

**Part D – Release of French (BEA) Final Investigation Report into Loss of Germanwings Aircraft****ISSUES:**

- On 30 March 2015, Australia’s major passenger airlines committed to immediately update their standard operating procedures to require two members of the operating crew or authorised persons on the flight deck at all times.
- The pilot in command of the aircraft retains operational discretion on the application of these requirements, to ensure safe operations, depending on flight crew circumstances.
- At that time the Australian Government announced that these arrangements would be formally reviewed after twelve months by the Australian Civil Aviation Safety Authority (CASA), in consultation with the Department of Infrastructure and Regional Development and the aviation industry and other key stakeholders, to determine their effectiveness.
- The Australian Minister for Infrastructure and Transport has recently written to the Director of CASA seeking CASA’s advice on its approach to carrying out this review.
- The Minister has also sought CASA’s advice on its consideration of the recommendations of French safety authorities final investigation report into the tragic loss of Germanwings flight 4U9525 including mental health issues raised in the report released on 13 March 2016.
- CASA will work with other Government agencies, industry and crew associations in its examination of the final investigation report, as well as continuing to monitor what other international countries and the International Civil Aviation Organization (ICAO) are considering in relation to these matters.

**SENSITIVITIES:**

- On 24 March 2015, an Airbus A320 operated by Germanwings crashed in the French Alps. All passengers and crew were killed. There were two Australians on board - mother and son, Carol and Greig Friday.

**BACKGROUND**

- The actions taken by Australian airlines on 30 March 2015 to require two people on the flight deck at all times are consistent with the approach taken in other countries such as the United States, Canada, the European Union, India and New Zealand s33(a)(iii), s33(b)
- On 6 May 2015, the French investigation agency released its preliminary report, making a number of preliminary findings, including in relation to the mental health and licensing of the co-pilot.
- A European Aviation Safety Agency Task Force report released in July 2015 also recommended that the “two persons in the cockpit” recommendation is maintained and that it be evaluated after a year.
- On 13 March 2016 the French (BEA) final investigation report was released into the loss of the Germanwings flight.
- The report includes recommendations related to improving the medical evaluation of pilots with mental health issues and matters related to potential risk of loss of licence for pilots.
- Australia already has measures in place to address several of the concerns outlined in the report including support processes adopted by our airlines for pilots with health issues.
- On 31 March 2016 the Minister for Infrastructure and Transport wrote to the Director of Aviation Safety in CASA seeking advice on CASA’s approach to the 12 month review of the effectiveness of the “two crew in the cockpit at all times” requirement.
- The Minister’s letter also sought CASA’s consideration of the recommendations of the French final investigation report including the management of pilot mental health issues under Australia’s aviation medical system.

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<b>Date:</b> 4 April 2016