



January 2024

## Welcome to our Monthly Newsletter

## Civil Aviation Academy

**For the latest in aviation news and civil aviation regulation updates and changes.**

The Civil Aviation Academy has over 20 years of experience in the aviation sphere. Our consultants are available to answer all your aviation regulation and manual update queries.

Our specialty courses include:

- *Dangerous Goods Awareness and Acceptance of Non-Dangerous Goods (initial issue and refresher) Courses*
- *Safe Transport of Infectious Substances By Air (Shippers Training) (initial issue and refresher) Courses*
- *Crew Resource Management (CRM), also known as Aviation Decision Making (ADM) Courses.*



*We specialise in manual updates and compliance. If you are finding it hard to keep up to date - contact us today as this is what we do best!*

### 2024 Dangerous Goods Regulations (DGR) is Now Available!

The current 2024 IATA DGR is the 65th edition of the manual and contains standardised rules for shippers who offer hazardous materials (dangerous goods) for air transportation and those who conduct transportation (air operators). **The 2023 version must now be removed from use.**

CAAA has compiled a Dangerous Goods Briefing Paper outlining all changes to the regulations. Contact our Dangerous Goods Specialist, Sue-anne, at [smunckton@caaa.com.au](mailto:smunckton@caaa.com.au) for the paper.

The 2024 IATA DGR is available now via our website IATA Regulations – [Civil Aviation Academy](http://CivilAviationAcademy) or from Andy at [andy@caaa.com.au](mailto:andy@caaa.com.au)

#### Also in this month's newsletter:

- *Pathology News – Mosquito Borne Diseases.*
- *CAAA Course Updates & 2023 Highlights*
- *The Double-Edged Sword of Aviation Routines*
- *Aviation Technology*
- *This month in Aviation*

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# The Double-Edged Sword of Aviation Routines



In the complex and fast-paced world of aviation, routines are often regarded as the foundation of safety and efficiency. Pilots and aviation professionals adhere to strict protocols and procedures to ensure the uniform operation of flights.

However, beneath the surface of this defined environment lies a nuanced reality – the very routines designed to enhance safety can sometimes introduce an element of risk, leading to errors, incidents, or, in the worst-case scenario, accidents.

## The Comfort of Routine

Aviation routines are ingrained in the industry's DNA, providing a sense of order and predictability. From engineering processes to standardised procedures for take-off and landing, these routines help mitigate risks, ensuring that each process or phase of a flight is executed with precision.

Pilots and others in the industry often rely on muscle memory and well-rehearsed procedures, contributing to the overall safety culture within the aviation community.

## The Pitfalls of Complacency

While routines offer a sense of comfort, they also harbour the potential for complacency. Familiarity with procedures may breed overconfidence, causing individuals to overlook crucial details or dismiss deviations from the norm. The repetitive nature of routines can create a mental state where workers may become less vigilant, assuming that everything will proceed as expected.

## Human Factors and Routine-Related Errors

Human factors play a significant role in routine-related errors. As individuals become accustomed to a set sequence of actions, they may inadvertently skip steps or misinterpret information. The brain's tendency to follow familiar patterns can lead to confirmation bias, where deviations from routine are ignored or underestimated. These cognitive traps can set the stage for errors that compromise the safety of a flight.

## [The Devil in The Routine – The Crash of Spanair Flight 5022](#)

## Coping with Dynamic Environments

The aviation industry recognises the need to balance the benefits of routines with the adaptability required to navigate dynamic and unexpected challenges. Pilots are trained to manage deviations from standard procedures, emphasizing the importance of situational awareness and critical decision-making skills. The ability to break from routine when necessary is crucial in responding effectively to unforeseen circumstances.

## Enhancing Safety through Continuous Improvement

To mitigate the risks associated with routines, the aviation industry emphasises a culture of continuous improvement. Incident reporting systems, debriefing sessions, and simulation exercises contribute to the identification of potential issues and the development of proactive solutions.

Learning from past experiences allows the industry to refine procedures, ensuring that routines evolve in tandem with advancements in technology and changes in the operating environment.

In the aviation world, routines serve as both a pillar of safety and a potential source of risk.

Acknowledging the dual nature of routines is essential for fostering a culture of mindfulness and continuous improvement.

By recognising the challenges posed by complacency and human factors, the aviation industry can navigate the skies with heightened awareness, ensuring that routines remain a tool for safety rather than a stumbling block.

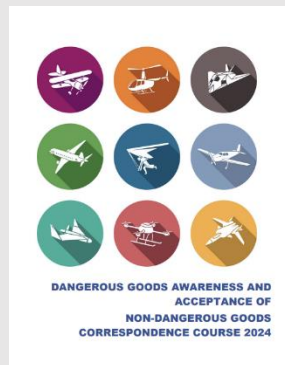
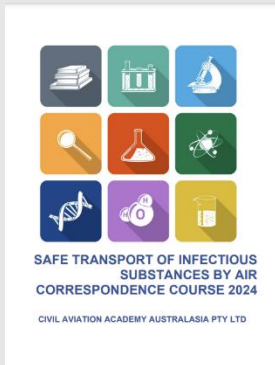
## CAAA Course Updates

We have recently updated our **Dangerous Goods Awareness and Acceptance of Non-Dangerous Goods Course** and **Safe Transport of Infectious Substance Course** to reflect the 2024 changes, and these are now available to order.

Both courses can be purchased from our website:

<https://www.caaa.com.au/>

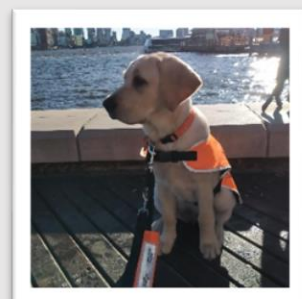
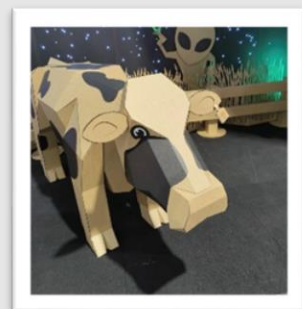
Or contact Andy at [andy@caaa.com.au](mailto:andy@caaa.com.au)



### Self-adhesive Labels

CAAA also sell a full range of adhesive labels for shipping – available to order from our website:

<https://www.caaa.com.au/product/self-adhesive-labels/>



## Pathology News

### Mosquito borne diseases in Australia

**Japanese Encephalitis** was only considered a risk to overseas travellers until it was discovered in northern Australia and later in Australia's southern states throughout 2022 and 2023. The discovery led to a declaration of a "communicable disease incident of national significance" where 45 people were affected and sadly seven people died.

Mosquitos are also responsible for the spread of **Ross River Virus**. Ross River Virus is spread by mosquitos in salt-water wetlands along the coast and is more common during king tides.

It is thought that temporary flooding is the main cause of increased mosquito numbers due to the lower numbers of predators in temporary habitats than those found in permanent wetlands.

The majority of people who contract Japanese Encephalitis have mild symptoms and there is a vaccination available to significantly limit severe symptoms. Read the full article [here](#)

### Answers in Adelaide – 1 – 3 March 2024

If you are heading to Answers in Adelaide Pathology Update, 2024 at Adelaide Convention Centre drop in for a chat with our 'Safe Transport of Infectious Substances by Air' expert Sue-anne Munckton



## 2023 Highlights for CAAA

- **Avalon Airshow 2023** – where we unveiled Casserole the cow and impressed everyone with our 'Outa this world' stand.
- **Kim graduated with flying colours.**
- **The 47<sup>th</sup> Annual Scientific Meeting of the Australasian Division of the International Division of Pathology Conference** in Brisbane – we made many friends in the pathology world.
- **The Communicable Diseases & Immunisation Conference 2023** – in our hometown, Perth.
- **2023 Australian Aviation Awards** – Where CAAA presented an award, and our CEO, Sue-anne Munckton, was shortlisted for two awards and won the Executive of the Year Award.

## CASA NEWS



For the latest in drone news:

Subscribe to the "Know Your Drone" Newsletter [here](#).



## What's Happening in Aviation?

**World First – Commercial Flight powered by sustainable fuel.**

Last month, Virgin Atlantic completed the first commercial flight from London's Heathrow to JFK using sustainable fuel. The fuel used in Flight100 was 88 per cent HEFA (hydroprocessed esters and fatty acids), made of waste fats, and 12 per cent SAK (synthetic aromatic kerosene), made of plant sugars.

IATA estimates Sustainable Aviation Fuel (SAF) could contribute around 65% of the reduction in emissions needed by aviation to reach net zero in 2050.

Additionally, Textron Aviation is to offer the owners of its Cessna, Beechcraft and Hawker aircraft access to a carbon offset scheme from January 2024.



## This Month in Aviation History – January

8 January 1982 (France) — The Airbus A300 became the world's first wide-bodied airliner to be certified for operation by a flight crew of two.

11 January 1935 (Hawaii/California) — Amelia Earhart became the first female pilot to fly solo between Hawaii and the United States. She took off from Wheeler Field, Oahu, Honolulu, to fly her Lockheed "Vega" across the eastern Pacific to Oakland, California. Earhart landed after 18 hours and 15 minutes.



15 January 1991 (Japan/Canada) — The first hot-air balloon to cross the Pacific Ocean took off from Japan and eventually landed in Canada. 5 December 1921 (Australia)

18 January 1957 (USA/World Nonstop Flight) — General Archie Old led a flight of three Boeing B-52 "Stratofortresses" on the first jet-powered, round-the-world, non-stop flight.

20 January 1913 (USA) — Attempting to establish a new women's altitude record, Bernetta Miller was covered with oil and temporarily blinded when her oil flow indicator smashed. She made a safe emergency landing in New York.

26 January 1910 (USA) — The first practical seaplane was flown. Built and flown by American Glenn Curtiss, it landed and took off in the waters of San Diego, California.

27 January 2002 (USA) — Boeing's 737, the world's most widely used twin jet, became the first jetliner in history to amass more than 100 million flying hours. The 737 was launched onto the market in 1965.

Are you heading to RotorTech 2024?  
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with our award-winning CEO!

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