



Australian Government
Civil Aviation Safety Authority

OFFICE OF THE DIRECTOR OF AVIATION SAFETY

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01 November 2012

Senator Bill Heffernan
Chair
Senate Rural and Regional Affairs
and Transport References Committee
Parliament House
CANBERRA ACT 2600

Dear Senator Heffernan

Clarification of statements made at hearing on 22 October 2012

I write regarding certain statements made during the appearance of the Civil Aviation Safety Authority (CASA) at the inquiry into aviation accident investigation (Pel-Air) on 22 October 2012.

At page 41 of the *Hansard* from Monday 22 October I stated: *'In actual fact, in our audit report you will find comments from the pilots that none of them thought that there would have been an issue if they diverted or did other than what they were asked to do. That is in the special audit report...'*

I made this statement in good faith. However, 'comments from the pilots' are not included in the Special Audit report. I was thinking, mistakenly, of the comment: *'All crew interviewed stated that they felt there would be no issues in stating that they were fatigued and pulling out of duty...'* which does appear on Page 21 of the Special Audit report.

The Special Audit report does contain comments that: *'Once tasked, the pilots operate autonomously and make all decisions on behalf of the AOC. The AOC exercises little, if any, control over the operation once a task commences'* and *'Company standards have not been documented although an (sic) FCOM does now exist for the Metroliner and Saab Fleet) coupled with an absence of operational control once airborne (Westwind) leaving the pilot to make all decisions on behalf of the AOC. These decisions and judgements are not reviewed, post flight, through internal or quality audits'.*

At page 41 of the *Hansard* from Monday 22 October it was stated:

CHAIR: So your department had no part, no conversations, in the recovery of the black box?

Mr McCormick: No, Senator, we did not.

CHAIR: No input at all?
Mr McCormick: No, Senator.

I have since been advised that this statement is not correct. On 8 December 2009 the ATSB raised with CASA by email the possibility of contributing to a joint fund sharing arrangement to recover the black box and was advised that CASA did not have the funds to contribute to that exercise. I was not aware of this email at the time of my advice to the Committee

I apologise if my comments have been in any way misleading.

Yours sincerely

✓ John F. McCormick
Director of Aviation Safety