



**Australian Government**  
**Civil Aviation Safety Authority**

OFFICE OF THE CHIEF EXECUTIVE OFFICER

CASA Ref: SE18/1

7 March 2018

Senator Barry O' Sullivan  
Chair, Senate Rural and Regional Affairs and Transport  
Legislation Committee  
PO Box 6100, Parliament House  
CANBERRA ACT 2600

Dear Senator O'Sullivan

**Senate Estimates Hearing – 26 February 2018**

I refer to the testimony provided by officers of the Civil Aviation Safety Authority (CASA) at the Senate Estimates Hearing on 26 February 2018.

During that hearing, there was extensive discussion on the training and checking status of pilots employed by FalconAir. I have reviewed the Hansard transcript and although the responses provided were accurate, it was a complex discussion to follow. To assist Senators, I have attached a table which sets out the status of each pilot in respect of these important conditions. As you will note from the table, the majority of the FalconAir pilots, in particular the senior Captains, were at some stage either overdue for their required check or had done an invalid check outside of the regulations and FalconAir's own Training and Checking requirements. The 'consequential invalid checks' were only a minor number in comparison. Maintaining a pilot's proficiency through these Operator Proficiency Checks is a key safety requirement common around the world. CASA continues to work with senior management of FalconAir to assist them in resuming safe operations and I understand this is progressing very well.

Senator Patrick raised the issue of the Pel-Air accident where it was stated that "*In the case of Pel-Air, where there was a ditching off Norfolk, it only took five weeks to get Pel-Air back in the air.*" Mr Malcolm Campbell stated that was not quite correct. I wish to advise that following the accident on 18 November 2009, Pel-Air grounded jet operations and agreed to a Management Action Plan prior to recommencing jet operations. The operator was required to undertake a number of agreed actions as part of this Plan and, while the actions relating to domestic and international jet operations were completed by December 2009, the completion of all the action items which allowed the Plan to be fully acquitted and removed as a condition on the Pel-Air Air Operators Certificate was not achieved until December 2010.

I trust this information is of assistance.

Yours sincerely

Shane Carmody  
Chief Executive Officer and  
Director of Aviation Safety

Pilot	Aircraft Type/s	Title	Check flight Date	Check Type	Comments
1	Falcon 20	F20 Check Captain	1/10/15	F20 OPC/IPC	Next OPC due by 1/6/16
			23/6/16	F20 OPC	Check <b>conducted 22 days late</b> . Had this been conducted on time the next OPC due 30/09/16
			23/12/16	IPC	Completed an IPC in a PA31 (small piston twin) outside of Falcon Air. <b>Not a valid check</b>
			31/8/17	F20 OPC/IPC	<b>This check was overdue by 14 months</b>
2	Falcon 2000	Chief Pilot	27/10/16	F2000 OPC/IPC	Next OPC due by 27/06/17
		F2000 Check Captain	31/5/17	F2000 OPC/IPC	Valid. Next check due no later than 27/10/17. This was not completed until beginning Feb 18 At time of application for exemption, <b>OPC was overdue by almost 2 months</b>
3	Falcon 20	F20 Co-pilot	12/12/16	F20 OPC	Next OPC/IPC due by 12/7/17 (no record of this check being conducted)
			2/8/17	IPC	Completed an IPC in a Duchess (small piston twin) outside of Falcon Air. <b>Not a valid check</b>
			X		At time of application for exemption, <b>OPC was overdue by 5 months</b>
4	Falcon 20	F20 Co-pilot	29/10/16	F20 OPC/IPC	Next OPC due by 29/06/17
			31/05/17	IPC	Completed an IPC in a Duchess (small piston twin) outside of Falcon Air. <b>Not a valid check</b>
			29/06/17	F20 OPC	Check conducted by pilot No 1 who did not hold a valid check. Next OPC/IPC due by 29/10/17
			X		At time of application for exemption, <b>OPC was overdue by almost 2 months</b>
5	Falcon 20	F20 Captain	19/11/15	F20 OPC/IPC	Next OPC due by 19/7/16
	Falcon 50	F50 Check Captain	25/7/16	F20 OPC	This check was conducted <b>6 days late</b>
		Alternate Chief Pilot	20/11/16	F20 OPC/IPC	This check was <b>within 4 months</b> of previous check so is not valid
			2/12/16	F50 OPC/IPC	This check was within 4 months of the previous check but within limits for the 25/7/16 check
		11/7/17	F20 OPC/IPC	This check was conducted by pilot No 1. who did not hold a valid check	
		9/11/17	F20 OPC/IPC	This check was within 4 months of the previous check had that been valid CASA granted pilot No. 5 an exemption so that operations on the F50 could continue	
6	Falcon 50	F50 Co-pilot	3/11/17	Check to line	The Check Pilot (5) did not have a valid check at that time As CASA granted exemption on 21 Dec17 to pilot No 5, he was then able to re-check No 6
7	Falcon 50	F50 Co-pilot	14/9/17	Check to line	The Check Pilot (5) did not have a valid check at that time As CASA granted exemption on 21 Dec 17 to pilot No 5, he was then able to re-check No 7
8	Falcon 2000	F2000 Co-pilot	Nil	Nil	Was <b>flying without valid OPC</b> , EP (20.11) training and DG training since commencement of flying duties with Falconair. Left company after audit.
9	Falcon 20	F20 Captain	N/A	N/A	In December 2017 this pilot had completed initial training for the company and was awaiting to be checked to line.
					Key: OPC: Operator Proficiency Check require 2 per year but not within 4 months IPC: Instrument Proficiency Check require 1 per year-can count as OPC Check flights in Black were valid checks Check flights in Red were invalid checks either late, within 4 months of previous check or outside of Falconair Training and Checking System requirements. Check flights in Blue were consequential invalid checks due to check pilot not valid.