



News from the Boeing world



August 2010



Boeing Australia & South Pacific



787 pilot training approved

The US Federal Aviation Administration has granted Boeing Training & Flight Services provisional approval for its 787 Dreamliner pilot training courses.

Depending on experience, pilots will be able to transition to the new airplane between five and 20 days. For example, Boeing 777 pilots can qualify to fly the 787 in as few as five days because of the high level of commonality between the two models.

Satellite takes off

The third Wideband Global SATCOM (WGS) military communications satellite entered service for the U.S. Air Force on August 2. WGS is the U.S. Department of Defense's highest-capacity satellite communications system. It provides unmatched high-data-rate communications links to support delivery of everything from full-motion video captured by unmanned aerial vehicles to e-mail, television and other quality-of-life and welfare services for U.S. warfighters overseas. The first two WGS satellites are operating over the Pacific Ocean and Middle East, respectively. WGS-3 is located over the Atlantic Ocean.

Boeing 787 a highlight at Farnborough International Airshow

The international debut of Boeing's technologically advanced 787 Dreamliner and new unmanned systems created excitement and new energy in the aerospace industry at Farnborough International Airshow 2010.

In just two days, more than 2,000 customers, partners, government officials and media had the opportunity to tour the 787 flight-test plane ZA003 before its spectacular departure escorted by two vintage Spitfire fighters. As evidence of the market's continuing recovery, airline and leasing company customers used the show to announce orders for more than 250 airplanes – a powerful validation of Boeing's fuel-efficient and market-leading products.

Boeing highlighted the breadth of its unmanned systems portfolio with a display that featured new and advanced systems and technologies, such as the recently unveiled Phantom Ray demonstrator, the A160T Hummingbird, the H-6U Unmanned Little Bird and Scan Eagle.

Strategies for growing the defence, space and security business were outlined, including international opportunities and expansion into adjacent markets, such as cyber security, C4ISR and services. Other highlights included Boeing's NewGen Tanker, fighter technology roadmap, continuing robust demand for Rotorcraft products, and cooperation with Bigelow Aerospace on a commercial crew transportation system.



Boeing's 787 Dreamliner on static display at Farnborough 2010. Photo: Peter Clark



Boeing Defence Australia to continue Australian Army rotary wing training support

Boeing Defence Australia (BDA) will continue to deliver rotary wing training support at the Australian Army's Holsworthy Barracks following the signing of a \$13.3 million change proposal with the Commonwealth of Australia.

The new proposal increases the scope of the Australian Army Aviation Training and Training Support (AATTS) contract, which was awarded to BDA in 2007.

AATTS provides pilot, aircrew and technician training, operational fleet maintenance and support services for Army Black Hawk and Kiowa helicopters at Oakey, Queensland.

The change makes BDA responsible for increased maintenance services to support eight Bell Kiowa helicopters for the Army's 173 Squadron at Holsworthy until December 2012. BDA also will establish a third maintenance line for the Kiowa at Oakey.

"This latest scope increase is testament to our customer's satisfaction with the Holsworthy and Oakey teams' commitment to the successful and ongoing execution of all contract deliverables on time and on budget," said Mark Brownsey, Boeing Defence Australia Training Systems & Services senior manager.

Jeppesen boost for Australian pilot training academy

Jeppesen, a Boeing subsidiary, has signed a contract with the Australian Airline Pilot Academy (AAPA) to provide pilot training services. The company, based in Wagga Wagga, New South Wales, will train future airline pilots for Jeppesen's worldwide customers to the standard required for Australian and international commercial pilot licences.

AAPA is the first flight school signed under the Jeppesen flight training strategy. The strategy includes Jeppesen and Boeing Training & Flight Services partnering to provide a 'One Boeing' pilot training services approach to the market.

During the signing ceremony in Sydney, Jim Davis, AAPA chairman, said he was thrilled that a company with Jeppesen's global reputation and prestige had chosen AAPA as an Australian partner for pilot training.

Student pilots will be drawn from fast-growing aviation markets in China, India and the Middle East.

"We envisage more than 80 students a year coming to Australia to learn to fly," said Richard Low, general manager of Jeppesen Australia. "AAPA has a fantastic facility for students to complete their Commercial Pilots Licence and instrument ratings in order to transition to airline jets."

AAPA is owned by leading regional airline Rex (Regional Express). Rex is Australia's largest independent regional airline operating some 50 Saab 340 aircraft on 55,000 annual flights to 35 destinations throughout New South Wales, Victoria, Tasmania, South Australia and Queensland. Rex started its training facility after a 2007 pilot shortage meant its pilots grabbed higher-paying jobs with bigger competitors, forcing cancellation of many flights.



Executive chairman Lim Kim Hai, Chief Executive Jim Davis, GM Flight Operations Chris Hine and President of Boeing Australia & South Pacific, Ian Thomas, at the signing.

Boeing offers landing gear exchange service to Qantas

Qantas, a launch customer of the 747-400 ER (extended range) airplane, was recently announced as the launch customer for Boeing's 747-400ER Landing Gear Overhaul and Exchange Program.

Qantas will use the Boeing Service Centre Repair Network for quick, reliable access to landing gear exchanges, repair and replacement around the world, greatly reducing maintenance time. The agreement takes effect in 2011.

"We appreciate that a customer such as Qantas is demonstrating their confidence in Boeing to provide them with this important service," said Dale Wilkinson, vice president, Material Services, Boeing Commercial Airplanes.

"By choosing Boeing's landing gear exchange program, Qantas will have immediate access to a replacement gear without having to invest in a landing gear asset themselves."

Qantas Airways is the latest of more than 70 customers to take advantage of Boeing's Landing Gear Overhaul and Exchange Program. Boeing coordinates with airlines and global component repair and overhaul suppliers to promptly return airplanes to service.

More than 500 airplanes have benefitted from the Boeing Landing Gear Overhaul and Exchange Programs for 717, Next-Generation 737, Boeing Business Jet, 757-300, 767-300, 777-200ER/-300/300ER, MD-11 and, now 747-400ER/ERF models.

New national aerospace and aviation industry body takes flight

The strength of the local aviation and aerospace businesses is about to get even stronger, with the formation of the Australian Association of Aviation and Aerospace Industries (A4I).

This new national organisation has a mandate to ensure the industry remains competitive and takes advantage of new aerospace and aviation opportunities in international markets.

The not-for-profit organisation was recently launched by Victorian Industry and Trade Minister Jacinta Allen, whose government contributed \$500,000 to its establishment.

"While the A4I is a Victorian initiative, it is firmly focussed on creating a truly national entity that has the potential to deliver flow on benefits for Victoria, while also supporting the development of aviation and commercial aerospace across Australia," Ms Allen said.

With inaugural chairman Mark Ross, managing director, Boeing Aerostructures Australia, the new organisation's board includes the heads of leading businesses

Aerostaff Australia, Marand Precision Engineering, Production Parts, Endeavour Aerospace, Lovitt Technologies and Flight Safety Foundation.

Mark Ross said the organisation represented the national interests of the industry.

"Australia is too small to replicate this type of organisation on a state-basis. We need to collaborate and work together on a national basis, and remember our competition should not be between different states but between different countries.

"The formation of the A4I will really bring together industry leaders to understand and provide guidance on policy issues that are of interest to our members and to promote Australian aviation and aerospace organisations in international markets," he said.

For more information about the Australian Association of Aviation and Aerospace Industries visit www.aaaai.org.au or call +61 3 9013 5787.



Boeing P-8A Poseidon aircraft T3 enters flight test

Boeing's P-8A Poseidon aircraft T3 successfully completed its first flight test in Seattle on July 29. T3 is the P-8A program's mission-system and weapon-certification aircraft.

During the two hour 48 minute flight from Boeing Field, Boeing and U.S. Navy test pilots performed airborne systems checks including engine accelerations and decelerations, autopilot flight modes, and auxiliary power unit and engine shutdowns and starts.

In the coming weeks, T3 will join the two P-8A test aircraft currently at Naval Air Station Patuxent River, Maryland, and complete additional ground and flight tests.

T3 is one of six flight-test aircraft that are being assembled and tested as part of the U.S. Navy System Development and Demonstration contract Boeing received in 2004. Airworthiness-test aircraft T1 entered flight test in October 2009 and arrived at the Navy's Patuxent River facility in April of this year. T2, the primary mission-system aircraft, arrived at Pax River in June.

The US Navy plans to purchase 117 P-8A anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft to replace its P-3 fleet. Initial operational capability is planned for 2013.

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Boeing Research & Technology-Australia researcher's career flying high

Janna Fabris of Boeing Research & Technology-Australia (BR&T-A) is flying high after recently winning a \$10,000 research grant to improve manufacturing processes for composite aircraft components.

Fabris will use the 2010 Innovation Program - Study Award from skills development organisation Manufacturing Skills Australia to fund a study tour in October.

She will visit suppliers, academics and researchers in France, the United Kingdom and Canada and Boeing colleagues in the United States to learn about computer-based process modelling enabling technologies for the manufacture of advanced composite structures.

"Janna's research has the potential to significantly benefit the Australian manufacturing industry," said Megan Lilly, chair of Manufacturing Skills Australia.

"We look forward to hearing from her about the latest technologies being used in other countries to establish manufacturing processes and how they might apply here in Australia," Lilly added.

"The application of her findings could help our local industry become more globally competitive and integrate into global supply chains."

Five short years ago, Fabris was a graduate engineer with BAA.

"Boeing has provided me with excellent career opportunities and this study will draw on my previous work history with BAA and my current research skills," she said.

"I hope it will continue to maintain Boeing's position at the forefront of composite manufacturing and out-of-autoclave resin infusion."

"I am also using the opportunity to further investigate options for further postgraduate studies."



Janna Fabris, winner of Manufacturing Skills Australia A\$10,000 study award