

From: CASA Officer
Sent: Wednesday, 18 August 2010 4:32 PM
To: CASA Officer
Subject: FW: ALIU Accident Report Norfolk Island ditching VH-NGA [SEC=IN-CONFIDENCE:STAFF]

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to keep you in the picture

From: McCormick, John
Sent: Wednesday, 18 August 2010 16:22
To: CASA Officer
Cc: FARQUHARSON, TERENCE
Subject: RE: ALIU Accident Report Norfolk Island ditching VH-NGA [SEC=IN-CONFIDENCE:STAFF]

Thank you. There is no need to print the report. I am awaiting the outcome of the Coordinated enforcement meeting and its subsequent recommendation to EMOPS. I will then consider the 'thing' as a whole with DDAS/ADAS et al. Good work; please do not release the report until we have completed a formal consideration. I am not suggesting, by the way, that the report will necessarily need more work, it is merely a case of not wanting a great deal of trepidation in the industry if the report was available for all to read, but the actions/recommendations themselves (if indeed there are any recommendations to come out of the next meeting etc) remain unrevealed and open to massive industry conjecture and 'decision making'. Those sorts of pastimes are not to CASA's long term benefit.

From: CASA Officer
Sent: Wednesday, 18 August 2010 16:14
To: McCormick, John
Cc: FARQUHARSON, TERENCE
Subject: ALIU Accident Report Norfolk Island ditching VH-NGA [SEC=UNCLASSIFIED]

the above referenced report is now complete and I have signed this and placed a copy on trim. You indicated that the report should not be made available outside CASA until you had accepted the report and authorised it for release should it be asked for by third parties. I have discussed the Report with the ATSB and there are no differences in the key areas which will eventually be published by them in their report. I have also aligned the report with the submission made by our Westwind FOI subject matter expert, in yesterday's AAT meeting. Finally the flight plan information supplied by Jeppesen indicates that there was insufficient fuel on board to cater for the worst case depressurisation scenario. Can you please review the final report and advise me that you approve its wider distribution should that be necessary. A coordinated enforcement meeting will take place tomorrow and the report will be discussed in that forum. I will print a copy of the report and leave it with for your perusal. Please advise me if you accept the report.

From: McCormick, John
Sent: Thursday, 22 July 2010 1:26 PM
To: FARQUHARSON, TERENCE
Cc: CASA Officer
Subject: RE: Pel air Accident VH-NGA Final Report [SEC=UNCLASSIFIED]

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missing the attachment, sorry.

From: FARQUHARSON, TERENCE
Sent: Thursday, 22 July 2010 12:36
To: McCormick, John
Cc: CASA Officer
Subject: FW: Pel air Accident VH-NGA Final Report [SEC=UNCLASSIFIED]

The attached Pel Air report has been finalised. Subject to one final confirmation of the fuel calculations by (being conducted this week), is comfortable with the report's content, to the extent that it correlates with the AAT material to be submitted shortly and that there are no differences that can be highlighted by the opposing legal team.

The release of this report will provide Ops with the material to begin consideration of any further action that may be necessary against the any of those involved in the accident.

When has confirmed the fuel calculations, would like to discuss in general the report with ATSB. In any discussions would not provide the ATSB with a copy of the report but would talk about the salient points. This is in keeping with the spirit of the MOU.

Your approval to release the report is requested.

Regards

From: CASA Officer
Sent: Wednesday, 21 July 2010 16:28
To: FARQUHARSON, TERENCE
Cc: CASA Officer
Subject: Pel air Accident VH-NGA Final Report