# RAANEWS

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# From The Lefthand Seat

Jim Davis RAAA Chairman Director, Reginal Express (REX)

2014 promises to be a difficult year for Australian aviation in general with Qantas and Virgin predicting losses, business confidence still weak and the mining industry slowing down. Regional aviation is no exception and the recent collapse of Brindabella/ Aeropelican is a reminder of just how easy it is for things to go terribly wrong.

Regional aviation in its many forms is absolutely vital to our rural economy and you would expect Governments of all persuasions to take whatever steps necessary to ensure that it remains healthy and viable. However this has not been the case in recent years and we have witnessed a continuing decline in regional air services and the number of regional operators, while at the same time Government taxes and levies increased and the En Route Rebate Scheme was cancelled.

Couple this with a regulatory burden that has been remorselessly growing, without any seeming regard for the ability of the industry to cope and it is easy to see why regional aviation is doing it tough. The regulatory barriers of entry are now higher than ever and companies are having to cope with a raft of bureaucratic legislation that threatens to divert limited financial and manpower resources from their core business, including that of safety.

In many cases, as we have seen with the new Part 145 legislation, companies are turning their backs on aviation determining it too onerous to continue under the new rules. On CASA's own figures 29% of the maintenance organisations expected to transition to Part 145 chose not to and will now be lost to the industry.

The new Government has recognised the problems faced by regional aviation and along with repealing the carbon tax and re-instating a new En Route Rebate Scheme, has commissioned a review of all government bodies involved with aviation safety and the regulatory reform programme. It has also promised to reform the structure of CASA and to put in place an effective CASA Board. All this is in line with the Coalition's mandate to relieve Australian industry in general of the burden of unnecessary red tape.

The RAAA thoroughly welcomes all these initiatives and as a priority will work actively with the new government in introducing them. Much work has gone into our submission to the Safety Review Panel and I wish to thank those members who provided valuable input to the submission. We also look forward to participating in the Aviation Industry Consultative Council to be set up to provide formal and regular consultation with the Minister.

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From The Lefthand Seat

Continued.....

The RAAA will continue to push for the regulatory reform process to be moved out of CASA and into the Department of Infrastructure and Regional Development. Regulations are a reflection of government policy and the rule making process is more properly located within the relevant government department and not with the regulator. This is a model that has been used effectively overseas.

Another RAAA priority for this year will be to maintain the effectiveness of Safety Management Systems and in particular the concept of Just Culture and the integrity of SMS databases. CASA's push to remove the concept of Just Culture and to obtain unfettered access to SMS databases threatens to destroy the safety reporting culture which has taken so long to build up in our industry and which is integral to an effective SMS. Safety reports, whether they are to the ATSB or to a company's SMS, must be made in full confidence that they will be treated fairly and not be routinely subjected to CASA enforcement action.

The RAAA will also continue to push strongly for standardisation of Australian regulations with overseas jurisdictions. This has been a brief from several Ministers on both sides of government since 1986 and yet in 2014 we are seemingly no closer to achieving this goal. It is essential to have standardised regulations with our major trading partners and this is in accordance with the new Government's commitment to supporting economic growth and business opportunities.

We are facing a tough year in regional aviation but if the Coalition can deliver on its election promises and commitments then there is a chance this year could see the foundations of recovery laid.



From The Righthand Seat

Paul Tyrrell

We offer our sincere congratulations to lan Smith, one of our most experienced RAAA Directors, on his Australia Day honours. lan's extraordinary volunteer and professional efforts on behalf of the aviation industry, and particularly the airshow sector, have been recognised. lan will receive his award at Government House, from the Governor-General, in April this year.

As usual in our industry, we have hit ground running in 2014. The RAAA office has been working closely with the Board and members on a detailed response to the government's Aviation Safety Regulation Review.

The review was initiated by Deputy Prime Minister Truss to take a comprehensive look at the regulatory performance of government aviation agencies and their relationships with industry.

Without pre-empting the review's conclusions it appears that the industry is, for once, united in its concerns, particularly around the deterioration in the key CASA/ industry relationship. Brian Candler and Ben Martin are thanked particularly for their high quality input to the RAAA submission.

The government is making some serious noises about reducing the red/green tape burden on business. The RAAA will take every opportunity to ensure the regional aviation industry's many and serious concerns are heard.

There is plenty of dead government weight on our industry, not only stifling growth but building impossible barriers to market entry. These regulatory, security and cost burdens are severely limiting the industry's potential and must be lifted.

The regular CEO member visits will begin in February and I am looking forward as always to speaking with as many members as possible over the coming months. The RAAA office will also be initiating a membership drive in 2014. More to come on this, but if you feel an operator or business would benefit from joining the RAAA don't hesitate to contact Edward or myself and we will follow up.

The RAAA convention team is working hard to make the 2014 event something very special. Watch this space because I have no doubt, once you see what is on offer, that you will not want to miss being there.

Once again the RAAA is taking a leading role in breathing new life into the Australian Aviation Associations Forum. While not a formal body, the Forum played an important role in developing new aviation policies, many of which were picked up in the Coalition's pre-election aviation commitments.

It proves that when the industry decides to speak with a united voice it can have a very positive effect. This momentum must not be lost with Deputy Prime Minister Truss planning to attend a Forum meeting scheduled for February. It is hoped that the meeting will be the platform for the Forum to take its next national step.

The RAAA is always looking to improve and only exists to serve its members. If you have suggestions please call Edward, Beverley or myself and we will work on them. We are serious about serving you better and want to hear your thoughts.





# Pressing on despite warnings

by: Daniel JT O'Malley, Communications Officer, ATSB

The Australian Transport Safety Bureau (ATSB) is stressing to all pilots the risks associated with the handling of an approach to land.

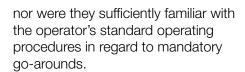
This renewed warning comes in the wake of an incident in Western Australia where the crew of a Dash 8 aircraft conducting an unstable approach did not respond effectively to indicators and warnings.

The event occurred on the morning of 17 May 2012 as the captain and first officer were operating a passenger charter flight from Perth to Laverton. For the arrival, the weather was mostly clear but there were bands of fog and low stratus cloud. As they approached the aerodrome, the crew sighted the runway through a thin patchy cloud layer below them. To keep the runway threshold in sight, the crew set up the aircraft on a close base leg.

The crew continued the visual approach with a steep final approach through a gap in the clouds. The consequent high rate of descent triggered the aircraft's Enhanced Ground Proximity Warning System (EGPWS) and exceeded the operator's criteria for a stable approach.

The crew heard some alerts from the EGPWS and knew they had a high rate of descent but, at the time, they did not identify the approach as unstable. Instead, they continued the approach and, fortunately, landed safely.

The ATSB investigation into the incident found on evidence available that the flight crew had not possessed an appropriate knowledge of the aircraft's EGPWS,



ECHNICAL UP

Crew fixation on the runway environment at a time of higher than normal cognitive workload and an inadequate monitoring of the aircraft's rate of descent resulted in the continuation of an unstable approach, contrary to the operator's procedures.

The stability of an aircraft's final approach is, of course, a vitally important safety element. If, while a pilot is landing, the aircraft does not fulfil all the requirements for a stable approach, the pilot should initiate a go-around and try again.

Indeed, the Flight Safety Foundation has identified the failure to initiate a go-around from an unstable approach as the number one risk factor in approach and landing accidents and the primary cause of runway excursions.

The issue of handling approaches to land is one of the ATSB's top safety priorities, and features as part of the <u>SafetyWatch</u> initiative.

In response to the occurrence in Laverton, the operator implemented a number of safety actions to address the issues that were identified in the investigation. They refined their criteria for stabilised approaches and formulated a method of incorporating realistic EGPWS warning events in the Dash 8 simulator training program.

A troubling element of this incident was the fact that afterwards, the crew did not report the warning alert. The operator's chief pilot was only made aware of the incident and EGPWS warning about a week later. As a result, the notification to the ATSB was delayed.

The full investigation report, AO-2012-070, is available on the ATSB website, www.atsb.gov.au.

Image: Plot of the recorded approach path from the flight data recorder







TECHNICALUPDATE

by: Silas Dingiria, AvSuper

With the start of a new year, many people make resolutions to make things different.

One significant way you can change your future retirement is to start the year reviewing your financial situation and adjusting it to suit your current circumstances.

Whether you are reviewing your personal and family finances or the finances of your business, regular checks are simpler and keep you in control of your money.

### Reviewing your finances

Whether you enjoy financial matters, find them boring or doubt your knowledge and skills in this area, actively managing your finances generally provides a stronger foundation for your financial future.

Making financial decisions can be a complicated process, especially as we are often emotionally involved in the outcomes and may not have the time to study all the alternatives.

A good first step is learning the basics, if you don't already know them, so that you can better understand your options. Fact sheets and articles from a reliable source, such as your super fund, can be a valuable introduction to making any financial decisions.

### Getting financial advice

Talking to a financial adviser is one option for making financial decisions, and potentially getting help with implementation of those decisions.

A good financial adviser can help you make decisions about your financial future and may recommend financial products to you, possibly including products which may be owned or

supported by them. Of course, you can ask them to compare prices and benefits with other financial products. If you are not comfortable with anything recommended, tell your adviser so they can work with you to find the right mix that suits you.

Another option is to seek advice from your super fund, if it is licensed for this.

### Working with an adviser

It is a good idea to consider what you want the financial adviser to help with before you meet them. Advisers can generally help with a broad range of financial advice such as retirement planning and estate planning issues, or respond to very specific questions such as when to start an income stream (also known as a pension) or how often to make personal contributions.



A financial adviser can't give you any meaningful advice or recommendations without knowing your financial situation and goals. Generally, they will need to know your age, financial dependants, overall health, income, assets and liabilities.

# Not sure an adviser is relevant to you?

Many people don't seek financial advice. But an adviser has expertise you probably don't and can view your finances without the emotional attachments you have.

If you doubt the usefulness of seeing an adviser, you may want to consider:

- ★ Setting up good finances when you're young makes life easier later. If you're young, it probably won't take much time to get sorted, either.
- ★ You may be surprised at how affordable an adviser can be. Profit-for-members super funds like AvSuper can provide general advice and specific advice about their Fund often for free and, more importantly, free of commission payments to advisers.
- ★ Laws around super and financial planning have changed over the last few years – an adviser will have current information to guide you with
- ★ Listening to an adviser can help you learn about financial decisions – you don't have to follow their advice but it will give you more information.

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

# TAFESA - Parafield

# We are pleased to welcome TAFESA's Parafield campus to the RAAA as an Associate Member.

TAFE SA is the largest provider of vocational education and training (VET) in South Australia delivering more than 1,000 courses to an average of 80,000 students per year across the State. TAFE SA offers training across more than 80 activity and industry-related areas with a wide range of quality courses and flexible study options to suit your personal needs.

TAFE SA plays a major role in the development of South Australia's future workforce with 88 per cent of students employed or in further study after graduating. In building the State's skill base, TAFE SA works with industry and business to deliver relevant, high-quality, vocational education and training to better link skills and training with job opportunities, ensuring sustainable employment within the State.

The Parafield campus, located at Parafield airport, offers Aeroskills training in:

- ★ Certificate II,
- ★ Certificate IV Aeroskills (Mechatronicis)
- ★ Certificate IV Aeroskills (Avionics)
- ★ Certificate IV Aeroskills (Mechanical)
- ★ Certificate IV Aeroskills (Structures)
- ★ Diploma in Aeroskills (Avionics)
- ★ Diploma in Aeroskills (Maintenance)

The Diploma for Aircraft Maintenance Engineers (AME) achieves the new standards of EASA A, B1 and B2 license levels (LAME).

The above "Nationally" endorsed engineering courses are focused on aviation engineering standards and practices for all three sectors of aviation maintenance and airworthiness; RPT (Regular Public Transport), GA (General Aviation) and Military. The course delivery is through the implementation of the CASA syllabus (underpinning knowledge modules) which complements the Aeroskills competency based training.

The competency based training is required by the aviation engineering industry addressing all three

main areas of maintenance (Line, Heavy and Workshop) enabling the successful student to be productive at a trade and license level on completion of the selected qualification.

The Certificate IV offers specialisation in either avionics, mechanial or structural aspects. This Certificate provides students with a practical vocational introduction and first step leading to a Licence outcome at Diploma level.

The Diploma in Aeroskills (Avionics) provides qualification to individuals seeking the grant of a CASA B2 Aircraft Maintenance Engineer Licence covering the supervision, performance and certification of avionic maintenance on aircraft that are type-rated by CASA for maintenance purposes.

Wheras the Diploma of Aeroskills (Mechanical) enables individuals to seek the granting of a CASA B1 Aircraft Maintenance Engineer Licence covering the supervision, performance and certification of airframe, engine, electrical and structural maintenance on aircraft that are type-rated by CASA for maintenance purposes.

The RAAA's contact for further information on courses available from Parafield Campus is Tracy Smith. Tracy can be contacted on 08 8258 9182 or email at Tracy.Smith@tafesa.edu.au.

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







### Ian Smith honored



RAAA Board Member, lan Smith says he is surprised and "very touched" to be awarded an Australia Day honour for his years of service to the aviation industry.

His Member in the General Division of the Order of Australia (AM) is for "significant service to aviation through promotional and development roles, to the air show industry, and to the community."

Since obtaining his pilot's licence in 1976, lan has dedicated his career to supporting air shows across Australia, something he never regarded as a burden, but more a joy.

"I appreciate the recognition is for doing, in reality, what I love - the promotion and development of aviation in Australia and internationally," lan said.

Over a 33 year period, lan's voluntary contribution to the community has included air shows in Sydney, the 1988 Bicentennial air show at the RAAF in Richmond in NSW, the RAAF 70th anniversary air show, also at Richmond, in 1991, and then a series of 11 Australian International Air Shows at Avalon in Victoria.

lan also has had a key involvement in an aviation, aerospace and defence exhibition at Avalon.

"In conjunction with the air shows and expositions, we have also conducted careers and skills showcases in these industry sectors," lan said.

His community service also included service to Maritime Australia, Land Defence Australia, the Helicopter Association of Australia, as well as service as a referee and referee coach to the NSW Rugby League from the 1970s though to 2000.



# Rex offers Sydney RPT service to another NSW city

Regional Express recently invited expressions of interest from NSW regional cities interested in having a RPT air service connection to Sydney.

Rex's Chief Operating Officer, Garry Filmer, said that arising from its latest network review and the recruitment of 14 pilots from the recently collapsed Brindabella Airlines, Rex had a window of opportunity to offer RPT services to a city within a 600km radius, not already serviced by Rex. This would be in addition to new services to Cobar and Mudgee which are being contemplated by its subsidiary Air Link.

Mr Filmer said, "Rex would allocate city peak morning and evening slots at Sydney airport which would allow professionals to conduct a full day of business in Sydney and return home the same day... (with) three return services on weekdays."

Only cities that can sustain above 30,000 annual passengers will be considered, with plans to commence in March or April subject to regulatory approvals.

# Assetinsure expand Aviation representation

Assetinsure and Swiss Re International have recently announced Sharyn Gough has joined Assetinsure as Senior Underwriter - Aviation.

Sharyn has excellent credentials and brings with her extensive experience in all classes of Aviation insurance.

Her appointment enhances Assesinsure's technical capability and strengthens their ability to respond to customer's requirements.

She will join the Brisbane-based team in February 2014. 

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# **Bombardier Aerospace Update**

Bombardier Aerospace announced on 20 January 2014 it had delivered 238 aircraft and recieved 388 aircraft orders in 2013, compared to 233 deliveries and 481 net orders in 2012.

The company delivered 55 commercial aircraft and took orders for 81 commercial aircraft.

Guy Hachey, president and chief operating officer of Bombardier Aerospace said, "the global economy has remained persistently sluggish, and with its recovery taking longer than originally anticipated, 2013 continued to be a challenging year for aviation."

Despite this difficult environment, Bombardier has put in a solid performance overall.

Their successful order intake included firm orders from a broad base of customers located in both traditional and emerging markets.

# Shell Aviation extends network in North West Australia

January 1 marked the start of Shell Aviation's operations at Broome International Airport. This new facility will service the region's oil and gas sector and the increasing amount of visitors to the Broome region.

The start of Shell's fuel supply follows two years of planning, construction and significant investment by Shell. The into-plane refueling service will be operated by Shell's agent Aerodrome Management Services (AMS).

The Broome International Airport is an important regional hub for north-western Australia. Considered the gateway to the Kimberley the airport services both community and industry, including the development of LNG in the Browse Basin.





### Skytrans Launch Daily Toowoomba-Roma Service

Queensland regional airline Skytrans launched its new daily flight service, Toowoomba – Roma – Toowoomba, on Monday 20 January.

The inaugural flight was celebrated with champagne and a cake cutting ceremony before departing Toowoomba at 6.30am. After a swift one hour's flying time, the Dash 8 touched down in Roma at 7.00am before returning to Toowoomba at 8.00am.

The new service will operate up to 10 services per week, Monday to Friday.

Skytran's managing director
Simon Wild, said "The organisation
was significantly boosted by the
Department of Transport and Main
Roads (TMR) review under the
Transport Operations (Passenger
Transport) Act 1994 that paved the
way to launching this new air regional
service."

In partnership with Local Council, Skytrans lobbied vigorously for this change to occur and while the inaugural flight was a great milestone, it was also a celebration for people living, working and doing business in the Darling Downs and south west Queensland regional communities.

The service will effectively slash travel times from a four and a half hour drive to a one hour flight.

It also underscores Skytrans commitment to Toowoomba as a key aviation hub that currently operates daily services to Sydney and key regional centres on TMR's Q Connect Network.

"While this service links Toowoomba and Roma, it also offers travellers a convenient connection between Roma and Sydney, negating the need to travel via Brisbane," Mr Wild said.



### ATR's outstanding results in 2013

The European regional aircraft manufacturer has signed 13 Global Maintenance Agreements (GMA) covering a total of more than 150 additional aircraft in 2013. The cumulated value of these contracts is over US\$330 million.

The Global Maintenance Agreement is a unique innovative solution proposed by ATR to all its operators. This fully customized and flexible solution for on-aircraft and off-aircraft maintenance constitutes ATR's contribution to facilitate the day to day operation of their aircraft allowing easy budget and costs control while reducing maintenance expenses.

The GMA guarantees an ongoing availability of spare parts with a no-risk turn-around time, simplified logistics due to the unique interface offered by ATR and of course unbeatable quality of service.

This escalating success is due to ATR's determination to build its own unique support solution, with efficiency gains building confidence among ATR operators all over the world.

Among the GMAs signed this year, is the Colombia-based carrier Avianca (15 aircraft), the Indonesian national carrier - Garuda (25 aircraft) and the important renewal and extension of the Brazilian Azul/Trip (about 60 aircraft).

The newest generation ATRs insured with the GMA contracts has reached 70 aircraft - 65% of the total ATR-600 fleet in operation worldwide and ATR expects this number to rise steeply in the coming years.

# Hawker Pacifc's Ice Shield de-icing systems Fleet Operator Program

Ice Shield represented in Australia by Hawker Pacific, providors of de-Ice equipment, have just released a new program for Fleet Operators.

Ice Shield will offer fleet operators a 5 per cent direct factory rebate on Ice Shield leading edge boots purchased from Hawker Pacific.

To qualify for the Ice Shield fleet operator rebate program, there is a simple form to fill out, and the operator must maintain at least five booted aircraft. The qualifying order is on one invoice for a minimum of five wing or tail leading edge boots, which can be a mix and match – and doesn't have to all be for the same aircraft.

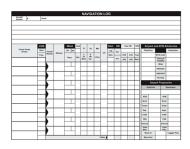
After becoming qualified to receive rebates, the fleet operator submits invoices for the purchase of the boots, directly to the manufacturer within 90 days after installation.

This is now available to all fleet customers that maintain their own fleet of aircraft.

Ice Shield (a B/E Aerospace company) manufactures Leading Edge de-ice boots for a large range of aircraft; recently adding the Embraer 120 and SAAB 340A & 340B to their extensive list of FAA approved models.

Ice Shield brand are easy to install and remove, no hassle warranty protection, well priced and interchangeable with Goodrich boots. The double-stitched Edge Guard sealing system is the key to the Ice Shield boots lasting 60-70 per cent longer.





# Studies begin for new airport on Sydney's doorstep

A local Council's plan to build a regional airport just over one hour's drive north of Sydney will provide a low cost travel and freight option for the northern Sydney basin and the Central Coast of NSW.

Wyong Shire Council has identified a greenfield site and this year is proceeding with \$2 million worth of technical studies for a proposed single-runway airport 110 kilometres north of Sydney, planned to open by 2020.

If the studies show the site to be suitable, the next step is a site masterplan and then a planning proposal for NSW Government approval.

The NSW Central Coast is the ninth largest region in Australia. With 335,000 residents — it has a slightly higher population than Queensland's Sunshine Coast, which has a thriving airport serviced by domestic and season flights to Auckland. The Central Coast population is expected to grow faster than the State average to 350,000 residents by 2020 and 400,000 by 2031.

Wyong Shire Mayor Doug Eaton said he expects the proposed airport to complement others in the greater Sydney region and be a very significant economic generator for the Central Coast.

The plan is to attract low cost carriers for flights to capital cities like Melbourne and Brisbane, and there might also be interest from carriers flying to regional locations given the limited slots available for regional carriers at Sydney Airport. The airport would be capable of serving as a diversion airport for Sydney in cases of bad weather and would not have a curfew.

The identified site has great infrastructure links being adjacent to the M1 Motorway, the Eastern Rail Corridor and an existing aviation gas line, and is surrounded by industrial land that is development ready.

Mayor Eaton said the Council sees it being an integrated industrial and transport precinct which would also become a freight hub for the warehousing and distribution sectors.

Council has already resolved to identify the airport use on s149 certificates for all affected properties within the strategic area.

Mayor Eaton said that Council was seeking private sector investors such as superannuation funds to fund delivery.

Image: Central Coast Regional Airport Strategic Area Plan (supplied by Wyong Shire Council)



# Embraer expands market reach to Russia and US

Embraer's E-Jets have now entered the Russian market with Saratov Airlines (Saravia) leasing two E195s in January 2014.

The aircraft are planned for scheduled services as well as for charter flights to Dubai, Europe, Asia and Africa in association with Saratov's tour partner, Magellan.

Both the E190 and E195 were certified by Russia's Interstate Aviation Committee in December 2012.

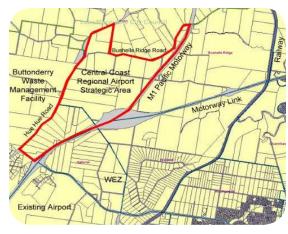
In addition to Embraer's foray into the Russian market, they have also scored big with American Airlines with a firm order for 60 E175 jets worth US\$2.5 billion at list price. The contract also includes options for another 90 E175s, taking the total order potential up to 150 aircraft.

### Airmail Fligth Re-enactment

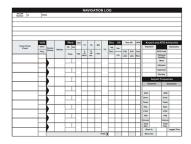
The Airmail Centenary Communication Group has been formed within The Aviation Historical Society of NSW (AHSA) to coordinate the commemorations of the first official air mail flight in Australia.

This occurred on 16 -18 July 1914, when French aviator Maurice Guillaux flew 1,785 specially prepared postcards from Melbourne to Sydney in his Bleriot XI aircraft. He also carried Australia's first air freight (Liptons Tea and O.T. juice). At the time this was the longest such flight carried out anywhere in the world.

For further details on the re-enactment and how you can become involved visit the website: www.australiasfirstairmail.com







### **Aerospace Education Awards**

The annual Aerospace Education Awards held at Parliament House, Brisbane, Qld, on Wednesday 13 November formally recognised the efforts and achievements of 24 Aerospace Gateway School students and teachers.

Wilbur Wright once said "It is possible to fly without motors, but not without knowledge and skills" and the Aerospace Gateway Schools project empowers students with the knowledge and skills required to enter the aviation and aerospace industry.

The Aerospace Education Awards ceremony is the pinnacle event held each year to celebrate academic excellence, passion and leadership demonstrated by the students and teachers.

The ceremony was officiated by Minister Saxon Rice, Associate Minister for Technical and Further Education and attended by key representatives from the program's industry partners, award finalists and their families and teachers from the Gateway Schools.

Over 50 nominations were received across the award categories.

The Teachers Innovation Award, jointly sponsored by Boeing Defence Australia, GE Aviation, was extremely close this year with industry introducing a runners up prize.

Anthony Banks from Mueller
College was awarded a Professional
Development trip to 'Space Camp for
Educators in the United States' and
Peter Rolandsen, Indooroopilly State
High was awarded a fully funded trip
to the 2014 RAAA conference.



# TAE Acquires Perkins Technologies

TAE, Australia's leading turbine engine maintenance and engineering services company, has announced the acquisition of Perkins Technologies and its Engine Condition Trend Monitoring (ECTM) system: the Data Acquisition Alarm Monitor (DAAM).

Perkins Technologies is the world leader in low-cost ECTM technology and the DAAM engine data loggers currently operate in a variety of aircraft in Australia, New Zealand, Canada and the United States.

The founder of Perkins Technologies, Larry Perkins (former V8 racing car driver) will remain as a key stakeholder with the business and will be directly involved with TAE to ensure a focus on continuing to improve all aspects of the DAAM unit and how it can continue to help their customers.

Following the transition of the capability early next year, the DAAM manufacturing activity will be delivered from TAE's existing aviation component maintenance business in Adelaide and TAE will be pursuing several growth opportunities in Australia and overseas for the DAAM unit.

TAE general manager Andrew
Sanderson said that "combining the
Perkins Technologies capability with
our turbine engine maintenance,
engineering and reliability
management capability will provide
our customers with a whole new level
of support to keep them flying for
longer."

### Interjet receive 4th Superjet 100

The fourth Sukhoi Superjet 100 has been delivered to Interjet airline.

The SSJ100 combines standards of economy, performance, environmental efficiency and passenger comfort never seen before in a 100-seat airliner.

"We are very proud to enter the Latin American market with Interjet." Nazario Cauceglia, Chief Executive Officer said.

According to the recent operating data from September 18, 2013 until November 30, 2013, the first three Interjet SSJ100s showed an outstanding performance with over 99% dispatch reliability and an average daily utilization of 9 flight hours, with a maximum utilization of 11 flight hours.

Interjet has recently confirmed it has achieved all the necessary Authority approvals to fly the SSJ100 on routes from Mexico to North America, planning to serve new US destinations in the next months.

Superjet has confirmed the commitment for the delivery in 2014 of 11 SSJ100 to Interjet.

Both parties expressed their satisfaction on the progress of the SSJ100 program and the partnership, being confident on always increasing market perspectives in the near future.

In the meantime the fifth and the sixth aircraft for Interjet are currently under completion.





# FLIGHT BRIEFING

### Wellcamp on track

It has been five years in gestation, won widespread commuity and council support and has courted some controversy on the way, but Towoomba's Wellcamp Airport is on track to become Australia's first privately build jet—capable airport.

The ambitious construction schedule will see the first jet touching down in October this year, all going to plan.

Construction began in April 2013 and since then the Wagners — owners of the site — have been shifting 35,000 tonnes of rock daily.

On Sunday 24 November 2013, Wagners held an open day which officially attracted 18,098 visitors. The project received expremely positive feedback in support.

Toowoomba is Australia's second largest inland city, after Canberra, but only has a small airport in a residential area only capable of handling small aircraft. It transports around 13,000 passengers a year. Residents are currently driving 130km to Brisbane to catch flights.

The reality is that in the next 5 to 10 years Toowoomba will be a regional hum with a two tier airport and direct flights to Sydney.

Wagners are on track to finish the runway and taxiway to flight validation stage with Airservices Australia in April or May.

The terminal is scheduled for completion by the end of August, and then the airport will go through CASA's certification process.

The goal is to open the airport on November 10 — the 25th birthday of the company's foundation.

While the runway will initially only cater for aircraft up to nine seats (mainly FIFO operations), 70 seater commerical aircraft, such as the Dash 8-400/ATR-42 are also expected to be early starters, along with international freight services and helicopters. However, Wagner believe larger jets - like B737s and A320s - will be landing in the not too distant future.

As yet no airlines have committed schedules, but there is plenty of interest and discussions continue.

# Pilatus announce PC-24 sales network

Pilatus Aircraft Ltd has announced it has formally established a sales and service network for its upcoming flagship business aircraft — the Pilatus PC-24 twin-jet.

Markus Bucher, CEO of Pilatus Aircraft Ltd stated, "We are proud to announce the extension of our partnership with an outstanding network of Authorized Sales and Service Centers for the PC-24.

For 13 years in a row, the PC-12 has set the standard for the highest level of customer service, as rated by readers of Professional Pilot magazine. The goal is to raise the bar even higher with the PC-24.

Pilatus is confident that through their Authorized Pilatus Centers they will create a customer experience, the 'Pilatus Class', unmatched in the business aviation industry.

Sebastian Lip and his team at Pilatus Australia Pty Ltd in Adelaide are the Australian representative. The first PC-24 prototype is currently under construction at Pilatus headquarters in Stans, Switzerland, and is scheduled to make its first flight by the end of 2014. A total of three aircraft will be used in the flight test program with Certification and first customer deliveries will occur in 2017.

Pilatus plans to begin taking orders for the PC-24, and announce key launch customers, at the 2014 European Business Aviation Convention & Exhibition in Geneva, Switzerland in May, 2014.

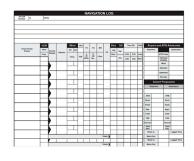
# New iPad mini with Retina Display Passes Jeppesen Rapid Decompression Testing

Jeppesen, a part of Boeing Digital Aviation, has completed successful rapid decompression tests of a new iPad mini with Retina display, proving device integrity in the unlikely event of sudden cabin pressure loss. The rapid decompression testing follows a recent successful rapid decompression test process of the new iPad Air.

The successful tests were completed to an altitude of 51,000 feet and are part of the program used by operators to obtain FAA authorization for in-flight use of Jeppesen's industry-leading mobile app solutions on iPad. No anomalies were detected during testing of any current or previous iPad models.

To use the Jeppesen Mobile FliteDeck app, customers need a digital JeppView or Express JeppView subscription. For details please contact Jeppesen Australia.







# Aviation Australian graduates set to fly into apprenticeships

Engineering graduates from Aviation Australia's aircraft maintenance training program are set to start 2014 with apprenticeships across Australia and overseas.

The graduates recently completed the theoretical and practical component of their Certificate IV in Aeroskills across one of three trades — Avionics, Mechanical or Structures, and will now complete the practical elements of their apprenticeships with their respective employers with a united goal of becoming a fully qualified aircraft maintenance engineer.

The apprenticeships have been offered by some of Australia's leading aviation organisations such as Jetstar, Hawker Pacific, Boeing Defence Australia and the RAAF.

Five graduates are off to a flying start and are now based at Alliance Airline's maintenance hangar at Brisbane International Airport.

Here they will complete the practical elements of their apprenticeships within their respective trades, maintaining the airline's Fokker Twinjet and Turboprop fleet. Alliance Airlines are a dedicated FIFO operator and provide an essential service to the mining and energy industry with bases in Brisbane, Townsville, Perth and Adelaide.

Aviation Australia and Alliance Airlines recently signed an agreement to enhance the organisations shared focus on aviation safety, operational excellence, and the long-term future of the industry.

Mr Bill Horrocks, CEO of Aviation Australia said "We are very pleased with this outcome and these graduates can look forward to a great career with one of the leading organisations in the aviation industry. This result also reinforces our recently formed partnership with Alliance Airlines and our reputation for providing industry ready graduates."

Scott McMillan, CEO of Alliance
Airlines said "Apprenticeships are
an essential element of the aviation
industry which, as well as providing
opportunities for young people to
start careers, ensure a sustainable
and skilled workforce. Alliance is very
proud of this investment in the future
and of our partnership with Aviation
Australia."

# Successful Australian Aviation Hall of Fame Induction Ceremony

The Australian Aviation Hall of Fame held it's second induction ceremony at a gala dinner at Joyes Hall, Wagga Wagga on Saturday 16 November.

The Deputy Prime Minister and Minister for Infrastructure and Regional Development, the Hon Warren Truss MP attended and presented the prestigious "Southern Cross Award" to Qantas Airways Limited for its outstanding contribution to Australia's aviation development.

Others to be inducted included the three men who were instrumental in founding the fledgling air service operator — Queensland and Northern Territory Aerial Services Limited (QANTAS) in 1920 — Sir Hudson Fysh, Paul McGinness and Sir Fergus McMaster.

Joining them was Arthur Baird Qantas' first engineer, who not only assembled and maintained the initial aircraft fleet, but also taught many pilots to fly them.

Others inducted included the highly regarded aviatrix Freda Thompson, the first Australian woman to fly solo from England to Australia; Sir Lawrence Wackett, regarded by many as the father of the Australian aircraft industry; Sir Hubert Wilkins the Australian polar explorer, ornithologist, pilot, soldier, geographer and photographer who brought aviation to the Antarctic; and the inventor of the aircraft "black box", David Warren AO.

Dick Smith AO, was also inducted. Dick has flown around the world five times as pilot in command, including the first solo navigation of the globe by helicopter in July 1983 and a flight which saw him land an aircraft at both the South and North Poles.

Dick was special guest speaker at the Dinner where over 160 guests represented a very wide range of Australia's aviation who's who.

The Australian Aviation Hall of Fame is an initiative of the civil aviation industry and is based in Wagga Wagga.

AAHOF's Chairman, Steve Padgett said the inductees were people who have not only achieved incredible feats personally, but have also made outstanding contributions to the development of aviation.





# Mitsubishi Regional Jet moves closer to completion

The Mitsubishi Regional Jet (MRJ), Japan's first-ever commercial passenger jet, came a step closer to completion with the final assembly of the first MRJ test aircraft on October 15 at the Komaki South Plant of Mitsubishi Heavy Industry's (MHI) Nagoya Aerospace Systems Works in Aichi Prefecture.

The final assembly comes just as MAC commenced operations on October 21 of their Quality Assurance Department in Munich, Bavaria, Germany. The Munich Quality Assurance Department is a 100 per cent owned subsidiary of Mitsubishi Aircraft Corporation Europe B.V. and will oversee the integration of European partners with the MRJ program and strengthen relationships with them.

The MRJ are 70 to 90 seat next-generation aircraft featuring Pratt & Whitney's revolutionary PurePower® engine and state of the art aerodynamics enabling drastic reductions in fuel consumption, noise and emissions while offering top class operational benefits and an outstanding cabin with large overhead bins and other features designed for heightened passenger comfort.

A MRJ cabin mock-up will be on display at the Singapore Airshow being held from February 11-16 at the Changi Exhibition Centre.

# ATPL Theory Training for Pilots Available

Aviation Australia's Cairns Aviation Skills Centre (CASC) has launched ATPL theory training for pilots.

The training s in response to market demands as a result of the new CASR Part 61 ATPL licensing requirements.



Partnered with Rob Avery Training Products, CASC are now offering the full seven subjects — with the four most challenging subjects delivered in class full time.

The remaining three subjects will be offered through distance learning and are fully supported with training materials and a student helpline.

Assessment Services Limited (ASL) has also approved CASC to provide ATPL examinations on campus.

Chris Pigott, Business Manager CASC said "Our ATPL students can now sit their CASA ASL exams in house at the completion of each module.

# Alliance Airlines re-signs with Lufthansa Technik AERO Alzey

Alliance Airlines and Lufthansa Technik AERO Alzey (LTAA) have prolonged their agreement for maintenance, repair and overhaul services of Pratt & Whitney Canada PW125B turboprop engines.

"We at Alliance are very confident that Lufthansa Technik AERO Alzey will continue to deliver the highest level of MRO service, quality and reliability to support our F50 operation and that is the main reason why we decided to make that early prolongation", Scott McMillan, Managing Director, Alliance Airlines said.

"Knowing how important predictability and on-time performance at best possible cost is for our customers we continuously work on improvements in our operation. This agreement underlines our already well-established relation with Alliance and our on-going strong commitment to serve the Australian regional aircraft market" says Mark Johnson, CEO of Lufthansa Technik AERO Alzey on the occasion of the signing during the recent RAAA convention.

### Embrarer's Spotlight on Asia Pacific

Embraer will once again be taking part in the Singapore Airshow and will have a comprehensive range of executive jets on display including the E-Jets. It is an interactive zone that will showcase aspects of the second generation E-Jets.

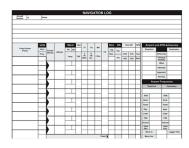
"Following the formal launch of our new E2 aircraft at the Paris Airshow in 2013, where we secured 365 orders and commitments, we are delighted to be bringing our unique display to the Singapore Airshow," Mark Dunnachie, Vice-President, Asia Pacific, for Embraer commercial aviation said.

The continuing success of the existing family of E-Jets and a growing presence in the region will ensure that the E2 is highly adapted to the right sizing of the Asia Pacific market when it enters service from 2018.

Since entering service in 2004, Embraer has received more than 1,350 orders for both the E-Jets and E2's of which more than 1,000 have been delivered. E-Jets now fly with 65 airlines from 45 countries in low cost, regional and mainline business applications.

In the Asia Pacific region, Embraer aircraft operate in Australia, China, Japan, Taiwan, India, Bangladesh and Myanmar.





### ATR - taking turboprop efficiency to a new level in the Asia-Pacific Region

With high fuel costs regional airlines are keen to build an efficient fleet by adopting the right aircraft that will offer the lowest risk exposure while allowing growth.

ATR's new generation of regional aircraft, the ATR-600 series, which includes both 72 and 42 models, have become popular short-haul choices, especially in the Asia-Pacific region, where 30 per cent of ATR's fleet operate.

ATR's latest 600 series provides outstanding performance at take-off with increased payloads, which in turn allows airlines to optimise their operations in key regional markets.

These ultra-modern aircraft feature the world's most technologically advanced avionics, including a cockpit that was inspired by the latest Airbus A380 technology.

The latest generation of regional aircraft from ATR — the 72-600 and the 42-600 offer significant economic advantages when compared to other regional turboprops or short-haul jets.

The ATR72-600 can be configured to either a 68 to 74 seat capacity, while the ATR42-600 can be configured with 46 to 50 seats.

Most important is there ability for significantly lower fuel consumption and improved ability to operate on shorter runways and routes. For example, according to ATR, on a typical regional route an ATR 600 series aircraft burns 30 per cent less fuel than its main competitors and up to 50 per cent less when compared to an equivalent sized jet.



Filippo Bagnato, ATR Chief Executive Officer says, "Regional transportation plays a central role in the development of connectivity in the Asia-Pacific and we play a significant role in supporting this increase in air traffic."

Interestingly, aircraft leasing companies have also shown a strong interest in ATR turboprops and now represent around 30 per cent of ATR's sales over the last few years. Customers now have a larger choice and can adapt their business model to their specific operations — whether to buy or lease an aircraft.

Airlines operating a multitude of regional routes, from Taiwan to New Zealand, are looking for a perfect match for their fleets. ATR's operational flexibility and versatility are what regional operators appreciate worldwide. Cost-effectiveness, flexibility, versatility and ATR's continuous innovation policy are the basic components of their products' DNA.

# Standard Areo Tranport arm signs Boeing Contract

StandardAero's Transport Category VIP completion center, Associated Air Center (AAC) announced it has been awarded a new custom interior completion contract for a green Boeing 787-8 BBJ aircraft.

"This achievement is a game changer in the world of custom interior completions," said Jack Lawless, CEO, Associated Air Center.

For over 65 years, AAC has been on the leading edge for both narrowand wide-body aircraft including the Airbus A330-200 ACJ, Boeing 747-8 BBJ and now, the Boeing 787-8 BBJ. Not only is this a major milestone for AAC, it represents a monumental leap forward for the entire custom interiors completions industry as this aircraft is unlike any other in the world.

Its composite structure and advanced systems, require special training, unique tooling and state-ofthe-art design considerations.

The completion contract was signed in late December 2013, culminating months of discussions and special airframe training requirements from Boeing engineers.

The aircraft's interior was designed by AAC's in-house design team using the new Boeing 787 signature periphery as inspiration in creating a comfortable and modern environment.

AAC's vertically-integrated, state-ofthe-art facility provides world-class interior design, engineering and completion capabilities, engine and airframe MRO and ODA certification authority.

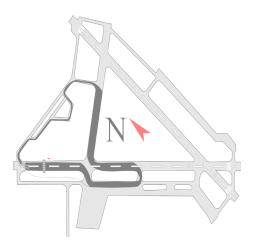
# New Project Officer for SA Department of Planning, Transport and Infrastructure

The South Australian Department of Planning, Transport and Infrastructure have appointed Juergen Ruppert as a Senior Project Officer, Aviation in the Strategic Transport and Infrastructure Planning Branch.

Juergen will be known to many RAAA members as a GE Aviation System representative and prior to this with Airservices Australia.

He commenced working at the Department with Mike Milln the beginning of this year.









# **RAAA** Events Calendar

RAAA upcoming meetings and events:

### 05 March 2014 - Melbourne VIC

- ★ Technical Working Group
- ★ Member Function

to be held at the Ansett Aviation Training School

### 04 June 2014 - Darwin NT

- ★ Technical Working Group
- ★ Member Function

# 28 August 2014 - Canberra ACT

- ★ Technical Working Group
- ★ Member Function

RAAA Annual Convention

Date & venue to be confirmed

# 03 December 2014 - Sydney, NSW

- ★ Annual General Meeting
- ★ Technical Working Group
- ★ Annual Christmas Function

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

The RAAA is the only organisation representing all sectors associated with regional aviation in Australia. This includes airlines, charter operators, aeromedical operations, airfreight operators, flying schools, airports, maintenance organisations, training organisations, engine and airframe manufacturers, insurers, financiers - just to name a few.

Being a member of an industry association such as the RAAA is an indication to others that you take your industry, and by extension your profession, seriously. It says you:

- ★ care about the future of your industry
- ★ value continuing professional development
- ★ are activiely involved in issues affecting the industry.

For many RAAA members the key to belonging to us is the networking opportunities with your peers. Not only does it provide the opportunity to meet individuals who share a common interest; it can also spark the beginning of a new friendship. After all, one can never have too many contacts in the aviation industry.

Some of the other benefits include:



- lobbying on national and individual aviation issues
- ability to participate in RAAA technical meetings
- participation in email trail on issues affecting the industry
  - ability to attend RAAA Annual Convention at reduced rates
- ★ ability to attend RAAA Social functions
  - web content on the RAAA website
- ★ inclusion in the RAAA Directory
- ★ ability to submit information into RAAA Newsletter

Further information is available on our website at www.raaa.com.au

