

ISASI PROJECT REACHOUT – REPORT ON REACHOUT 32; BRISBANE 8 – 11 DECEMBER

Introduction

Feedback and requests from two previous Reachouts held in Brisbane in 2006 and early 2008 resulted in ASASI hosting a similar activity in December 2008. Information received by ASASI was that very little should be changed from the previous workshops, that is that the program should be related to provision of an investigative type background to assist untrained staff from various organisations to carry out individual incident investigations and to assist in a broader accident investigation process if this should ever prove necessary.

ASASI pursued the request with several Australian ISASI corporate members and Cobham Aviation. With major support from the Australian Transport Safety Bureau (ATSB), the Australian Defence Directorate of Defence Aviation and Air Force Safety (DDAAFS), and Cobham, ASASI hosted another four day training session in Brisbane, Australia. Dates for the activity were 8 – 11 December 2008.

Technical Content

Thirty seven participants attended the four day workshop (there were three last minute cancellations from the 40 capacity group). Topics presented included a variety of subjects including a legal overview of accident investigation; Annex 13 and the role of the Accredited Representative; witness interviewing; human factors; use of field equipment; photography; wreckage mapping; and site survey. Participants were also introduced to Safety Management Systems, accident investigation history, autopsies and medical aspects of investigations. Several case studies were included in the program to assist with imparting actual investigation experiences. Bloodborne pathogen training was also provided.

Instructors

A team of nine experienced investigators from ASASI, ATSB, Aviation Medical Consultants, Cobham Aviation, DDAAFS, Dept. of Forensic Medicine NSW, and JCG Aviation Services featured in delivering the program.

Participants

Attendees were from many sectors of the Australian and New Zealand aviation industry (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. The seminar generated considerable interest in ISASI, and several new member applications have resulted. Feedback on the seminar has again been very positive and once again ASASI has received a number of inquiries about attending 'the next one'.

The difficulty in staging a similar event too soon after the previous workshop is that too many requests to corporate members and other supporting organisations for continued support will inevitably result in some unavailability, particularly in view of the present international financial crisis and budgets that have tightened considerably. Clearly, this could detract from the overall quality of and depth of the investigation instruction process.

Conclusion

Based on feedback from three Brisbane Reachouts covering investigative processes, there is no doubt that they are a valuable forum for spreading information about investigation responsibilities, roles and requirements. Clearly, word on these workshops has spread amongst the Australian and New Zealand aviation communities; and various organisations have indicated they would like to send representatives to attend 'the next one'. When 'the next one' will be planned may depend on how quickly international finance markets and local budgets can recover; and/or if sponsorship can be obtained.