



From The Lefthand Seat

Jim Davis
RAAA Director
CEO, Regional Express (Rex)

Aviation is a tough business at the best of times but lately we seem to be under siege more than ever with increasing regulatory and policy change threatening to add ever greater costs to the narrow margins that regional airlines experience.

Rex is concerned about this trend and in conjunction with the RAAA will be lobbying key federal politicians on some of these issues at the forthcoming double sitting of parliament in early February. We are focussing on 6 particular issues that we see as critical but I am sure there are other issues that members may wish to raise.

En Route Scheme

Originally introduced by John Anderson in the wake of the Ansett collapse, the value of this rebate for en route charges for regional air services was recognised by the Coalition Government in 2007 when Warren Truss extended the scheme for another 4 years. It was also part of the platform of the Coalition at the recent federal election that this scheme be continued. The cost of the scheme in the forward estimates for FY08 was \$6m p.a. This is miniscule when compared to the overall budget figure of \$12.5b allocated to Infrastructure, Transport and Energy in the 2011 Federal budget.

As all are aware, the Labor Government announced in the Aviation White Paper that the enroute scheme would cease on 1 July 2010 and be replaced by a new scheme. We are still waiting for this. In the meantime new routes or even new flights on existing routes do not qualify, providing a disincentive for airlines to expand their services

The withdrawal of the en route scheme will mean that regional air services on the thinner routes will be jeopardised and many may become unviable without some form of assistance. The decline in regional air services is a real phenomena and the Aviation White Paper quotes statistics from the BITRE in this respect that are alarming. The trend is accelerating and many more regional towns will lose their air services unless something is done about it. The en route scheme is an effective and simple solution as acknowledged by be the Coalition in its aviation policy. Rex will be lobbying for the continuance of this scheme or something equally as effective

Monopoly Airports

SACL continues to be a threat to any members who have the pleasure of trying to exist at Sydney Airport.

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While we suffer under the regular steep increases imposed by SACL on its tenants we have the joy of reading that in 2010 they enjoyed record EBITDA earnings of \$773m on revenues of \$943m, a whopping 81.9% profit margin. Not all members experience the joys of operating at Sydney but some other monopoly airports are equally as guilty of such price gouging and super profits.

The recently announced Productivity Commission Inquiry into the major airports will be an important exercise and I am pleased to see that the RAAA will be mounting a concerted effort to put its views forward. Sadly the last two Productivity Commission reviews favoured deregulation of airport charges and the result has been some extortionate profit figures on the scale we now see at Sydney.

Without the necessary information on airport pricing practices the Commission may well go down the same path again. In the case of Sydney Rex has legal advice that only a Part VIIA inquiry under the TPA can obtain the necessary information for the Commission to be able to make an informed decision. Rex has applied to the Government for such an Inquiry and believes that the only way to protect regional air services at Sydney airport is to re-regulate the pricing regime. The light handed approach has clearly failed. Rex will continue to lobby for an ACCC Inquiry into SACL as part of the Productivity Commission process.

Security Screening

All members are aware of the costs of introducing security at regional airports. While this is currently only being extended down to aircraft of 20 tonne MTOW from 1 July 2012, it can still affect smaller aircraft like the SAAB, Metro or J41 that don't require screening but share an airport with larger aircraft and as a consequence get hit with extra airport charges for something they don't need. Rex has adopted a position that we will not pay these charges in such circumstances.

Rex has calculated that typical maintenance, depreciation and manpower costs for full screening including CBS come to around \$1m p.a. adding \$20 to \$50 per ticket on typical regional routes. This is not sustainable for the smaller routes. These costs ignore any infrastructure set up costs which can range from \$1m up to \$5m depending on the current terminal building. The proposed federal government funding for the new screening requirements will not address the infrastructure needs of full screening facilities.

Security screening is a huge impost for smaller regional ports and cannot be justified. Rex believes that security screening should be risk based and that factors like hardened cockpit doors which are required for regional aircraft like the SAAB should be taken into account.

The introduction of screening for all RPT operations without adequate federal funding would be a major disaster as it would destroy many regional air services completely. Rex will be lobbying for a continuation of the risk based approach to regional passenger screening.

CASA Funding

As members are aware, last year Rex and the RAAA attended a senate Inquiry on the increased fuel levy for CASA funding that the government quietly slipped into the federal FY11 budget. For those not aware CASA is currently funded by a combination of user pays fees for regulatory services and a combination of special appropriations (fuel excise) and consolidated revenue for its surveillance activities.

According to Government forward estimates the regulatory services component is fairly small being \$15m p.a. for the next 4 years. Government appropriations for surveillance activities grow from \$130m to \$167m in the period FY10 to FY14. What is significant is that the fuel excise component of this appropriation increases from \$80m to \$124m over the same period.

To put it another way the percentage of surveillance costs funded by the excise grows from 61% to 74%. In simple terms the Government is relying on an ever increasing contribution from the fuel levy to pay for CASA.



From The Lefthand Seat

Continued

This is an inequitable situation as international airlines operating into Australia, Australian based international airlines (including Qantas), Airservices Australia and the major airports do not pay a cent in fuel excise and yet they come under CASA surveillance and consume considerable CASA resources.

The main burden for supporting CASA therefore falls onto the consumers of domestic aviation turbine fuel. This includes regional airlines and they are paying a disproportionate amount of this tax. It is estimated that the current contribution from RAAA full members is of the order of \$14m p.a. This funding model is inequitable and places an unfair burden on regional airlines. The surveillance activities of CASA should be paid for out of consolidated revenue and not by one portion of the industry having to shoulder the entire burden while other parts pay nothing. Rex will be lobbying for the CASA funding model to be made fairer.

CASA proposal on new technology

The recent CASA Discussion Paper proposing the mandating of various new technologies into RPT aircraft is scary. The fitting of new technology into older regional aircraft is not a new process although it is now expanding exponentially. Some of the requirements are extremely expensive and some are not even possible at this juncture. Rex has estimated that retrofitting its SAAB fleet will cost over \$13m and that does not take into account some items that cannot be costed at the moment as the equipment does not exist for the SAAB.

Similar issues exist with other regional aircraft and for some it may not be practical to retrofit this technology.

Rex is not against adopting new technologies where a safety cost benefit case can be proven and has installed ADSB OUT in half its fleet so far as it believes there is a proven safety case. Similarly Rex is currently developing APV capability for its SAABs because of the significant safety improvements. Other technologies provide little or no benefit at all and yet come with a huge price sticker.

For example the requirement to fit two TSO 146 FMS' into the SAAB will cost Rex \$3.5m and yet will not bring a single operational or safety benefit. Similarly the requirement to fit the latest software in Traffic Collision Avoidance Systems will cost Rex \$6m and yet there has been no safety case put up as to why this is required in Australia and in particular regional Australia.

It is mind boggling that the regulator may require regional airlines to fit the latest in TCAS software at a huge cost and yet will allow us to mix it with gliders and ultra lights in Class G airspace that are not required to carry even a basic transponder.

Used correctly and intelligently the new technology has the potential to offer significant safety and operational benefits but applied blindly it could cripple some regional operators. Rex will be lobbying for a solid cost benefit case to be established for each aspect of the new technology before it is mandated for regional operations.

Senate Inquiry on Pilot Training

While the reaction of the Senate Committee so far has been very encouraging, the process is a long way from being finalised and Rex continues to push its case that Australia should not adopt the regulations passed by the US Senate last year with regard to ATPL pilot qualifications for Part 121 operations.

Rex appeared before the Senate Committee last year along with AIPA and Tiger. This year Qantas, Jetstar, Virgin, CASA, ATSB and, hopefully, the RAAA will have their say at further hearings.

Rex believes that the imposition of a 1500 hour requirement or even a lower hour requirement would have a detrimental safety effect on regional Regular Public Transport Operations in Australia.

All airline cadet programmes would be closed down thus reducing the supply of high quality pilots to feed regional and mainline carriers. The mainline carriers would continue to recruit in large numbers from the ranks of regional carriers leaving them with large pilot shortfalls and an increased safety risk due to the reduction in the level of airline experience. Rex sees this scenario as having worse consequences than the pilot shortage of 2007/08 and will continue to push for the Committee to drop this proposal.





IN THE COCKPIT



From The Righthand Seat

Paul Tyrrell
CEO

Like most years in aviation it usually ends with a rush and starts in a similar fashion. 2011 is no exception. The RAAA office is currently responding to at least six government Inquiries and Issues papers. This will mean more badgering of members to get the detail we need to ensure that regional aviation's issues are understood clearly by the policy makers. Your feedback is essential to give the necessary depth and integrity to our submissions and I thank you all in advance.

During this year we hope to develop the quality of the technical/policy and representational coverage through the addition of another staff member. It will also give us another resource to further improve our highly successful Convention. The RAAA is still growing and will continue to strive to improve services to all of its members.

Governments must understand that gradually increasing the regulatory, pricing, security and red-tape burden could be death by a thousand cuts for our industry. Such unnecessary burdens can be particularly difficult for smaller operators given the economies of scale.

These are the same operators who have the flexibility to respond to emerging to regional markets and can bring new routes and services to the bush.

Mal Sharp and Jim Davis are to be thanked for their spirited defence of airline cadet training schemes and the need to train commercial pilots in a professional manner from day one. The RAAA and CASA supported their positions and it would seem that the call for 1500 hour co-pilots has been wisely ignored.

The excruciating process for recognition under VET Fee Help for non-university based flying schools continues. The process is so loaded against the independent flight schools that it is hard to see how such schools can satisfy the programme entry requirements. In addition, universities are fortunate to have substantial government funding. Once again, this is not a criticism of the university based flight schools but a government scheme should not be allowed to skew such an important training market.

The outstanding performance of the regional fixed wing and rotary operators during the widespread flood crisis must be acknowledged. Crews and staff worked around the clock supporting communities and often providing the life-saving rescue. There will be months of rebuilding ahead and the more isolated projects will be reached by air. Never was there a more obvious demonstration of the essential role regional aviation plays in this country. This is not self-congratulatory but it is again obvious that we must see aviation, particularly regional aviation, as essential transport and emergency infrastructure.

It will come as no surprise that planning is well under way for the 2011 Convention, 7-9 September at the Hyatt Coolum. Mark it your diaries now and hope to see you there.

I also look forward to meeting with you at your bases during this year. Please don't hesitate to contact the Canberra office with any enquiry. It is your RAAA. ✦





Welcome Aboard Pionair Australia



IN THE CABIN

Members will be delighted to hear that Pionair Australia has joined our ranks as an RAAA Ordinary Members. Pionair Australia are locally owned and globally connected. With over 20 years experience in air transport, freight and logistics.

Pionair started in 1991 based in Queenstown, New Zealand. In 1993 Pionair purchased its first DC3 – ZK-AMS, followed by a further two DC3's between 1993 and 1998. Pionair expanded into the Australian market in 1998.

Since then Pionair has continually grown purchasing its first Convair 580 in 2003 and expanding into the independent travel market. For more than ten years Pionair has been the exclusive provider of private passenger transportation by air of Tauck World Discovery (US) passengers in Australia and New Zealand.

Pionair has also provided 'Fly in/ Fly out' contract aircraft to Thiess Sedgman JV in Queensland and Fortescue Metals Group in Western Australia in addition to numerous passenger tours on behalf of organisations in addition to many independent charters for companies large and small.

Fly In/Fly Out Passenger Service

Pionair has been serving the top end high value passenger market offering tailored solutions to inbound tour operators with exclusive packages to several destinations both in Australia and New Zealand.

Cabin crews have extensive domestic and international experience and are exceptionally dedicated to the quality service delivered.

All of their pilots are trained to airline standards and many have extensive major airline backgrounds." Their team understand that time is money".

Freight Services

Based in Australia, Pionair Cargo's goal is to become a leading provider of air freight and cargo transportation in the Australian domestic and Indonesia/South Pacific markets they serve.

Pionair offers charter air cargo services, either contractual or ad-hoc. A key feature of Pionair Cargo is their ability to carry overweight and oversize items to many remote destinations.

Pionair Fleet

The Pionair fleet of Convair 580 cargo aircraft have a payload of up to 7000 kgs and with their self-sufficient APU can go places aircraft of their size usually cannot. Domestically there are more than 150 destinations they can service.

From April 2011, Pionair will be operating a Falcon 50 Executive Jet equipped to carry up to 11 passengers or to operate in the medivac role and capable of operations throughout the region, or globally as required. This aircraft will be based in Brisbane.

Pionair also has CASA approvals to conduct major and minor maintenance on its fleet of Convair aircraft, ensuring continued reliability and service ability of the aircraft plus rapid engineering response when required.

The Executive Team



Brian Esplin
Chief Executive Officer

Brian joined Pionair in 2005 as the Chief Pilot after a long career in international long haul aviation. He had 27 years with Qantas, retiring as a Boeing 767 Senior Check Captain. Since then Brian has had an extensive career in Aviation working with Air Seychelles, Ansett Worldwide (AWAS), and UAE. In 2009 he became Pionair's CEO.



Alistair Johnston
Group Managing Director

Alistair first joined Pionair when it was based in Queensland in 1992 as an Ag Cat Pilot and DC3 Co-Pilot. Since then he has had many roles including DC3 Captain, CV-580 First Officer, Financial Controller and Maintenance Controller. Alistair's robust engineering background has made him a specialist in devising solutions for awkward and unusual freight.

We all look forward to working with Brian, Alistair and the team at Pionair and obtaining their input on the many issues we face. ✦





Welcome Aboard Assetinsure



The Associate ranks of the RAAA has increased with Assetinsure joining the Association. Assetinsure is a specialist insurer dealing with particular segments of the Australian general insurance market.

In offering a select number of product lines Assetinsure focuses on companies, financial institutions, and professionals to protect their professional liabilities, assets and some of their credit risks.

Assetinsure employs staff with ample experience in the direct insurance market who can assess and underwrite risks appropriately. They have displayed a disciplined approach to business as they have seen more than one market cycle.

The company has expanded steadily its business and product range.

Depending on the product offered, the distribution is exclusively with either insurance brokers, underwriting agents or financial institutions. Whilst this generates overall diversification of distribution, this approach effectively avoids channel conflicts for a single product.

A large part of Assetinsure's business (Property, SME, Rural and Motor) is written on its own paper.

For Professional Liability (excluding medical malpractice) and Credit Enhancement, Assetinsure is the managing agent for International Insurance Company of Hannover Limited (ABN 58 129 395) which is part of the Hannover Re Group.

However, for General Aviation and Surety business, Assetinsure is the managing agent for Swiss Re International SE (ABN 138 873 211) which is part of the Swiss Re Group.

Since 2005, Assetinsure has been actively writing aviation insurance delivering professional underwriting and claims service.

With effect from 1 May 2010, in a step designed to enhance this reputation with indisputable financial security, Assetinsure provides aviation insurance as an agent of Swiss Re International SE (SRI) Australia Branch. SRI is an APRA authorised insurer and member of the Swiss Re Group. Swiss Re is rated A+ (strong) by Standard & Poor's Rating Agency with a positive outlook as at 12 October 2010.

Assetinsure will provide cover for a wide range of aviation risks as follows:

- ✈ Risks based in Australia, New Zealand and non-USA controlled Pacific Islands.
- ✈ Aircraft Hull & Liability.
- ✈ Airport Owner's and Operator's Legal Liability.
- ✈ Hangarkeeper's Legal Liability.
- ✈ Aviation Products Liability
- ✈ Hull War (as part of Hull policy).
- ✈ Chemical Liability.

Assetinsure take pride in their claims handling ability. Assetinsure uses dedicated claims staff, experienced loss adjusters and aircraft repairers to get aviation clients back in the air as fast as possible.

asset insure

They currently have offices with dedicated aviation staff in Brisbane, Melbourne and Sydney.

Assetinsure is a member company of the Insurance Council of Australia (ICA) and is taking an active part in promoting the industry's viewpoints.

Assetinsure recognises the importance of professional training provided by the Australian and New Zealand Institute of Insurance and Finance and is therefore, a Corporate Supporter of the Institute.

In brief, Assetinsure is about two things:

- ✈ They aim to create value for their stakeholders by delivering innovative specialist insurance solutions to the business community.
- ✈ They differentiate themselves by engaging experienced and disciplined professionals who can make a decision.

I am sure we are all delighted to see Assetinsure as part of the RAAA family and look forward to engaging their expertise. Further information about Assetinsure may be found on their website located at www.assetinsure.com.au. ✦



Welcome Aboard Assessment Services



Based in Canberra, Assessment Services Pty Limited or (ASL) as it is more commonly known, has been providing flight crew exam services to the Australian aviation industry for nearly 10 years. ASL is a private Australian company that provides flight crew exam services under contract to CASA. We have a close relationship with CASA to provide integrated services, but we are a totally independent Company.

ASL is part of the wider ASPEQ Group (www.aspeq.com), a global provider of aviation assessment services to National Aviation Authorities (NAAs). ASPEQ has been providing aviation assessment services in Australasia for nearly twenty years and has used this experience to expand into Asia, the Middle East and Europe.

ASPEQ provides computer exam services to CAA Singapore and the Macau and Mauritius Aviation Authorities. ASPEQ is also working with NAAs in the Middle East and the CAA UK. There is a global trend for NAAs to move to the European Aviation Safety Agency (EASA) standard for aviation licensing.

ASPEQ has recognised this trend and has developed examination question bank to the EASA 66 standard for Aircraft Maintenance Engineers (AME) and is finalising the question banks to Joint Aviation Authority Flight Crew Licensing (FCL) standard. Our EASA 66 exam services are used by NAAs throughout Asia and with the move to an EASA 66 system by CASA for AMEs, we will be working to provide exam services to Registered Training Organisations (RTOs) in Australia.

ASL delivers CASA's flight crew exams throughout Australia, which means that we provide the technological infrastructure to access CASA's inventory of exams. We provide the online system for booking and payment and we have modelled the process on booking a flight online. Basically, candidates can book a seat in an exam centre up to a few hours prior to the sitting (as long as there are seats available), print off their booking confirmation and turn up at the centre with the appropriate photo ID to sit the exam. This flexibility enables candidates to determine when they are ready to sit their exams.

Exams are delivered through the Australia-wide network of 29 centres. We have endeavoured to provide good access for candidates and RTOs to the computer exam services - often in quite remote places such as Karratha, Alice Springs and Nhulunbuy. We have given as much consideration as is practically possible to candidates and their training organisations to have access to the exam service, given the vast distances within Australia.

Since 2001, ASL has delivered over 200,000 computer exams throughout Australia. The Canberra office provides a help desk for candidates and RTOs. We aim to work with the aviation industry to provide a convenient service that can be accessed throughout the country and our friendly help desk staff are always happy to assist if any issues should occur. We also work with RTOs to coordinate exam scheduling with the completion of theory training.

IN THE CABIN

Another service provided by ASL is the aviation language testing for pilots. This service was introduced to meet the requirements of the ICAO language proficiency standard which will be mandatory for pilots flying international routes from March 2011. ASL is one of a few organisations approved to provide the testing service and it is delivered through our extensive network in Australia.

We consider that providing "best of breed" assessment services to the Australian aviation industry is very important, not only for local pilots, but to grow the training of international students in Australia. Australia has an excellent reputation for the flight training of international students and a key component of the training is an assessment service that is convenient, accessible and fair. ASL and its parent company ASPEQ work with National Aviation Authorities globally to continually develop our services to international standards.



Richard Low
General Manager

Leading the team of ASL in Australia is their General Manager, Richard Low. Richard has a long involvement with aviation in Australia and joined ASL recently. Richard said, "after 39 years in aviation my move to ASL is offering new challenges to which I am looking forward to with renewed energy".

Welcome aboard Richard and your team at ASL. We look forward to discussing with you all the many issues around training in Australia. ✦



Welcome Aboard B&H Worldwide

IN THE CABIN

The Associate ranks of your Association has further swelled with the addition of B&H Worldwide. B&H Worldwide is an Aerospace Logistics specialist providing supply chain management services throughout the world.

B&H Worldwide group of companies was established in the United Kingdom in 1988 and through a combination of investment and acquisition has grown to become a multi-national organisation operating in four continents.

B&H brings you all the economic efficiencies associated with the classic, lean 4PL model but with the secure infrastructure you would expect from a major 3PL organisation.

As the primary Logistics service provider for the Engineering supply chain divisions of Qantas and Jetstar, B&H understands the importance of knowing your business and speaking your language. Their people are thoroughly conversant with aviation parlance and fully understand the difference between a time critical component and a genuine AOG.



Building on their experience of dealing with the complex operational requirements of the larger carriers, and balancing service outcomes with cost efficiencies in the low cost environment, B&H is ideally placed to deliver genuine sustainable business benefits to the RAAA membership.

While moving the boxes is an essential part of any supply chain, it's the extended services offered by B&H that deliver the real benefit:

Global On-Line Inventory Visibility

The B&H global tracking system, OnTrack, is designed and managed in-house specifically around the needs of the aviation industry. OnTrack provides detailed Asset tracking information based on a broad range of reference numbers, such as Purchase Order, Part/Serial, Commodity Codes, Aircraft Tail, and any other references that drive your business processes.

Vendor Order Management

Place your Purchase, Repair or Stock Transfer Order and B&H will do the rest. B&H manages the progress of your order directly with your vendor, providing you with live updates in OnTrack, enabling you to track and therefore plan your inventory activity with greater levels of certainty. 'Round trip' repair order tracking ensures optimum turn-around times are achieved.

Remote Station Support

The B&H inventory management capabilities, coupled with its detailed 'on/off wing' part handling processes, gives you the option of providing front line support to your engineers away from home base.

Customer Service

Their customers will never speak to a faceless voice, based in a call centre, nor will they have to navigate endless menus giving irrelevant options. At B&H they believe in the human touch.

AOG Support 24 x 7

When you need it most, B&H will step up and make sure the parts for an AOG get to you as fast as possible: Any time, day or night, all you need to do is put the call through to the AOG support desk.

The B&H philosophy of in depth engagement with its customer base ensures you receive the benefits normally associated with having a large in house freight management team, but without the high levels of cost and management effort this would normally bring.

B&H Worldwide have offices strategically located in Europe, USA, Asia, and Oceania. In Australia, offices are located in Sydney, Melbourne & Brisbane.

Welcome aboard B&H Worldwide. I am sure all the members look forward to interacting with you. ✦

NAVIGATION LOG																	
Date		Time		Altitude		Speed		Fuel		Temp		Wind		Cloud		Remarks	



PC Airports Inquiry

On 15 December 2010 the Government gave the Productivity Commission ("PC") a reference on the Economic Regulation of Airport Services. The PC is required to report by December 2011. It has required submissions by 8 April 2011.

This Reference by the Government seems to signal a change of heart on the policy of "light handed" regulation of airports after privatization. It has been brought forward 12 months from the timetable proposed in the Aviation White Paper.

Notwithstanding that the Terms Of Reference are limited to the 5 "main passenger airports operating in Australia's capital cities", those Terms of Reference and the PC's Issues Paper invite comment on the misuse of market power by the privatized airports and on the extension of regulation beyond the Big 5.

This is an opportunity the industry, and particularly the RAAA, must not lose. To make the RAAA's submission credible it must be backed up with hard evidence. We need facts and figures and real cases studies of the misuse of monopoly market power.

We have engaged Brian Candler to assist in assembling this material. However, the effectiveness of the RAAA's submission depends on its members providing the details. Brian can be contacted at the RAAA Office on 02 6162 0305 or at ao@raaa.com.au.

Please review the PC Issues Paper previously sent and feel free to contact Brian to discuss this important issue.

Ansett Aviation Pilot Scholarship Winners Endorsement



February this year saw Mr Wayne Bos, the owner of Ansett Aviation Training, present two deserving Airmen their certificates of achievement for completing type endorsement on the Metroliner aircraft.

(Photo (L-R) Malcolm Sharp, Robert Crook, James Hayes, Brenton Muir, Wayne Bos, Capt. John Floate)

Both James Hays and Brenton Muir won highly sought after scholarships to Ansett after an exhaustive selection process that the Regional Aviation Association of Australia (RAAA) conducted.

Ansett with the help of Sharp Airlines completed the endorsement training that will allow both James and Brenton the ability to gain employment as professional pilots flying the Metro aircraft. This annual scholarship program is designed to give two airmen a kick start to their long term aviation careers.

Together with the RAAA and Sharp Airlines, Ansett are proud to be a partner in the provision of the scholarships.

Airnorth's Gold Coast Service

After more than one year of successful weekly flights from Darwin to the Gold Coast via Mount Isa, Airnorth is adding an additional weekly service on the route every Wednesday..

The new service will commence on 16 February 2011 and will supplement the current Thursday schedule. The now twice weekly flights provide a direct link between Darwin and Mount Isa and between Mount Isa and the Gold Coast.

"The route has been very popular with businesses based in Northern Australia, who have taken advantage of the link between Darwin and the resource rich town of Mount Isa, Ms Simone Saunders, CEO of Airnorth, said.



RAAA Events Calendar

RAAA meetings and events are:

- 18 May 2011** - Townsville Qld
 - ✈ Technical Working Group
 - ✈ Board Meeting
- 5 August 2011** - Canberra ACT
 - ✈ Technical Working Group
 - ✈ Board Meeting
- 7 - 9 September 2011**
 - ✈ RAAA Annual Convention
 - Hyatt Regency
 - Coolum Qld
- 30 November 2011** - 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.



AUSTRALIAN INTERNATIONAL AIRSHOW AND AEROSPACE & DEFENCE EXPOSITION AVALON2011

1-6 March 2011 Geelong Victoria

AGEING AIRCRAFT MANAGEMENT FORUM & SHOWCASE

The Australian International Airshow and Aerospace & Defence Exposition is well established on the world's aviation, aerospace and defence calendar. The Airshow has a proven track record and **AVALON2011** will be the tenth event in the series to date. Staged at Avalon Airport near Geelong in Victoria, this comprehensive event encompasses the full range of military and civil aviation and aerospace, as well as air and land defence and aviation security.

The exhibition and its associated conference program bring together key industry, defence and government decision makers from Australia, Southeast Asia and around the world and represents the ideal forum to do business.

In addition, **AVALON2011** will now feature a focused sector-specific **Ageing Aircraft Management Forum and Showcase**, which will highlight the latest developments in Ageing Aircraft Management.



Ageing Aircraft Management presentations and integrated sessions

There will be displays and a number presentations during the Event week outlining Ageing Aircraft Management technologies and issues.

In December 2010 CASA released the "Ageing Aircraft Management Program – Stage 1 Overview". There will be a series of road-show style presentations at **AVALON2011** discussing details and issues generated from this initial report. Pieter Van Dijk from CASA will be leading these sessions.

Monash University academics will also be discussing the short term and long term benefits of establishing Cooperative Research Centre's targeting Ageing Aircraft Management.

Opportunities may also be available for product or technical presentations during the event.

Contact the Don Fraser dfraser@amda.com.au or phone Aerospace Australia Limited on +61 3 5282 0500 for details and availability.



AUSTRALIAN INTERNATIONAL AIRSHOW AND AEROSPACE & DEFENCE EXPOSITION AVALON2011

1-6 March 2011 Geelong Victoria

AGEING AIRCRAFT MANAGEMENT FORUM & SHOWCASE