of the first base. I intend to take the first one on alone as it will give me the opportunity to refine the process, before adding any more.

At this early stage I would suggest that there will be a few more bases to add during the latter part of August.

Assuming that they are existing Flight Training Organisations, are you able to give me an indication of time frames for CASA to process the associated requirements i.e. Approvals, Inspections, etc.

Cheers. Glen

Regards,

Glen Buckley
Melbourne Flight Training

From: Glen Buckley
Sent: Saturday, 7 October 2017 10:50 AM
To: Crawford, Graeme <Graeme.Crawford@casa.gov.au>
Cc: john.costa@casa.gov.au
Subject: Request for meeting with Glen Buckley from APTA (dont roll your eyes)

Dear Mr Graeme Crawford,

You may recall me from this previous email,

"Dear Mr Graeme Crawford,

I am writing to update you on our process in working towards the Part 142 Approval. I have been advised by Mr John Costa that the issue is imminent.

The purpose of my letter is to provide some feedback.

As you are aware I have some concerns about the Process and associated costs. But that is not the purpose of this email.

I would like to convey my appreciation for the exceptional support provided by the Southern Region team. It was obvious that a very significant allocation of resources was made available to my Company and I am very appreciative of that

Every person involved in the process was nothing less than exceptional. I do appreciate that some direction did come from your Office, and that required a number of CASA Personnel to redirect their efforts. Could I respectfully request that you pass my thanks down the line.

Although the Transition process got off to a somewhat slow start, I am very confident that the process is improving significantly. Lots of lessons learned by both sides that will benefit future applicants and facilitate smoother Transitions going forward.

Once again thank you for your initial direction, and thanks to the Southern Region for so professionally executing the task.

Cheers. Glen."

But alas, I fear you will better remember me, from our meeting in Aviation House on Wednesday 18th January 2017, which I will choose to gloss over if that's OK?

You may recall that towards the end of that meeting you queried me about my "project", which I assumed to be the Australian Pilot Training Alliance (APTA). I brushed your query aside, because I felt I was there as the CEO of Melbourne Flight Training, and that was totally independent to my role as CEO of APTA. In this correspondence however I am writing to you as the CEO of APTA.

I am certainly not "eating humble pie" but; I am, now nibbling at the crust of it. It actually looks and smells quite good. I needed more ingredients than the recipe book said, and the ingredients were much harder to get, I had to cook it much much longer, but it came together very well.

In all seriousness, the Product is exceptional. Not just my own, but I am now truly convinced that any well intentioned, well resourced Part 142 Organisation has a lot to contribute. It is a measurably

safer organisation. On that point I unreservedly admit that component of my initial argument was wrong. It is, Safer.

My project APTA, had an extremely slow start, part due to the 12 month delay of the Transition date. We now have that date locked in by CASA, and I have had significant interest from a number of Operators with three other Organisations joining over the last few weeks. Information about this concept is on our website at www.auspta.com.au. A recent media release has generated a level of interest from a number of media outlets. APTA is not intended to deliver a significant ROI. It is intended and designed from the outset as a means to increase Safety and Quality, while actually stimulating Business. It is an umbrella organisation and the Profit and Loss is fully disclosed to all members including wages and salaries paid. All member subscription fees are re-invested into developing and improving the group.

My area of preference to operate in is, Victoria and Tasmania. If this system works, nothing would give me greater satisfaction, than to see it replicated. To fully reach its potential, it depends on an almost intertwined relationship with CASA, and that is the purpose of this correspondence.

Am I able to request a meeting with the appropriate Personnel within CASA. The request is not urgent, and I appreciate it will require many weeks scheduling. The purpose of this meeting is to find out what CASA wants. How can APTA help CASA to get the product out there. I need to build a strong relationship. I want to work very closely. Ideally I would like to have somebody from CASA placed within the group as a liaison person with all expenses of that deployment met by APTA. That is simply one option, but I would like to explore all options.

My only time constraint is that I anticipate discussing the concept with the media over coming weeks, Australian Flying has approached me and intend to do a fairly comprehensive article on the concept over Christmas

I have included our draft contract that has variations applied to it, as required. In particular the final pages contain the "spirit of APTA". It will give you an overview of the concept. Obviously it has a level of commercial sensitivity attached to it, but I do appreciate that by the nature of this correspondence I am sharing it.

Thankyou for your consideration. I have included Mr John Costa in on this email, as I am sure he is eagerly looking for more things to get involved in, in the lead up to Christmas.

Cheers. Glen.