

Thank you for the introduction and the opportunity to address the 2005 SimTecT Conference.

Firstly, may I outline for the Delegates the position that Qantas Flight Operations Training (FOT) holds in the Training industry. This may also put a framework around why I have an active and healthy interest in the Simulation Industry.

Qantas FOT operates four training centres in SYD, MEL, BNE and LONDON BA Cranebank. Currently, we operate 13 simulators, two of which are mothballed and listed for sale. 12 of these SIMS are owned by Qantas and one, a Dash-8, is operated on behalf of our highly regarded partner CAE via a tripartite agreement with Qantas Link.

In FOT we have 200 full-time ground staff, 250 active aircrew who are Training Pilots and we had 120,000 ground training customer events last year with around a 50% increase in SIM Training commencing this financial year.

Our goals are fourfold, to provide quality training, enhanced learning opportunities, focus on the needs of the customer and apply business rigour throughout all of our operation. But safety always remains paramount as our core value.

How then do we leverage these goals off the Simulator Technology Industry? Simply, the industry supplies us the hardware and software to use to achieve quality Training and Learning opportunities and through constant financial innovations and scrutiny we achieve business rigour. But to further develop our goals and specifically business rigour, we will continue to encourage partnerships with industry.

One of the benefits through partnerships is the easy exchange of knowledge that is beneficial to both parties. I will continue to explore a matrix of partnerships that will deliver us value.

Airlines, defence and the customer have benefited significantly through the development of Human Factors Training and Awareness programs. HF is a growth industry and the training in HF has a tangible benefit for all stakeholders from the machinery operator in the pilot, bus driver or train engineer, through to the end user of our services, the fare paying passenger.

In my opinion, we the training providers and manufacturers, are not spending enough effort and capital in the area of HF research. Current equipment applications used by Qantas such as the Digital Recording and playback devices, on our recently acquired Thales Sims, have enabled us to drive cultural change in the briefing room through the encouragement of facilitated briefings rather than instructional delivery of training. This has led to a raised awareness of Human Factors issues as the digital playback of Flight Deck Scenario is clearly confronting to crewmembers.

Ongoing R&D in all areas of the Simulator Technology and the interwoven discipline of Human Factors will continue to make our industries safer for all stakeholders. For instance, the new generation of visual systems, the Evans and Sutherland EP 1000, Thales View and the CAE Tropos, are outstanding tools for the training organisation. Our investment in new EP 1000 Visual systems through our Thales MST upgrade program and the June 2006 delivery of the world's first ordered A380 SIM from CAE, will provide us with seven world leading visual training devices. The Geographic Satellite overlay will allow us to train our pilots with definitive visual approach slot recognition and slot retention. Previously this was only available through the expensive use of capital intensive training devices such as a B767, or A330 going around the circuit at AVALON.

With these new visual devices, we will do less physical base training but essentially more base training in reality. Also, the reality provided with the geographic overlay will enable us to perform an airport entry for airports route qualification, such as WLG and FUK without having to leave home base. Enroute escape routes though the Himalayas and L888 can also be training. Therefore providing a safer crew at a lower unit cost.

Other enhancements to safety and standardisation delivered via simulation are;

- Enhanced Ground Proximity Warning System
- Aircraft Collision Avoidance System

But it is the development of training in the areas of;

- Low VIS T/O and Landing Training
- Head-Up Guidance System
- RNP
- GNSS
- GLS – GPS/LS Approach

that provide both enhanced safety and competitive advantage for Qantas.

Arrivals into ZQQ were restricted to a minimum of 3800' and stage one of the RNP/HUD approaches will allow us descend to 1100' and stage two to approximately 250' AGL.

These advancements in training via simulation improve safety and standardisation. Ultimately, they enhance the training experience for our trainees and further up the value chain, we exceed the expectations of the travelling public.

CONCLUSION

The benefits that simulation technology can provide to Qantas and other providers of training such as Alteon and CAE through continuous improvement to training programs are

- Increased Safety
- Improved Standardisation
- Quality Training for our Trainees/Customers
- Improved Learning Opportunities via realistic yet synthetic devices
- Devices and Training Packages Financed through a variety of models to suit the occasion and the customer

These benefits can be achieved by closer partnerships between the stakeholders through the development of cross-functional working groups of airlines, other training providers, defence, academia and manufacturers.

These quantum leaps in training are always supported by R & D. Providers must participate in R & D to deliver competitive advantage but also to deliver what all stakeholders expect, continuous improvement.

The Building of the Simulators for the Airbus A380 before the aircraft flew is credit to an industry which is both mature but yet willing to explore new frontiers.

Our A380 CAE built device is the first ordered by an airline and our excitement and expectations for this device grow by the day.

Similarly, our investment in the MST upgrade program by Thales of B744 and B763 devices and retrofit of other visuals with EP1000 is evidence of our commitment to simulation training and our confidence in the industry participants.

I encourage all participants in this conference to explore the boundaries for the benefit of all stakeholders and take us all into new and unexplored frontiers of training.