



News from the Boeing world



November 2009



Boeing Australia & South Pacific



The first Boeing 747-8 Freighter moved out of the paint hanger sporting a special "light" livery. Painted white with blue accents, it features an oversized "8" on the background of the tail as well as "747-8" on the belly. The first freighter will begin preparing for tests leading up to first flight in 2010. The 747-8 Freighter is the new high-capacity 747 that will give cargo operators the lowest operating costs and best economics of any freighter airplane on the market while providing enhanced environmental performance.

Qantas formally joined the Sustainable Aviation Fuel Users Group (SAFUG) last month. SAFUG is an industry group established to speed up the development and commercialisation of sustainable aviation fuel.

The Phantom Works Precision Container Aerial Delivery System (PCADS) was successfully demonstrated last month in the Arizona desert. Four PCADS containers were dropped from a U.S. government C-130 test aircraft. All four PCADS units deployed 100 percent. "We demonstrated excellent accuracy hitting within 20 feet of the target marker," said William Cleary, PCADS program manager, "The coverage level was also excellent."

Self-protection systems tests completed on Australian Wedgetail AEW&C aircraft

Project Wedgetail, Australia's Airborne Early Warning and Control (AEW&C) system, has successfully completed tests of the Counter Measures Dispenser System (CMDS). The tests were conducted in September and October in Washington. The first two AEW&C aircraft will be delivered to the RAAF in November.

Completion of CMDS testing is a key step toward verification of the Wedgetail AEW&C aircraft's overall Electronic Warfare Self-Protection (EWSP) capability. EWSP is designed to warn aircrews about and protect against missiles targeting the aircraft. The CMDS responds to threats by releasing chaff and flares to decoy incoming missiles away from the aircraft. Boeing and its industry supplier, BAE Systems, developed and integrated the CMDS system.

Testing included 19 flights that dispensed more than 500 units of chaff and flares. The AEW&C team collected data via five high-speed video cameras mounted on the Wedgetail aircraft and an additional video camera attached to a T-33 chase plane.

Project Wedgetail includes six 737 AEW&C aircraft plus ground support segments for mission crew training, mission support and system maintenance.

The 737 AEW&C aircraft, based on the Boeing Next-Generation 737-700 commercial airplane, is designed to provide airborne battle-management capability with an advanced multirole electronically scanned radar and 10 state-of-the-art mission crew consoles.



A 737 AEW&C aircraft releases flares during the Counter Measure Dispenser System tests



Senator Kim Carr & Boeing Australia & South Pacific President, Ian Thomas, at the launch

Melbourne research centre 'ticks all boxes'

Boeing's support for the new Australian Advanced Manufacturing Research Centre (AusAMRC) "ticked all the boxes," said Federal Innovation, Industry, Science & Research Minister, Senator Kim Carr.

Launching the centre in Melbourne, Victoria, Sen. Carr said one of his first official duties had been to launch Boeing Research & Technology-Australia in March last year. "If anything, Boeing's relationship with this country has grown even stronger since then.

"This centre is a perfect example of how we can build our own domestic capacity for invention and discovery by attracting international innovators to Australia."

AusAMRC is modelled on the Sheffield, UK, centre and will take direction on research to meet the needs of Australian manufacturers.

"This exciting new venture to boost Australian knowledge and capability is exactly what we had in mind when we launched Boeing Research & Technology-Australia last year," said Ian Thomas, President Boeing Australia and South Pacific region. "AusAMRC will blend the best of Australia and the world to produce new competitive advantage."

Slow recovery but long term growth for Oceania

Boeing forecasts that over the next 20 years, airlines in Australia, New Zealand and the South Pacific Islands will require 670 new aircraft worth about \$A100 billion.

"It is encouraging that 27 percent of our 20-year forecast is already on order," Boeing Commercial Airplanes VP of Marketing, Randy Tinseth said in Sydney. "Equally important is that this backlog is well balanced – by aircraft type, by airline business model, and region of the world."

Tinseth noted that as of the third quarter of 2009, Boeing had a backlog of 3,400 aircraft, valued at US\$ 254 billion.

The Australian economy had fared better than the rest of the world,

Tinseth noted, growing while most of the world dipped well below 2008 levels. Global recovery to the 2008 peak won't occur until perhaps 2010, he said.

"Economic conditions obviously affect air travel in the region," Tinseth said. "Oceania air travel growth is expected to be above 5 percent, compared to a world average growth of 4.9 percent." Sixty-seven percent of Oceania's commercial aircraft deliveries through 2028 will be for growth, Tinseth said. The remainder of deliveries will replace older, less efficient aircraft.

Looking at the Asia Pacific region in its entirety, long-term air annual air traffic growth is projected to be 6.9 percent over the next 20 years.



John Roundhill, former Boeing Commercial Airplanes VP of Product Development (left) receives the Kingsford Smith medal from RAAeS chairman David Adkins after delivering the 2009 Kingsford Smith lecture. Roundhill traced the evolution of long-range travel in the 50 years of Qantas jet operation

Third Super Hornet delivered ahead of schedule



BDA employees, defence officials and other guests in front of F-111 A08-135 after the delivery ceremony

Last 'Deeper Maintenance' F-111 delivered

Boeing Defence Australia (BDA) recently delivered the 28th and final F-111 jet – A08-135 – serviced by BDA under the Deeper Maintenance program to the Royal Australian Air Force (RAAF).

"This occasion is exceptionally historic because we are delivering A08-135 from the same Hangar 278 where Deeper Maintenance work on the first F-111 began 35 years ago," said John Duddy, vice president and managing director, BDA.

The Deeper Maintenance program began in 1974 with the RAAF and transitioned to Boeing in 2001, amassing more than 500,000 work hours.

Air Commodore Roy McPhail, director general of Aerospace Combat Systems, RAAF, said, "Today's completion of the F-111 Deeper Maintenance program will ensure the F-111 fleet remains fully capable until the replacement F/A-18F Super Hornets come on line."

The RAAF is retiring the F-111 at the end of 2010 to make way for 24 Boeing F/A-18F Super Hornets. Boeing is contracted perform light maintenance activities until the F-111's withdrawal from service.

Boeing delivered the Royal Australian Air Force's (RAAF) third F/A-18F Block II Super Hornet three months ahead of schedule on Sept. 30, after completing production on the multirole fighter at Boeing's St. Louis facility. Each of the three completed aircraft has been delivered three months ahead of schedule.

"We look forward to continuing to deliver Australia's newest combat aircraft on budget and ahead of schedule, as promised," said Carolyn Nichols, Boeing F/A-18F program manager for Australia. "Successful early delivery of these aircraft is a direct result of the great teamwork between Australia's Defence Materiel Organisation, the Royal Australian Air Force, the U.S. Navy, Boeing and the entire Hornet Industry Team."

The remaining RAAF Super Hornets, each equipped with the Raytheon-built APG-79 Active Electronically Scanned Array radar, will be delivered through 2011.

"The Block II F/A-18F Super Hornet will provide the RAAF with an

enhanced air combat capability across the spectrum of missions, with a twin-engine design that is ideal for our maritime operational requirements," said Group Capt. Steve Robertson, Head Air Combat Transition Office, Royal Australian Air Force.

Australia became the first international Super Hornet customer in March 2007, when the Australian government announced its intent to acquire 24 of the fighters.

The Block II 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 defences, maritime strike, reconnaissance, forward air control and tanker missions. Boeing has delivered more than 410 F/A-18E/Fs to the U.S. Navy. Every Super Hornet produced has been delivered on or ahead of schedule.



RAAF AF-3 takes off on first flight from St Louis' Lambert Airport on September 25

Amberley C-17 Aircrew Training System commissioned

Boeing and the Royal Australian Air Force have commissioned a C-17 Globemaster III Aircrew Training System (ATS) at RAAF Base Amberley.

The C-17 ATS, provided through a U.S. Air Force Foreign Military Sales contract, was delivered for assembly and testing to Amberley in late April, making Australia the first C-17 ATS customer outside the United States.

Continuation training for current RAAF C-17 pilots and loadmasters will begin on January 11, followed on February 1 by the first intake of new RAAF pilot students seeking initial qualification. Boeing Defence Australia will provide instructors for these courses, as well as scheduling and logistics support. Subcontractor Thales Australia will perform future maintenance on the training devices.

The C-17 ATS consists of a Weapons Systems Trainer (WST), a Loadmaster Station, a Learning Centre and various support systems. The WST is a realistic, full-motion simulator used for pilot training. The Loadmaster Station is used by students to practice preflight operations, operation of aircraft systems, and emergency procedures.

www.boeing.com.au

Velocity

Editor: Ken Morton
Content: Gail D'Arcy
Emma Hodsdon
Jenny Waller

E-mail: emma.hodsdon@boeing.com

Phone: +612-9086 3300

Boeing boost passes \$26m and climbing

Australian industry has so far benefited from \$26.5 million worth of contracts since Boeing established the Office of Australian Industry Capability (OAIC) in Seattle.

Set up to provide marketing assistance and transfer skills to enable Australian companies to compete for global business, the office is proving its worth with Australian SMEs.

In the past two years, the Boeing OAIC has trained more than 25 representatives from Australian companies and has hosted more than 60 Australian supplier visits to Boeing and Boeing subcontractor sites across the United States and Canada.

"The OAIC is going from strength to strength," said Ian Thomas, president, Boeing Australia & South Pacific. "The organisation has only been in existence for two years and while the relationships that are being built between Boeing and Australian industry are already generating great export dollars, I believe the high level skills transfer and training will

produce even greater long term benefits for the industry here."

Boeing has also opened the doors of its St Louis Leadership Centre, providing program management training to eight Australian SME executives. This is part of the OAIC's emphasis on giving SMEs the necessary tools to lead in the global marketplace.

In late November, the OAIC will run capability conferences in Washington DC and Huntington Beach, California, for Cyber Security and Information Assurance providers from Australia.

Next month there will be "Doing Business with Boeing" workshops in Adelaide, Melbourne and Brisbane, followed by mentoring on LEAN manufacturing principles in February.

The Boeing OAIC has been so successful that the Commonwealth intends to establish other AIC Deeds with all large multinational defence companies operating in Australia.

Need more information on the Boeing OAIC? Contact Dean Webb, dean.a.webb@boeing.com



L-R: John McElroy - OAIC Host, Rob Kusters - Marand Precision, Daryll Mincham - Mincham Aviation, Marcus Ramsey - Lovitt Technologies