



News from the Boeing world

June 2011

Boeing Australia & South Pacific



## First ANA pilots qualify to fly the 787 Dreamliner

Boeing and Japanese carrier All Nippon Airways (ANA) have completed pilot training for the first airline crews who will fly the 787 Dreamliner.

Ten ANA pilots concluded their training after each pilot performed flights in ZA001 – the first 787 flight test aircraft – over Washington state. The initial crews to go through training are ANA’s senior training pilots who will conduct both simulator and line training for ANA in Japan.

One of the 787’s next major milestones will be the week-long SROV (Schedule Reliability and Operational Validation) starting in Japan in early July.

The pilot training flights, part of Japan Civil Aviation Board (JCAB) mandated training, also provided further validation that the 787 simulators and overall Boeing training program accurately replicate the feel and operation of the 787 aircraft.

All of the crews received a qualification check ride from the JCAB during their simulator training and are now considered to be fully-qualified to fly the 787.

## CSIRO study gives green light for local biofuels industry

A ‘bio-derived’ Australian and New Zealand aviation fuels industry is viable, according to CSIRO research commissioned by and conducted in collaboration with the region’s major aviation industry players.

The report, Flight Path to Sustainable Aviation, predicts that over the next 20 years a new, sustainable, local aviation fuels industry could:

- cut greenhouse gas emissions by 17 percent;
- generate more than 12,000 jobs; and
- reduce Australia’s reliance on aviation fuel imports by \$2 billion a year.

Ian Thomas, President Boeing Australia & South Pacific, says environmental initiatives such as lighter, more aerodynamic aircraft, advances in engine technology and better air traffic management systems will help, but aren’t enough on their own to achieve carbon neutrality.

“These initiatives will probably get us about half-way to our goal. The other half of the picture is biofuels - sustainable aviation biofuels,” Thomas said.

“We’re not taking farm produce off somebody’s plate, but really using by-products from existing industries which don’t threaten food stocks.”

The study was commissioned by the Sustainable Aviation Fuel Users Group – including Air New Zealand, Boeing, Qantas and Virgin Australia – together with the Defence Science and

Technology Organisation (DSTO) and The Climate Group.

It found that production of commercially viable quantities of aviation fuels derived from non-food biomass sources, such as crop stubble, forestry residues, municipal waste and algae, is feasible for Australia and New Zealand. It also found there are currently sufficient biomass stocks to support a local jet fuel industry.

Sustainable bio-derived jet fuel complies with social, environmental and economic criteria, which includes not impacting on food security or the environment and results in a reduction in greenhouse gas emissions.

The report identified a number of actions needed by 2015 to establish the industry, including:

- Creation of a supportive market structure and supply chain;
- Development of refining plants; and
- Certification and independent verification to ensure sustainability of the fuel.



Ilan Thomas, President Boeing Australia & South Pacific, reviews the report with Dr William Lyons, General Manager Boeing Research & Technology-Australia.

## Two of Boeing Australia's leaders rise to a new challenge

A leadership change has been announced for two divisions at Boeing Australia. Kim Gillis has been appointed vice president and managing director of Boeing Defence Australia (BDA) and John Duddy has been appointed managing director of Boeing Aerostructures Australia (BAA).

Gillis, who most recently served as BDA chief operating officer, will lead all BDA activities in the global defence market. Before joining Boeing, Gillis led the Australian Defence Materiel Organisation's (DMO) acquisition and sustainment reform agenda.

Duddy joins BAA as managing director after a highly successful two-and-a-half-year assignment at BDA in Brisbane, where he played an integral role in transforming BDA to its new business model. He will be responsible for all BAA operations across the Fishermans Bend facility in Melbourne and the Bankstown NSW operations.

Mark Ross, BAA managing director since 2006, is returning to Seattle and a new position, which will be announced later in the year. Ross successfully led the start-up of the 787 Moveable Trailing Edge program, Australia's largest aerospace project which will contribute more than \$4 billion in export revenue over the next 20 years.



Kim Gillis



John Duddy

## 500 Super Hornets and counting

Boeing and the US Navy recently celebrated a milestone delivery in St. Louis, Missouri: 500 F/A-18E/F Super Hornets and derivative EA-18G Growlers delivered to the Navy's tactical aircraft fleet.

The Super Hornet Block II, also used by the Royal Australian Air Force, is the Navy's frontline strike fighter, deploying leading-edge technology and multirole strike capability around the globe.

The EA-18G is now the premier airborne electronic attack platform in the Navy's arsenal and the United States' newest tactical aircraft, providing the ability to block enemy radar and electronic systems.

The F/A-18E/F and EA-18G will operate from US Navy aircraft carriers through 2035 and beyond, with the flexibility to seamlessly operate from land-based airfields.

The Boeing F/A-18E/F Super Hornet is a multirole aircraft able to perform virtually every mission in the tactical spectrum, including air superiority, day/night strike with precision-guided weapons, fighter escort, close air support, suppression of enemy air defenses, maritime strike,



reconnaissance, forward air control and tanker missions. The Super Hornet Block II achieved Initial Operational Capability in 2007.

The Boeing EA-18G Growler is the only air combat platform that delivers full-spectrum airborne electronic attack (AEA) capability along with the targeting and self-defense capabilities derived from the Block II Super Hornet.

A derivative of the two-seat F/A-18F Block II, the EA-18G's highly flexible design enables warfighters to operate either from the deck of an aircraft carrier or from land-based airfields. The EA-18G joined the Navy's aircraft fleet in 2008, when it was introduced to fleet training squadron VAQ-129. The EA-18G achieved Initial Operational Capability in 2009.



Boeing and US Navy officials celebrate the 500th Super Hornet delivery.  
Photo: Boeing

### Sandvik signs up for advanced manufacturing research

High technology engineering group Sandvik Australia has joined Boeing as a Tier 1 industry member of the Australian Advanced Manufacturing Research Centre (AusAMRC).

The AusAMRC is an initiative led by Swinburne University of Technology and Boeing to research and develop new manufacturing technologies for aerospace and other industries.

Sandvik will work with the AusAMRC on carbon composite machining, drilling and trimming to further improve its current cutting tool technologies utilised for the manufacturing and repair of aircraft carbon fibre structures.

"Joining the AusAMRC will enable us to offer Australian manufacturers best of breed carbon composites machining, drilling and routing solutions and enhance the overall competitiveness of the Australian aerospace supply chain," said Pat Ryan, GM Sandvik Australia.

Sandvik manufactures equipment and tools for the manufacturing, mining and construction industries.

"We're delighted to welcome Sandvik Australia as an AusAMRC Tier 1 member and look forward to working with them to develop technology-driven solutions to ensure Australian suppliers remain in the top ranks of the aerospace industry," said Dr Bill Lyons, general manager of Boeing Research & Technology-Australia.

AusAMRC is part of the Boeing global network of world-leading aerospace technology supply chain companies and key government and international academic institutions bringing high performance manufacturing technologies to Australian industry.

## F/A-18 support contract extended

Boeing Defence Australia's (BDA) high-performing technical publication team has secured a one-year \$1.3 million contract extension to support the Royal Australian Air Force's F/A-18 Classic Hornet publications.

The contract extension follows an annual performance review during which BDA achieved significant productivity improvements and cost savings.

A major improvement was successfully converting paper-based publications to an electronic suite to equip maintainers with faster access to the most current technical data.

"BDA's collaborative relationship with the RAAF's Tactical Fighter Systems Program Office consistently delivers

error-free, reliable electronic technical manuals to support the F/A-18 Classic Hornet fleet," said Steven Grant, BDA Technical Support Manager for Integrated Logistics.

"Our talented team takes pride in providing innovative and cost effective technical publication solutions. This contract extension acknowledges BDA's efforts to understand our customer's needs and their platforms' operational requirements."

It has also been upgrading the electronic warfare threat receivers on 71 F/A-18A/B Classic Hornets, as part of Hornet Upgrade Phase 2.3 due for completion in August 2012, as well as providing spares and repairs support, including supply of undercarriage components for 11 F/A-18 Classic Hornets.

## Duddy goes back to school

John Duddy, newly appointed Managing Director of Boeing Aerostructures Australia, recently swapped the office for the classroom as 'Principal for a Day' at Balmoral State High School near Brisbane, Queensland.

"I accompanied Principal Allison Crane during her normal school day. I led the school parade, taught a Year 11 Aerospace Studies class and listened to a student leadership presentation," Duddy said.

The Year 11 students quizzed him about his career, asking him if he preferred working as an engineer or a manager.

"I enjoy what I'm doing now, which is being a leader. I learned very early on in my career that your employees don't work for you, you work for them," he said.

"They're the reason your company is successful. They keep the jobs going,



John Duddy shares his experiences with a Year 11 Aerospace Studies class.  
Photo: Heidi Snowdon

your customers satisfied and the business growing."

The annual week-long celebration is an opportunity to recognise the talent and achievements of students and teachers in state schools, and showcase their wonderful work to the wider community.

### Boeing records continued environmental improvements

Boeing has continued to generate improvements in environmental performance while increasing aircraft production, the company's annual Environment Report shows.

At manufacturing and office locations in 2010, Boeing consumed less energy, reduced carbon dioxide emissions and water intake, and generated less hazardous waste compared to the previous year.

"Boeing has taken up the challenge to make our products, services and operations ever more environmentally progressive," said Mary Armstrong, vice president of Environment, Health and Safety.

"As we accelerate these environmental improvements, we continue to pursue new game-changing possibilities."

Highlights of the report include:

- 28 percent reduction in carbon dioxide emissions;
- 30 percent reduction in energy use;
- 44 percent reduction in hazardous-waste generation; and
- 41 percent reduction in water intake.

The full Boeing 2011 Environment Report can be viewed at [www.boeing.com/environment](http://www.boeing.com/environment)

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## Boeing 747-8 Intercontinental makes air show debut in Paris



The Boeing 747-8 Intercontinental touches down at Le Bourget for the Paris Air Show.

The newest member of the Boeing family of commercial jetliners – the 747-8 Intercontinental – made its international air show debut when it touched down at Paris Le Bourget Airport this month.

During the 10-hour flight from Seattle to Paris, the 747-8 Intercontinental flew at Mach 0.85 and travelled approximately 4,400 nautical miles (8,149 km).

The 747-8 Intercontinental is the newest member of the iconic 747 family, bringing 21st Century technology to the world's favourite jetliner, and will be cleaner and more efficient than any aircraft in its class.

The passenger aircraft was joined at the air show by the 747-8 Freighter, which operated the first transatlantic flight of a large commercial aircraft powered on all engines by a sustainable aviation jet fuel.

The freighter flew from Everett, Washington, to Le Bourget with all four of its General Electric GEnx-2B engines powered by a blend of 15 percent camelina-based biofuel mixed with 85 percent traditional kerosene Jet A fuel. No changes were made to the aircraft, its engines or operating procedures prior to departure. Normal flight parameters were followed and approved in advance by the US Federal Aviation Administration.

## Boeing forecasts 33,500 aircraft needed

Boeing Commercial Airplanes President and CEO Jim Albaugh said the company is poised for future growth as it prepares to deliver the 787 Dreamliner and 747-8, increase production rates to respond to strong customer demand and develop the market-leading technology and products of the future.

"We are positioned for future growth as we near delivery of our two revolutionary, 21st-century airplanes," Albaugh said.

"We are building tomorrow's airplanes today and driving value and fuel-efficiency that help our customers compete in the global marketplace."

Boeing announced its 2011 Current Market Outlook, which forecasts a market for 33,500 aircraft worth \$4 trillion over the next 20 years.

With continued strong demand driven by economic growth, Boeing plans to increase production rates for its highly efficient and reliable Next-Generation 737 family to 42 aircraft per month by the first half of 2014. Boeing also has announced future production rate increases for the 747, 777 and 787 programs.

The Current Market Outlook for Australia and New Zealand will be released in July.