With a great ability to adapt, and signs of an economic recovery on the way, the regional airline industry gathers in Milwaukee this week marking its 35th Annual Convention. Both RAA Chairman Chip Childs and President Roger Cohen underlined yesterday that this year’s convention boasts a record number of attendees and exhibitors.

Despite the challenges of the last two years for the airline industry, Bombardier Commercial Aircraft Vice President, Marketing Philippe Poutissou, expressed optimism about the future, suggesting the industry was “well positioned for the next up cycle.”

He noted that economic and airline indicators are trending favorably, with yield and traffic both already bottomed out. In particular, the regional market will be a bright spot, Poutissou said. “US independent regionals are in relatively good shape.”

With network connectivity still the most important part of the overall product offering of US majors, he suggested that the regional market is an integral part of their long-term success.

Traffic demand in the 60-99 seat segment of the market continues to grow strongly, he noted, with an 11% increase in April over a year ago.

Bombardier sees strong demand for this size aircraft in the market in the next two decades. In its latest forecast of new aircraft deliveries in the 20-149 seat market segment over the next 20 years, Bombardier forecasts that 5,800 aircraft will be delivered in the 60-99 seat segment and 6,300 — just 500 more — in the 100-149 seat category.

The Canadian manufacturer is comfortable that it has three families of aircraft in this segment of the market: the Q400 turboprop, the CRJ700/900/1000 and the new CSeries single-aisle jet transports. “Results in the last six months are encouraging,” Poutissou said, noting the company received 80 firm orders from the Americas region in the last six months, including 15 Q400s from Jazz Air, 22 CRJ700s from American Eagle, three CRJ900s from Pluna and 40 CSeries jets from Republic Airways.

On the development front, Bombardier resumed development...
Development of the **Mitsubishi Regional Jet** is proceeding on schedule toward entry into service in 2014, said Executive Vice President-Product Development Junichi Miyakawa. He highlighted the LOI for 100 aircraft from Trans States Holdings last October, but added a firm order had yet to be signed. The Japanese manufacturer has yet to determine which models they will build, and how many of each from the 70- and 90-seat options have been selected. Miyakawa said two-class configurations are now available and that a premium seat is being developed.

Some of the reluctance to provide details may be due to an earlier revelation that the Mitsubishi Regional Jet ‘family’ will now also include a planned MRJ100X; customers would naturally be hesitant to harden their choices until more information on the full line is available. ATR's Mario Formica said no-one should be surprised if the MRJ-70 was dropped from the family and efforts concentrated on the 100-seater.

Long-term demand for large turboprop aircraft remains strong, says **ATR Vice-President Marketing & Airline Studies Mario Formica**, as high fuel prices have made regional jets uneconomic for profitable operations by regionals.

“The time of $50 a barrel is over,” he said, noting that forecasts 10 years ago put turboprop sales at just 15% of the market in the 50-70 seat segment of the market over the following 20 years. Now, it is 40%. “The turboprop is in play again and will play an increasing role.”

ATR, which has 155 operators, has the strongest customer base in the world, he suggested, and is heavily promoting its new ATR-600 Series aircraft and is also surveying the North American market about a potential 80-100 seat development. Formica said they were finding a lot of interest among US airlines. A decision on whether to go forward with a larger turboprop should be taken in 2011.

ATR has a strong backlog of 125 aircraft. This includes 115 ATR 72s (68-74 seats) which are sized to handle growth and replacement of 50-seat regional jets, and 10 ATR 42s (46-50 seats) which are sized to handle growth and replacement of 30-seat turboprops.

Development of the ATR-600 Series aircraft is progressing, with its first flight completed in March. The aircraft, which has an updated glass cockpit with state-of-the-art avionics, better runway performance, increased operational weights, centralized maintenance and new cabin interiors, will be certificated in November 2010, with first deliveries to customers scheduled for the second half of 2011. The new cabin especially is tailored to US airlines and passenger expectations, Formica said. “The perception of ATR in North American in 1986-87-88” is outdated, he said. “The technology has evolved dramatically.”

Formica suggested that a move to turboprops for all markets under 400 nautical miles is the only way for regionals to maintain their margins as legacy carriers cut back on their contracts and for the majors to stop losing money.

North America and Europe are ATR's particular sales target, although it already has a strong market share in Europe.
Think of it as a flying financial rescue package.

The obstacles to success in the current economic climate are many, but one aircraft platform is up to the challenge. E-Jets from Embraer. Some 600 are already hard at work for 45 airlines worldwide, achieving break-even with lower seat occupancies and reducing direct maintenance costs by double digits. Discover the superior passenger experience and proven economics of E-Jets, and love what you fly.

Discover how Embraer E-Jets are sizing airlines around the world at www.embraercommercialjets.com.

Love What You Fly.
ATR is consulting with engine manufacturers as it begins development on a larger turboprop to supplant its ATR42/72 line. GE General Manager of the CF34 project development Chuck Nugent, confirmed that GE is actively considering the proposal. "We see 2,200 turboprop deliveries over the next 20 years," he said, and confirmed that a CPX38 turboprop study was underway. The program will build on the company’s GE38 turboshift military helicopter program with a view to having a new turboprop propulsion system ready for the market by 2015.

In related news, GE’s CF34 engine recently surpassed 5,000 total deliveries. “This is a remarkable achievement for the CF34 engine family,” added Nugent. Every 8 seconds, a GE CF34-powered aircraft takes off somewhere in the world. On a daily basis, CF34 engines travel the equivalent of 210 times around the planet and carry 500,000 passengers to their destinations. The CF34 has a dispatch reliability of 99.95 percent and more than 50 million flight hours.
Indaer International and joint venture partner, AvCraft Support Services, announced new heavy maintenance contracts with five regional operators for a total of 10 ATR and Dornier heavy checks. Cape Air’s two ATR 42s will receive heavy checks with the first aircraft to enter in September. Dutch Antilles Express, which operates regional services from its Curacao hub in the southern Caribbean, has also contracted for two ATR 42 heavy checks with the first to begin in July. Contracts for Dornier 328 heavy checks were won from: Central Mountain Air, a Canadian regional, for two aircraft to be completed in June; FlyMex, a Mexican charter airline, for two 328s; and VIP S.A., an Ecuadorian regional carrier, for two 328s.

Indaer is an aerospace maintenance, engineering and technical services company that was created as a successor to ACES, a South American regional airline, and partners with AvCraft of Myrtle Beach, SC, which was founded in 2004 to provide regional aircraft heavy maintenance and modifications.

Horizon Air received the 2010 Recycler of the Year award by the Washington State Recycling Association (WSRA) for recycling 69% of all onboard waste. The Seattle, WA-based regional airline received the award this week in Vancouver during the WSRA Annual Conference. Its inflight recycling program started in the late 1980s, and today operates the most comprehensive onboard recycling program of any US airline. Flight attendants collect newspapers, magazines, aluminum cans, plastic cups, and plastic and glass bottles from passengers for recycling. Even wine corks, cardboard, shrink wrap, coffee grounds and aluminum and plastic pop rings are recycled, at Horizon’s main food and beverage locations in Seattle, Portland and Boise.

Horizon and sister company Alaska Airlines also strive to reduce their environmental footprint through investments in technology, green equipment, employee engagement and fuel conservation. Details are provided in the airlines’ environmental report, released last week: http://bit.ly/a8yA28.

In partnership with RAA, EQ2 yesterday released its report of the first industry-wide airline carbon and environmental assessment. Using EQ2’s web-based Evolution™ sustainability management system to measure and understand the environmental impacts and risks confronting airlines from climate change and potential new regulations. The seven participating RAA members, representing 52% of the US regional fleet, collected data on their fuel, electricity, water use and waste generation. The airlines used Evolution’s online reporting tools to track their carbon and environmental performance. The report gives RAA direct insight into the issues that its members face and an understanding on how it can support them to improve.

“Working with EQ2 has allowed the RAA to take action to reduce our environmental impact,” said RAA Senior Director – Regulatory Affairs Liam Connolly. He continued, “EQ2’s Evolution system gives us an easy-to-use way to benchmark emissions. Having accurate data means our members can make decisions that help the environment and improve their performance.”

“The RAA has demonstrated leadership in the industry by undertaking this project,” added EQ2 Chief Executive Steve Burt. He continued, “Using Evolution, the airlines have been empowered to take control of the environmental issues that affect them. Evolution provides a highly accurate measurement and reporting platform. We look forward to continuing to work together with the RAA and its members.”

The full report, “The RAA’s Environmental Evolution: A project to lead its members on an accurate assessment of their environmental performance” is available on EQ2’s website at www.eq2.us.com/raa.pdf.
The SaM146 regional jet engine.
The first choice for now and for the future.

Already selected for commercial operation on the Sukhoi SuperJet 100, the SaM146 brings together everything you need in a regional jet engine. And more. Striking the perfect balance between innovative engine technology and proven experience, PowerJet SaM146 delivers maximum value. It’s also the only fully integrated propulsion system designed, from the ground up, for the new generation of regional jets. The SaM146 is the future of regional jet propulsion and the future is now.

For further information visit www.powerjet.aero

PowerJet is a joint venture between Snecma, Safran group and NPO Saturn.
Saab Aircraft turboprops continue to be popular — indeed are growing in popularity with some operators — even though last deliveries of new aircraft took place in 1999.

Although total departures of 19/30/50-seat turboprops and regional jets worldwide have declined 19% over the last seven years, the majority of the decline in turboprops is in the US market, according to Saab Aircraft Leasing President and CEO Michael Magnusson.

Some US regionals, however, still value the Saab 340 highly, he noted. In the Colgan/Pinnacle system, the 34 Saab 340s being operated generated an average fare of $139 a passenger in the first quarter of 2010, compared with $53 per passenger for the 16 Bombardier Q400s and $65 for the 126 CRJ200s and 16 CRJ900s being operated, he noted. The Saab 340 also bested the other aircraft in revenue per hour generated. “The Saab 340 is a large part of this multi-type operation,” Magnusson noted.

Turboprops, which were heavily abandoned when 50-seat jets came into regional fleets, also are withstanding the recession better than jets, Magnusson noted, with values of Saab aircraft, in particular, improved recently despite recent market and economic fluctuations. “I think the values will hold over the next few years,” he added, since there are no replacements for these aircraft.

While Saab Aircraft Leasing, which is responsible for “managing down” its portfolio of Saab aircraft, had a slow year in 2009, Magnusson said he is looking at a more busy and active 2010. While turboprop interest is slow in the US, it is very active in other parts of the world, “Europe is very much still a turboprop market,” he added.

Saab aircraft also are finding their way into all kinds of government entities, civil and military, Magnusson said. For example, a Calspan Saab 340A was delivered in February to the US Navy’s test pilot school at Naval Air Station Patuxent River, replacing a P3. Calspan did the conversion and installed an F-16 radar in the aircraft.

Over the last decade, Saab Aircraft Leasing has entered into 330 aircraft transactions with 75 customers in 30 countries, with 80 aircraft sold and 250 leased. Saab also continues to support its aircraft worldwide.
Heard around the Exhibit Hall…

**JSfirm (Booth #423)** released its survey results on the 2010 hiring outlook for aviation companies with the greatest demand in production (assembly/maintenance) followed by flight crew. The survey, based on the company’s own database, also showed healthy growth in the areas of sales, engineering and management positions. Managing Partner Sam Scanlon says “Eighty percent of the companies surveyed expect to hire in 2010, with 72% of these positions being filled equally over the first three quarters.”

**LodgeX Airline Solutions (Booth #1416)** is providing Atlantic Southeast Airlines crews a new, more efficient two-way crew scheduling interface via Sabre CrewTrac. Now, when ASA schedules their crews, LodgeX automatically reserves their lodging and sends a confirmation. No further communication is necessary from the airline. As schedules change, crew members receive accurate, real-time hotel information, reducing the uncertainty of travel accommodations. As the first third-party lodging administrator to offer this interface, LodgeX plans to “redevelop its existing software package with the additional benefits for its clients,” according to Vice President-Airline Operations Troy Salwei.

**Avmax (Booth #1607)** will now expand its heavy maintenance and modification operation at Jacksonville International Airport in Florida starting in June. As part of a multi-phased project to be implemented over the next five years, the 50,000 square foot hangar expansion will also include over 90,000 square feet of ramp space. Avmax plans to initially employ up to 100 people at the Jacksonville MRO facility.

**Avionics & Systems Integration Group (Booth #631)** is demonstrating its cabin distributed power supply system for personal electronic devices as part of its Regional Aircraft Cabin Improvement Program (CIP).

**STG Aerospace (Booth #1501)** has reached 6,000 sales of SafTGlo PL floorpath marking systems following a fleet-wide order by Thai Airways International on its Airbus A330. The SafTGlo system stores and simultaneously emits light, giving highly visible emergency exit guidance for up to 16 hours in darkness, after a short period of charging with normal cabin lighting.

**Pratt & Whitney Canada (Booth #906)** is expanding its training network capability through a collaboration agreement with **FlightSafety International (Booth #1107)** for the full-range of P&WC engine products starting in October. The agreement will mean access to a greater volume and variety of online learning tools for P&WC customers. FlightSafety International will use new and innovative technologies, such as the Learning Management Systems (LMS) and Learning Content Management System (LCMS), to maintain and update P&WC’s courseware.

**ARINC (Booth #407)** is debuting its new Tarmac Delay program, specifically designed to help carriers manage flight delays and comply with strict new regulations of the US DOT. The Annapolis, MD-based company will demonstrate the program at the RAA Dispatch Committee meeting Thursday at 11am in Room 202E. Under DOT rules enacted in April, airlines are required to give passengers access to food, water and a lavatory within two hours of a tarmac delay, and must allow them to leave the aircraft after three hours — with exceptions for safety or security reasons. Failure can result in significant fines for the airline — as much as $27,500 per passenger.

ARINC's Tarmac Delay program senses a delay when it receives a flight's "OUT" data message without a corresponding "OFF" message. The program then sends automatic DELAY messages to the cockpit, at selected intervals based on the airline's operational requirements.

**TRAX USA (Booth #507)** announced that Air New Zealand's Eagle Airways has gone live with TRAX, having implemented its e3 on production, using all TRAX modules except QA and Training. The TRAX Maintenance & Engineering Software has more than 20 modules designed to cover virtually all aspects of aircraft maintenance. Implementation by the wholly-owned subsidiary of Air New Zealand, which operates Beech 1900Ds, took 16 months.
Central America’s Tropic Air had an expensive problem. With flight lengths of ten minutes, their aircraft engines were cycling out before scheduled overhaul intervals were reached. Fortunately, Pratt & Whitney Canada’s Service Centre Network team came up with a unique solution. A highly personalized plan that exchanged mid-life engines with new, providing unprecedented financial and operational benefits. One’s success in business depends on creative thinking. For that you can depend on P&WC.
Rockwell Collins made its first appearance at the Annual Convention media briefings in many years, with Director-Business and Regional Systems John Peterson providing a briefing on the company’s latest cockpit systems.

The Pro Line 4 integrated glass cockpit is on all versions of the Bombardier CRJ series, and the Next Generation Pro Line 21 equips the ARJ21, he said. The Pro Line Fusion is the standard glass cockpit on the MRJ and CSeries, but the future Pro Line cockpit will incorporate airspace changes, he added, citing the Link 2000+ and ADS-B Out as examples. Additionally, there will be performance changes for navigation such as WAAS, LPV and RF Legs.

The Link 2000+ has been mandated by Eurocontrol and is intended to reduce radio traffic between pilots and ATC by presenting short-burst messages via ACARS for display in the cockpit. Peterson underlined all new aircraft will be so equipped starting in 2011, but even retrofits will involve a simple upgrade to equipment already on board. The amount of installation will depend on the area in which the aircraft is being operated. List prices for the various pieces of equipment are available on the company’s website. Peterson cautioned that the actual cost of installation will be affected by retail pricing and the costs of the third-party installer.

Are you prepared for an emergency?

“Effective Emergency Preparedness: Everything Nobody Ever Told You about What Happens After an Accident.”

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Wednesday, May 26 2:15 pm-3:15 pm in the General Session area of the Exhibit Hall

Dombroff Gilmore Jaques & French P.C.
Washington, DC + New York + Chicago + Miami
1) As we witness more consolidation in the airline business, including the proposed UA/CO merger, does this development provide more opportunities for future growth at Air Wisconsin, and how does that relate to your corporate structure as a privately held regional airline?

Directly and immediately, it doesn’t change our structure all that much even if United and Continental didn’t merge. But from an industry perspective, the timeframe is favorable and we are proponents of consolidation; at least in the intermediate timeframe. The question yet to be answered is: what does this mean for growth opportunities for regionals? Obviously, we still have some excess capacity as part of the large amount of growth during the middle and last part of the decade, but some of those contracts are coming up for renewal. There is also the question of organic growth – Does the regional industry have another growth spur coming due to the fact that the economy is in better shape, helping the industry as a whole? Domestic capacity was reduced significantly over the years, and as demand comes back, hopefully that means more opportunities for regionals.

From our perspective, as a privately held company, that doesn’t play into it directly. We have a financially strong company with a strong balance sheet. Our goal is to be efficient and put out an excellent product. We want to grow, and get into bigger airplanes, but we’ll wait for the right opportunity to present itself.

2) What are some of the changes you have made at Air Wisconsin since you were appointed President and CEO in 2006?

Over the last four years, the biggest thing that I’ve been trying to drive is efficiencies – both economic and operational, as well as our ground handling operations. It’s been better year over year, but this industry is what I call ‘hyper-competitive’, so you have to be extremely vigilant with every dollar and every penny and make sure you are running an efficient company. We’ve reduced the overhead here, cut back on our management ranks where we could, and expanded our IT capabilities to drive efficiencies and to communicate more efficiently with our employees.

3) How has your flying and operational experience at previous operations, Skyways and Midwest Express, affected some of those changes?

I spent around nine years as a line pilot, so I understand pilots are important and critical to the company operations. With this background, I can clearly see areas where we can tighten up, as well as seeing new and better ways of handling operations.

4) Is Air Wis actively pursuing additional code-sharing relationships in addition to the US Airways Express arrangement?

We always are, and we would like to get into bigger aircraft. Although with the acquisition and capital costs of 50-seat aircraft dropping, they are becoming more attractive and there is still a role for them. We compete in RFPs as they come about and hold regular conversations with majors to find strategic partnerships. We are a strategically minded company, and work with majors to see how they can help us, and we can help them.

5) Is there room for additional growth in ground-handling services, such as what you do for United Express at dozens of locations?

We continue to grow that business, as it is a real advantage from a major airline’s perspective to have an operating airline with all the safety programs in place. It’s a unique piece of our business, and keeps the partnership alive.

6) Many operators are shedding their 50-seat RJs saying they cannot justify the cost of operating this size regional jet. With a fleet of 70 CRJ200s at Air Wis, would you consider another type aircraft or will you actually increase the number of CRJ200s?

For us, the Bombardier product makes a lot of sense as we have a common type rating with our CRJ200 fleet. You add that to minimal training differences, and there is a fairly compelling case to stay with the Bombardier aircraft as we get into bigger airplanes. We are always actively looking. Another advantage of being a privately held company, we can be fairly patient. Long term, we want to get into bigger airplanes.

7) What do you predict are some of the most challenging issues the regional airline industry will face in the next year and beyond?

Probably the most immediate concern is still the economy. Are we in a long recovery or will we stall out? There remains a strong competitive issue on pricing which leads to cost pressures. There’s not been a lot of fleet renewal, but this will have to occur as capacity builds again. Other issues include NextGen and building the ATC infrastructure that can support a stronger industry.

Air Wisconsin will focus on continuing to run an efficient and lean operation, and be extremely competitive so we can grow when opportunities are present.
Relax, and think about all the fuel you're saving

It may be the most comfortable way yet to reduce our environmental impact. Bombardier’s Q400 turboprop uses 30-40% less fuel. This means it’s more fuel efficient than an average car on a per passenger basis. It also produces less emissions and less noise. As one of the world's most technologically advanced aircraft, the Bombardier Q400 airliner provides outstanding comfort, performance and reliability for its passengers. It also provides reduced environmental impact for all of us. That’s why it’s proving to be the most popular regional solution on short distance routes. For more information, please visit www.comfortablygreener.com
A joint FAA-Industry Stall & Stick Pusher Training Working Group will meet all day Thursday reviewing the industry’s best practices, as part of work that is expected to be complete by October 2010. “This fast-paced effort will result in FAA’s guidance being updated. RAA will help in this effort in the coming months by scheduling meetings with the country’s top flight academies and universities,” says RAA Vice President Scott Foose.

FAA selected ExpressJet Captain Greg Wooley and Captain Dave McKenney from ALPA as co-chairmen of the working group. While the FAA-Industry Working Group will focus on identifying and promoting training policies that will maximize the likelihood that pilots will respond correctly and consistently to unexpected warnings, stalls and stick pushers, the group expects to also make recommendations to help guide FAA and other research organizations on the development of future flight simulation technology.

“The NTSB’s findings into the cause of the accident near Buffalo focused on the actions of the pilot in response to their aircraft’s safety system warnings. Although the FAA determined the crew had been very well trained, the investigation has not determined why the pilot failed to use his training and experience,” Foose underlined.

During yesterday’s Operations Forum, RAA Vice President-Technical Services Dave Lotterer was presented an oil painting of an ERJ145 ExpressJet as a tribute for his 14 years of service with the association.

![Image of three men with captions](image)

*Pictured left to right: Sky-West Operations Safety/Compliance Captain David Faddis, RAA President Roger Cohen, Dave and RAA Vice President Scott Foose.*
This morning, the RAA Flight Training Forum will detail its new information working group to assist airlines in training their pilots under the new Advanced Qualification Program (AQP). A voluntary alternative to the traditional regulatory requirements under CFR 14, Parts 121 and 135 for pilot training and checking, AQP is an FAA approved program involving a systematic front-end analysis of training requirements from which explicit proficiency objectives for all facets of pilot training are derived.

RAA Vice President Scott Foose tells Regional Horizons, “more than half of RAA members are moving ahead and will be approved to training their pilots under AQP in the near future. With great support from the FAA, RAA is establishing this new information sharing working group to assist new AQP entrants.” The group will officially be a sub-committee of RAA’s Flight Training Committee.

The forum is structured to get new AQP entrants together with the FAA, and also involve those airlines that have been using AQP programs at their operations. Similar to the major airlines, regional carriers are also working with FAA to develop guidance material that will include their flight attendants and dispatchers under AQP.

“While this group is structured and sponsored by RAA, all airlines are welcome to participate, including international operators,” notes Foose.

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Visit us at booth #1611 at the Regional Airline Association Convention.
Heard around the Exhibit Hall…

Aviatron (Booth #600) has added component overhaul services on several new products. They include Bombardier CRJ700/900 and Embraer 170/190 engine air starters with 100% PMA replacement parts. Other new products added by the South Burlington, VT-based company include overhaul services on CRJ700/900 and Bombardier Q400 air cycle machines, also with 100% PMA parts. PMA parts are about 60% less expensive than OEM parts, an official said.

Thrust-Tech Aviation (Booth #524) is newly offering component repair and overhaul on pneumatic control units for Bombardier CRJ100/200 regional jets. TTA also is promoting flat-rate repairs, unconditionally warranted, on ignition exciters for PT-6 and PW100 engines, on wheel speed transducers and on fuel boost pumps. The Fort Lauderdale-based company promises a 10-day turn time on all repairs, backing it up with a promise of part exchange with sister company CRS Jet Spares.

Aero-Craft Hydraulics (Booth #609) has added to its repair and overhaul capabilities with a new specialization on flutter dampeners for Bombardier CRJ aircraft.

RCM Aeroservices (Booth #611), which provides reliability and cost management solutions, is in beta testing on a new system developed for internal use that will, in about a year, offer customers a web-based system to develop their own customized reports and to support internal CASS programs.

Accessory Overhaul Group (Booth #607) has added new composite work to the work on wheels and brakes and other repair and overhaul services already offered. AOG is now also doing composite work on radomes and engine cowls.

ARINC (Booth #407) is promoting a new IP-based radio console system. They will design, install and maintain the new systems, which replace traditional switch console systems. The Internet-based system is simpler and makes it easier to move, should that be necessary.
Golf Winners

First Place Winners
Janet Hucklick .............. Air Wisconsin
Ed Terk ........................ PPG Aerospace
Gene Hart ...................... Amek Ameron
Ian Franklin ................. Barfield Inc

Second Place Winners
Kelly Wilcox ................. Gulfstream International
Barry Walters ............... Pacific Scientific Aerospace
Martin Klauss ............... Pinnacle Airlines
Mike Maniscalco .......... Aero Instruments

Third Place Winners
Todd Wilkinson ............ ASA
Jim Audie .................. Champion
Paul Zapata ................. HRD Aero Systems, Inc.

Longest Drive
J. T. Messick .............. Amek MRO

Closest to the Pin
Ed Terk ........................ PPG Aerospace

Conventional Wisdom
—Last weekend, Cape Air President Dan Wolf received an honorary doctorate degree from Daniel Webster College in Nashua, NH. During his commencement address to the 250 college graduates, Wolf encouraged them to “Find your passion, embrace it and make it work.”
Is this town big enough for the both of them?

Milwaukee: RAA Annual Convention

About 100 years ago a dutch engineer built his first plane. About 100 years ago two American engineers built their first V-twin engine. Two legends were born: Fokker and Harley Davidson.

Milwaukee, the home town of Harley Davidson is also the scene of the 35th RAA Annual Convention. Where Fokker steals the show with interesting MRO matters for aircraft industry professionals.

Let’s meet where history was made at the Midwest Convention Center.

RAA 35th Annual Convention
May 24 – 27
Midwest Airlines Convention Center
Milwaukee, Wisconsin

We welcome you to our booth 714.

Fokker Services. For continued competitive operation.
### Scheduled Passenger Aircraft Fleet and Departures for US Carriers

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<thead>
<tr>
<th>Category</th>
<th>April 1st</th>
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<tbody>
<tr>
<td></td>
<td>2000</td>
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<tr>
<td>Turboprops (includes Q400s)</td>
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<tr>
<td>Q400s</td>
<td>0</td>
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<tr>
<td>Small RJs (50 seats and under)</td>
<td>373</td>
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<tr>
<td>Large RJs (51 - 100 seats)</td>
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<td><strong>Total Turboprops &amp; Regional Jets</strong></td>
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<td><strong>Total Regional Departures</strong></td>
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**Departures include only domestic US service**

***Analysis excludes piston aircraft***

Source: OAG Schedules iNET, OAG Fleet iNET, April 13, 2010

© 2010, UBM Aviation Worldwide Ltd.

### Aircraft on Order for Regional Carriers

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Source: OAG Fleet iNET
SPEND WEDNESDAY IN THE EXHIBIT HALL!

Open to all attendees
All meals and beverages complimentary

7:30am – 8:30am  Continental Breakfast – Featuring NTSB Chair Deborah Hersman
11:30am – 1:30pm  Buffet Lunch
Tweet directly with the nation’s most read airline bloggers!
2:15pm – 3:15pm  Emergency Response – Everything you need to know by leading aviation attorney Mark Dombroff
4:00pm – 5:00pm  RAA “Happy Hour” in Exhibit Hall

You must pick up your baseball ticket for the Houston Astros vs Milwaukee Brewers game at Miller Park at Booth #1430!

Wednesday, May 26
8:00am-9:30am  Exhibit Hall General Session Area

KEYNOTE SPEAKER

National Transportation Safety Board Chair Deborah Hersman is this year’s keynote speaker on Wednesday morning. The 12th NTSB Chair, her two-year term runs until July 2011. She is also serving a second five-year term as a Board Member, which expires on December 31, 2013.

A Member of the NTSB since June 21, 2004, Hersman has chaired a number of public events hosted by the Board, including CO Flight 3407. She holds a commercial drivers license with passenger, school bus, and air brake endorsements. She successfully completed a motorcycle basic rider course and holds a motorcycle endorsement. She is a certified Child Passenger Safety Technician. Has also completed the 40-hour HASWOPER (Hazardous Waste Operations and Emergency Response Standard) training course.

Wednesday, May 26
12:00pm - 1:00pm  Exhibit Hall General Session area

FLYING ABOVE THE SOCIAL MEDIA FRAY

Panel discussion during Exhibit Hall Buffet Lunch

Moderated by:
Pat Cleary, Fliechman-Hillard Senior VP-Digital Public Affairs
Mary Kirby, FlightGlobal’s Runway Girl
Brett Synder, Cranky Flier
Benet Wilson, Aviation Week’s Business Aviation Now blog

Wednesday, May 26
2:15pm-3:15pm  Exhibit Hall General Session Area

EMERGENCY RESPONSE PREPAREDNESS:
Everything Nobody Told You!

Mark Dombroff of Dombroff Gilmore Jaques & French will provide insight on preparing for and dealing with emergencies. Topics to include NTSB and FAA issues, involvement of civil litigation, criminal investigation, dealing with media, employees and customers, as well as code-share issues.
From Japan: The MRJ

21st-century environmental awareness
The latest technologies
For both airlines and passengers

MRJ
Mitsubishi Regional Jet

www.mrj-japan.com
## Flight Training Forum
Open to Airlines, Exhibitors and Invited Guests

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>9:30 am</td>
<td>Welcome &amp; Introductions</td>
</tr>
<tr>
<td>10:00 am</td>
<td>Flight Training Committee Issues &amp; Initiatives Overview</td>
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<tr>
<td></td>
<td>Captains Jesse Childress, ASA &amp; Randy Hamilton, Compass, Co-Chairs</td>
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<td>Air Carrier Training Programs</td>
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<tr>
<td>10:15 am</td>
<td>RAA Sponsored AQP Working Group</td>
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<td>Captain Darrell Denny, Compass, Development Leader</td>
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<tr>
<td>10:30 am</td>
<td>Joint FAA-Industry Stall/Stick Pusher Training Working Group</td>
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<td>Captain Greg Wooley, ExpressJet, Working Group Co-Chair</td>
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<tr>
<td>10:45 am</td>
<td>Networking Break (Sponsored by Embraer)</td>
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<tr>
<td>11:00 am</td>
<td>Leadership Training</td>
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<td></td>
<td>Captain Chris Brown, SkyWest</td>
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<tr>
<td>11:15 am</td>
<td>AQP Transition Guidelines and Pitfalls</td>
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<td>Jill Toney, EXELAR</td>
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<tr>
<td>11:30 am</td>
<td>Buffet Lunch in Exhibit Hall (Sponsored by Pratt &amp; Whitney Canada)</td>
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<tr>
<td>12:30 pm</td>
<td>New Pilot Skills</td>
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<td>John Allen, Director, Flight Standards Service, FAA</td>
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<tr>
<td>1:30 pm</td>
<td>Assessment of Pilot Performance in Initial Training &amp; Line Operations</td>
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<td>Captain Randy Hamilton, Compass</td>
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<tr>
<td>2:00 pm</td>
<td>Attracting Talent to Professional Pilot Careers</td>
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<td>2:15 pm</td>
<td>Pilot Source Study</td>
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<td>Peter Morton, AABI</td>
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<tr>
<td>2:30 pm</td>
<td>Flight University &amp; Academy Perspectives on Teaching Professionalism</td>
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<td>John O’Brien, Delta Connection Academy</td>
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</tbody>
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## Flight Training Committee
Open to Airlines and Invited Guests

<table>
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<tr>
<th>Time</th>
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<tbody>
<tr>
<td>2:45 pm</td>
<td>Networking Break (Sponsored by Pratt &amp; Whitney Canada)</td>
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<tr>
<td>3:00 pm</td>
<td>AQP Working Group Leadership Election &amp; Inclusion of Inflight &amp; Dispatch</td>
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<td>Jesse Childress, ASA, Co-Chair</td>
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<tr>
<td>3:30 pm</td>
<td>Evolution of the Regional Partners Training Forum</td>
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<td>Randy Hamilton, Compass &amp; Jon Tovani, Delta Airlines</td>
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<tr>
<td>4:40 pm</td>
<td>Airline Roundtable</td>
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<tr>
<td>4:45 pm</td>
<td>Meeting Adjourns</td>
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</table>
Please make sure you exchange your ticket voucher received at registration for the official Brewers Baseball ticket between 9:30 am – 4:00 pm on Wednesday at the Baseball Ticket Exchange Booth #1430 located behind the Mitsubishi Aircraft booth.

Game starts @ 7:10 pm.

Buses start departing Hilton and Hyatt Hotels at 5:30 pm. Please make sure you have your ticket before boarding the bus to the ballpark. Last bus will leave hotel approx. 6:45 pm.

Join us for a ballpark fare buffet in three club level suites with beer and wine being served to the 7th inning. Please note the seat number on your ticket is not where you have to sit. We have open seating in our sections so you may sit where and with whom you like.

Our buses will be parked in the Gantner lot. Closest entrance to the suite level is “Right Field”. See map and photo on reverse.

If you need to leave early, shuttle service back to the hotels will be provided at 8:30 pm and 9:30 pm from the Gantner parking lot.

The rest of the buses will be available at the conclusion of the game. Make your way back to the Gantner parking lot for the return trip to the Hilton and Hyatt.

Enjoy the crack of the bat or the Famous Sausage Race from the luxury sky box or take a seat closer to the action in the RAA reserved seating!

Enjoy the sights and sounds of America’s great pastime from a luxury party suite as the Houston Astros take on the Milwaukee Brewers at beautiful Miller Park!

Tickets $125.00

This special evening is brought to you by the generous support of the following RAA members:
Bombardier & Rockwell Collins
A special “Thank You” to our hometown airline sponsors Air Wisconsin & Frontier
“At Cessna, we view FlightSafety as a big part of our value equation.”
Jack Pelton
President and CEO
Cessna Aircraft

“Honda chooses FlightSafety because we both place the highest emphasis on safety.”
Michimasa Fujino
President and CEO
Honda Aircraft Company

“Bombardier and FlightSafety share a commitment to enhance safety through innovation.”
Pierre Beaudoin
President and CEO
Bombardier

“Sikorsky builds safety into its design. FlightSafety trains for it.”
Jeffrey P. Pino
President
Sikorsky Aircraft

“With the industry’s broadest product lineup, no one counts on FlightSafety more than Hawker Beechcraft.”
W.W. “Bill” Boisture
Chairman and CEO
Hawker Beechcraft

“Piaggio teams with FlightSafety because of its unmatched training and simulation technology.”
John M. Bingham
President and CEO
Piaggio America

Manufacturers Who Build for Safety Put Their Trust in Us: FlightSafety

Nobody knows its aircraft better than the manufacturer. Or the profound value of safety. Just ask Gulfstream, Cessna, Bell or Dassault. HondaJet, Hawker Beechcraft, Bombardier, Sikorsky or Piaggio. These manufacturers all build safety into their aircraft – and the world’s best aviation training into the value equation they offer to their customers. Because a commitment to the most advanced aircraft and technology must go hand in hand with a zealous commitment to safety. These leading manufacturers rely on the world leader in aviation training, FlightSafety International, to provide initial and ongoing aviation training of the highest standards. Like them, we are focused on customer service. We are committed to developing the latest technology. And we strive to deliver the total confidence that comes from training with the best. FlightSafety is proud to serve these manufacturers and the customers who fly their aircraft – in our common mission to enhance safety.