RAA creates Safety Task Force

Likely the first-ever committee to bring together two separate groups — operations and safety — the RAA has created a Safety Task Force with the support of its Regional Operations Council and Safety Council. A steering committee will develop the objectives, scope of work and work plan which will include supporting the development of the Fatigue Management Tool Kit and support of RAA’s own Strategic Safety Initiative (SSI). SSI includes the Fatigue Study, which is designed to determine the effects of workload on pilot fatigue. The new Fatigue Management Tool Kit will provide airlines with an industry leading resource document that members can use to develop or enhance their fatigue training program.

“Nearly all of our RAA member airlines have a representative on the ROC and Safety Council, so the decision to bring these two groups together with separate responsibilities will pool resources and focus this industry’s efforts to once again show the traveling public that safety is always the number one priority for regional airlines,” RAA Vice President Scott Foose tells Regional Horizons.

All airlines are one industry and one level of safety

Before the Aviation Subcommittee, RAA President Roger Cohen presented the following statistics:

- Since 2000, regional carriers have gone from conducting a little more than 40 percent of scheduled commercial flights to operating more than 50 percent of commercial flights. 2009 year to date = 51.3 percent
- More than 25 percent of commercial airline passengers — 159 million — fly on regional airlines. 2009 year to date = 26.3 percent
- Of the more than 600 communities served by all US airlines, nearly 75 percent of America’s cities and towns are served exclusively by regional airlines.
- This year is the first in a decade that regional airline employment levels dropped; even after September 11 regional airlines continued to grow.
- This is also the first time in a decade that the number of passengers flying on regionals, has dropped, as did capacity, but that drop is less than that on majors. 2009 capacity change to date = Mainline (8.8%); Regionals (1.9%)
- Despite the cutbacks at regional carriers — owing to the recession and fuel costs — regionals’ share of both seats and departures have actually increased in 2009. Regional carriers are expected to operate some five million scheduled passenger flights this year.
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Pilot fatigue continues to be a critical element of the public policy debate surrounding aviation safety this year. Congress, FAA and NTSB have made it a priority focus, and the recently concluded Flight & Duty Time Aviation Rulemaking Committee (ARC) represents just the first step in what will be the first major revision in decades to the rule for scheduling air carrier pilots. While all aviation stakeholders have expressed support for rules “based on the best available science,” the perception remains—unfortunately held by some key regulators and legislators—that multi-segment flying is more “fatiguing” compared to long haul schedules with fewer but longer flights. Since virtually all research into the relationship of fatigue in aviation has been centered around these longer stage lengths, one of the key elements of RAA’s Strategic Safety Initiative (SSI) is a study of fatiguing effects of workload on regional airline pilots. This ground-breaking study will accomplish these vital objectives:

- Close the “gap” in available science
- Define how fatigue relates to workload
- Identify ways to avoid and mitigate fatigue
- Demonstrates the regional airline industry’s continued focus on safety.

The work product from the Fatigue Study will serve multiple purposes, not only for RAA member airlines, but for the airline industry in general. These include:

- Credible, independent fact-based evidence for the industry’s response to an NPRM scheduled for release by the end of this year
- Research and best practices within a resource document that each airline may incorporate into their own fatigue training program (an expected requirement under the new rules)
- Information to help airline managers assess risk and other issues in developing pilot schedules and SMS programs
- A means to share the cost of developing their own Fatigue Risk Management Systems (FRMS), a tool to potentially allow for some deviation/flexibility from proscriptive rules
- Fulfilling RAA’s commitment to Congress, and demonstrating the industry’s pro-active efforts to prevent future accidents.

During last month’s RAA Fall Meeting, the Board approved funding for Phase One of a three part, ground-breaking, independent study through Washington State University’s Sleep and Performance Research Center. Preliminary results are expected next spring and will be shared during the Association’s Annual Convention in Milwaukee, May 24-27.
ASA’s Charlie Tutt briefed the Regional Operations Council (ROC) on its pilot hiring and performance analysis practices.

Presidents’ Council and Board of Directors meet during the Fall Meeting.

ASA's Charlie Tutt briefed the Regional Operations Council (ROC) on its pilot hiring and performance analysis practices.

Dr. Hans Van Dongen of Washington State University outlined his work on fatigue concepts and terminology, including fatigue modeling and the issue of workload to the ROC, Safety Directors as well as to the Presidents’ Council (see related story on page 3).

RAA President Roger Cohen thanks FAA Administrator Randy Babbitt (right) for speaking to RAA Fall Meeting attendees.

FAA Administrator Randy Babbitt calls for safety culture at RAA Fall Meeting

FAA Administrator Randy Babbitt underlined the need for professionalism in the cockpit during his remarks to the Presidents Council luncheon and emphasized the Call to Action has identified issues that are fundamental to aviation safety. “Safety is not, nor should it ever be, a slogan. It’s got to be part of the culture — your culture — and if it’s not, there’s no question in my mind that the safety trends will begin to level out, and then they’ll dip. And when they dip, accidents happen and lives are lost.” He emphasized that “safety needs to be part of our decision-making process for every flight and every task.” Babbitt listed the focus items of the Call to Action:

• the need to maintain professionalism in the cockpit
• flight monitoring
• crew fatigue
• importance of establishing and following good standard operating procedures
• compensation practices and flight crew experience
• maintenance practices
• and a host of training issues.
New Board elected for RAA

Russell “Chip” Childs, President and COO SkyWest Airlines, was elected Chair of the Board of Directors of the Regional Airline Association (RAA) for the 2009/2010 term. Other officers elected at the association’s Fall Membership Meeting held November 9-11 in Washington, DC were Vice Chair Jim Rankin, Air Wisconsin; Treasurer Dan Wolf, Cape Air; and Secretary Keith Houk, PSA Airlines (elected to Board term expiring 2012). Jim Ream of ExpressJet; Joe Randell, Jazz Air; and Rick Leach, Trans States Holdings; were re-elected to the RAA Board for terms through 2012. They will join current members Peter Bowler, American Eagle; Tim Komberec, Empire Airlines; Doug Voss, Great Lakes Aviation; Dave Hackett, Gulfstream International Airlines; and Bryan Bedford, Republic Airways.

Jerry Schumacher of US Technical and Lucas Aardenburg of SNECMA were elected Chair and Vice Chair respectively of RAA’s Associate Member Council (AMC) representing nearly 300 leading suppliers of products and services to the regional airline industry.

Delta Captain Jim Mangie, who also served as the Industry Chair of the Advisory Rulemaking Committee (ARC) and Notice of Proposed Rule Making (NPRM), told attendees that by early January an NPRM will be published focusing on revised FAA Flight/Duty/Rest regulations.

John Allen, FAA Director-Flight Standards Service, updated both the ROC and Safety Directors Committee on the background of HR 3371, the Airline Pilot Training and Safety Act. He noted that FAA is aggressively looking for ways to address the issue of better operational experience for pilots who carry commercial passengers. Although the ATP requirement proposed in HR 3371 is one option, FAA’s concern is that it focuses on quantity rather than quality and scope of training and experience.

The Associate Member Council met with the Presidents’ Council and Board.
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More capabilities, more support. More of what you need.
Bombardier Commercial Aircraft has unveiled an extended service program (ESP) for the Dash 8-100, which entered service in December 1984, to extend the turboprop’s life from 80,000 to 120,000 cycles.

Launch customer for the program is Widerøe’s Flyveselskap of Norway, which put its first aircraft into service in 1993. Widerøe CEO Lars Kolberstad says its Dash 8-100s, approaching 60,000 cycles, will get a life extension of about 10-12 years through the new program.

The program could attract others, including in the US. There are about 240 Dash 8-100s in service with 50 operators worldwide. Piedmont Airlines, part of the US Airways Express system, is the largest US operator with 33 Dash 8-100s (and another 11 Dash 8-300s).

“Dash 8-100 aircraft is a robust and reliable turboprop, and the extension program will further enhance its operational value to customers,” says Benjamin Boehm, Bombardier Vice President-Programs. Boehm notes the ESP will be accomplished through structural and engineering analysis, utilizing extensive fatigue and test data accumulated on the Dash 8, and will be initiated through a Service Bulletin. The bulletin will require replacement of some structural and systems components, and a new maintenance program supplement will be utilized.

Bombardier says the approved Service Bulletin will be available in about a year; and is anticipated that operators will implement the modifications in conjunction with the 80,000-cycle major structural inspection, with aircraft downtime expected to be six to eight weeks. Bombardier is currently defining the scope of work which will include detailed engineering and parts affected for the Service Bulletin, with the first aircraft to be completed within about 18 months.

While the program applies to the

Many turboprop aircraft, providing yeoman service to small communities around the US and the world, are approaching their 25th birthdays — some are even older — and they are likely to have very long lives.
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Dash 8-100, it could be applied in the future to hundreds more Dash 8-200 and Dash 8-300 aircraft in service.

Another upgrade program is aimed at the Beechcraft 1900D, operated by a number of regionals, including Great Lakes Airlines and Gulfstream International Airlines. About 695 1900s were produced, with the earlier models entering service in 1983.

The upgrade, offered by Hawker Beechcraft Services, would replace legacy avionics equipment, including electro-mechanical gyros and engine gauges, with a new Rockwell Collins Pro Line 21 Integrated Display System cockpit, with dual Attitude Heading Reference Systems, electronic Engine Indication System, model 850 Weather Radar, dual air data computers and APS-65 Autopilots, Rockwell Collins TCAS II 4000 and other up-to-date bells and whistles.

First customer for the upgrade is Raytheon Airline Aviation Services (RAAS), which will upgrade its Beechcraft 1900D demonstrator. RAAS, which has a portfolio of 123 Beechcraft 1900s placed with regional operators worldwide, is hoping to find additional clients for the upgrade, according to RAAS Director-Marketing Dave Carter. He underlines replacing legacy equipment in the 1900D’s cockpit will improve reliability by eliminating some potential maintenance issues, remove aircraft weight and provide a comprehensive two-year Rockwell Collins warranty, virtually eliminating avionics operating costs during the first two years of operation.

“We expect the improved reliability and operating cost benefits of this upgrade to positively impact the bottom line of 1900D operators worldwide for many years to come,” says Christi Tannahill, Vice President-Hawker Beechcraft Global Customer Service and Support.

Carter notes there is no defined airframe life limit on the 1900 because of the aircraft’s design, as long as inspections are carried out and maintenance manual followed. “We have 1900Cs with over 50,000 hours, and we keep an eye on them,” he adds, “and there is nothing on them that bothers us.” The 1900 was developed from the King Air.

ATR aircraft are certificated for a life length of 100,000 cycles, an ATR official says, with a cycle very close to a flying hour. Because normal utilization of an ATR is 2,000-2,500 cycles per year, the aircraft can fly some 40 to 50 years, he suggests. The first ATR models entered service in December 1985, just 24 years ago so have quite a life span left. “There is no life extension program for the early models of the ATR aircraft, at least so far,” the official says.

Taking into account the flying experience of ATRs since entry into service, though, the company was able to gain certification last year for an extension of the equipment.
Now you can have all the benefits of a rugged, intuitive digital EFB system for about the same price as bulky, traditional paper systems. The GEN-X EFB truly is an investment which pays for itself and provides a much needed benefit package.

GEN-X offers a total solution that not only includes the EFB hardware, but a means to update manuals and charts seamlessly and accurately. Your overall operation will benefit by a product that provides an honest Return on Investment and requires minimal training. Give DAC a call to arrange for more information.
FAA’s International Runway Safety Summit held in Washington, DC, December 1 to 3 analyzed results to date of the agency’s “Call to Action” to review all safety aspects of commercial air transport. RAA Vice President Scott Foose participated in a panel discussion underlining the association’s pro-active Strategic Safety Initiative and its plans to undertake a ground-breaking fatigue study. The three-day event gathered numerous stakeholders including NTSB, FAA and congressional staff members.

All Saab 340 models, which first entered service in June 1984, have a design life of 45,000 flight hours and 90,000 aircraft cycles, but a currently available Service Bulletin extends flight hours to 60,000. According to George Caracost, Director-Customer Support for Saab Aerotech of America, a program is in the works to extend certification from 60,000 flight hours to 90,000 to match the aircraft cycles/landing limit. This will be released in about two years.

Saab 340s in service are nowhere near the limits right now. At the end of August, the lead aircraft had just over 52,900 flight hours and 56,700 flight cycles. “With the fleet leader hours and landings in the mid-50K range after 25 years, I think we have a lot of useful life left in the program,” Caracost says. Colgan Air and Mesaba Aviation are among Saab 340 operators.

Embrea’s EMB-120 Brasilia, which entered service in mid-1985, was developed under damage tolerance design criteria. As such, there is no hard limit for airframe life as there are for aircraft designed under safe life criteria, according to Embreair officials. The Brasilia’s expected economic design service goal is 60,000 flight cycles, though, based on a two-lifetimes, full-scale fatigue test yielding no widespread fatigue damage. While there is no life limit now on the EMB-120 airframe, additional action could be possible in the future based on the service experience of high-time airframes or new certification requirements.

EMB-120 aircraft in the current fleet have, on average, 30,029 flight hours and 38,061 flight cycles. The lead aircraft, flying in Asia/Pacific, has 49,522 flight hours and 58,268 flight cycles. In the US, SkyWest Airlines is the largest Brasilia operator, with 53, and Great Lakes Airlines has six.

SkyWest Airline’s Embraer Brasilia

Foose underlined during his remarks that the RAA Safety Directors identified a list of top five safety concerns in 2007. They include:

1. Intersection Runway Operations and Runway Incursions
   • Congested ground movements
   • ATC ground communications issues
   • Airport runway/taxiway design
2. ATC separation and other ATC issues
   • Altitude deviations
   • VFR (w/o transponder)/ IFR traffic conflicts
3. Ground Operations Safety
   • Ramp overcrowding
   • Short turnaround times
4. Attracting and Retaining Qualified Pilots and Mechanics
5. Contaminated runway operations
   • Winter operations – deicing procedures
   • Runway excursions
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Top 10 Airports for Regional Airline Departures for 2009
US Domestic Only

<table>
<thead>
<tr>
<th>Rank</th>
<th>Code</th>
<th>City</th>
<th>Departures</th>
<th>Regional Share of Departures</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ORD</td>
<td>Chicago O'Hare</td>
<td>199,090</td>
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</tr>
<tr>
<td>2</td>
<td>ATL</td>
<td>Atlanta</td>
<td>198,959</td>
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<td>3</td>
<td>CLT</td>
<td>Charlotte</td>
<td>132,685</td>
<td>59.9%</td>
</tr>
<tr>
<td>4</td>
<td>IAH</td>
<td>Houston (Bush)</td>
<td>124,893</td>
<td>58.5%</td>
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<td>5</td>
<td>DEN</td>
<td>Denver</td>
<td>114,555</td>
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<td>Philadelphia</td>
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<td>DFW</td>
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<td>37.6%</td>
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<tr>
<td>8</td>
<td>DTW</td>
<td>Detroit</td>
<td>106,823</td>
<td>54.1%</td>
</tr>
<tr>
<td>9</td>
<td>MSP</td>
<td>Minneapolis/St. Paul</td>
<td>91,163</td>
<td>48.3%</td>
</tr>
<tr>
<td>10</td>
<td>LGA</td>
<td>New York LaGuardia</td>
<td>88,058</td>
<td>52.5%</td>
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Mainline vs. Regional – Scheduled Departures and Seats for 2008 vs 2009
US Domestic Only

<table>
<thead>
<tr>
<th></th>
<th>Departures</th>
<th>% Change</th>
<th>% of Total for 2009</th>
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<tr>
<td></td>
<td>2008</td>
<td>2009</td>
<td></td>
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<tr>
<td>Mainline</td>
<td>4,669,951</td>
<td>4,241,295</td>
<td>-9.2%</td>
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<tr>
<td>Regional</td>
<td>4,699,109</td>
<td>4,458,969</td>
<td>-5.1%</td>
</tr>
<tr>
<td>Total</td>
<td>9,369,060</td>
<td>8,700,264</td>
<td>-7.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Seats</th>
<th>% Change</th>
<th>% of Total for 2009</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2008</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Mainline</td>
<td>663,930,546</td>
<td>605,543,637</td>
<td>-8.8%</td>
</tr>
<tr>
<td>Regional</td>
<td>219,913,670</td>
<td>215,765,839</td>
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</tr>
<tr>
<td>Total</td>
<td>883,844,216</td>
<td>821,309,476</td>
<td>-7.1%</td>
</tr>
</tbody>
</table>

Source: OAG Schedules iNet, November 10, 2009
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RAA Airline Members to participate in FAA Aviation Rulemaking Committee

Following local approval by FAA to extend the compliance time of a structural airworthiness directive (AD) for certain Southwest aircraft and the subsequent grounding of the American Airlines MD-80 fleet over a seeming minor compliance issue with a wire routing AD, the DOT recognized the gross inconsistencies between the two events. In turn, DOT sought to address the public concerns by assembling an independent review team (IRT) that would provide recommendations to the FAA on AD policy. (Their report is found at the following DOT web site: http://www.dot.gov/affairs/IRT_Report.pdf)

The FAA also assembled a compliance review team (CRT) to provide similar recommendations on improving AD policy.

The FAA has now decided to implement an ARC to review the IRT and CRT reports and provide industry recommendations on going forward with a responsive AD policy.

The ARC is scheduled to expire at the end of 18 months but will likely conclude within next year. Vice President-Technical Services Dave Lotterer will represent the RAA members on the ARC as will Barry Baker, Vice President-Maintenance at Pinnacle Airlines and Mike Bandalan, Director of Quality Control at American Eagle Airlines.

Airline Dispatch Managers review automation best practices

ExpressJet’s Chip Durham presented its Dispatcher Fatigue Study to the Airline Dispatch Management Forum held at TranStates St. Louis offices on December 8. RAA Vice President Scott Foose moderated the day-long meeting which included round table discussions on FAA enforcement activities and automation best practices.

REGIONAL MARKET LINKS

15regional horizons November/December 2009
Republic Airways pledges to preserve more than 700 local jobs and add up to 800 full-time positions in Milwaukee. Investing in capital expenditures to support maintenance operations and infrastructure, Republic aims to increase its local employment for flight crews, heavy aircraft maintenance and technical support as well as call center reservations. The investment will make Republic eligible to receive up to $27 million in tax credits through the end of 2021.

In April 2010, Republic will expand its Midwest Airlines’ flight schedule with two new nonstop destinations from Milwaukee to Raleigh-Durham on April 1 and to San Francisco on April 19.

Horizon Air is highlighting the Bombardier Q400’s lower environmental impact by sporting a “Comfortably Greener” livery on two of its 76-seaters. Using 30 to 40 percent less fuel and producing 30 to 40 percent less carbon emissions than comparable jet aircraft, Horizon aims to achieve a single-type fleet of Q400s by the end of 2013. Currently, the airline operates 39 Q400s and 18 CRJ700 regional jets.

SkyWest has announced a new marketing partnership with AirTran Airways supporting its Milwaukee focus city. Starting in December, SkyWest will dedicate five 50-seat Bombardier CRJ200s to six destinations between Milwaukee, including Pittsburgh, St. Louis, Akron/ Canton, Indianapolis, Des Moines, and Omaha. Seats on these flights will be sold in conjunction with AirTran Airways flights with revenue shared on a pro-rated basis. Fully implemented by February 2010, SkyWest will offer 18 daily non-stop flights from Milwaukee to the six destinations.

Bombardier recently celebrated another major milestone in the CSeries aircraft program as construction is now underway at its new, 600,000-square-foot, state-of-the-art aircraft wing manufacturing and assembly facility in Belfast, Northern Ireland. The facility’s design and layout are being optimized both for the production process and to minimize environmental impact.

In August, the test fuselage barrel arrived ahead of schedule at Bombardier’s St. Laurent Quebec site, from China, and in September the Canadian aircraft manufacturer marked the groundbreaking of the first CSeries manufacturing building in Mirabel, Quebec. The first test wing will be delivered from Belfast in 2011.

While this new project requires Bombardier to recruit more than 500 positions in production support and engineering areas, the lack of CRJ orders has prompted a reduced production rate and additional layoffs. Starting January 2010 through the first two quarters of the next fiscal year, Bombardier’s Montreal facilities will layoff around 715 employees.

Joining Michael Ryan, Vice President and General Manager, Bombardier Aerospace, Belfast to lay a special cornerstone to mark the construction was Northern Ireland Enterprise Minister Arlene Foster, along with guests including contractors.
At presstime, ExpressJet announced President and CEO Jim Ream will depart and become American Airlines Senior Vice President-Maintenance & Engineering, effective January 1.

In related news, ExpressJet will begin new United Express flying on May 1, 2010 with 22 Embraer ERJ145s. United has worked with ExpressJet previously for short-term flying contracts, and Cindy Szadokierski-Vice President Airport Operations Planning and United Express says, “ExpressJet offered us the most competitive bid, enabling us to continue to operate efficiently in this difficult environment.” The new flying will replace flying previously done by other United Express partner carriers whose contracts have expired.

Horizon Air performed a low level flyby of its Bombardier Q400 painted in Boise State University livery just before kickoff of the November 14 Boise State vs. University of Idaho game at Bronco Stadium. This is one of five game overflights scheduled for each of Horizon’s university livery aircraft, including Oregon, Oregon State, Washington and Washington State. “This is one of the most ambitious promotions we’ve ever done,” says Horizon Vice President-Marketing and Communications Dan Russo. “It will generate a lot of excitement around our partnerships with these schools and strengthen Horizon’s brand as ‘Wings of the Great Northwest.’”

In related news, Horizon will launch twice-daily direct service from Spokane to Sacramento and San Jose starting March 26, 2010, providing a new link between these three vital and growing metropolitan regions. All flights will be operated with 76-seat Bombardier Q400s.

Horizon Air Bombardier Q400 in Boise State University livery

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Wings Financial Credit Union is federally insured by NCUA.
Electronic Cable Specialists has entered into a data licensing agreement with The Boeing Company allowing the use of Boeing detail engineering design data to develop STCs for installation of Electronic Flight Bags on Boeing aircraft.

Rolls-Royce has begun construction on a new manufacturing facility in Prince George County, VA. Located on over 1,000 acres, it will be the largest Rolls-Royce site by area in North America with ample space to accommodate suppliers' and partners' co-location in the future. The engine manufacturer will initially invest $170 million in the site with total investment anticipated at approximately $500 million in Virginia.

Honeywell's SmartPath Precision Landing System is the first to receive FAA's System Design Approval for the US Ground-based Augmentation System (GBAS). Also referred to as the Local Area Augmented System (LAAS), GBAS is an important component of the future national airspace system “NextGen”. The system is one of several key components of FAA and industry efforts to increase system capacity and efficiency using advanced navigation, communication and surveillance capabilities.

CAE has sold two CAE 7000 Series ARJ21-700 Level D full-flight simulators (FFS) to COMAC Shanghai Aircraft Customer Service Co. Ltd., owned by Commercial Aircraft Corporation of China Ltd. (COMAC). The value of the contract totals about C$35 million with the first simulator scheduled for delivery to Shanghai for training in mid-2010. The ARJ21 aircraft, the first passenger jet to be fully developed independently and indigenously produced in China, is scheduled to enter service in 2011. “The Chinese name for the ARJ21 – Xiangfeng – means ‘Soaring Phoenix,’ and we expect the ARJ21 to soar ahead of other regional jet aircraft, especially in hot and high-altitude conditions,” says Xu Qinghong, President, Shanghai Aircraft Customer Service Co., Ltd.

Embraer, General Electric, Azul and Amyris have signed an MOU to evaluate the technical and sustainability aspects of Amyris’ No Compromise™ renewable jet fuel. The initiative will culminate in a demo flight by early 2012 of an Embraer E-Jet using GE Engines and belonging to Azul Linhas Aereas, a new Brazilian airline.

Amyris is a next-generation jet fuel development and production company. Its renewable jet fuel is made from existing sugar cane feedstock and is positioned to bring supply security, renewable content, price stability and significant reductions in greenhouse gas emissions to the jet fuel pool.

“Greening the skies is a rather complex subject and requires broad industry expertise and commitment,” says Frederico Fleury Curado, Embraer President and CEO. “The partnership with top-level players will certainly represent an important step towards this endeavor.”
our Tuesday luncheon that “safety is on his plate” because it’s our top priority. Safety was also the message we shared when we traveled across town to Senate Aviation Chair Bryon Dorgan (D-ND) and subcommittee counsel to underscore our firm belief that 1500 hour/ATP requirement provisions of HR3371 would shrink rather than grow the pool of qualified pilot professionals.

The RAA Safety and Operations members met for two solid days discussing RAA’s own Strategic Safety Initiative (SSI). Since SSI’s launch in June, RAA has begun defining a list of all safety issues to be reviewed, and at the Fall Meeting we took the first steps in a ground-breaking Fatigue Study by Dr. Hans Van Dongen from Washington State University (see related story on page 3). This study will help fill the “science gap” in the area of regional operations, and most importantly, will provide a guidepost how to recognize, reduce and manage fatigue.

RAA plans for 2010 Milwaukee Convention

While safety was the primary focus of our fall meeting, we did take time to review the great plans for the 2010 Annual Convention in Milwaukee – which might even come close to being as great a venue as Salt Lake City (but then we Utahans are little biased…) Please mark your calendars for May 24-27 and keep checking www.raa.org for additional information. And also brush up on your C&W songs since RAA will return to Nashville for our 2011 Convention.

I welcome the opportunity to help lead our industry through this time knowing that the regional airline industry strives for safety every day in all aspects of its operations. Our airline members operate more than one half of all US scheduled flights, and we carry one of every four domestic passengers. We serve more than 600 US airports, and some 75 percent of those airports depend on regional airlines, exclusively, for their only source of scheduled air service. As an industry, each RAA member airline and all of our 60,000 highly-skilled professionals remain dedicated to safety, and the vital role we play in the nationwide air transportation system.

Russell “Chip” Childs

Chairman’s View

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UPCOMING RAA EVENTS

2010

January 20-21 2010 Airline Symposium
“An Airplane is Down...The Emergency Response”
McLean, VA
(Ritz Carlton Tysons Corner organized by Dombroff Gilmore Jacques & French, all member airlines are welcome to attend)

February 23-25 Flight Technology Committee Meeting
Miami, FL (at ARINC)

April 27-29 World Aviation and Regional Airline Training Conference & Tradeshows
Orlando, FL (at the Rosen Shingle Creek Resort)

May 24-27 RAA Annual Convention
Milwaukee, WI
24 Safety Council Meeting
Milwaukee, WI
24 Dispatch Management Meeting
Milwaukee, WI
25 Operations and Maintenance Forum
Milwaukee, WI
25 Regional Operations Council Meeting
Milwaukee, WI
26 Flight Training Committee Meeting
Milwaukee, WI
27 Inflight Committee Meeting
Milwaukee, WI

July 25-27 RAA Summer Seminars
(dates and location TBD)

2011

May 16-19 RAA Annual Convention
Nashville, TN

The RAA and Regional Horizons staff wish our readers and families a safe and secure Holiday Season and best wishes for 2010!