



From The Lefthand Seat

Ben Martin
RAAA Director
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Are you sure you Own it? - The PPSA Now in Full Effect

The national scheme for security interests in personal property created by the *Personal Property Securities Act 2009* ("PPSA") is now in full effect with the 2-year grace period having expired on 31 January 2014. It is therefore timely to remind members that the PPSA completely changes the rules relating to ownership, title and security interests in aircraft, engines, parts and other personal property.

Comply with the PPSR or Risk Losing Ownership

There are benefits to the PPSA regime. Prior to the PPSA, there was no way of parties easily knowing who had an interest in engines and other property. That led to situations (usually when an organisation had gone into liquidation) where more than one party believed they owned an asset. The PPSA brings increased certainty of being able to search the Personal Property Securities Register ("PPSR") to identify what security interests exist in relation to particular assets.

However, the PPSA does create serious risk where parties fail to register their interests. Essentially, whenever you lease, hire, loan or part with possession of aircraft, equipment or even components, you now need to consider PPSR requirements. If you fail to do this you may lose ownership!

How Does the PPSR Work?

In very general terms, the regime applies to 'security interests' in 'personal property'. Security interests are broadly defined to include traditional forms of security such as charges, mortgages or liens as well as:

- ✈ retention of title arrangements;
- ✈ supply on consignment;
- ✈ finance leases and hire purchase agreements; and
- ✈ some operating leases and bailment arrangements.

Personal property is also broadly defined to include all forms of property other than real estate. This includes aircraft, engines, parts, fuel, shares and intangible assets such as intellectual property rights, debts and rights created by contracts.

The regime creates a system for the registration and perfection of security interests on the PPSR, along with rules for establishing priority of competing interests.

Registration Trumps Ownership!

The most fundamental point to remember is that, under the PPSR the key concepts are registration and perfection, not title and ownership. If you own an asset and have a security interest but fail to register and perfect it, you could lose the asset to a third party despite having title.

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Under the PPSA, parties will no longer be able to rely on the argument "but I own that asset!".

For example, if you own an aircraft engine and loan it to another company for 6 months, you will have a security interest which can be registered on the PPSR. If you fail to register that interest and the lessee goes into liquidation, your engine may end up being treated as part of the assets of the lessee if there is an existing charge over the assets of the lessee.

You could also lose the engine if the lessee obtained finance by stating that the engine was one of its assets and granted a security interest to its bank who registered that interest on the PPSR. Before the PPSR, there was a rule of law which provided that you could not pass title on what you did not have. Therefore in this scenario, under the old rules, because the lessee did not own the engine, it would not have been able to pass title to the engine to the bank. However, under the PPSR, registration takes precedence and the party leasing the asset did not register its interest but the bank did.

This sounds like an unjust and perverse result, but it was affirmed by the New South Wales Supreme Court in the case of *Re Maiden Civil (P&E) Pty Ltd* [2013] NSWSC 852.

All Members Should Review the Effect of the PPSR

Perhaps more so than for any other industry, the PPSR is likely to have a significant impact on aviation because of the high utilisation of lease and loan arrangements. Anyone who ignores the PPSR requirements will jeopardise their ownership rights. You now need to have systems in place wherever you allow third parties to use your property to ensure PPSR requirements are satisfied. ✦



From The Righthand Seat

Paul Tyrrell
CEO

You will be aware by now that our national convention is making the big move to the Crowne Plaza Hunter Valley from 8-10 October 2014. This is an exciting initiative and every stop is being pulled out to ensure that it will be the best convention yet.

Our 15th National Convention will be an opportunity to hear from an impressive line-up of international and domestic speakers, attend new workshops, and meet with a large range of exhibitors and service providers. The details are available on the RAAA website.

The venue is very family friendly, set amongst the vineyards, just across the road from the Cessnock Airport, and less than fifty minutes from Newcastle Airport.

The social program, already legendary, will be freshened up but still maintain some favourite activities.

If you know of a company or individual who would benefit from RAAA membership, encourage them to attend the convention and meet the people who can grow their business.

The RAAA has now had three formal meetings with the panel undertaking the Aviation Safety Regulatory Review. Its findings will be handed to Deputy Prime Minister Truss in late May and there appears to be no time slippages.

The RAAA has emphasised that

this must not be another Aviation Green and White Paper exercise which soaked a huge amount of industry time and resources with very few outcomes resulting from it. The previous government lost the confidence of the industry after the publication of the Aviation White Paper. It was a wasted chance that must not be repeated.

The Review is a real opportunity for the government to reset its relationship with industry, and particularly it is an opportunity to renew the CASA Board and senior management.

Our industry is not in crisis but has considerable unrealised potential. Over-regulation, poor CASA/industry relationships and sometimes fraught airport charging decisions have affected operator growth. FIFO has plateaued somewhat but remains an essential driver of the economy in partnership with the resources industry. Overall, this remains a good news story.

There is still plenty to do but a lot to be proud of given the way the industry is still coping with the effects of the GFC.

We have bolstered our technical expertise at the RAAA office and are happy to discuss regulatory and other issues at any time.

Remember, the RAAA is your association. Don't hesitate to contact any Board member or myself directly with suggestions for improvement. ✦



Second Century of Commercial Aviation

At the recent Singapore Airshow Aviation Leadership Summit, IATA Director General and CEO, Tony Tyler emphasized the importance of industry/government partnerships as the industry embarks on the second century of commercial aviation.

Mr Tyler indicated that the most salient lesson of commercial aviation's first century is the value of partnerships. Through partnership, industry and government made flying the safest way to travel.

"This is a good guide as we look ahead to aviation's next century. No matter what the challenge, solutions built in partnership between industry and government are the most durable and yield the best results," said Mr Tyler.

Mr Tyler noted that the opportunities for partnerships in designing regulation, growing connectivity and planning for sustainability.

Regulation

Aviation needs a regulatory framework that supports its global activities. He is concerned about the negative impact of growing regulatory divergence and the proliferation of "unique approaches" to regulating the industry.

"While they were created with the best of intentions, they often come with the unintended consequences of complexity and bureaucracy," said Mr Tyler.

Mr Tyler suggested five guiding principles for governments when developing regulations:

1. consult broadly, including industry and consumers;
2. ensure a rigorous process for cost/benefit analysis;

3. ensure no conflict with global standards where they exist;
4. harmonize to avoid being at cross-purposes with a global industry; and
5. think what is really going to deliver value to the passenger.

Connectivity

Industry, individuals and governments are united in the desire for global connectivity.

"Our world is more connected than ever, but we are also nowhere near our potential. If the propensity to travel in Asia matches the level seen in developed markets, we would expect a market four-times the current size," said Mr Tyler.

He noted that the expanding middle class in developing markets is the biggest growth opportunity for aviation. However, he warned that the opportunity would only be realized if governments understand aviation's role as an economic catalyst and actively build a policy environment in which it can be successful.

Mr Tyler highlighted taxation and infrastructure as two specific areas of concern.

Aviation should pay its fair share of tax. But taxing aviation at levels equal to the 'sin' taxes applied to alcohol and tobacco makes no sense.

"Connectivity stimulates business that provides tax revenues, but a draconian tax like the UK Air Passenger Duty (APD) hurts. It may be a UK tax, but the impact is global," said Mr Tyler, who also highlighted the high fuel taxes in India, and proliferation of facility fees for substandard facilities and occasional over-built facilities across Africa.

Efficient infrastructure in sufficient supply is a critical building block for connectivity. This is largely understood in Asia which is noted for its many world-leading airports. The region is also moving forward with a Seamless Asian Sky initiative aimed at ensuring sufficient airspace capacity to accommodate growth efficiently. But there are challenges. The potential markets of Manila, Jakarta, Mumbai lack the infrastructure to support the economic benefits that aviation can deliver.

In Europe, airports in general cannot be expanded fast enough, with the onerous approvals process often leading to projects being abandoned. And the advancement in the much needed Single European Sky is being prevented by state governments mired in a web of vested interests.

Environment

Lastly, Mr Tyler reiterated the industry call for a global approach to managing aviation's climate change impact.

The aviation industry has established clear targets on the environment:

- ✈ to achieve a 1.5% improvement in fuel efficiency annually to 2020;
- ✈ to cap net emissions with carbon neutral growth from 2020, and
- ✈ to cut net emission in half by 2050 compared to 2005 levels.

This will be achieved through a four pillar strategy involving better technology, infrastructure and operations and a global mechanism for market based measures.

At the recent ICAO Assembly, governments agreed to develop a framework for a global market-based measure by the 2016 Assembly.





RFDS Mount Isa turns 50

This year the RFDS Mount Isa Base celebrates its 50th birthday this year and is encouraging all ex-employees to share their stories about working in regional Queensland.

Following is one such story about pilot Jim Murtha. Jim hasn't flown with the Royal Flying Doctor Service for 60 years but he is still a big part of the RFDS aviation community. The 87 year-old has many fond memories of his time flying in the outback as a TAA Pilot, under contract to the RFDS. His love for aviation commenced as a schoolboy.

"As a child, I lived at Highgate Hill in South Brisbane, under the Australian National Airways (ANA) flightpath southwards. ANA's three engine Stinsons used to fly over my house twice a day on their way to Archerfield, and I can still picture those bright red planes of ANA's regularly flying overhead," Mr Murtha said.

As flying lessons were very expensive, Jim never through he would be able to afford them. However, an unfortunate accident while Jim was in his final year of school, opened his world to aviation.

"When I was 16, during the Pacific War, a group of Soldiers from the US Army's 99th Military Police Battalion, stationed nearby my college ferried a group of us to a local swimming complex for some "R&R" between major end of year exams.

"While having fun at the pool with the MPs I was accidentally injured meaning I couldn't complete my final exams.

"Fortunately the Yanks came to my families aid and gave me Civilian Employee status. My wiley guardian grandmother directed my 'yanky dollars' to a trust fund which

became the initial outlay to pursue a commercial pilots licence. And as is often said, the rest is history," Mr Murtha said.

Jim started his commercial pilot career in 1946, at the Royal Queensland Aero Club, holding a ground job with Qantas to later become a TAA employee as a probationary First Officer. After completing 1,000 hours on a DC3, an opportunity was to alter his future completely.

"My boss called me in and said he had two jobs available. One was flying a Convair, the top notch airliner at the time, as a co-pilot (my mouth salivated and I thought that would suit me just fine). The other option was to be endorsed on a DH84 'Dragon' as Captain to fly the Queensland Government's Dingo Eradication Campaign and then, perhaps move on to the RFDS if I measured up.

"Logging hours as the Pilot in Command of a Single Pilot Multi looked very inviting but before I could pick which one I wanted, my boss gave me some very sound advice.

"He said: Listen here sonny, with your lack of experience, you will sit in the right-hand seat of the Convair for a

very long time. I strongly recommend you take the Dingo job. The RFDS duty might follow if you don't mess things up. It is up to you.

"Well I took his advice, and despite not having been west of Toowoomba before, I never looked back," Mr Murtha said.

"I have so many fond memories of my time with the RFDS and flying the Dragon, but I would have to say it was the nights when I was on call and able to help someone in the middle of the night, which was the most rewarding.

Jim kept flying with TAA until his retirement. During this time he saw many improvement both in aircraft design and communication.

"In the old plywood fabric and wire structure of the rather fragile old Dragon, if you hit a decent size patch of spinifex, it could cause a problem. However, during my flying career, I enjoyed seeing vast improvement in communication and technical progress in tyre, engine, thrust, wing technology and airframe design.

In my 41 year flying history the six years with the RFDS eclipsed the rest. " ◆



New Reporting Requirements for Employers

by: Silas Dingiria, AvSuper

There is a lot of information involved in superannuation, including the transfer of money and information from employers to funds as part of the Superannuation Guarantee.

Stronger Super, the Government's reforms for the super industry, includes measures to make the transfer of information more efficient and streamlined (known as Super Stream). For employers, the key change is standardised reporting which comes into effect over the next 18 months.

Note the ATO is still finalising the requirements so watch out for ATO employer bulletins for further details.

What is standard reporting?

The new reporting requirements mean you, as an employer, can provide all funds with the relevant data in the same format. This should save you time and make managing your super obligations easier.

All data must be supplied to funds electronically under the new rules – no paper based data or payment can be accepted once the rules are in place.

Employers will have 12 months to implement the standards once they are introduced. Penalties will apply to employers not providing the appropriate information or formats.

Key Dates:

1 July 2014 – standard reporting introduced for 20 or more employees

1 July 2015 – standard reporting by all employers, including those with fewer than 20 employees

Any detailed questions about the reporting standards should be directed to the ATO's business phone line.

What is included in the required data?

For each employee, as a minimum, you will have to provide their Fund with the following information before any contributions can be accepted:

Full name:

Date of birth:

Tax file number:(TFN)

Gender:

Address:

The ATO has not yet advised the final requirements.

What do you need to do?

To ensure you meet these requirements in time, it is important to think ahead and get your systems in place.

1. Check your accounting/payroll software can provide the data in a suitable format.

Remember it is your responsibility to provide the data so don't assume your software can do it for you.

2. Ensure you all have all the required data on file so it can be gathered into reports.

For instance, do you have the birth date and tax file number of all employees in your payroll records?

3. Choose a default MySuper-compliant fund that works for your employees – by having more employees in one fund, you reduce the number of forms and arrangements you will need to deal with.

Note that if you are using a clearing house (including Medicare if you have fewer than 20 employees) you may need to provide additional information to meet the data standards.



This information is of a general nature only and does not take into account your personal objectives, situation or needs. Before making a decision about AvSuper, you should consider your own requirements and the relevant Product Disclosure Statement (PDS) available from the AvSuper website, www.avsuper.com.au.



Welcome Aboard Jet Midwest

IN THE CABIN

We are pleased to welcome Jet Midwest to the RAAA as an Associate Member.

Jet Midwest Inc. is a full-service commercial aviation company, specializing in the sale and lease of commercial aircraft, engines and parts as well as aircraft maintenance, repair and overhaul services.

Since the company's founding in 1997, Jet Midwest has acquired, disassembled, sold and leased more than 300 aircraft, including the Boeing 767, 757, 737, Airbus A320, Airbus A319, McDonnell Douglas MD80, Fokker 100, and Fokker 50 series.

Headquartered in the KCI Overhaul Base at Kansas City International Airport, Jet Midwest offers turnkey storage, repair and maintenance services as well as warehousing an extensive parts inventory consisting of more than 200,000 line items representing millions of aircraft spares.

Jet Midwest Inc., offers full spectrum solutions through three separate companies: Jet Midwest, Jet Midwest Group and Jet Midwest Technik.

Having purchased and then subsequently dismantled over 15 Fokker F100s from American Airlines, US Airways and Avianca, Jet Midwest is the world's largest F100 parts supplier.

With warehousing facilities located in Singapore and plans to expand representation into Australia in 2014, Jet Midwest continues to



exert its presence in the region to better serve its Australian and Southeast Asian customer base.

In recent news, Amur Finance Company, Inc. (AFC) announced that the company has entered into a 50/50 joint venture between AFC and the owners of Jet Midwest, Inc., to form Amur JMW Aviation, LLC (AJMWA), a fixed wing aircraft leasing company. As a culmination of a mutually beneficial relationship, AJMWA will combine the technical expertise currently offered by Jet Midwest with the financial expertise offered by Amur Finance Company – providing efficient fleet solutions through a succinct system of partner companies.

Amur JMW Aviation is pleased to announce that the company has completed a major fleet transaction with Avianca Airlines.

The deal consists of AJMWA purchasing the entire ten (10) Fokker 50 aircraft fleet from Avianca Airlines to be delivered to Jet Midwest's facility in Kansas City, Missouri.

Upon completion of general inspection and routine maintenance of the aircraft at the Jet Midwest facility, AJMWA will release the Fokker 50 aircraft to various airline customers under new operating arrangements.

For more information please visit www.jetmidwest.com and www.amurjmw.com.

We are sure that all our Members look forward to meeting the Jet Midwest team at upcoming RAAA functions. ✦

A Fokker50 recently purchased from Avianca Airlines.





Welcome Aboard

M7 Aerospace

An Elbit Systems of America Company

We are pleased to welcome M7 Aerospace to the RAAA as an Associate Member.

M7 Aerospace is an Elbit Systems of America company where commercial aviation is a key segment of the business portfolio.

The addition of M7 Aerospace to the Elbit Systems of America family, we've expanded our breadth of offerings to include worldwide logistics support and maintenance for a variety of commercial and military aircraft including the Metro, Merlin and Shorts aircraft. Always central to our operations is our corporate creed: producing products and systems that protect and save lives, improving safety, and ensuring high reliability for our business partners.

For more than 80 years, Elbit Systems of America have been providing cutting-edge, innovative solutions to the commercial aviation marketplace including the world's first accurate barometric altimeter and a revolutionary Enhanced Flight Vision System, EFVS.

The aerostructures manufacturing division runs a fully-outfitted, AS9100, ISO9001-2008 manufacturing plant and has the experience as well as the process and procedures to support major commercial and military aerospace companies. By utilizing our one-stop-shop approach, we can complete detailed parts fabrication, sub-assemblies, and major component builds without interruption to customer schedules while enabling competitive pricing.

They are a supplier to: Agusta and AgustaWestland Helicopter Co., Northrop Grumman-Integrated Systems, Boeing, Bell Helicopter, MD Helicopter, Erickson Air-Crane Inc., Lockheed Martin Tactical and Mission Systems, and Sikorsky Helicopter.

Elbit Systems of America are the original equipment manufacturer and type certificate holder of Merlin and Metro aircraft and continue to be the largest supplier of parts and components supporting these fleets. Their expertise also includes inventory and rotables management, global transportation management and distribution, technical training, publications, and 24/7/365 staff support.

Apart from equipment manufacturing, they can offer the following customized supply chain management solutions:

- ✦ Sales and global distribution services
- ✦ Forecasting, material planning, and inventory management services
- ✦ Strategic sourcing
- ✦ Supplier management
- ✦ Warehousing and distribution
- ✦ Complex kitting and material presentation
- ✦ Business process augmentation and total cost of ownership reduction

Obsolescence management is one of their core competencies. Experienced supply chain professionals quickly

develop and tailor solutions that support demanding and changing operations tempos through proven techniques

The M7 Aerospace facility in San Antonio has a fully functional aerostructures manufacturing department with the experience to support major aerospace customers with detailed sheet metal and machine parts as well as full fabrication. They have the comprehensive engineering capabilities to develop and implement full STC for major aircraft modification and repairs.

For further information on what services M7 Aerospace can provide to your organisation contact the Director, Jeremiah J (JJ) Arnold via email on jeremiah.arnold@elbitsystems-us.com

We are sure that all our Members look forward to meeting the M7 Aerospace team at upcoming RAAA functions. ✦



Flight No	Origin	Destination	Operator	Altitude	Time	Remarks
1
2



FLIGHT BRIEFING

RAAA National Convention welcomes new era

The RAAA National Convention being held on 8-10 October 2014 has changed location for the first time in 15 years.

RAAA CEO Mr Paul Tyrrell said, "There are many reasons for the departure from the Sunshine Coast to the new venue at Crowne Plaza Hunter Valley, but primarily we have a much broader focus to our membership base and while we'll miss the Sunshine Coast, and thank them for their support over the past 14 years, we felt it was time to revamp."

"The Hunter Valley offers a unique location with its wineries and beautiful scenery and we look forward to developing a relationship with the Crowne Plaza. They have high expectations to meet but we feel confident they can deliver."

But its not just the location that's undergone a revamp, the program has as well, with the introduction of workshops on Thursday afternoon to provide a more focused discussion on key issues. Issues which affect AOC holders, engineers and maintenance crews as well as training and education institutions are all being discussed.

This all ties into the theme for 2014 - A New Horizon.

However, many familiar features will remain. The Trade Show is still proving to be extremely popular, and companies need to secure their spaces early to avoid disappointment.

Excellent networking opportunities with the regional aviation community are provided through the social functions and should not be missed.

Information on the Convention is available on the RAAA website at www.raaa.com.au/convention.html ✦

Assetinsure transfers Professional Indemnity portfolio to Catlin Australia

Assetinsure announced on 1 April 2014 that it had entered into an agreement with Catlin in regard to the Assetinsure professional indemnity (PI) portfolio.

Assetinsure ceased writing new PI business from 1 April but existing policies will run to their natural expiry dates, at which time Catlin will invite renewal in accordance with their own underwriting guidelines. Assetinsure is working with Catlin to assist with the orderly transfer of the PI business and ensure continuity of service levels.

This arrangement applies to all PI policies issued under Assetinsure's agency agreement with International Insurance Company of Hannover Ltd (Inter Hannover) as well as policies issued on Assetinsure paper.

Assetinsure has entered into this arrangement with Catlin with full confidence that its clients will benefit from Catlin's proven record of superior service and financial security. Catlin will also provide continuous cover to Assetinsure clients recognising their previous insurance with Assetinsure/ Inter Hannover.

Assetinsure will continue to service current policies and manage claims under all past and current policies. ✦



FLIGHT BRIEFING

2014 RAAA Scholarship Now Open

The RAAA recently called for nominations for their 2014 Scholarships.

The Scholarships are run jointly between the RAAA and a number of member organisations, without whom these Scholarships would not be possible.

The following scholarships are being offered:

- ✈ Ansett Aviation Training Pilot Scholarship
- ✈ Hawker Pacific Aircraft Maintenance (Avionics) Engineers Scholarship
- ✈ Jeppesen Aircraft Maintenance (Avionics) Engineers Scholarship
- ✈ Jeppesen Pilot Scholarship
- ✈ Michelin Aircraft Maintenance (Airframe) Engineers Scholarship

The RAAA encourages all eligible personnel to apply - as the saying goes - if you're not in it, you can't win it.

Further information, including how to apply, and application forms and selection criteria is available from the RAAA website (www.raaa.com.au/scholarships.html) or contacting the Office on 02) 6162 0305.

Applications must be received by COB 31 July 2014. ✦

REX Completes purchase of 25 aircraft at Lease

Regional Express (Rex) has purchased 18 latest generation Saab 340Bplus aircraft which came off lease in March 2014.

These were part of the 25 aircraft it had on lease, with the other seven purchased at their lease expiry on 1 July 2013.

The purchase means that Rex now owns its entire fleet of Saab 340 aircraft which is 51 strong.

Commenting on the deal, Rex Chief Operating Officer Garry Filmer said, "Rex committed to leasing these aircraft in late 2006 as part of its fleet modernisation and expansion programme. Upon lease expiry we had the opportunity of purchasing them at advantageous rates."

With a remaining useful life of at least another 20 years, the Saab 340s with their low operating cost and fuel efficient engines will continue to provide sterling service on the Rex network.

The purchase also means that the savings on lease payments will contribute significantly to improvement on the bottom line. ✦

New Capabilities for Hawker Pacific Component Services Brisbane

Hawker Pacific Component Services division in Brisbane has recently added welding to its Part 145 approval and set up an in house welding capability. This will add value by reducing costs and improving component turnaround times.

The new capability is also available directly to clients' own components including (but not limited to) Seat Frames, Engine Mount Trusses, Oil Coolers, Heat Exchanges, Jet Pipes and Exhaust Finger Nails.

Hawker Pacific has also expanded its capabilities to include Hydraulic Components for Dash 8 Operators.

Hawker Pacific Component Services specialise in supplying, sourcing and fitting both fixed and rotary wing mechanical, hydraulic, structural and electrical components and offer a round-the-clock emergency service. ✦

Aviation Australia builds future at Brisbane Airport

Aviation Australia will develop and expand its world-class training facilities as part of a new long term lease signed with Brisbane Airport Corporation in early April.

Brisbane Airport's General Manager Commercial Business John Tormey said the new lease is a strong sign of Aviation Australia's confidence in Brisbane Airport.

The new facility is due for completion by the end of 2015 and will accommodate 600 students. It will comprise a two-level corporate office, 24 lecture rooms and a technical training centre.

Aviation Australia CEO Bill Horrocks said "Expanding our facilities and training will help meet the needs of our domestic and international customers and continue to improve the services we offer to the aviation industry". ✦

2014 Australian Aviation Wildlife Hazard Group Forum

The 11th AAWHG wildlife hazard forum will be held 30 & 31 July 2014, at the Melbourne Zoo, Melbourne Victoria.

This two day event will showcase both International and local experts from across industry including: Airports, Defence, Air Traffic Management, Safety regulators, Insurance providers, Lawyers, Ornithologists, Entomologists, Major Airlines, Regional Airlines and many more.

Further information can be obtained by going to the AAWHG website: www.aawhg.org, or email info@aawhg.org. ✦



Jetline Aviation Appointed Sole Perkins Aircraft Windows Stocking Distributor

Jetline Aviation has been appointed as Sole Stocking Distributor of Perkins Aircraft Windows in Australia and the Pacific Rim.

Perkins Aircraft Windows is a well-repected brand with over 40 years' experience manufacturing and developing aircraft transparencies that significantly reduce the maintenance costs for which they hold MPZ certificates.

Perkins Aircraft Windows currently produce a wide range of PMA windows for pressurised general and regional sized aircraft, corporate and business jets.

This appointment highlights Jetline Aviation's commitment to cater for commuter and regional airlines, small and medium-sized aircraft maintenance organisations, as well as charter operators and private aircraft owners.

"We are thrilled to be the first to bring into Australia a comprehensive range of Perkins Aircraft Windows to serve our national and regional customers," said Jeff Boyd, Managing Director of Jetline Aviation.

Jack Brawley, Vice President of Perkins Aircraft Windows said "Australia has always been a robust market with an increasing number of operators seeking alternatives to reduce the cost of maintenance on their aircraft fleets. We are very excited to welcome Jetline Aviation to our distributor network and look forward to better servicing our regional customers through the local stocking of our windows, and reduced transit time and freight costs."

Windows ordered are despatched on the same day via the customer specified method. ✦

Pratt & Whitney Predicts Additive Manufacturing In Every Shop

Pratt & Whitney's President of Aftermarket, Matthew Bromberg, predicts that maintenance, repair and overhaul (MRO) shops in the future will "print" the parts needed with additive manufacturing technologies, speeding up repair tasks and reducing stored inventory.

"It will work. It will be efficient. It's the way the industry will go," said Bromberg, speaking at Aviation Week's MRO America conference in Phoenix on April 9.

While additive manufacturing for metal parts will no doubt change the MRO landscape, it is not clear how quickly the nascent technology will take over, particularly for safety-critical parts where certification hurdles remain.

General Electric is a key contender in bringing the capability to market and Mike Cloran, from GE Aviation, says "Additive manufacturing technology involves laying down one layer at a time of a metal powder and joining the layers with a laser.

While the project represents only one of the thousands of parts in a jet engine, additive manufacturing for metal parts has only been in existence for 10 years. Applications for the technology are expected to increase exponentially, particularly beyond 2018 when the process is expected to be able to use multiple metals to create designer alloys.

Certification of the new parts is currently a hurdle, but the issues are solvable.

For MRO shops, additive machines will be important for supporting end-of-life component replacement where parts obsolescence is an issue. ✦

New Zealand celebrates 100 years of Aviation

The New Zealand Aviation industry is celebrating '100 years of aviation – the future' at its Leadership Summit in Wellington, 20 to 22 July 2014.

Aviation industry leaders from overseas and New Zealand, will provide insights into the future of the global aviation industry and the implications for industry. The New Zealand Prime Minister and Leader of the Opposition have also been invited.

Organised by Aviation New Zealand (previously the Aviation Industry Association), the summit and associated trade show are expected to attract 300 delegates and up to 40 trade exhibitors from New Zealand, Australia, North America and Europe.

A highlight will be the Gala Awards Dinner. Conference participants and partners will come together to celebrate the sector's success, and recognise the achievements of individual companies.

The Plenary on 21 July, will focus on the Global outlook, major international trends and opportunities for New Zealand. On 22 July, the focus will be more on the operating environment in New Zealand, aviation safety, domestic growth opportunities and conclude with a session on ways to improve business efficiency.

This year's conference with its focus on growth is designed to inspire and energise.

More information on the conference and trade exhibition is available on www.aia.org.nz ✦



Victorian Government provides aviation research grants

The Victorian Government is to provide \$500,000 in grants over two years “to stimulate leading edge and commercial-facing research in the aviation industry”.

Minister for the Aviation Industry Gordon Rich-Phillips said the new Research for the Aviation Industry grants program would fund collaborative research projects, commissioned by the industry, working with research institutes or organisations.

“Grants of up to \$30,000 will be available on a competitive basis to tackle issues facing the aviation industry,” Mr Rich-Phillips said.

The aviation sector has already identified a number of areas which would benefit from industry research such as productivity, aircraft development, airport management and maintenance, repair and overhaul.

Projects could also focus on pilot training and human factors, air safety and air traffic control, and new technologies for the development of future aircraft.

Funded research should be innovative and benefit the whole of the aviation industry.

The reports and findings of Research for the Aviation Industry projects will be made available on a whole-of-sector basis.

The grants program is designed to “cement Victoria as the leading state in Australia to respond to the expanding needs of the local, domestic and international aviation and aerospace sectors”.

The first round of grants will open in May 2014. ✦

Rex opens new full-flight simulator

Regional Express recently celebrated the official opening of its SAAB 340 Full Flight Simulator.

The opening ceremony on 28 April, was held in Wagga Wagga at its cadet pilot academy, the Australian Airline Pilot Academy (AAPA), in conjunction with a Rex Cadet graduation ceremony.

The simulator was acquired from FlightSafety International in May 2013 and is now housed in a purpose-built training facility at AAPA.

CASA certification from was obtained on 16 April 2014.

The new simulator centre is a further investment by Rex in its pilot training academy, taking the total investment so far to \$28.5 million.

The Hon. Warren Truss MP, Deputy Prime Minister and Minister for Infrastructure for Regional Development, officiated at the opening ceremony before a crowd comprising government, airline, community and business leaders as well as relatives and friends of the graduating cadets.

“Rex is an integral part of the regional aviation sector and plays a pivotal role in servicing regional areas,” Mr Truss said. ✦

UTC Aerospace Systems and AVIC EM open joint venture facility in Xi’an

UTC Aerospace Systems (formerly Goodrich) and AVIC EM today announced the opening of their joint venture facility - Xi'an AVIC Hamilton Sundstrand Aviation Electric Co., Ltd. (AUAE).

Located within the Xi'an Hi-tech Industries Development Zone, the 50 -50 joint venture was formed to develop and manufacture the electric power system for the new C919 jetliner, built by Commercial Aviation Corporation of China (COMAC) as well as supply UTC Aerospace Systems equipment for the international market.

Tim White, president, Electric Systems said "The opening of the joint venture facility indicates a new milestone for UTC Aerospace Systems and AVIC EM,"

"We are committed to a long-term partnership and ready to deliver the best electric power systems for the C919 jetliner." ✦



RAAA Events Calendar

RAAA meetings and events are:

- 04 June 2014 - Darwin, NT
 - ✦ Technical Working Group
 - ✦ Board Meeting
- 28 August 2014 - Canberra, ACT
 - ✦ Technical Working Group
 - ✦ Board Meeting
- 08 - 10 October 2013
 - ✦ RAAA National Convention
Crowne Plaza
Hunter Valley, NSW
- 03 December 2014 - Sydney NSW
 - ✦ Annual General Meeting
 - ✦ Technical Working Group
 - ✦ Board Meeting
 - ✦ RAAA Christmas Dinner

Please mark these in your diary and we look forward to your attendance.

Flight No	Origin	Destination	Aircraft	Crew	Status
SSJ100	Mexico	North America	SuperJet		
SSJ100	Mexico	North America	SuperJet		
SSJ100	Mexico	North America	SuperJet		
SSJ100	Mexico	North America	SuperJet		
SSJ100	Mexico	North America	SuperJet		
SSJ100	Mexico	North America	SuperJet		



FLIGHT BRIEFING

InterJet gain approvals to fly SSJ100's to USA

The FAA has provided Interjet with the authorization to fly the SuperJet SSJ100 from Mexico to North America. With six SSJ100 aircraft currently its fleet, Interjet is currently planning to introduce the new regional jet on new routes to the USA.

This announcement coincides with SuperJet International – joint venture between Alenia Aermacchi and Sukhoi Holding – releasing the results of the first six months of operations with the Mexican airline, Interjet.

Starting from the Entry Into Service in September 18, 2013 up to March 8, 2014 the five SSJ100s in service have shown intensive operations, accumulating over 4,000 flight hours and over 3,800 flight cycles during their commercial operations.

Throughout this period the aircraft experienced not one cancellation and confirmed a dispatch reliability of 99% (98.95%).

Tender for Newcastle terminal redevelopment issued

Newcastle Airport in early March issued a request for tender to five companies for the construction of its terminal redevelopment. The five companies were short-listed from an expression of interest process, completed earlier this year.

It is expected that the successful tenderer will manage the full construction process and handover the completed works to Newcastle Airport by mid-2015.

Each tenderer has been provided with terminal concept plans, developed by Schreiber Hamilton Architecture, in consultation with stakeholders, airlines, and border agencies.

The successful tenderer will be responsible for collaborating with the architect to complete the detailed design plan for Newcastle Airport's final approval. It is expected that the final plan will be finalised and available to the public by late May.

Newcastle Airport's CEO, Paul Hughes, said "In the six months since the \$11.1 million NSW Government's Hunter Infrastructure Investment Fund announcement was made, we have been working tirelessly behind the scenes to kick this project along."

REX Group recognised at Transport and Logistics Industry Skills Council Awards

The Regional Express (Rex) Group was recognised four times by the Transport and Logistics Industry Skills Council (TLISC) at its annual awards ceremony in early April.

Rex won the Innovation and Excellence in Workforce Development Award (Aviation) for its innovative approach to workforce development. This award recognises Rex for its innovative approach in the development of a unique cadet pilot programme through its wholly owned subsidiary, the Australian Airline Pilot Academy (AAPA).

The high calibre of the cadet programme contributed to one of its cadets, Carl Riseley, winning the 2014 TLISC Trainee of the Year Award.

The Rex Group also picked up two Highly Commended Awards, one by Rex, in the Chairman's Award category and the other by AAPA instructor, Scott Gregory, in the Trainee of the Year category.

Rex Director Mr Chris Hine said, "We are extremely honoured to be recognised in so many different categories. It is pleasing to see that the substantial investment Rex is making in training airline pilots in Australia through AAPA is being appreciated."

Rex is also building up the pool of airline engineers by accepting over 15 apprentices every year.

Wellcamp Terminal on track for Mid-2014 Completion

The construction of the Wellcamp Airport terminal has been awarded to local construction company FK Gardner with handover scheduled for late August 2014.

Work commenced on the terminal in early January 2014 with the historic first pour of Wagners' Earth Friendly Concrete (EFC).

Meanwhile construction of the 2.87km long Code E runway is nearing completion, with the last layers of fine crushed rock being laid in advance of asphalt which was due to be laid in April.

Wellcamp Airport has also received a boost of another kind, with the Toowoomba region recently receiving the exciting news that the Federal Government has agreed to fund the second range crossing.

This major infrastructure project scheduled to start next year means the airport will be strategically placed on the bypass. This will mean direct highway access without any traffic lights between Wellcamp Airport and Brisbane.



TAE move to create Australia's most capable component repair facility

TAE has fully integrated its small component maintenance business with the relocation of its Masling Industries' operations from Cootamundra to TAE's Adelaide Airport facility.

TAE have also used the opportunity to modernize and upgrade the fuel component MRO capability, procuring new fuel test rigs – as well as upgrading existing test rigs, tools and associated equipment to future proof the business and allow for growth of the current capability.

Building on Masling Industries' reputation, TAE will continue to be a modern and progressive component repair and maintenance facility.

TAE's enviable component MRO services is enhanced by their Honeywell Approved Warranty and Repair station (AWARS) status. ✦

Par Avion now flying Griffith - Melbourne

Griffith City Council and Par Avion Airlines, a division of Airlines of Tasmania Pty Ltd, are pleased to announce that flights are now happening between Griffith to Melbourne (Essendon).

Shannon Wells, Managing Director of Par Avion and Airlines of Tasmania said "initially the service will operate three days per week (Monday, Wednesday and Friday) with two return services per day. However, there is capacity to expand the service once demand increases."

Griffith Mayor, Councillor Joh Dal Broi said "it has been a long time coming with Council refusing to give in until we could find a suitable airline who would see the value in not only the re-introduction of the service to Melbourne, but in the Griffith community as a whole." ✦

Ten years of E-Jets deliveries and it keeps getting better

2014 marks a key milestone in Embraer's E-Jets program – the ten year anniversary of the first aircraft deliveries. The first commercial flight, in March 2004 between Warsaw and Vienna.

Ten years on, 87 airlines from 56 countries have added E-Jets to their fleets. Today, E-Jets are flying with mainline carriers, low-cost and regional airlines, and with scheduled tour companies.

"E-Jets revolutionized the market for medium-sized jets by incorporating a more spacious cabin for greater passenger comfort, and by making it versatile for operators to optimally manage their fleets," said Paulo Cesar Silva, President & CEO of Embraer Commercial Aviation.

Since its launch, Embraer has continually been making improvements to the E-Jets that extend maintenance intervals, increase productivity and lower maintenance costs. Most recently, aerodynamic improvements made have helped to reduce the fuel burn of the E175, with fuel consumption on a typical 6.4% lower than the original E175.

Opening the next chapter...

In June 2013, Embraer launched E-Jets E2, the second generation of the E-Jets family which comprise of three new aircraft – E175-E2, E190-E2 and E195-E2.

The E-Jets E2 are expected to enter service from the first half of 2018 onwards. ✦

Graduates Flying High with Aviation Australia

Aviation Australia offers a nationally accredited flight attendant training program which provides the skills and experience required to give students an edge in what is an extremely competitive industry.

The purpose built Flight Safety Training Centre provides a unique opportunity to learn in an authentic simulated environment and to train on leading edge equipment, such as full sized cabin simulators, cabin door trainers, fire and smoke trainer, aircraft escape slides, life rafts, and a large indoor ditching pool for water based emergencies.

In the past six months, graduates of this program have secured their dream job as a flight attendant with leading airlines such as: Emirates, Jetstar (Alta), Cobham, Adagold, Skytrans, Alliance Airlines, Airnorth, Virgin Australia and Virgin Australia Regional Airlines. ✦

Bill Rossi Retires

Bill Rossi, Embraer's Regional Sales Manager, retired from Embraer on 31 March 2014.

He is well known to many of our members and his presence at RAAA events will be missed. We wish him all the very best in his next endeavours, wherever they may lead.

He has been replaced by Nicholas Ricard. I'm sure all members will join us in wishing Nicholas all the best in his new role and welcoming him at future RAAA events as part of the RAAA team. ✦

RAAA SCHOLARSHIPS

2014

Application forms available from:
www.raaa.com.au/scholarships.html

Applications Close

31 July 2014



2 x Pilot Scholarship



1 x Pilot Scholarship

&

1x Aircraft Maintenance
(Avionics) Engineers Scholarship



1 x Aircraft Maintenance
(Avionics) Engineers Scholarship



1 x Aircraft Maintenance
(Airframe) Engineers Scholarship

***Assisting the future
pilots and engineers
of regional Australia***

