

## **ISASI REACHOUT 36 REPORT**

### **BRISBANE AUSTRALIA 1 – 4 DECEMBER 2009**

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#### ***Introduction***

Reachout 36 was hosted by ASASI in response to requests and inquiries from various organisations and individuals in Australia and New Zealand. ASASI considered Sydney as a venue, but most people interested in participating preferred Brisbane. Hence, Brisbane was selected, using the same hotel as for a corresponding Reachout 12 months earlier. Once again, based on feedback from the previous Reachout, very little was changed in the program, the focus remaining on incident and accident investigation, and safety management systems (SMS).

ASASI received valuable support from ISASI corporate members including the Australian Transport Safety Bureau (ATSB), the Australian Defence Directorate of Aviation and Air Force Safety (DDAAFS), the Defence Science and Technology Organisation (DSTO), Cobham Australia, The Department of Forensic Medicine NSW, and JCG Aviation Services from 1 – 4 December 2009.

#### ***Technical Content***

Thirty nine participants attended the four day workshop. Once again, topics presented included a variety of subjects including a legal overview of accident investigation; ICAO Annex 13; witness interviewing; human factors; requirements at accident sites, SMS, and aviation pathology. Several case studies were included in the program to assist with imparting investigation experiences. Bloodborne pathogen training was also provided.

#### ***Instructors***

A team of nine experienced investigators featured in the program's delivery.

#### ***Participants***

Attendees were made up from many sectors of the Australian, New Zealand and Singapore aviation industries (airlines, small aviation companies, regulator, manufacturers, and others). A welcoming address was delivered by the ASASI President, Lindsay Naylor, which included an introduction to ISASI and the Reachout program. Feedback on the seminar has again been very positive and once again ASASI has received a number of inquiries about attending 'the next one'.

#### ***Conclusion***

Based on feedback from four Brisbane Reachouts, there is no doubt that they are a valuable forum for educating participants about investigation processes; and safety in general. Clearly, word on these workshops continues to spread through Australasian and South East Asian aviation industries. Although various organisations have indicated they would like to participate in 'the next one', no time frame is at present contemplated for when 'the next one' may be.