

# regional horizons

July/August 2009 Issue 37

Available on the RAA website [www.raa.org](http://www.raa.org)

## Chairman's view



**Rick Leach, RAA Chairman**

Countless hours have been dedicated by RAA staff and my fellow CEOs communicating to Congress, FAA and news media the importance of RAA's Strategic Safety Initiative launched formally in June. Starting with a task force of senior safety and operations officials from regional airlines, the SSI will review all safety issues, giving particular attention to those issues cited by the NTSB as a possible contributing factor to any accident.

Additionally, RAA is commissioning a study to look at the impact of fatigue and other human factors on pilot performance. This independent study will be the basis for creating a fatigue awareness management program for use by all member airlines.

Our continued commitment to the safest possible regional

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## RAA airline execs testify before Senate Aviation Subcommittee

American Eagle President Peter Bowler and Pinnacle Airlines Corp. President and CEO Phil Trenary underlined safety continues to be the Number One priority at regional airlines during the third hearing by the Senate Aviation Subcommittee on regional airline and aviation safety. They were joined by Captains Stephen Dickson of Delta and Don Gunther of Continental, both senior operations executives at mainline carriers.

"We will continue to make safety our top priority, and do whatever it takes to maintain our leadership position in aviation safety," Trenary said during opening remarks. Bowler added "we are cognizant that you can never be complacent, and we are continuously striving to improve upon what is already an extremely safe operation."

RAA welcomed the opportunity to appear before Congress to further highlight that aviation safety is a shared and continuous effort. RAA airlines are playing an important role in the FAA's aviation rulemaking



**American Eagle President Peter Bowler (left) and Pinnacle Airlines President and CEO Phil Trenary (right) testify before the Senate Aviation Subcommittee**

committees and the association's multi-part Strategic Safety Initiative will look at human factors that have led to accidents in order to avoid incidents in the future and push for new advances in aviation safety. These combined efforts with the FAA, labor organizations and mainline airlines will ensure that the entire industry will adhere to the highest level of safety.

## FAA organizes ARC on flight/duty/rest requirements

American Eagle's Jim Winkley and Republic's Wayne Heller are representing RAA airlines as part of the 16-member FAA Flight/Duty/Rest Advisory Rulemaking Committee (ARC) which met for the first time in early July. The ARC will meet in Washington, DC for two full days through September 1 discussing proposed changes to existing Flight and Rest rules for air carrier pilots. While hoping the ARC can find common ground, the agency expects to complete a draft new air

carrier rule in November, targeting January to publish a Notice of Proposed Rulemaking (NPRM).

"The FAA and pilot labor representatives on the ARC are looking for adjustments to the existing prescriptive rules, while the airlines are doing what they can to separate industrial issues from those related to safety," RAA Vice President Scott Foote tells *Regional Horizons*. "All parties at the table have a keen interest in taking advantage of fatigue research that has been done

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# RAA Summer Seminars review upcoming regulatory decisions and affect on airlines

For four days, July 26-29, RAA airline members responsible for inflight management, human resources and related anti-drug and alcohol misuse programs met in St. Pete Beach, FL for its annual seminar series to learn best practices from industry leading experts and to network. Here are some of the highlights:

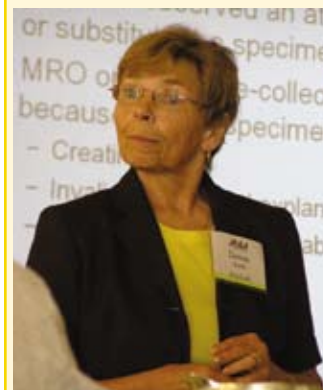
## Inflight Management Seminar

Crew member training was the center of numerous presentations during the Inflight Management Seminar. With much interest in Advance Qualification Programs (AQP), American Airlines representatives Marie Whitworth and Leanne Risley shared lessons learned in its AQP development and implementation as well as offering advice to carriers and the operational and cost benefits.



Tom French of Ford & Harrison LLP outlined the status of contract negotiations among airlines and the legal interpretation related to labor law during the Inflight Management Seminar

## Anti-Drug and Alcohol Misuse Seminar



Dr. Donna Smith, of FirstLab, spoke to the Anti-Drug and Alcohol Misuse Seminar highlighting hot topics of 2009 and regulatory changes expected next year

## Human Resources Seminar

### *Finding tomorrow's pilots*

After every airline pilot furlough there is typically a hiring spree. With low numbers of new pilots in the pipeline at training academies and universities, future hiring is at risk. "Now is the time to talk about the elephant in the room," Rachel Gaffney Bragg, Marketing Manager of Delta Connection Academy told attendees, asking "where are our future pilots, what can we do to entice them into this career and how can we get this going right now?"

In an effort to devise solutions, the Sanford, FL-based academy is hosting a "Future of the Airline Pilot Summit" on Monday, October 5 inviting industry representatives from regional airlines, flight schools, government agencies and financial aid institutions to participate in a day-long discus-

sion. Image of the airline pilot career, funding and the current state of training will be addressed. Contact Rachel Bragg [rachel.bragg@dca.edu](mailto:rachel.bragg@dca.edu) for more information.

The HR seminar also featured FAA Program Manager John Ryan's review of existing requirements of the Pilot Records

Improvement Act (PRIA) and the agency's recent call for airlines to expand background checks.

Ford & Harrison reps Chad Shultz and Sarah Wimberly presented "10 rules for effective management" offering training tips to make managers more effective and thereby minimizing liability.



Rachel Gaffney Bragg



Attendees of the Human Resources Seminar

## Dedicated to the highest safety standards

RAA's highest priority has been and always will be supporting the absolute best safety practices of our member airlines. And RAA has helped lead the industry in the full range of regulatory, legislative and industry initiatives recently launched – many on parallel or even converging paths.

But as you have followed the seemingly non-stop coverage of regional airlines over the past six months, please understand that in answering the tough questions from Congress, the news media and industry critics, we've tried to balance two difficult — oftentimes conflicting — challenges:

- Trying to tell the story of the excellent people and safety practices at regional airlines, while at the same time,
- Defending regional industry people and practices without appearing defensive.

This was what we tried to do in several hundred news interviews, many of them live on national TV, and when I testified before both the House Transportation & Infrastructure Aviation Subcommittee and the Senate Commerce Committee defending the regional industry's safety, training and compensation practices as well as unveiling the RAA's Strategic Safety Initiative (SSI) which our Chairman Rick Leach has outlined for you in his column on page one.

But this work only set the stage for what is yet to come:

- An additional Senate Commerce Committee hearing on a broad



Roger Cohen, RAA President

"State of the Airline Industry", featuring two of our airline presidents and two mainline CEOs. (See story on the front page.)

- We are working with both House and Senate Aviation Committees reviewing draft legislative proposals on pilot training, safety programs and Pilot Records Improvement Act (PRIA) expansion and recommendations from RAA's SSI. These proposals could serve as a prod, backstop or perhaps even supplant the FAA initiatives that you will read about in related stories in this issue.
- Separately, GAO and the DOT IG are undertaking Congressionally-requested reviews of airline training and hiring practices. We will continue to demonstrate our proactive commitment to improving safety, and as you will read RAA has already begun several of the deliverables from our SSI including creation of an industry task force to address a range of safety issues and a review of concepts/research for an independent study of fatigue.

Through all this activity we recognize that what we say publicly could have tremendous impact on you, your fellow regional aviation professionals, how you feel about your job and your company, and how the American public perceives our industry.

### ■ Debate

#### Our view on air safety: Too often, FAA puts industry concerns above passengers'



Starting (first officer)	\$20,546
Five years (first officer)	\$35,277
Five years (captain)	\$62,395
Most senior (captain)	\$90,136

#### Pilots' pay

Average annual pay for pilots who fly jetliners at the largest regional airlines.

Source: FlightOps.com  
By Karl Gates, USA TODAY

Today's 'summit' on regional carriers follows years of neglect

Nearly 15 years ago, after a spate of regional air crashes involving pilots with shaky records, federal regulators promised "on one level of safety" for all airlines, both large and small.

The hollowness of that promise hit home in recent days, as

hearings unfolded into the Feb. 12 crash of a Colgan Air turboprop outside Buffalo that killed 50 people. The captain and co-pilot were underpaid, inexperienced, undisciplined and perhaps exhausted — some of the failings that were supposed to have been banished by federal actions in the 1990s.

In response, the FAA has called a "summit meeting" today of airlines, pilot unions and other industry groups to wrestle with improving safety at regional carriers. While the goal is laudable, and



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June 16, 2009

Dear Editor:

USA TODAY's editorial on airline safety, "Our view on air safety: Too often, FAA puts industry concerns above passengers," (June 15, 2009) was wrong on several key points.

First, federal regulations are not a "promise," and they are exactly the same for all air carriers. There is, in fact, one level of safety. Moreover, every carrier meets and often exceeds these high standards.

On hiring, USA TODAY has repeatedly conveyed a misperception that pilots are flying after having failed "check rides." This is absolutely not true. No pilot is permitted to fly after failing a check ride, until he or she is retrained, retakes the test, and demonstrates 100 percent proficiency on every maneuver. USA TODAY has a responsibility to correct this.

On qualifications, pilots with less experience are not, "inexperienced." A new hire at a regional airline averages 1,305 hours. First Officers have 3,075 hours and Captains have 8,571. Regional airlines have professional flight crews across the board.

On salary, USA TODAY implies a link between compensation and safety. There is no evidence to support this. In fact, every pilot is trained to a high standard and none would compromise his or her own safety not to mention passengers'.

The truth is, flying is safe. This does not mean we can't make it safer. We can. Safety is our top priority and we are committed to improvements in coordination with the FAA, NTSB, pilot unions and other industry stakeholders.

Signed,  
Roger Cohen  
President  
Regional Airline Association

**RAA President Roger Cohen responds to USA Today's editorial on airline safety correcting several key points**

Your tremendous support of RAA has helped us navigate through this difficult period, and with your continued support, I am confident we will have proven — once and for all — that regional airlines and our 60,000 regional airline professionals represent the "best of the best" and

are dedicated solely to the highest safety standards.

Thanks again for all your strength and support.

Roger



## FAA organizes ARC on flight/duty/rest requirements

in recent years, but with the exception of long-haul flight operations, we are finding more gaps than science regarding the carriers' domestic operations."

"Last year, the industry attended the FAA's fatigue conference which brought this issue into better-but not very clear-focus," Foose adds, underlining, "we walked away with more questions than answers. Today, the ARC is being assisted by several well-known scientists that is definitely a step in the right direction."

While Foose believes a lot can be learned from available research on circadian rhythms and sleep quality, scientists have made it clear there are many gaps in the research. "It is becoming evident that the ARC's conclusions, and those reached by the FAA this Fall, will rely heavily on our experience," he notes.

Foose is coordinating developments of the ARC with RAA members through the Regional Operations Council (ROC) and Safety Directors. RAA staff attend each meeting and provide member airlines with regular ARC updates and solicits member input on the emerging proposals.

### THE BUFFALO NEWS CITY & REGION



Travelers wait in line for inspection at Buffalo Niagara International Airport.  
Harry Scott Jr./Buffalo News

### Roger Cohen: Pilot training, qualification standards make regional airlines safe for fliers

BY ROGER COHEN  
SPECIAL TO THE NEWS

Updated: May 11, 2009, 10:26 AM / 0 comments

Ever since the accident involving Flight 3407, operated by a Regional Airline Association member airline, there has been speculation that the training, experience and pay of regional pilots are not in line with that of pilots at major airlines and that such disparities were factors in the crash.

The cause of the accident is not yet known, and speculation before the professionals complete their investigation takes resources, expertise and energy away from determining the probable cause. But in any event these perceived differences between regional and major airlines are not accurate, so it's important to check the facts.

**RAA President Roger Cohen notes in *The Buffalo News* "these perceived differences between regional and major airlines are not accurate, so it's important to check the facts."**

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## Chairman's view

airline industry has prompted RAA to work with all industry stakeholders including government agencies, Congress and labor to determine ways we can improve safety.

Here are the items we are concentrating on:

- Creating a single database of pilot records
- Exploring random fatigue tests
- Examining commuting
- Extending the background-check timeframe
- Non-punitive ways to use cockpit voice recordings to prevent accidents
- Improving the tracking and analysis of check rides.

Safety continues to be the Number One priority for regional airlines, and for our more than 13,000 regional airline flights every day. Notably, some 160 million passengers annually — more than one of every five domestic airline passengers — travel on regionals, and the more than 2,700 regional aircraft comprise about nearly 40 percent of

the US commercial passenger fleet. Recent statistics reveal that regional airlines serve 631 communities across the country and in 486 of those communities — 77 percent of the US — regional airlines provide the only scheduled service.

Over the coming months, you will be seeing and hearing much more about RAA's Strategic Safety Initiative, and how it dovetails with parallel FAA activities reviewing airline training practices, crew rest rules and other safety and operations procedures.

Rest assured RAA will be a leader on all these fronts, representing the views of our airline and associate members. While this has been perhaps the most challenging period to serve as RAA Chairman, it has also been the most rewarding since we will be making history together.

**Rick Leach**



### Strategic Safety Initiative

The Regional Airline Association and its member airlines are launching a Strategic Safety Initiative to study and recommend actions responsive to challenges facing the airline industry. This initiative has four elements.

- 1. Review Safety Procedures**  
The Regional Airline Association will form a task force comprised of safety directors and operations directors from the regional airlines to review safety procedures, giving particular attention to issues or procedures cited by the NTSB as a contributing factor to any accident.
- 2. Study Impact of Fatigue**  
RAA will commission a study to look at the impact of fatigue and other human factors on pilot performance. The study will be conducted by an independent and expert organization, in all likelihood a university with a respected aviation program. The study will be framed by a Strategic Safety Advisory Board comprised of industry experts drawn from the ranks of academia, industry, and safety regulators.



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For Immediate Release  
Thursday, June 11, 2009

Contact: Amanda Sena  
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### Regional Airline Association Embarks On Strategic Safety Initiative

#### Aggressive Industry Program Seeks to Achieve Goal of Zero Accidents

Washington, DC – In testimony before the United States House of Representatives Aviation Subcommittee today, Regional Airline Association President Roger Cohen told Congress that the industry has embarked upon a Strategic Safety Initiative that will push for new advances in aviation safety. The multi-part Initiative will look at human factors that have led to accidents in order to avoid incidents in the future. The program will bring together safety experts and calls for several measures in partnership with labor, management, regulators, Congress and other industry stakeholders.

"Flight is the safest form of travel, and we want to keep it that way," said Roger Cohen, President

Testimony of  
Roger Cohen, President of the Regional Airline Association  
Before the Subcommittee on Aviation, Committee on Transportation and Infrastructure  
U.S. House of Representatives  
June 11, 2009

Chairman Costello, Ranking Member Petri, and Members of the Subcommittee:

My name is Roger Cohen. I am the President of the Regional Airline Association. The 31 member airlines of RAA carry more than 90 percent of the passengers traveling on regional aircraft.

The circumstances that prompted the Subcommittee to convene today's hearing are tragic. We share the Subcommittee's concern for the lives of the passengers and crews that have been lost and the grief suffered by their families and loved ones.

The challenge now facing this Subcommittee, federal aviation safety agencies, and the aviation industry is to review all of the issues and take whatever steps are necessary to prevent accidents in the future.

Federal safety statistics clearly show that flying is the safest mode of travel. A person is far more likely to have a fatal accident traveling in a car, train, or bus than traveling by air. According to the National Safety Council, the fatality rate for cars is 7,700 percent higher than for commercial aircraft and the fatality rate for trains and buses is 300 percent higher. This remarkable safety record is the result of decades of dedicated work from aviation safety professionals, both in the government and in the industry.

Nevertheless, the pursuit of improved aviation safety is a shared and continuous effort, to which regional airlines are committed, along with everyone else in the commercial airline industry. The industry's overarching goal has been and always will be zero accidents and zero fatalities. We are committed to working with Congress, the FAA, the NTSB, and aviation safety experts to

**RAA launches Strategic Safety Initiative in advance of the June 11 testimony before the US House of Representatives Aviation Subcommittee**

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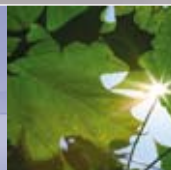
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# Renewable and sustainable materials debut at de-icing conference

*The impending EPA proposed effluent guidelines expected later this year was the focus of this year's Airline and Airport De-icing Management Conference. De-icing best practices, current and pending state and federal regulations and new technologies were also discussed during the three-day conference, July 7-9 in Cincinnati which RAA co-hosted along with ACI-NA and ATA.*



With the addition of RAA as a co-sponsor, there was a wide mix of presentations not only focused on the regional airlines, but also the regional airports they served. Representatives from Cincinnati (CVG), Dayton (DAY), Akron-Canton (CAK), and General Mitchell International (MKE) gave presentations on their best practices in de-icing operations with regard to usage, reclamation and storage/disposal. The emphasis of much of these presentations was around the efforts to protect and preserve the area surrounding the airport from the effects of storm water runoff containing de-icing components.

"Bringing together such a wide ranging group representing airports and airlines really allowed for a vibrant discussion on the potential outcomes from these guidelines, as well as ways to work with EPA as they move toward a final rule," Liam Connolly, RAA Director-Industry and Regulatory Affairs tells *Regional Horizons*. Included in these discussions were presentations by Kentucky and Ohio state permitting offices involving state actions as a precursor to the effluent guidelines. Heavy discussion revolved around the potential for the Federal Government to ban urea for use as a pavement deicer. Many states have already begun to implement this ban due to urea's high BOD (Biochemical Oxygen Demand).

## New technological advances in de-icing

The final day of the conference was focused on new technological advances in de-icing. Clariant Deicers presented findings on a study of pavement deicers and their effectiveness as well as their effect on aircraft corrosion. Other presentations included RAA Associate Member, Kilfrost, on its new de-icing product DF Sustain™ which uses renewable, sustainable raw materials like corn, thus reducing the environmental impact and the carbon footprint. Dr. Elizabeth Berman from the Air Force Research Lab introduced several military programs aimed at working on new technologies as well as new alterna-

tives to glycol which will be tested this winter. (See related story on page 13)

Finally there was a panel presentation on new "ice-phobic" applications. General Electric presented its efforts in nano technology to create new surfaces that are ice resistant and/or repel water more naturally. A representative from another company introduced a new coating that could be sprayed onto an aircraft like paint that repels water and reduces the ability of ice to adhere to an aircraft surface. These technologies are new, and the companies are looking for partners to help test their products in real world environments this winter.

*For more information, and copies of the presentations, visit the ACI-NA web page for this event <http://www.aci-na.org/deicing09/welcome.html> or contact Liam Connolly 202.367.2409 or [Connolly@raa.org](mailto:Connolly@raa.org).*



*(left to right) Liam Connolly, RAA Director-Industry and Regulatory Affairs, meets with Toby Steele of SkyWest Airlines and Mini Smith of ASA during the Airline and Airport De-icing Management Conference in Cincinnati. All three are members of RAA's Environmental Committee.*





“Atlantic Southeast Airlines’ passion for safety is supported by FlightSafety’s commitment to enhance it.”

**BRAD HOLT**

**Atlantic Southeast Airlines President and Chief Operating Officer**

A pilot from a young age, Brad Holt started his airline career in the cockpit. President and Chief Operating Officer of Atlantic Southeast Airlines since December 2007, he served the previous 16 years as Vice President of Flight Operations at SkyWest Airlines. After joining SkyWest in 1983, Holt held various management roles including Director of Training and Standards, Chief Instructor Pilot and FAA-Designated Pilot Examiner and had responsibility for Corporate Safety and In-Flight Services, to name a few. He has flown both fixed-wing and rotorcraft and is type-rated in a range of aircraft including Bombardier CRJ regional jets. He has more than 15,000 flight hours.

Atlantic Southeast Airlines has always made safety its No. 1 priority. Founded in Atlanta in 1979 by three entrepreneurs to provide safe and convenient local air transportation, Atlantic Southeast Airlines and its sister carrier SkyWest Airlines now form the world’s largest regional airline alliance.

“FlightSafety has the same dedication to safety as we do,” says Brad Holt, Atlantic Southeast Airlines President and Chief Operating Officer. “As a commercial pilot with thousands of hours in the cockpit, I know how important it is to have the best possible training. And FlightSafety is the best – from its state-of-the-art training technology to its devoted instructors to its excellent customer service.”

Atlantic Southeast Airlines has more than 4,300 aviation professionals and 159 aircraft serving more than 12 million passengers annually from 146 airports

in 34 states, District of Columbia, Bahamas, Belize, Turks and Caicos, Canada and Mexico. Through three decades of growth, Atlantic Southeast Airlines has never wavered from its commitment to safety. That’s why it chooses to train with FlightSafety International.

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# FAA's Call to Action prompts 12-city Safety Forum series

Underlining the industry's need to continuously "eliminate, mitigate and manage risks", the FAA held its first airline safety forum in Washington, DC on July 21 kicking off its 12-city tour during the next six weeks (*see dates/locations at right*). FAA organized the meetings after hosting a "Call to Action" summit June 15 where industry and the agency jointly identified several key initiatives regarding pilot training, cockpit discipline and other areas that can be voluntarily incorporated by operators.

The safety forum series is aimed to gather all air carrier directors of operations and safety, air carrier association representatives as well as union and FAA principal operations inspectors to both share the ideas developed at the Call to Action and

to build on those initiatives through active participation and candid suggestions on effective implementation.

RAA member airlines are playing key roles as industry leaders at most of these events.

## Safety Forum on Airline Safety and Pilot Training Cities and Dates

July 21	Washington DC
July 30	Dallas / Fort Worth
July 30	Chicago
August 4	Seattle
August 6	Minneapolis / St. Paul
August 6	Atlanta
August 6	Anchorage
August 20	Miami / Fort Lauderdale
August 20	Denver
August 20	St. Louis
August 27	Las Vegas
August 27	Boston

## NEWS BRIEFS

RAA's longtime lobbyist VP Legislative Affairs

### Faye Malarkey Black

is now a first time mom: Julian Bradley Black (6.35 lbs, 18 inches long) was born Wednesday July 29 and mom, baby and dad Daniel are doing great. True to form, less than 12 hours after giving birth, Faye was handling messages from Congress about aviation legislation. But Faye's earned some time to tend to the more important business of parenthood, so just send any requests directly to RAA.



**Welcome Julian Bradley Black!**

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## Regional Industry Traffic Statistics

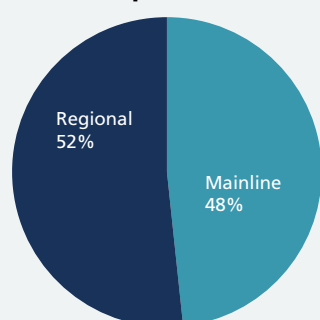
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Passenger carriers reporting	92	90	86	89	74	74	75	69	71	68
Passengers enplaned (millions)	77.55	82.49	81.62	95.85	113.90	134.52	152.55	156.41	161.51	159.32
Revenue passenger miles (RPMs billions)	21.25	24.38	25.38	33.29	43.46	55.75	67.41	70.57	73.59	73.44
Available seat miles (ASMs billions)	37.19	42.78	43.73	53.22	66.29	81.97	95.58	94.81	99.09	99.65
Average load factor (percent)	57.14%	56.99%	58.04%	62.55%	65.56%	68.01%	70.53%	74.43%	74.27%	73.70%
Departures (millions)	4.56	4.55	4.36	4.54	4.86	5.26	5.44	5.29	5.32	5.04
US airports with scheduled service	724	701	690	678	671	669	676	673	669	653
Regional Only Airports	514	494	488	486	494	490	501	492	486	476
Share Regional Only Airports	71.0%	70.5%	70.7%	71.7%	73.6%	73.2%	74.1%	73.1%	72.6%	72.9%
Average trip length (miles)	274	296	311	347	382	414	442	451	456	461
Average seating capacity (seats)	39	37	41	42	45	47	50	50	51	54

Source: OAG Schedules iNet, June 5, 2009

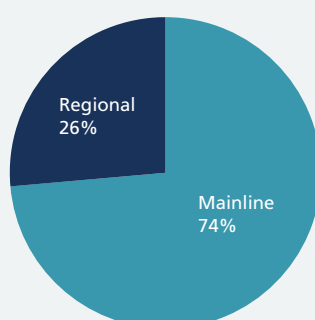
## Mainline vs. Regional – Scheduled Departures and Seats for June 2009

US Domestic Only

Departures



Seats



	Departures	% of Total
Mainline	363,945	48.4%
Regional	387,973	51.6%
Total	751,918	


	Seats	% of Total
Mainline	51,985,812	73.6%
Regional	18,616,228	26.4%
Total	70,602,040	

Source: OAG Schedules iNet, June 5, 2009


## June 2009 Regional Statistics for Airports with Scheduled Service

US Airports with Scheduled Service	636
US Airports Receiving Regional Service	626
US Airports Receiving Only Regional Service (min. 95%)	484


Source: OAG Schedules iNet, June 5, 2009




### ANTENNAS & STATIC DISCHARGERS



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*Flybe, UK's low cost carrier, is the first airline to use Kilfrost de- and anti-icing fluid*

**New RAA Associate Member, Kilfrost** will launch this season a Type IV anti-icing fluid called ABC-4sustain™ Bio-PDO which has the same environmental benefits as DFsustain™, a Type 1 de-icing fluid released last year by the UK-based company which has an Americas office in Coral Springs, FL. Made from a corn-based renewable and sustainable source, DFsustain™, is the first Type I de-icing fluid qualified to AMS 1424 and ISO 11075 standards. DFsustain™ Bio-PDO glycol base comes from a renewable and sustainable raw material, creating a decreased carbon footprint compared to traditional Type 1 fluids. This next generation product effectively removes frozen water droplets at temperatures below -400 Celsius, without the use of petrochemicals like triazole, and nonylphenol ethoxylate, all while being readily biodegradable and eco-friendly.

Drawing on over 75 years of experience, Kilfrost has pioneered de-/anti-icing technology with world-renowned research and development specialists who continue to enhance fluids and manufacture new products. Visit [www.kilfrost.com](http://www.kilfrost.com) for more information.

**Burns & McDonnell**, a new RAA Associate Member, recently provided design and construction administration services for a new privately funded, public use commercial service airport in Branson, Missouri and the Tri-Lakes Region of southwestern Missouri. This airport model is the first airport in the continental US to be built using private funds.

Founded in 1898, Burns & McDonnell provides a comprehensive range of aviation services including program management, master planning, facility design and construction, and environmental planning and permitting.

Visit [www.burnsmcd.com](http://www.burnsmcd.com) for more information.

*Burns & McDonnell provided design and construction administration services for the new privately funded, public use commercial service airport in Branson, Missouri.*



ATR 500 series

**ATR** forecasts it will deliver over 50 aircraft this year, having secured 28 new aircraft orders in the first half of 2009. The -600 Series orderbook has 59 orders to date and will feature a new cabin with redesigned seats and enlarged overhead bins allowing some 30 percent additional carry-on capacity. ATR CEO Stephane Mayer underlines the manufacturer has a healthy backlog of 170 aircraft on order, ensuring three years of production. "Despite today's difficult market situation, we know the demand is here for the long term," Mayer notes, adding ATR expects to deliver 2,700 turboprops in the next two decades.

**Republic Airways** completed its acquisition of Milwaukee-based Midwest Airlines from TPG Capital on July 31. Midwest will operate as a wholly owned subsidiary of Republic Airways Holdings. "Republic Chairman, President and CEO Bryan Bedford said, "... today marks our recommitment to redelivering on the brand promise of providing 'The best care in the air.' For our part, we look forward to bringing operational and cost efficiencies to Midwest, and working together as strategic partners to grow Midwest." Republic paid TPG \$6 million in cash and has issued a \$25 million five-year note, which may be converted to RJET stock at \$10 per share.

In related news, Republic also made an investment agreement to purchase 100% of **Frontier Holdings** after it emerges from Chapter 11 bankruptcy for \$108.75 million. The agreement allows for an auction period whereby Frontier can seek higher bids, which at presstime Southwest Airlines had offered an initial non-binding proposal.

**Embraer** delivered 56 aircraft in the second quarter of 2009 and announced a firm order backlog totaling US\$19.8 billion. Some 35 aircraft were delivered to the Commercial Aviation segment, 19 to Executive Aviation and two to Defense.



Embraer 190 in the colors of Mozambique's LAM, a new customer

**Horizon Air** will expand its air service to the Mammoth Mountain resort after a successful first winter season. Operating 76-seat Bombardier Q400s, Horizon will add a second daily nonstop from Los Angeles and offer new daily nonstop service from San Jose and Reno and direct (same-plane, one-stop) service from Seattle and Portland. Flights will be offered from December 17-April 11 to the California ski resort.

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**Raytheon's** multi-purpose demonstrator aircraft, the **1900D Missionator**, will complete a 57,000 mile (approximately 200 flight hours) worldwide tour this year in support of sales efforts in key areas of market potential. Serial UE-64 displays its medevac, airliner, corporate shuttle and cargo interior capabilities. At presstime, the Missionator was displayed at AirVenture in Oshkosh, WI, prior to launching a European and Western Asia tour in September and October with a complete circuit of Australia including the Regional Aviation of Association of Australia 2009 Convention in Coolumb.



**Bombardier** announced that adjustments to line maintenance intervals for the CRJ700/705/900 NextGen and Q400 aircraft have received final approval from Transport Canada, the FAA and the European Aviation Safety Agency as part of the approval of the Maintenance Requirements Manuals for these aircraft.



*Bombardier Q400 NextGen interior*

In related news, the Canadian manufacturer reported it has signed a firm order for five Q400 NextGen turboprop airliners. The airline which placed the order has requested to remain undisclosed at this time, and has also taken options on an additional five Q400 NextGen aircraft.

Based on the list price for the Q400 NextGen aircraft, the firm order contract is valued at approximately \$159 million US, and could rise to \$332 million US if the five options are exercised.

This recent transaction increases firm orders for Q400/Q400 NextGen aircraft to 362, with 245 delivered as of April 30, 2009. Q400 and Q400 NextGen aircraft are in service with, or have been ordered by, 30 operators around the world.

**American Eagle** will launch a number of additional flights on November 19. From its Dallas/Fort Worth hub, American Eagle will offer additional nonstop service to Sante Fe, NM, and on the same day will begin nonstop jet service from Miami International to Charleston, SC and Knoxville, TN.

**Pinnacle Airlines, Inc.**, a wholly owned subsidiary of Pinnacle Airlines Corp., and the Air Line Pilots Association, International (ALPA) reached a tentative agreement to amend the contract covering the airline's 1,250 pilots. The agreement is the result of contract talks that began in 2005. Pinnacle pilots must now ratify it.

"Our pilots have been instrumental in keeping us among the best performing airlines in the nation, and this agreement provides well deserved pay increases in the midst of a rapidly changing industry. I have complete confidence in our pilot group and its leadership," said Phil Trenary, President and CEO of Pinnacle Airlines Corp.

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**2009**

August	12	<b>RAA Environmental Committee</b>
	19	<b>RAA Security Directors</b>
September	TBD	<b>RAA Inflight Committee</b>
	9	<b>RAA Environmental Committee</b>
	16	<b>RAA Security Directors</b>
October	13-15	<b>RAA Flight Technology Committee Meeting</b> <i>Erlanger, KY (near CVG airport) at Comair General Offices</i>
	14	<b>RAA Environmental Committee</b>
	21	<b>RAA Security Directors</b>
	TBD	<b>RAA Flight Training Committee</b>
	10-11	<b>RAA Fall Meeting (Board of Directors &amp; Presidents' Council, Regional Operations Council, Public Relations Committee)</b> <i>Hilton Washington Embassy Row, Washington DC</i>
November	11	<b>RAA Environmental Committee</b>
	18	<b>RAA Security Directors</b>
	TBD	<b>RAA Dispatch Management Committee</b>
	9	<b>RAA Environmental Committee</b>
December	9	<b>RAA Environmental Committee</b>
	16	<b>RAA Security Directors</b>

**2010**

May	24-27	<b>RAA Annual Convention</b> <i>Milwaukee, WI</i>
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**Regional Airline Association**

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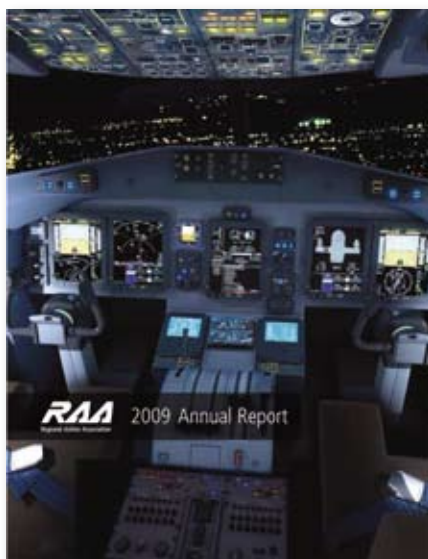
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Steve Farrow, *Piedmont Airlines*

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**REMINDERS**
**Annual Report 2009**

This 100+-page Annual Report of the Regional Airline Association contains a directory of all airline and associate members plus every regional airline statistic, both current and historically, for this integral segment of the national air transportation system. All statistics will be available online in September on the RAA website (www.raa.org) and in print for \$50 each (members) and \$150 each (non-members). To order contact Staci Morgan (morgan@raa.org).


**RAA Fall Meeting**

Please attend the RAA 2009 Fall Meeting **Tuesday, November 10 to Wednesday, November 11** Hilton Washington Embassy Row.

Contact Staci Morgan (morgan@raa.org) for registration information.



*Hilton Washington Embassy Row*

**regional horizons**

*Regional Horizons* is published on a bi-monthly frequency by Emerald Media in partnership with RAA.

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Printed in USA August 2009  
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