



From The Lefthand Seat

Scott McMillan
RAAA Vice Chairman
Managing Director
Alliance Airlines

If you take a look around the world you will see a number of countries that are particularly dependent upon aviation as a core component of their transport and social infrastructure; Australia is clearly one of those countries.

Why is it then that we as a nation suffer so badly from a regulatory regime that is so poorly suited to modern Australia and our industry?

There are many reasons for this of course, mainly historical but also geographical and political that lead us to a system today that is overly complex, anachronistic and damaging, not only to our future investment in hard assets but more importantly, in people.

Many participants I speak to in the aviation industry have recently and deliberately steered their children and grand-children well clear of aviation. I too do not want my children involved in the industry unless we see some strong leadership from Government.

We have to ask a further question. Why is it that many of us who have been in the industry for a long time do not see it as an industry worth considering for the next generation(s)? We will come back to this question shortly.

As has been expertly chronicled in the Aviation Safety Regulation Review (ASRR), chaired by David Forsyth, there is much wrong with

the industry and whilst the current government should be congratulated for implementing that review, they have been close to negligent in the speed by which they have dealt with its recommendations.

We have only recently seen the Statement of Expectations (SOE) issued by the Minister to CASA, a full six months after the appointment of the new Director of Aviation Safety, Mark Skidmore. Additionally, we are only now seeing movement on the ASSR recommendations, a full 15 months after its publication.

One of the overriding themes from the ASRR was the breakdown in the relationship between CASA and the industry. This was born of many issues, most of which remain. The debacle that is Part 42 and Part 145 was implemented with undue haste and from my view with potentially dangerous outcomes. Can someone please explain how we have a safer and more efficient industry as a result of those changes? We certainly have far fewer participants in aviation as smaller organisations that could not afford the layers of bureaucracy that those changes brought, exited the industry. Those organisations employed staff all over Australia and now we have lost an unacceptable volume of skills that sadly are now provided by overseas suppliers.

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From The Lefthand Seat

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Separately, can someone also explain the shambles that is Part 61?

I feel for those pilots who have finished their training since August of last year and still cannot get their ATPL's issued. These candidates are our industry's future, and thus having expended an enormous amount on their licence, have no way of gaining or advancing their employment. This is scandalous. How would CASA have reacted if an aviation organisation in Australia had botched a major change to their operations to this extent? An immediate "Show Cause" I would think.

Can someone also explain the huge disconnect between Commonwealth and State legislation that now limits engineering apprentice training to only a handful of registered organisations?

Further, it is both outrageous and concerning, that there exists such a dichotomy between the CASA regions, the Certificate Management Teams and individual inspectors. This is evidenced through the inconsistency in interpreting and applying the provisions of the Regulations. Fatigue Risk Management is a classic and topical example of the lack of direction, cohesion, or understanding that exists within the regulator.

The four examples I have given above are real life outcomes of a disjointed framework in which the aviation industry operates throughout this vast country.

Under successive colours of government we have ended up with a regime that is broken.

Whilst we enjoy an enviable safety reputation in this country, this is borne more of the diligence of personnel within our surviving aviation providers than in regulation and regulatory oversight itself.

Senior managements within all organisations I know are well aware of their obligations under the Civil Aviation Act and discharge their duties with diligence and concern. This is why outcomes such as Part 61 cause us all such heartache.

By my calculations we are into our 23rd or 24th year of "Regulatory Reform" and all I now see is "Regulatory Reform Fatigue" as the outcome of many failed processes, false starts and confusion.

So in that environment, how are we going to encourage the next generation into the industry? I fear that will become increasingly more difficult.

I have outlined above just a few examples of where the industry, regulators and government are not working together to foster the industry.

It's easy to bleat I know, and much harder to fix "machinery" that has been covered in temporary fixes for decades. Perhaps what is most frustrating, and the reason for the bleating, is that many of the solutions have already been identified and recommended by the ASSR and supported by industry.

When we ask the question as to why we simply did not adopt the New Zealand regulations we are told that somehow "Australia is different" and then in the next breath we hear about harmonisation with the rest of the world.

Look at all the South Pacific nations that have adopted the New Zealand regulations and the benefits that now flow to New Zealand suppliers as a result.

Why does it take months to modify an aircraft for Australian registration when it takes days in Europe?

The New Zealand experience of Aviation Regulatory Reform is in my opinion a success story. It was achieved through real consultation and collaboration, and a genuine willingness of CAANZ to engage with industry.

The solution obviously rests with Parliament and the relevant Minister(s)

We elect Government, they set the legislative environment, formulate the regulatory framework and then employ the senior personnel to regulate. The industry supports this but DOES NOT support individual personnel within regulators running their own "legislative" agendas.

The industry is encouraged by the appointment of directors from industry to the new CASA Board.

However, Parliament must take a greater interest in aviation and each colour of government should at least have a Junior Minister for Aviation that can dedicate their time to ensuring the regulatory framework and policy settings are appropriate for our modern industry.

Without a bold new coordinated vision for our industry how do we hope to attract the appropriate talent to take this vital industry forward?

Please note these views are personal and do not necessarily reflect the views of my employer.





IN THE COCKPIT



From The Righthand Seat

Paul Tyrrell
CEO

The recent Directive from the CASA Director of Aviation Safety, Mark Skidmore, has given new hope to an industry very keen on pressing the reset button in its relationship with the regulator.

It is not too far-fetched to say that the Directive may be the most important public statement by a Director in the last ten years.

For issuing it, he should be applauded strongly.

The tough part is turning it into sustainable action. RAAA members are encouraged by the Directive but remain cautious given the CASA's big 'R' regulator approach of the previous six years.

Serving the DAS are historic organisational structures and senior management from the previous regime. It begs the question as to how well these structures can action the DAS' vision.

Providing oversight is a new Board, also with new leadership, who are likely to have very different priorities from the old one.

Given Deputy Prime Minister Truss' recent Statement of Expectations to the Board one is led to an obvious conclusion that a major shake-up of CASA is imminent.

For many in the industry this cannot come soon enough, given that regulation development has become almost an end in itself.

There will always be tension between the regulator and industry. To a certain extent this is healthy. It becomes unhealthy if a 'we know

best attitude' is pursued relentlessly by the regulator. The Skidmore Directive appears to sever any ties with such an approach.

CASA inherits a legacy from legendary aviation administrators and visionaries such as Horace Brinsmead and Sir Donald Anderson.

These men did everything in their power to promote and administer a safe, innovative and world leading Australian aviation industry.

They were both particularly interested in assisting this country to become a significant aviation manufacturer; and for a time we were.

Every new employee at CASA, ATSB, AsA and the Dept should be inducted through an understanding of past successes, and also examples of where the regulator or government entity has lost the plot.

The industry is held to account every minute of every day, and so should the regulator and the government service providers be held to the same standards.

It would be an interesting exercise to analyse the hours flown in commercial and private aviation over the past twenty years, minus RPT, closed charter and Ra-aus activity.

It is likely to show this bed-rock part of our industry is in serious decline and getting worse. Private and commercial GA is the traditional nursery of our industry and it is looking particularly untended.

It is where our youth can visualise their aviation future. If they can't see it they will turn their attention elsewhere.

When I first moved to Canberra over twenty years ago you could hardly get a park on the hardstand such were the numbers of twins and singles in residence.

The constant drone of GA aircraft coming and going from the capital was unremarkable. Other than a few regular night freighters, GA aircraft over Canberra are rare and becoming rarer.

In short there is almost nothing for the local youth to see in the air, and unless they can find a friendly ASIC holder, they have no chance of getting near a GA airframe.

This is just an example of what is happening at most of our major cities. Is it any wonder that calls to this office regarding an aviation career come almost exclusively from young men and women in regional Australia?

On a happier note, it is full-steam ahead for the RAAA National Convention, 21-23 October at the Crowne Plaza, Hunter Valley. The program is looking very strong and is being updated regularly on the RAAA web-site.

The call has gone out for applications for the much sought after industry scholarships. All the details are also on the web-site.

As always, if you know of any operator, company or individual who would be assisted through RAAA membership don't hesitate to refer them to the national office.





Australian Government
Department of Infrastructure
and Regional Development



More efficient and effective aviation security regulation

By: Office of Transport Security

Over the past year, the Department of Infrastructure and Regional Development has been working with industry to identify initiatives to remove red tape. Below are some key changes set to roll out in the next six months which are expected to reduce the cost of aviation security regulation.

Preparing and maintaining transport security programs

One of the first changes will be regulatory amendments to reduce the cost associated with preparing and maintaining transport security programs (TSPs). These changes are expected to come into force in the coming months.

Existing TSPs will not need amending, but any new, amended or revised TSPs submitted to the Department will need to be consistent with the new requirements.

The Department will shortly be updating its templates and guidance to support the transition.

Domestic checked baggage

We have also received approval to amend the regulations to allow domestic checked baggage to 'flow forward' following an operational disruption that is beyond the control of a passenger (for example, a severe weather event or technical problems with the aircraft).

This should reduce delays for passengers at the other end, and reduce the costs associated with delivering delayed baggage.

The checked baggage changes are expected to be in place by the end of 2015.

Current requirements for handling checked baggage (for example ensuring it is not left unattended in unsecure areas) will continue to apply regardless of whether the baggage travels ahead of, with, or after the passenger.

Special event zone framework

Another priority involves reforming the special event zone (SEZ) framework. At present, the Department requires a separate application each time an SEZ is required. A new application is required if you wish to re-establish an SEZ in the same location or for the same purpose.

The Department has recently improved the processing of SEZ applications.

We are now looking to allow a single notice to establish multiple SEZs, and/or SEZs which can be switched on or off as required. This should significantly reduce the amount of time industry spends on applications for SEZs.

We hope to complete this work by early 2016, along with work to reduce the number of maps that must be included with TSPs, and simplify airport security sign requirements.

Risk-based, proportionate security approach

Finally, we are working longer-term to change from the current one size-fits-all framework to a more risk-based, proportionate approach that is better able to meet the diverse needs of Australian aviation.

This includes a review of airside security requirements and the use of 20,000kg MTOW as the primary determinant for aircraft screening.

The intention is to ensure that the regulatory burden on industry is proportionate to the risk of unlawful interference at individual aviation industry participants, taking into account the nature of their operations, geographic location and passenger numbers amongst other risk factors.

We appreciate your support to date, and look forward to continuing to work with you to ensure that our regulatory framework is efficient, effective and sustainable for both industry and Government.

If you have questions about any of the above, please contact your Office of Transport Security regional office. ✦



Understanding Super Calculations

by: Silas Dingiria, AvSuper

It's easy enough to say that you have to pay at least 9.5% super for eligible employees, but it's not always quite so easy to know exactly what to use as the salary to calculate the contribution amount.

What is super based on?

Super is based on an employee's Ordinary Time Earnings (OTE).

OTE is what employees earn under normal circumstances, rather than overtime, so that's fairly simple for many employees.

However, for other employees it can get trickier – do you include bonuses, sick leave and jury duty for instance? For these situations, it is important to clarify the different components of each employee's earnings and only include the OTE components when calculating their super entitlement.

Many accounting software solutions will sum the appropriate components of the earnings to get the OTE for super purposes, but you still need to know what the employees have earned to enter the data correctly.

OTE includes

- ✈ Pay such as usual hours, casual shift-loadings, over-award payments, piece-rates
- ✈ Allowances for danger, retention, unconditional extra payments
- ✈ Payment of expenses for a return to work under workers compensation
- ✈ Some bonuses including Christmas, performance, 'ex-gratia' for ordinary hours

- ✈ Commissions
- ✈ Termination payments (in lieu of notice)

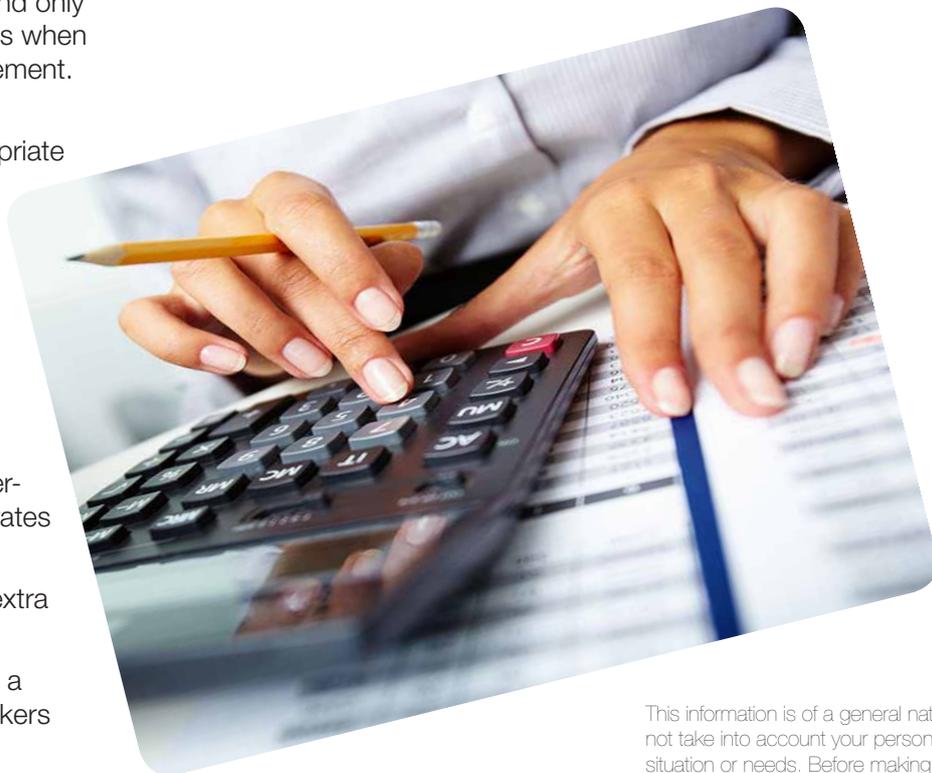
OTE excludes

- ✈ Overtime amounts including hourly rates, annualised rates, lump sum payments, casual employees (bandwidth clause or otherwise)
- ✈ Payment of expenses for reimbursements, unfair dismissal, petty cash, worker's compensation (if not working)
- ✈ Parent leave, jury duty and defence reserve service
- ✈ Overtime bonuses
- ✈ Termination payments (unused sick, annual or long service leave)

Reporting

Under standardised reporting, you need to inform your super fund how much super you are paying for each employee and what type (eg SG, salary sacrifice). Remember that SuperStream means standardised reporting applies now for if you have 20 or more employees and from July 2016 for smaller employers.

If you have not implemented standardised reporting yet, an extension may be possible if you can demonstrate you have taken reasonable steps to implement it. Contact Silas on (02) 6268-4387 or your default super fund for further information. ✈



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Australian Government

Australian Transport Safety Bureau



TECHNICAL UPDATE

Distractions and Interruptions

By ATSB Communications

A recently completed ATSB investigation into an event where the flight crew of a climbing 737-800 missed a gradual but significant drop in airspeed has highlighted the importance of understanding and mitigating cockpit distractions.

Firstly, it is important to understand the basic differences between vertical navigation mode and level change mode in the 737-800. When the crew selects vertical navigation mode, climb speed is controlled according to the speed profile entered into the aircraft's flight management computer. In this mode, speed is managed by the computer. When the crew selects level change mode, the crew sets the desired speed on the mode control panel. As climb continues in level change mode, the crew need to adjust the speed according to changing conditions, and speed limitations.

In the November 2014 incident, the 737-800 was initially climbing in vertical navigation mode. The crew elected to switch to level change mode, probably to more actively manage the climb profile of the aircraft through a layer of turbulence. The crew intended to reselect vertical navigation mode when level change mode was no longer required, but inadvertently overlooked that selection. As climb continued in level change mode, the auto-flight system automatically sequenced from climb at a constant airspeed, to climb

at a constant Mach number. Now climbing at a constant Mach number, the airspeed gradually decayed as a function of the characteristics of the atmosphere and the relationship between Mach number and airspeed.

The gradually reducing airspeed went unnoticed by the crew until the aircraft was about to level off at the planned cruising altitude. At about that time, the crew noticed that the airspeed had reached the minimum manoeuvre airspeed, and that a 'buffet alert' advisory message had appeared on one of the flight deck displays. The crew responded by increasing thrust and the flight continued without further incident.

During the operator's investigation into the incident, the crew

commented that a number of distractions may have contributed to the incident. The crew commented that sun glare directly through the windscreen for the duration of the climb was particularly problematic, and that they may also have been distracted by air traffic control and cabin-related communication requirements, and other air traffic in their vicinity. Additionally, both pilots ate breakfast during the climb (at separate times).

The ATSB's human factor specialist Stu Godley Batt, 'Interruptions such as air-traffic control communications and distractions such as sun-glare and other local air-traffic can easily lead to critical actions being overlooked.

'It's also important for flight crew to understand that some distractions such as meal timings are controllable and others such as air-traffic control communications are not.

'By exercising control over the known distractions, the ability to deal with unexpected distractions is increased, as is the ability to deal with both the routine and unforecast elements of flight.





Welcome Aboard Thomas Global Systems



We are Pleased to welcome Thomas Global Systems to the RAAA as an Associate Member.

Thomas Global Systems is an industry leader in the design, production and support of innovative electronic systems solutions for aerospace and defence applications. Since 1956, Thomas has gained global recognition for practical innovation and dependability. Thomas Global delivers expertise in mission systems, flight deck avionics, training & simulation and display technology supported by dedicated service and support teams operating around the world.

LCD Display Units

Thomas Global Systems' range of 'plug-and-play' LCD replacements represent an innovative upgrade for CRT-based displays, providing operators with compelling financial and technology benefits – extending cockpit life, increasing operational efficiency and providing a NextGen growth platform. Our innovative LCD replacements complement and extend our extensive long-term CRT display support programs.

Our innovative CRT to LCD retrofit solutions assist operators to manage

obsolescence of their existing cockpit's avionics while making provisions for future mandates. Our LCD replacements are truly 'plug and play' – retaining the use of symbol generators, EFIS controllers and EFIS select panels.

CRT EFIS Support

We are the world's leading vendor of long-term support for CRT EFIS, used in a wide variety of aircraft. We partner with Airlines, MROs, PBH providers and military operators to provide assured long-term support, which is cost effective and delivers outstanding performance. We know CRTs better than anyone in the industry, backed by our heritage in CRTs since 1956.

Custom Display Solutions

Every client has their own unique set of challenges and because of our industry experience and specialist capabilities, you can always depend on us to deliver a trusted solution.

Recognising that our customers each have highly individual needs, we thrive on providing innovative solutions to unique avionics challenges. We partner with leading airlines and MROs, using our technology, engineering and certification expertise to design, manufacture and

certify unique turn-key systems solutions for our civil and general aviation clients around the world.

Obsolescence Management

As an FAA & EASA part-145 repair station, Thomas supports a large range of aircraft components.

We partner with leading airlines and MROs, using our technology, engineering and certification expertise to design, manufacture and certify unique support solutions

- ✈ Development of DER repairs
- ✈ Development of PMA components
- ✈ Part-145 avionic SRU & LRU support

Thomas Global Systems delivers local support from its headquarters in Sydney, Australia and has a world-wide presence with a part-145 repair facility in Irvine, California.

Further information on Thomas Global Systems, please contact Gerald Timmermans; Director, Customer Service, at (02) 8723 6504 or gerald.timmermans@thomas-global.com

We are sure that all our Members look forward to catching up with Gerald and the team at upcoming RAAA functions.





FLIGHT BRIEFING

Australian Government makes good on Cape Town Convention

Australia's aviation industry has received a major boost with the Australian Government completing the formal accession to the Cape Town Convention.

Deputy Prime Minister and Minister for Infrastructure and Regional Development Warren Truss said acceptance of the Convention will help Australian airlines gain access to lower cost finance for aircraft purchases.

"The Cape Town Convention is an internationally recognised legal framework for registering and enforcing security interests in aircraft," Mr Truss said.

"It is intended to reduce risk for creditors, meaning lower borrowing costs for the purchase of aircraft assets.

"Importantly, the Cape Town Convention also applies to aircraft carrying as little as eight passengers or 2,750kg of goods—meaning that our regional airlines and general aviation sector can also benefit from lower aircraft purchase costs.

"It is estimated that Australian airlines could save up to \$5.6 million on the purchase of a new Airbus A380 and up to \$330,000 on the purchase of a new ATR72 aircraft.

"These changes will better equip Australia's aviation industry for future challenges by enabling them to accelerate fleet upgrades and enhance their international competitiveness."

The Instrument of Accession and a series of declarations have been deposited with the International Institute for the Unification of Private Law, completing the formal accession process to the Cape Town Convention.

The Cape Town Convention will enter into force in Australia on 1 September 2015. ✦

Changes at Alliance Airlines

Alliance has appointed Lee Schofield as CEO of the company, taking over from Scott McMillan and responsible for day to day operation of the airline.

Mr McMillan will continue in the role of Managing Director and Executive of the Company and the change will enable him to focus on the broader development of the business.

Mr McMillan was the founding CEO of the Alliance operation since inception in 2002. As the business continues to develop he will focus less on the day-to-day operations and provide a dedicated focus towards the strategic direction of the business. In particular this will include continuing with the necessary changes that are required for all businesses in this industry to respond to change.

Mr Schofield has been with Alliance for nearly three years, most recently in the role of Chief Operating Officer, and has previously held senior roles in other aviation services companies.

Mr Schofield will retain his previous responsibilities and will be accountable for the continued safe and efficient operation of the airline.

Mr Schofield has also today been appointed a Director of Alliance Aviation Services Limited. Mr Padgett as Chairman of the Board welcomes Mr Schofield's appointment and looks forward to his contribution.

Alliance has also recently appointed Mr Shane Edwards as General Manager-Commercial.

This role will be responsible for the development of the contract and ad-hoc charter flying of the airline and will provide for a renewed and dedicated focus on the growth of the Company's operations.

Mr Edwards is an experienced professional having worked in private and public entities across a diverse range of industry segments including mining, energy, education, major events, hotels and property. Mr Edwards has held a number of senior roles with organisations including Careers Australia, the Talbot Group and the Brisbane Broncos.

Commenting on the appointments, Mr McMillan said: "I am very pleased with the appointments of Lee and Shane and the related changes in management structure. The appointments will enhance the Company's ability to maintain and to continue to broaden its market position and revenue base." ✦

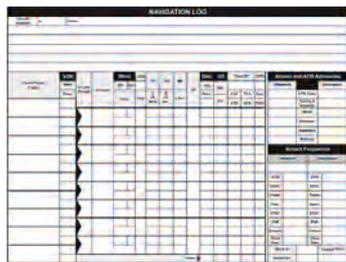
MRJ Tests continue

The first flight test aircraft of the MRJ started low speed taxiing tests on June 8. The tests were successfully conducted at about 10 knots (18km/h) to confirm braking and direction control steering.

One pilot who operated the aircraft said after the tests, "The MRJ is a significantly smooth and comfortable aircraft. It's pretty quick to respond." High speed taxiing tests at the speed of approximately 200km/h, will be conducted just before the first flight scheduled in September or October this year.

The 2nd flight test aircraft carried out ground vibration tests (GVT) in June also. The GVT verifies that the aircraft structure, especially vibration characteristics, works as planned.

The GVT confirms on ground whether the aircraft will achieve harmonious functions of aircraft structure (hardware) and Fly-by-wire system (software) to ensure flight safety. ✦



TAE expands into US market

TAE is the only company in the world approved by both Honeywell and Woodward to undertake maintenance services on the Woodward manufactured fuel controls and governors for the Honeywell TPE331 turboprop engine. To ensure the widest reach for this service, TAE is pleased to announce that it has joined forces with Propulsion Controls Company (PCC) in Kansas City, MO to extend their ability to service the customer base in the US and the rest of the world.

PCC has been performing TPE331 fuel control repairs for the past 20 years has earned an industry leading reputation for quality and reliability. As an important part of the change, PCC has now been renamed as TAE USA.

Both facilities (TAE USA in Kansas City, MO and TAE in Adelaide, South Australia) now have the same approval levels and are fully operational. TAE looks forward to supporting their customer's Woodward related maintenance requirements from both facilities.

TAE's CEO Andrew Sanderson said "the two facilities will be working closely together to ensure our customers receive the same service and quality standard across the TAE network and to also allow customers the flexibility to choose where to send their work".

The addition of TAE USA to the TAE maintenance network adds further depth to TAE's impressive catalogue of engine, fuel system, avionics, electrical and landing gear maintenance services for the regional, charter and general aviation markets and extends TAE's global reach for this important market sector.

For further details please visit www.tae.com.au/components/woodward-fuel-tpe331/



New CEO for Newcastle Airport

The Chairman of Newcastle Airport, Peter Gesling, has announced the appointment of Peter Cock as Newcastle Airport's new CEO, effective from 17 June 2015.



Peter Cock has a decade of executive experience at Perth Airport where he held the roles of Executive General Manager Operations and Customer Experience, Chief Operating Officer, and General Manager Corporate Risk.

Most recently, Peter has worked as an independent consultant for a range of clients, including Perth Airport.

The Chairman commented that Peter will bring substantial aviation and airport experience to the role as well as significant leadership experience.

"We were looking for a candidate with the skills to grow the airport business including the aviation and aerospace facilities.

"This role will also seek to optimise commercial opportunities and maintain a positive customer experience."

The RAAA looks forward to working with Peter in his new role at Newcastle Airport.



Embraer introduces new Regional Sales Director

Paul Begley has been appointed as the new Regional Sales Director for Embraer Commercial Aviation for the Australia/ New Zealand market. He has been with Embraer since 2011.



ATR to test fly new 'green' ATR 72

As part of its participation in the "Clean Sky" project, a European initiative which aims to develop technologies to reduce gas emissions and noise from tomorrow's aircraft, ATR announced at the Paris Air Show that an ATR 72 prototype will be carrying out the very first test flight for the project in the coming days.

ATR is playing an active role in the Green Regional Aircraft program.

This first flight test campaign should be able to test new, lighter and more insulating composite materials and vibro-acoustic sensors installed on a section of the aircraft's fuselage.

Improvements in terms of lower weight and reductions in fuel consumption and CO2 emissions by the ATR 72 should eventually benefit the regional aircraft of tomorrow.

These flights will also be able to test the new generation of optical fibers for improved identification of micro-cracks and easier maintenance.



Ansett Aviation Training now able to provide ATPL Flight Testing

An Ansett Aviation Training simulator instructor recently became the first Flight Examiner to be approved to conduct ATPL Flight Testing. Ansett Aviation Training is working with CASA to provide ATPL Flight Testing on all of the nine aircraft types represented in the simulator training centre in Melbourne.





FLIGHT BRIEFING



Rebuild or Repair?

The words sound similar, but a repaired windshield is not the same as a PPG-rebuilt windshield

Repairing a windshield involves fixing a broken component or attempting to relaminate the glass panel. At PPG, rebuilding a window consists of completely disassembling the window, discarding any defective elements, and then rebuilding it using the same materials, components and processes as those used for the new OEM production units. The end result is a like-new transparency built to the latest design configuration and meeting all OEM specifications – clearly a superior value in terms of quality and reliability for King Air owners and operators.

PPG’s FAA-approved rebuild procedures target failure modes such as delamination, broken glass, moisture ingress, electrical heating system malfunctions, and seal or gasket failure. And as the OEM manufacturer of windshields for King Air aircraft, PPG is able to deliver rebuilt windshields configured to the latest OEM-approved design.

The rebuilt windshield has the expected service life of a new part and is covered by a PPG-administered two-year warranty.

The process is easy and convenient. Return an unserviceable PPG-manufactured windshield and receive a rebuilt part in exchange. This exchange process minimizes turnaround times.

Windshields are rebuilt at PPG’s Huntsville, Ala. plant, using the same materials as the original–equipment part and duplicating the OEM manufacturing processes, inspection procedures and requirements.

When a windshield is returned for rebuilding, the part is inspected, and the salvaged components are

used with new components for rebuilding. PPG-rebuilt windshields comply with structural, form, fit and function requirements of the airframe manufacturer.

All PPG-rebuilt windshields for King Air airplanes are supplied with SURFACE SEAL® coating, just like new OEM and spare windshields. This proprietary PPG water- repellent coating system provides effective and durable rain removal to maintain distortion-free visibility without the need for wipers.

SuperJet International’s financing package awarded as the “Export Credit Deal of the Year”

During the prestigious 16th Annual Air Finance Journal Deals of the Year Awards Dinner, SuperJet International (SJI) – joint venture between Finmeccanica-Alenia Aermacchi and Sukhoi Holding – received the “Export Credit Deal of the Year” award from Air Finance Journal.

SuperJet International has developed a noteworthy financing package for the purchase of the Sukhoi Superjet 100 aircraft (SSJ100) through a multilateral export credit guaranteed by COFACE (France), SACE (Italy) and EXIAR (Russia).

This financing offer covers a total of 30 SSJ100 aircraft ordered by the Mexican airline Interjet and can be made available to new SSJ100 customers.

“We are very proud of this outstanding recognition from Air Finance Journal – states Nazario Cauceglia, CEO of SuperJet International.

“It confirms that we are offering not only a new-generation aircraft already flying today, but we are also capable of providing innovative and attractive financing solutions to our customers” he said.

As a complement to a large financing offer, SuperJet International is now working on an additional and innovative financing package with new investors, in order to promote the sale of this state-of-the-art 100-seat aircraft to new adopters. They believe that a full comprehensive package at a very competitive price represents an important asset in the SSJ100 offer and a real strength if compared to its competitors. To date 52 Sukhoi Superjet 100 aircraft are in operations worldwide.

Time Flies when you’re having fun!

It’s hard to believe that it is now over 7 months since Brisbane West Wellcamp Airport opened its doors to passenger services with Qantaslink in November last year. A lot has happened since then with Rex (Regional Express Airline) coming on board in January to service the Western Queensland routes and then Qantaslink recently increasing their services to Wellcamp with two extra flights per week. Qantaslink now fly into Wellcamp 13 times per week and Rex 8 times.

Avmin Aviation through Corporate Air have started a Fly in Fly out charter service every Tuesday to Miles and Aergo International based a Beech 1900D 19 seater charter aircraft at Wellcamp that is available for charter services (see separate story).

On top of this, the Airline Academy of Australia (AAA) started pilot and aircraft engineering training on site at Wellcamp back in February. Since then their first pilot has received his wings at Wellcamp.

There is still a lot to do and over the coming months the Wellcamp team will be working hard on gaining international cargo services status.

Flight No	Origin	Destination	Altitude	Speed	Time	Status
101	MEL	PER	35000	450	08:00	On Time
102	MEL	PER	35000	450	08:15	On Time
103	MEL	PER	35000	450	08:30	On Time
104	MEL	PER	35000	450	08:45	On Time
105	MEL	PER	35000	450	09:00	On Time



FLIGHT BRIEFING

ATR has successful Paris Air Show

ATR, the regional aircraft manufacturer, announced a total of 46 firm orders and 35 options, for a total value of 1.98 billion dollars at the recent Paris Air Show.

The orders with airlines from five continents underline the versatility of the ATR '-600' and its worldwide success. Yet again, the ATRs were the year's best-selling regional aircraft with fewer than 90 seats, despite a difficult economic and financial context and a highly competitive environment. Sales since the beginning of the year have enabled ATR to break through the symbolic barrier of 1,500 firm orders and to consolidate an order book of nearly 300 aircraft, the equivalent of more than three years of production.

ATR is committed to further develop its aircraft and the associated services, in order to remain the reference regional aircraft manufacturer.

The aircraft manufacturer announced the deployment of a new, improved vision system, available for the first time on a commercial aircraft. The "Clear Vision" system provides the pilots with head-up information about the flight, directly to the eyes, by means of a device, the Skylens. The increased visibility obtained with the Skylens also enables minimum landing distances to be reduced. This new system thus proposes an extremely reliable alternative for CATIII landings at airports not equipped with instrument landing systems (ILS).

Other announcements made/products launched at the Air Show include:

- ✈ a new wind shear detection system;

- ✈ the installation of new ATR '-600' avionics systems, for even more precise airport final approaches (RNP 0.3/0.3);
- ✈ the presentation of the new High Density version of the "Armonia" cabin, capable of accommodating up to 78 passengers (in place of the current 74). The "High Density" cabin should receive certification before the end of the year, for service entry in 2016;
- ✈ the opening of two new branch offices in Beijing and Tokyo, to ensure greater reactivity on two markets offering very significant potential for the development of regional air networks with turboprops; and
- ✈ ATR also unveiled a new cabin combining increased cargo volume – up to more than 19 m3 in volume – plus seats for up to 44 passengers. The launch customer for this mixed cabin is Papua New Guinea's PNG Airlines, which takes delivery of its first aircraft later in 2015.

Ansett Aviation Training announce new flight simulators

Ansett Aviation Training at Tullamarine Melbourne are pleased to announce the purchase of a new King Air 200/350 convertible Pro Line 21 cockpit full flight simulator.



The simulator will be provided by TRU Simulation (Mechtronix) who are part of the Textron group, makers of the Beechcraft King Air aircraft.

It is anticipated that the simulator will be installed in the Melbourne facilities ready for training in the 3rd quarter of 2016.

Ansett Aviation Training has also recently installed its 3rd A320 full flight simulator to support pilot training. The new simulator incorporates the latest state of the art technology in simulator manufacture.

Ansett Aviation Training expects the new simulator will assist A320 operators by providing enhanced training ability and by allowing more daylight time slots. For operators this will provide greater flexibility and enhanced crew utilisation. ✨

Craig Duncan to replace Laurence Beraldo at Airline Academy of Australia

Laurence Beraldo has resigned his position as CEO of Airline Academy and ATAE to pursue other avenues.

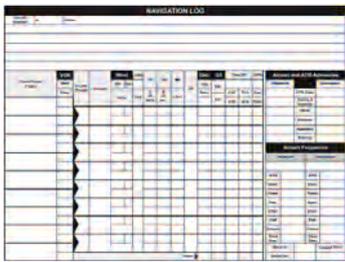
Laurence joined the group in 2012 initially as EGM ATAE at a time when the organisation needed considerable leadership.

Laurence lead the change at the engineering school and repositioned it as a top tier provider to industry.

After his success at ATAE, Laurence moved to the Academy as group CEO in early 2014.

Craig Duncan will be taking over as CEO of the Academy and ATAE effective immediately.

We wish Laurence all the best with his new endeavours and know Craig will ensure a smooth transition within the Airline Academy. ✨



FLIGHT BRIEFING

Independent Aviation - 25 Years Young

Cairns based Air Charter Broker Independent Aviation celebrated their 25th anniversary last year and they continue to be at the forefront of the industry.

The launch of their new online booking portal is imminent, designed with a lot of client input, it is built for the savvy operator as well. The new website includes a multitude of new functionality that hasn't been available previously.

With the internet more of a focus, clientele are expecting information at their fingertips, without having to pick up the phone or taking the time to email. Of course when you want to talk with the Flight Desk team, there is now one simple number to recall... 1300AIRCHARTER.

Having just had their whole of Queensland Government contract extended for the fifth time they recognise that innovation in the industry is key to their Northern Australia focus.

Initiatives including recognising traditional place names in their system and automating the booking process on regular charter requests.

They are also introducing a passworded Suppliers page - this will allow operators the ability to update their fleet and other information, as well as track upcoming jobs.

Managing director Ian Button says "When you are coordinating more than three and a half thousand charters annually, improving system functionality is increasingly important to our continued success."

With jobs as diverse as their recent successful Medevac from Funafuti off Vanuatu, and an international film shoot at Uluru, unusual jobs are what make this industry so interesting. ✦

New DAS Directive

CASA Director of Aviation Safety Mark Skidmore has issued staff a directive demanding new regulations be risk-based and cost-effective.

The directive is dated 29 May and was made public earlier this month.

"Aviation safety regulations must be shown to be necessary. They are to be developed with a view to addressing known or likely safety risks that cannot be addressed effectively by non-regulatory means alone," the directive states.

"Consistent with CASA's obligations under the Civil Aviation Act and other Commonwealth laws and Government policies, every proposed regulation must be assessed against the contribution it will make to aviation safety, having particular regard to the safety of passengers and other persons affected or likely to be affected by the activity involved.

"If a regulation can be justified on safety-risk grounds, it must be made in a form that provides for the most efficient allocation of industry and CASA resources. Regulations must not impose unnecessary costs or unnecessarily hinder levels of participation in aviation and its capacity for growth."

The directive also demands that CASA staff:

- ✦ Align safety regulations with International Civil Aviation Organisation (ICAO) standards
- ✦ Consult with industry in an open and transparent manner
- ✦ Strive to ensure regulations are drafted as clearly and concisely as possible

When it comes to applying the regulations, Skidmore makes it clear that he wants CASA people to take

into account all relevant factors including burdens when it comes to exercising discretionary powers, and that CASA will adopt an alternative means of compliance where a person can demonstrate that the same outcome can be achieved in a less onerous way.

The full Directive can be found on the RAAA website - www.raaa.com.au (also available on the CASA website). ✦

Embraer continues strong performance

At the recent Paris Air Show, Embraer Commercial Aviation continued its strong momentum by announcing 50 firm orders for its narrowbody jets worth a total of \$2.6 billion, along with an additional 53 options.

The orders came from United Airlines, China's Colorful Guizhou Airlines, Alaska Airlines (ordered by SkyWest Inc) and aircraft lessor Aircastle and consist of current generation E-Jets as well as the E-Jets E2 (scheduled to enter service from 2018).

Embraer also presented its 20 year Market Outlook and has estimated a demand for 6350 new jets in the 70 – 130 seat market. Visit www.embraermarketoutlook.com for further details on this.

Also rolled out at the Paris Air Show was Embraer's new marketing report called the "New Metrics of Success" giving fresh perspectives on airline fleet strategies.

Embraer's vision is that airlines will continue to use the existing common measures – namely unit cost, load factor and market share – but will incorporate new metrics such as Return on Aircraft Assets (ROaA) as an indicator for aircraft evaluation. To find out more, please visit www.newmetricsofsuccess.com. ✦



16th National Convention

October 21-23, 2015



2015

Crowne Plaza
Hunter Valley
NSW



REGIONAL AVIATION ASSOCIATION OF AUSTRALIA
16TH NATIONAL CONVENTION 2015



Serving regional aviation, and through it, the people and businesses of regional Australia