

On-line Safety and Compliance at Skywork Helicopters

SKYWORK HELICOPTERS operate a modern, multi-disciplined fleet from three locations in the North Island. It is a family run business with a proud history that dates back to the early 1960's. Since operations began under the Skywork name in 1997, the company has expanded rapidly and now the current fleet of more than seven aircraft (including K-Max, Eurocopters and a Jet Ranger), carries out a range of services from Precision Lifting and Seismic Operations to Aerial Shooting, Fire and Forestry Support.

A Safety Culture

Skywork was the first helicopter company to win the prestigious 'Director of Civil Aviation's Award for Safety Excellence in an organisation'. During the last 12 months, Skywork have continued to enhance their safety culture with implementation of the Air Maestro online safety and compliance system. General

Manager of Skywork, Glenn Stevenson outlines why he selected this system to manage the company's rapidly expanding fleet and international client base:

"To maintain our standards and accommodate this growth we had to look at how to streamline information sharing, management of crew internationally and communication within the company. What we did, we did very well - staff have always been well organised and methodical but you got the sense sometimes that there must be a far easier way to achieve things. Recording and managing flight records, pilot hours, service records and rosters as we expanded operations and engaged new staff took more and more effort. It drained resources and there never seemed to be any time to use the information we did gather more productively. We knew that we had to improve our systems and harness the benefits of some new technologies in certain areas of the business."

One key area that Skywork knew technology could have a direct impact was safety and compliance because it has such a prescriptive set of statutory requirements.

Glenn recalls a colleague mentioning that they had seen a system being used by several high profile helicopter operators which seemed ideal; "The more I looked into it, the more the task of improving the way we managed safety and compliance within our business became an imperative; with very tangible benefits" says Glenn.



Skywork operate the only K-Max on the New Zealand register, seen here on a recent lifting job.

The Air Maestro System

The system Glenn speaks of was Air Maestro and he says that he was not disappointed with his first encounter; "It had all the key features, ease of use, reporting capabilities, etc. I had on my wish list with the added benefit of being accessible over the web. So I didn't need to spend a vast amount of time customising screens or build extensive report templates. It was also recommended by operators who were used to working within the requirements of the Aviation Industry framework. And because it is accessible from just about anywhere, we could report on important details, like flight and duty, in real-time."

Skywork began using Air Maestro in 2009 and has quickly built up the safety and compliance function to take advantage of improved access to information. Glenn describes a "reduction in time spent processing paper and re-entering spreadsheet data." He notes that the new system "quickly streamlined processes and proved to be just as accurate, saving endless hours compiling individual audit trails."

Expanding Offshore

Skywork has recently entered a new phase of development and growth with the creation of an offshore division which will enable ongoing expansion of operations outside its home market.

This is an exciting time for the company and is also a phase of growth that has

focused thoughts on the flow of information across the business. Glenn explains; "This is a very significant investment for Skywork and we need to ensure the right systems and lines of communication are in place. Safety and compliance in our industry are critical, especially in terms of attracting and securing new customers. There's no question that it is equally as important to demonstrate you have robust systems in place, as it is to show that you have a good operational record."

Maintaining an Enviably Reputation

Glenn says that "Safety and compliance is the backbone of our business and one that we have built a growing customer base and enviable reputation upon". He has become a big supporter of Air Maestro and sees it as a key tool to protect a reputation they are fiercely proud of. Glenn can be contacted by email at: glenn@skyworkgroup.com

Developed by Avinet, Air Maestro® is a web-based aviation safety and flight operations management tool that has been commercially available since 2006. It is the first built-for-aviation, fully integrated management system and is currently supporting customer operations across Australia, New Zealand, Asia, Africa and Europe.

For more information about Air Maestro, visit www.airmaestro.co.nz or meet the team in the Exhibition Hall during Aviation Industry Week at Palmerston North, 26th to 30th July.



Aviation Industry Conference Week
Palmerston North · 26th to 30th July 2010



Principal Sponsor 2010

Welcome Message

AS AN INDUSTRY, the Aviation contribution to New Zealand's economy has never been well understood. Intuitively we know that our industry is a critical contributor to domestic and international tourism; provides high value cargo space for time sensitive international exports and is a major contributor to the success of all aspects of our agricultural, horticulture and viticulture industries.

AIA, as the advocate of the interests of the commercial aviation industry has for sixty years attempted to lead the recognition debate, but it is only this year that we have been able to assist in sponsoring a study into the value add of the industry. This, in part, was off the back of the work of our company Aviation New Zealand in the international market place, scoping out the opportunities for the industry and in part driven by a change in government philosophy to drive value for money initiatives through government.

If we don't understand, as an industry, how much we contribute to the economy it is very difficult to be taken seriously in the emerging debate of "better is less". This debate is manifesting itself in several areas – for example, should government continue to fund student loans in the aviation sector or is it the responsibility of the employer to foot more of the cost of basic training? Unless we fully understand the potential of the industry and its likely growth, it is very difficult to understand how many pilots/engineers/air traffic controllers to train.

Within the year we will have reasonably robust answers to these questions. In turn AIA is changing, moving more to a system of federal administration, with each of its operating divisions strengthening and the central core shifting to a centre of research, across industry advocacy and providing administrative support.

Legal Information Bulletin Four is an example of how we see the future operating, but in the context of an issue the industry must confront today. This information bulletin, issued by the CAA, was extensively consulted on over the last two years. Throughout the process AIA has suggested that the CAA withdraw the bulletin, amend its contents or apply a plain meaning to the words "crew member".

None of these suggestions at this stage have gained traction; however, if CAA's interpretation prevails then all aspects of commercial aviation will be affected. After a long and protracted period of discussion the only option now appears to seek a High Court declaratory order.

We are also actively investigating the process behind the fit and proper person test, particularly in the context of permanent suspension of an aviation document. On the one hand the CAA must act in the interest of aviation safety and protect the public interest, but on the other, participants in the system have the right to be treated fairly. In most instances the CAA's processes are fair and reasonable in the circumstances, but their processes are neither well understood, nor communicated clearly to industry. In the year ahead we will be working constructively with CAA on making the process more transparent.

Our view is that there needs to be much greater alignment of safety vision between the regulator and the industry. In part this will be driven by the introduction of safety management systems, but it will also be driven by demands from industry for a more responsive regulatory environment that takes account of the critical requirement for the industry to improve its competitiveness and grow. Government is, as we have said, demanding "value for money". Such propositions have been almost unheard of in our regulatory environment but it is the point of difference.

Three years ago a decision was made to turn our previously separate AIA and NZAAA conferences into a week long event called Aviation Week. The objective was to bring increased numbers from the New Zealand industry and its suppliers together for a series of exchanges on critical issues confronting the industry. Last year's Blenheim Aviation Week was incredibly successful with over 400 industry participants attending. This was against a backdrop of some of the most difficult trading conditions ever. Palmerston North is looking to be even more successful with substantial support from trades, sponsors and industry, civilian and military alike. We encourage you all to attend.

5 reasons to book your place at this event today

Be part of the decision making that will guide our industry in the future

Discuss real issues affecting our industry

Hear from International Keynote Speakers

Benefit from great networking opportunities

See our largest Trade presence ever

Aviation Week includes:

Conferences of:

Aviation Industry Association
NZ Agricultural Aviation Association
Education and Research Symposium

AIA Divisional Meetings of:

NZ Helicopter Association
Aircraft Engineering Association
Supply and Services
Air Transport
Flight Training
Air Rescue / Air Ambulance
Safety Advisory Committee
Airports
Tourist Flight Operators

Plus:

Trades Expo
Flying in the Wire and Obstruction Environment
Visit to Ohakea
and much more

Speaker Profiles: Plenary Day, Monday 26th July

Hon. Nathan Guy

Associate Minister for Transport

The Member of Parliament for Otaki, Hon. Nathan Guy was appointed Minister of Internal Affairs in the National Government in June 2009. He is also Associate Minister of Justice, Associate Minister of Transport and the Minister responsible for the National Library and Archives New Zealand.

Mr Guy entered Parliament as a List MP in 2005 and was elected National's Junior Whip in 2006. He was promoted to Senior Whip in early 2008 and retained this position following the 2008 general election when he won the Otaki seat. Prior to entering Parliament, Mr Guy was active in farming and local government. He served for eight years on the Horowhenua District Council and managed the family dairy farm. In 2000 he was awarded a Winston Churchill Fellowship to study beef exports to the United States.

Hon. Steve Maharey

Vice-Chancellor, Massey University

Prior to becoming the Vice-Chancellor of Massey University, Steve Maharey was the fourth ranked Minister in Government for nine years holding a variety of positions including Minister of Education and Minister of Research, Science and Technology.

Mr Maharey was responsible for the reforms of the tertiary education sector that began in 2003 and oversaw the establishment of the New Zealand's Tertiary Education Commission.

Prior to entering Parliament he was a Senior Lecturer in Sociology. Earlier in his career he also lectured in Business Administration. His academic interests include social policy, media, cultural studies, social change and politics.

He has served as an elected City Councillor and was appointed a Companion of the New Zealand Order of Merit (CNZM) in 2009.

Peter Smyth

Sector Manager, New Zealand Trade and Enterprise

Peter Smyth is a Hamilton based New Zealand Trade and Enterprise (NZTE) Sector Manager with special responsibility for the General Aviation Industry. New Zealand Trade and Enterprise is the New Zealand Government's economic development agency.

Prior to joining NZTE, Peter worked in the aviation industry. He also has recent international commercialisation experience. He is an experienced Director and member of the NZ Institute of Directors. Additionally, Peter trained as a professional engineer and was awarded the 1995 ECNZ Rutherford Award.

Dave Allen

Director, Vantage Consulting Group

Dave is a Director of Vantage Consulting Group, a Wellington based consultancy. He has a background in corporate finance and significant experience in providing strategic reviews, feasibility studies, cost-benefit analysis, risk assessment, financial and data modelling, compliance audits and reviews and securing finance.

Key involvements have been in the energy, telecommunications, transport, banking and health sectors and in the economic development field. Clients include: Telecom NZ, Transpower, NZTE, Investment New Zealand, Canterbury Development Corporation, Meridian, Powerco, Tower, Port Marlborough, Commerce Commission, Electricity Commission, and Universities.

Prior to joining Vantage 12 years ago Dave was Head of Credit for NZ for Credit Agricole, one of the world's ten largest banks.

Ashley Smout

Chief Executive Airways Corporation

Ashley Smout was appointed Chief Executive Officer at Airways New Zealand in September 2002. Prior to being appointed CEO, Ashley held the position of Chief Operating Officer from 1999-2002. In this role he was responsible for all the domestic operations of Airways including business planning and strategy development.

Ashley has also held various marketing and management positions with New Zealand and international companies.

In 2005 Ashley was elected Chairman of CANSO (Civil Air Navigation Services Organisation), the international body representing air navigation services providers. CANSO's members control 60% of the world's airspace and 80% of the air traffic.

Ashley has a Bachelor of Business Studies from Massey University and an MBA from Auckland. He has attended the Stanford Executive Programme at Stanford University, California.

Samantha Sharif

Director Industry Affairs, CANSO

Samantha has held this role in CANSO (the global association for air traffic management and related services) since 2007. She leads all CANSO global programmes and policy development and has a primary role in membership and commercial strategies.

CANSO global programmes cover all aspects of aviation operational and business performance, including; safety, security, environment, financing models, legal and policy, global benchmarking, stakeholder relations, human resources, service provision, information and quality management, and insurance.

Prior to joining CANSO, Samantha spent 10 years as Head of Legal Services and in senior management roles at both Airservices Australia and Airways Corporation of New Zealand.

Samantha has been a Director, Trustee, and adviser to a wide range of organisations within the Australian and New Zealand aviation industry and other sectors over the last decade. She has also been admitted as a Barrister and Solicitor. Samantha is a regular presenter at global aviation industry conferences and events and has written and published extensively on aviation industry issues.

Trevor Wilson

Chief Pilot, Emergency Management Queensland

Trevor commenced his aviation career while serving as an operational Police officer with Victoria Police in 1981. During his time as an Aircrew Officer for the Police Air wing he paid for his own commercial training and subsequently transferred to a pilot position with Victoria Police flying Dauphin helicopters for Police and Ambulance Service.

In 1991 Trevor became Chief Pilot Westpac Helicopter Rescue Lismore NSW flying SA 365C and performed SAR EMS duties during this period for other Australian operators on a casual basis such as Newcastle Westpac, Careflight and CHC Helicopters.

He became Senior Training and Checking Pilot, Queensland Government in 1998 then in 2002 took on the role of Training Pilot, Royal Oman Police on Bell 214ST helicopters until 2005.

Following this, Trevor became Chief Pilot Queensland Government EMQ Helicopter Rescue on AW139 and Bell 412 helicopters. He is a current CASA authorised testing officer performing Instrument Rating flight tests for a number of Australian Helicopter operators. In 2009 he was nominated for the AgustaWestland World Pilot of the Year award.

Steve Douglas

Director of the Civil Aviation Authority of New Zealand

Steve Douglas took up the position of Director of Civil Aviation in June 2007. A former aircraft design engineer, Steve's career has been devoted entirely to aviation. He has extensive technical and regulatory experience at the CAA, including 12 years in senior management roles. Immediately prior to being appointed Director he was General Manager Government Relations, with primary responsibilities for aviation rules, policy development and international relations.

Previous industry experience includes five years in a technical services role at Air New Zealand and a similar period spent in commercial satellite design at British Aerospace. Steve has a degree in mechanical engineering from Canterbury and an MSc in Aircraft Design from the Cranfield Institute of Technology in England.

Isabelle Floret

Airbus Senior Vice-President Pacific

Isabelle Floret was appointed Airbus Vice-President Sales (Pacific) in March 2006 at which time she assumed responsibility for all Airbus commercial sales and marketing activities in the region.

Ms. Floret, who is the most senior female executive in the Airbus Commercial organisation, is an aeronautical engineer by profession. Prior to her appointment as Vice-President Pacific, she served as Regional Contracts Director and Deputy Vice-President Sales (Pacific) at Airbus headquarters in Toulouse, France, with responsibility for all Purchase Agreement negotiations and contractual dealings with customer airlines.

Isabelle joined Airbus in Toulouse in 1982 as a Customer Engineering Manager responsible for technical definition of aircraft, and was the main interface between Airbus and the airlines regarding customisation of their aircraft. She then moved to the Contracts Department and served in a number of senior positions before her appointment to the Pacific as Vice-President Sales.

Now Senior Vice-President, she is responsible for a vast area of the potential global market for large commercial passenger jets, encompassing Australia, New Zealand, Papua New Guinea, New Caledonia, Fiji and other Pacific Island States.

Ron Tannock

BSc (Hons), CEng, FRAeS

After completing his Mechanical Engineering degree in 1962, Ron joined the de Havilland Division of Hawker Siddeley Aviation as a Flight Test Engineer. In 1965, Ron travelled to New Zealand to join National Airways Corporation in Christchurch, working in a number of management positions for the company.

After the merger with Air New Zealand Ron was appointed to the position of Aircraft Maintenance Manager, then Chief Engineer followed by Manager Commercial Services. In 1983 Ron moved to Blenheim as General Manager of Safe Air. Now retired, Ron spent the last 10 years of his career as Air New Zealand's General Manager – Operations International. In this role he was responsible for Flight Operations, In-flight Services, Passenger Services, Maintenance Control, and Network Logistics.

Ron is a Chartered Engineer, a Fellow of the Royal Aeronautical Society and a Past President of the New Zealand Division of the Royal Aeronautical Society. He is a former Chairman for four years of the NZ Civil Aviation Authority. Currently, Ron is Chairman of the Blenheim Branch of the New Zealand Division of the Royal Aeronautical Society. Ron received the Royal Aeronautical Society's Geoffrey Roberts Award in 1976 and the Guild of Air Pilots and Navigators' Jean Batten Trophy in 2007.

Elizabeth Valentine

Chief Executive, ATITTO

Elizabeth joined the Aviation, Tourism and Travel Training Organisation as Chief Executive in 2007. Elizabeth is a frequent conference speaker, advisor and strategist for education and training and sits on a range of education related advisory councils.

With 20 plus years experience in management and executive consulting roles, Elizabeth has led the development of, and agreement to, the current Aviation Strategic Training Plan project. She also conceptualised and led the development of the NZSkillsConnect careers web portal in 2009 that includes information about jobs across the aviation sector.

Elizabeth has an MBA from Henley (UK), as well as Diplomas in Business Studies and Teaching.

Programme: Monday 26th July

1000 **MORNING TEA**

1030 **Welcome to Conference Week**

Hon. Steve Maharey

Vice-Chancellor, Massey University

1040 **President's Address**

John Sinclair, President AIA

1055 **Economic Contribution of Aviation to the New Zealand Economy**

Peter Smyth, NZTE; Dave Allen, Knotridge Ltd.

1130 **NZ Skills strategy – Meeting the future needs of the Aviation Industry in New Zealand**

Elizabeth Valentine, Chief Executive, ATITTO

1200 **Improving competitiveness through more efficient use of the skies and Update on the European Volcanic Response**

**Ashley Smout, Chief Executive Airways
Samantha Sharif, Director Industry Affairs, CANSO**

1230 **LUNCH**

1315 **The man and machine interface - Managing the introduction of developing technologies**

Trevor Wilson

Chief Pilot, Emergency Management Queensland

1345 **CAA**

Steve Douglas, Director Civil Aviation Authority

1415 **What's going on in aviation?**

Isabelle Floret, Senior Vice President Pacific, Airbus

1445 **Sir Geoffrey Roberts Memorial Speech**

Ron Tannock

1515 **AFTERNOON TEA**

1545 **AIA Annual General Meeting**

1630 **Government**

Hon. Nathan Guy, Associate Minister for Transport

1730 *Buses depart Convention Centre for the Welcome Social*

1830 *Welcome Social Dinner*

2130 *First bus will depart back to the Convention Centre and Hotel*

Programme: Tuesday 27th July (current at time of print, 28th June)

Stream Chair	Air Rescue/Air Ambulance Rea Wikaira	Safety Advisory Committee Ashok Poduval
0900	EMQ - Australasia's largest AR/AA service Trevor Wilson Chief Pilot, Emergency Management Queensland	Meeting of the Industry-wide Safety Advisory Committee
0930	SMS in the AR/AA Environment Kimberley Turner Chief Executive, Aerosafe Risk Management	
1000	A Case Study in a Critical Incident Peter Turnbull Chief Pilot, Northland Emergency Services Trust	
1030	Morning Tea	
1100	National Ambulance Sector Office (NASO)- Strategy Donaleen Shiell Contract Manager, NASO	Meeting of the Industry-wide Safety Advisory Committee
1130	Ambulance NZ Air Ambulance Air Rescue Standards Development - NASO Strategic Direction David Waters Chief Executive, Ambulance NZ	
1200	Update on the Rescue Coordination Centre Nigel Clifford General Manager, Safety Services, RCCNZ	
1230	Lunch	

Stream Chair	Air Rescue/Air Ambulance Rea Wikaira	AEANZ Don McCracken	Air Transport (AT & TFO) John Jones / Richard Rayward	Supply & Services/Airports Rob Bolton
1330	Night Vision Goggles Point Trading	AGM	AGM - Air Transport AGM - TFO	Emerging Markets John Nicholson CEO, Aviation New Zealand
1400	The use of Performance Class One Helicopters in the AR/AA role	The New Aviation Professional: An Engineering Perspective ATTTO Project Leader	Inbound Tourism the future - Rugby World Cup opportunities Leon Grice Director, New Zealand 2011	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd
1430		Airworthiness Vision Dialogue - Industry Leadership Maurice Gordon, Asia Pacific Aerospace / Geoff Connor, CAA	The future direction of the defence industry - The Defence Industry Review Doug Pauling Director, Air Affairs Ltd.	Developing Effective Supply Chains John Nicholson CEO, Aviation New Zealand
1500	The New Aviation Professional: The future AR/AA Pilot + Engineering support ATTTO Project Leader	Apprenticeships and Gateway ATTTO	Alternative Fuels - A flight path towards sustainable aviation Paul Nash Head of New Energies, Airbus	Optimising Supply and Service's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.
1530	Afternoon Tea			
1600	Night Vision Goggles Scott Arrell Thales	Optimising Engineering's contribution to the NZ economy Peter Smyth, NZTE	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd	Regional Aviation Capability Development Shaun Mitchell Waikato Aviation Cluster
1630	AGM	Aviation New Zealand John Nicholson CEO, Aviation New Zealand	Future Systems Rajesh Mishra, Regional Manager Operations / John Wagtendonk, ATS Policy and Standards Specialist Airways NZ	AGM
1700	Meet the Trades Drinks in the Trades Area and presentation of the Best Trade Stand Award			
1930	Pre Dinner Drinks			
2000	AIA 60th Anniversary AWARDS DINNER			

WE MAKE IMPORTING SIMPLE.

Regulations, middlemen, paperwork and so many other details can leave you tied up in knots. Why not rely on DHL IMPORT EXPRESS WORLDWIDE to untangle your imports? One company door-to-door. One competitive price. One invoice in one currency. That means fast delivery without excuses or hidden costs. It's that simple. Register on choose.dhl.com/newzealand to start saving today.

YOU COULD WIN ONE OF 8 APPLE IPADS. Simply register at choose.dhl.com/newzealand. We'll give you a great rate and you start shipping. The more you ship, the more chances you have to WIN*. Too easy!

EXCELLENCE. SIMPLY DELIVERED.

Visit DHL Express on Stand 7 at the AIA conference

HAWKER PACIFIC

New Zealand's first and only Bell Approved Customer Service Facility

Sales · Service · Spares
Component Overhaul

Lower your operating costs by dealing directly with the factory representatives
Phone 09 295 0665

Bell Helicopter
A Textron Company

Visit Hawker Pacific at Stands 9-10 during Aviation Week

Signature Engines "Fly with Confidence"

A NEW evolution of Aeromotive's 'Signature Series' of engine overhauls will be launched at Aviation Industry Week in July. Engineering Manager Brett Puddle will be on-stand to discuss the benefits of a Signature engine overhaul which has been designed around a fixed price in order

to reduce complexity and "unknowns" for operators.

Brett says that many people call to enquire for costs to fix or overhaul an engine and it is difficult

for operators when quotes on this basis need to be dependant on discoveries made during the bulk strip. Part of the Signature Series package is the offer of a fixed price quote within 24 hours, valid for 30 days and with no hidden or surprise costs.

Signature 'Elite'

The Signature Elite option includes new cylinders, rings, pistons, camshaft, cam followers and ignition harness. Every ancillary component is also nil holed regardless of what its time in service was. Brett explains this as being the equivalent of a factory overhauled engine with the substantial advantage that engine maintenance budgets going forward from the overhaul can be easily managed, since operators can have confidence that full

TBO will be achieved on all parts.

Signature 'Overhaul'

The Signature Overhaul option offers the same basic features as the Elite but includes additional flexibility of choice for the operator in terms of whether or not

to overhaul components such as the carburettor, fuel control system, magnetos, etc. Of course the warranty then applies to the overhauled parts only.



A TIO-540 J2BD in full Signature Series livery.

Signature Branding

All Signature engines come with an enhanced cosmetic appearance that includes powder coated induction manifolds, special paint and Signature badges to ensure your new engine stands out from the crowd. A Lycoming TIO-540 J2BD in full Signature livery will be on display at the Aeromotive stand during Aviation week.

Brett notes that Aeromotive are still in the business of utilising their 35 years of experience in the industry to undertake 'standard' bulk strips and overhauls as required. Visit Brett during Aviation Week to discuss any engine or other maintenance requirements you have and to learn more about using Signature Series power to "Fly with Confidence".

Exhibitor Directory

	Conference	Stand
	AIA	AAA
AeroNet	• •	18
Agusta Westland	• •	1
Airwork	• •	31-34
Aquamax	• •	13
ATTTO	• •	20
Asia Pacific Aerospace	• •	11
AvClean / ECO2000	• •	29
Aviation Labour Group	• •	25
Aviation New Zealand	• •	31
Aviation Safety	• •	26
Avinet / Air Maestro	• •	4
Ballance Agri-Nutrients	• •	20
DART Helicopter Services	• •	8
DHL Express	• •	7
Elliott Technologies	• •	27
Fieldair Engineering Ltd	• •	12
Field Air Australia	• •	6
Flightcell	• •	23
Flight GSE	• •	15
Harvest Electronics	• •	28
Hawker Pacific NZ Ltd	• •	9-10
KiwiFlyer Magazine	• •	32
Loadrite	• •	15
NMIT	• •	6
Oceania Aviation	• •	19
Olympus	• •	17
OmniSTAR	• •	25
Pacific Turbine Brisbane	• •	14
Petroleum Logistics	• •	21,30
Point Trading	• •	27
Pratt & Whitney Canada	• •	7
RDS Systems	• •	26
Rotor and Wing	• •	17
Safe Air	• •	24
Spidertracks	• •	3
Standard Aero	• •	2
TracMap Aviation	• •	16
TracPlus	• •	22

Please note this list and stand allocations are current at the time of print. Several more Exhibitors are expected to confirm their participation in the coming weeks. Stand allocations may be subject to change.

Trade Expo confirms recovery on way

OUR Trade Expo this year shows that the aviation industry is seeing light at the end of a very difficult economic tunnel. With an increase of 30% in the number of stands during the week, the 2010 expo is bigger and better than previous years.

"This is a perfect opportunity for companies to showcase their products to aviation decision makers, and we are seeing a huge interest from overseas companies this year," says Irene King, CEO AIA, "and with the amount of interest this year's conference has generated we have had to expand into a second area to accommodate all the exhibitors."

As in previous years a number of exhibitors are pulling out all the stops to ensure their presence is felt. Several are taking more than one stand in order to show off their full range of existing products as well as new products they are bringing to the market.

Petroleum Logistics Pacific Ltd, the principal sponsors of this year's conference, will have a large presence, both within the exhibition hall as well as sponsoring a number of the major events at the conference centre.

Conference delegates will have the opportunity to check out a range of products including the latest in Night Vision Goggles from Point Trading, as well as a pre-production Time in Service Recorder being developed by Harvest Electronics.

Morning and afternoon teas, as well as lunches are being served within the exhibition hall throughout the week, ensuring that exhibitors have maximum exposure to the conference delegates. There will be our usual trade show awards for the best displays.

"We are doing everything we can to ensure that trade exhibitors get maximum benefit from being at the conference," says Irene. "It is a major financial commitment on their behalf and we want to do everything possible to make sure it is successful for them. In another first AIA and NZAAA are recognising the tremendous support we get from the trade by sponsoring an hour long networking opportunity for delegates and the trades on Tuesday and Thursday nights respectively."

Although the main hall is full there is still enough room to squeeze in a few more trade stands next to the registration area. Contact Bob Feasey by email at bob.feasey@aia.org.nz or call 04 472 2707 for further information.



Comparing StandardAero's PT6A MRO Support & Service To Anyone Else Is Like Comparing Apples To Oranges.



- PT6A Distributor & Designated Overhaul Facility (DDOF)
- On-site Component Repair & Accessories
- World Wide Field Service
- 20+ Years Of PT6A Experience
- STC Upgrades

There really is no comparison when it comes to PT6A MRO support and service. StandardAero's comprehensive in-house capability, extensive technical knowledge and innovative solutions are the result of more than 20 years of experience on the PT6A. This unique combination has made StandardAero a leader in delivering MRO services and Engine Upgrades that improve engine reliability and offer long-term savings for PT6A operators.

StandardAero's on-site engineering, component repair and accessory capabilities minimize turn-time and ensure the highest level of quality is maintained. From our dedicated engine teardown cell to a lease pool of more than 70 engines, everything at StandardAero is geared towards getting you back in the air on time and on budget.

With capabilities like this, it's easy to see why there really is no comparison when it comes to PT6A MRO support and service. To see how StandardAero's complete range of PT6A services can benefit you visit www.standardaero.com today.

Contact:
Simon Wilks - Regional Sales Manager
Tel: +61 (0)2 8707 0009, Mob: +61 (0)434 319777
E-Mail: simon.wilks@standardaero.com

StandardAero (Australia) Pty Ltd
3 Sir Thomas Mitchell Road,
Chester Hill, NSW 2162



www.standardaero.com
© Copyright StandardAero 2010. All Rights Reserved.

Visit Standard Aero at Stand 2 during Aviation Week

Programme: Wednesday 28th July (current at time of print, 28th June)

Stream Chair	Flight Training Kevin England	AEANZ (open to non member engineers from 1400) Don McCracken	NZHA Toby Clark	Manufacturer's Briefings
0900	AGM	Setting the future direction of engineering in NZ Don McCracken, Chair, AEANZ	AGM	
1930	The New Aviation Professional: A Pilot Perspective ATTTO Project Leader	How to improve the effectiveness of engineering audits Phil Hone, Manager Airline Maintenance CAA (TBC)	Setting the future for the Helicopter industry: Outcomes of the Industry Workshops John Sinclair Marlborough Helicopters / NZHA Committee	Honeywell Limited Overview of helicopter products, services and new product developments
1000	Airline Training Models Air NZ, Jetstar and Pacific Blue invited	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd	What is the CAA's vision for the Helicopter industry/ update on rule changes John Lanham, CAA (TBC)	Avinet Spidertracks
1030	Morning Tea			
1100	TEC Future Directions David Nicholson Director, Tertiary Investment and Monitoring, TEC	Bell Product Update Peter Crook Sales Manager, Rotary Wing, Hawker Pacific		Module Limited Elliot Technologies
1130	Rule Part 141 - Introduction Carlton Campbell CAA (TBC)	Governance and Leadership (TBC)	Insurance Senior Underwriter	Olympus
1200	Air Navigation - Future Systems Rajesh Mishra, Regional Manager Operations / John Wagtendon, ATS Policy and Standards Specialist Airways NZ	Avionics Update Phil Byrne Engineering Manager, Fieldair Engineering Ltd.	Optimising NZHA's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.	Aeronet
1230	Lunch			
1330	Business Briefing on GST Marie Pallot, Policy Manager Paul Kilford, Senior Policy Analyst			
1400	Aviation New Zealand - Tomorrows Markets John Nicholson CEO, Aviation New Zealand	Update on forthcoming rule changes John Lanham, CAA (TBC)	The Environment	
1430	Safety Performance Benchmarking Fred Douglas Avion Consulting	How to improve the performance of IA's Mark Price CAA (TBC)	An environmental Code of Practice - is Qualmark the appropriate branding? John Sinclair, Marlborough Helicopters / NZHA Committee	
1500	Optimising Flight Training's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.	The process for development of AC's and Rules Chris Lamain CAA (TBC)	Agusta Westland Product Update	
1530	Afternoon Tea			
1600	What type of pilots do we want? - Rotary Wing (with NZHA) Kevin England	The future of the Aircraft Engineer's License Mark Price CAA (TBC)	What type of pilots do we want? - Rotary Wing (with Flight Training) Toby Clark, Chair, NZHA	
1630	What type of pilots do we want? - Fixed Wing Kevin England	Improving Reliability and Performance Geoff Scrase, Senior Consultant, Failure Investigation Quest Integrity NZL Ltd	Strategic Direction for the NZHA Toby Clark Chair, NZHA	
1715 1830	Assemble in the Convention Centre Lobby prior to boarding buses. Buses depart for Ohakea at 1730. Aviation Week Dinner			

Protect your investment

Preserve your aircraft.

Zi-400
Approved Aircraft Exterior & Interior Cleaner

- Available in 5, 20 and 200 litre recyclable containers
- Inhibits corrosion
- Meets Boeing & AMS specifications.
- Most widely used Aircraft cleaner in Australia.
- Water Based, Biodegradable, Non-Hazardous.

Clean Screen
Aviation Grade Windscreen & Canopy Cleaner

- Available in 250ml, 5 and 20 litre recyclable containers
- Safe for use on all perspex, polycarbonates, plastics & paints.
- Water Based, Biodegradable, Non-Hazardous.
- Anti-Static, helps stop dust, dirt and lint sticking to the surface.

Zok 27
Gas Turbine Compressor Wash

- Available in 12.5, 25 and 210 litre containers
- Cleans and inhibits corrosion in one action.
- Approved by Rolls-Royce, Allison, GE, Pratt & Whitney, Turbomeca
- Water Based, Biodegradable, Non-Hazardous

eco 2000

New Zealand enquiries:
Ph: 021 472 533 or 03 572 8964
sales@avclean.co.nz

Australian enquiries:
Ph: 03 5977 1222
cleaning@eco2000.com.au
www.eco2000.com.au

Visit Avclean and ECO2000 at Stand 29 during Aviation Week

StandardAero

Rolls-Royce Model 250 Specialists since 1967

Rolls-Royce Approved AMROC
Honeywell Approved AWARS

Repair & Overhaul of all Model 250 Engines including Accessories

Exchange Engine / Modules Available

Rental Modules / Accessories Available

Contact: Mark Robinson Ph +61 2 8707 0003
Email: mark.robinson@standardaero.com

StandardAero Australia

Visit Standard Aero Australia at Stand 2 during Aviation Week

AIA sincerely thanks these sponsors

List current at 29th June



Principal Sponsor of the Aviation Industry Conference Week 2010

Sponsors of the AIA Conference

Diamond Sponsors

Ruby Sponsor



Gold Sponsors



Silver Sponsors

Bronze Sponsors



Sponsors of the NZAAA Conference

Diamond Sponsors

Ruby Sponsor



Silver Sponsors



Bronze Sponsors



Sponsors of Flying in the Wire and Obstruction Environment Training



Aircraft Engineering Association building a strong future

FOLLOWING its ratification at the 2009 AIA conference the Aircraft Engineering Association of NZ (AEANZ) has been holding meetings around the country and developing a strong regional member base.

Sights are now set on the future and meeting the needs of members both present and future. Critical to this is the professional development of new entrants into the aircraft engineering arena and AEANZ has introduced two initiatives to do just this. Firstly, making membership of AEANZ free for all engineering trainees and students, and secondly setting up a network of senior advisors to provide guidance and support to those new to the industry as well as those a bit longer in the tooth where needed. Nominations for this group of advisors has been put forward and the ratification of the first 15 will be at the AEANZ AGM in Palmerston North.

Current issues that AEANZ is working on include the following:

- More effective consultation between AEANZ and the CAA.
- The need for access to CAA formal written policy.
- Developing AEANZ member benefits.
- Maintenance programmes and engine escalation.
- The effectiveness of Part 12 reporting.
- LAME training and changes to the NZ engineering licence.
- Major design changes and the requirements for STC's on Major Mods.
- Professional indemnity for members.

At this year's conference AEANZ will be looking at a range of issues that affect the aircraft engineer, including improving the effectiveness of engineering audits and improving the performance of IA's as well as the future of the Aircraft Engineers licence and manufacturers updates on various products. Further details on the conference and the AEANZ programme can be found at www.aia.org.nz

AEANZ are making a **special offer to all engineers who are non-members of AEANZ**. They can attend for free on Wednesday 28th July at the Palmerston North Convention Centre from 2–5 pm, after which they will move over to the Kingsgate Hotel for further discussions. Please register your interest in attending this session by emailing bob.feasey@aia.org.nz to ensure adequate catering is provided. This gives you the opportunity to see what AEANZ is doing for you, the engineer.

A representative body can only succeed by building a strong membership base and so we would recommend that all engineers become members in order for AEANZ to speak as the voice of engineers in NZ representing members interests on issues that directly impact on your livelihoods. We look forward to seeing you at the conference.

Agricultural Aviation Conference

AS THE Conference theme "Doing nothing is not an option" suggests, the agricultural aviation industry in New Zealand faces some challenges in the next few years. For example, some sectors of the ag aviation industry are not profitable. The industry sector that is at most risk currently is the fixed wing operation serving the hill country requirements for lime and phosphate. The solution to an industry's profitability woes of putting the prices up is only an option if the client has the ability to pay, and clearly for some hill country farms that is a problem. What other options are there? In fact are there any other options or is it a case of some hill country reverting because it is too costly to get fertiliser on?

However, the big challenge is and will be to effectively manage and mitigate any adverse environmental effects related to aerial application, whether from fertiliser, agrichemical or vertebrate toxic agent application or some other issue such as excessive noise. The message is that the industry must be proactive in addressing these issues if it is to survive.

Confidence in the RMA and the associated policy setting and in particular

rule making/writing undertaken by Regional Councils is low. There are many examples of rules written around the discharge of fertiliser and agrichemical sprays that are unworkable or cannot be achieved. Even the definition of agrichemicals differs between Council plans despite there being a definition in the NZ Standard for Management of Agrichemicals (NZS 8409:2004).

The RA has a very significant effect on aerial application activities yet it is nigh on impossible to deal collectively with the Council rule writing process, so the rules differ depending on which Council has jurisdiction over the area in question. Add to this the fact that the rules for say, fertiliser application may appear in an air plan, a water plan, any combination of the two or even a "one plan" and you can begin to see the nature and scope of the environmental issues operators face. For that reason we will hold a forum to discuss how best to deal with Regional plan requirements.

Through the industry Accreditation QA scheme, NZAAA has an independently audited quality assurance programme which

includes robust procedures for managing and minimizing adverse environmental effects. Yet despite a sustained effort over 10 years or more it has not been adopted by any Council as a (the) condition for permitted activity in the aerial application of fertilisers, or agrichemicals. Why Accreditation has not been adopted, and what needs to change in order that it becomes adopted in Council plans is the key question. What role if any, the newly established EPA could or should have in streamlining the rule making process so that the rules currently being written can actually be complied with will also be discussed.

After these sessions on day 1 of the Conference a morning out at the Ohakea Airforce base will be a welcome change for delegates although there will still be some thought provoking sessions on pilot attitude and safety management systems (SMS). The Conference concludes with the Awards Dinner on Friday night July 30th, where industry members gather to recognise those who have made their mark on the industry. We look forward to seeing you there. *(Programme on following page)*

WEIGHT RECORDING MADE EASY

Weighing solutions for field loaders

- Accurate weight capture
- Data printing & PC download options
- Proven in all Ravensdown & Ballance stores
- Field service throughout NZ
- Proudly made in NZ



Loadrite New Zealand Limited
 Phone: 0800 493 444 Mobile: 021 444 777
 Email: steve@loadrite-nz.co.nz www.loadritescales.com

PIONEERING ONBOARD WEIGHING SYSTEMS SINCE 1979 • PROUDLY MADE IN NEW ZEALAND, KEEPING IT KIWI Stand 15 at the AAA conference



RDS SYSTEMS LTD
A MEASURE OF QUALITY
ON BOARD WEIGHING

Hydraulic Pressure and Loadcell based Weighing Solutions for the Fixed Wing and Helicopter Industries

- Trade Approved options.
- Data Capture options.
- Practical and easy to use.
- Customised for the individual if required.
- Nationwide service and support.
- Calibration services offered.



Pat Dougherty
P: 021 712 902
E: pat@rdssystems.co.nz
www.rdssystems.co.nz



NZAAA Programme

THURSDAY 29th JULY

- 0915 **NZAAA Chair opening address: Environmental Impacts and the Agricultural Aviation Industry**
Tony Michelle
- 0940 **Can Primary NZ industries afford a viable Ag aviation industry**
Graeme Mulligan, Landcorp
- 1015 **MORNING TEA**
- 1045 **Forum: A discussion on managing environmental impacts.**
- 1045 Regional Council rules and Accreditation
Lynette Wharfe
- 1100 Regional Council policy setting and referencing of external QA programmes
Helen Atkins
- 1115 An overview and relevance of the new EPA to the issues facing the agricultural aviation industry in NZ
Richard Hill MfE
- 1130 Discussion/Workshop
Lynette Wharfe
- 1200 **LUNCH**
- 1315 **Time in service recorders, operation and privacy**
Peter Munn
- 1330 **Concurrent sessions for fixed wing and helicopter operators: What an auditor looks for in a Part 137 audit.**
- 1500 **AFTERNOON TEA**
- 1530 **TRADE DISPLAYS**
- 1600 **E Cat Instructors Meeting**
- 1715 Buses depart for Welcome Social
- 1815 Welcome Social
- 2115 Buses depart for return to Hotels

FRIDAY 30th JULY

- 0800 Buses depart for Ohakea
- 0845 **SMS in action** Johan Bosch
- 0915 **Pilot attitude & safety** John Rankin
- 0945 **MORNING TEA**
- 1015 **CAA Safety Session** CAA
- 1130 Depart Ohakea to Conference Centre
- 1200 Lunch
- 1330 **NZAAA Accreditation, GAP audits, Insurance cover** Various
- 1415 **Finance and market recovery – are we there yet?** Shane O’Grady
- 1445 **AFTERNOON TEA**
- 1515 **Conference Roundup**
- 1530 **NZAAA AGM**
- 1900 Pre-dinner drinks
- 1930 NZAAA Awards Dinner

Aerial Applicators

We CAN help !

Drift Control



Spread and Coverage



Foam Control



Elliott Technologies
Ph: 0800 100 325
David Ligan 021 804 450
www.elliott-technologies.co.nz

Elliott Technologies on Stand 27 at the AAA conference

AVIATION SAFETY

- Carbon Monoxide Detectors
 - Collision Avoidance Devices
 - ELT, GPS, and PLB Devices
 - Flashlights
 - Inflatable Lifejackets
 - Inflatable Liferrafts
 - Laser Illuminators
 - Night Vision
 - Survival Kits
 - Surveillance Equipment
 - Tracking Devices
- CAA Part 145, Part 19F, ISO9001:2008
Ph: 09.4206079 E: LKlee@aviationsafety.co.nz
www.aviationsafety.co.nz
www.findmespot.net.nz www.kannad.co.nz

Aviation Safety are on Stand 26 at the AIA conference

Rotor and Wing Maintenance Ltd

TRACMAP INSTALLATIONS

- ALL MODELS
- SUPPLY
 - INSTALL
 - CERTIFY
- ONE PRICE \$14,900+GST**



Hughes 300 Wide Panel also available

OTHER INSTALLATIONS UNDER DEVELOPMENT

Rotor & Wing Maintenance Ltd.,
Hangar 6, Taupo Airport
Ph: 64 7 378 8688 Fax: 07 378 0692
Email: rotorandwing@xtra.co.nz
www.rotorandwing.co.nz

Rotor and Wing on Stand 17 at the AAA conference



We are an Authorised Maintenance Centre for Rolls Royce 250 series engines.

We have the only OEM correlated test cell for RR250 and LTS101 series engines in Australia or New Zealand.

We offer fixed price exchange modules and components, there is no bill back.

We are authorised to overhaul all models of Rolls-Royce 250 engines from B15 to C47.

We have extensive stock of exchange modules in Australia and New Zealand.

Come and talk to our representatives at Aviation Conference Week to see how we can help your operation.

Contact Maurice Gordon

Phone: 06 350 0011 or 021 845 651
Email: maurice.gordon@apaero.com.au

www.apaero.com.au

Visit Asia Pacific Aerospace at Stand 11

Transpower likely to promote compulsory Wire Avoidance training for all contractors

AS PART OF its draft "Use of Helicopters" Service Specification currently under development, Transpower is likely to impose a requirement that all pilots engaged on work for their organisation have particular training in wire strike avoidance and have attended a wire strike avoidance course or seminar within the previous 2 year period and every two years thereafter.

It is Transpower's expectation that all pilots and transmission line support crews who are engaged on transmission line work on the grid, will be compliant with the Service Specification requirement. The Transpower Service Specification is planned to be submitted in its final draft by the end of August 2010 with an implementation date of Jan 2011.

AIA will be running a wire avoidance training seminar as part of this years Aviation Industry Conference Week. The seminar will be recognised by Transpower for purposes of compliance. Facilitated by Bob Feerst of Utilities/Aviation Specialists Inc, Bob has 36 years experience in aviation, with 32 years of operations in a joint gas-and-electric utility. He is a commercial pilot, rated in both fixed wing aircraft and helicopters, and a former pilot/manager for a large Midwestern gas-and-electric utility. He has a bachelor's degree from Purdue University and master's degrees in aviation business management and aviation/aerospace operations from Embry-Riddle Aeronautical University.

This essential seminar has been specifically designed for professional pilots and crews whose missions require them to operate in wire infested environments. Its acclaimed methods for early detection of wires are taught world wide to professional flight crews and fill a definite void in most low-level flight training programs. Aviation professionals will learn about the specialised skills needed to fly in the wire environment.

"Wire strikes continue to be one of the most devastating accidents for professional pilots and crews", says Bob. "Perhaps the greatest tragedy is that the vast majority of these accidents are entirely preventable.

The root cause of most wire strikes is usually the crew's lack of understanding of the specialised skill needed to operate an aircraft in the vicinity of wires."

The sponsorship provided by the CAA and ATTTO means that we are able to offer this course at only \$50+gst



Attending a wire strike avoidance seminar could prevent this from happening to you.

per pilot, which includes morning and afternoon tea as well as lunch. Without sponsorship from these two organisations it is proving quite difficult to hold these programmes on an annual basis - we really encourage your support and

of course there's now extra economic incentive for you to do so if you are serious about working with Transpower. Evidence of attendance is by way of a certificate which will be signed and issued by Bob Feerst. **Register for the course today!**



Be Found Faster

A revolution in aircraft location technology is coming. Join us on stand 3 to learn about the fastest way to find aircraft - and how you can share your love of flying with others!

Call us today 0800 461 776

spidertracks

www.spidertracks.com

Visit spidertracks at Stand 3 during Aviation Week

NZHA Full Rotor Ahead

SINCE ITS inauguration at the last AIA conference the NZHA is transitioning forward in leaps and bounds.

First major announcement of the year was the **Gold sponsorship** of the association by **Boston Marks, Aviation Cooperating Underwriters Pacific Ltd and Avsure**. It is great to have these companies getting behind the NZHA and their support will help us to build a stronger helicopter community in New Zealand. It's also indicative of a much closer working relationship between the helicopter community and its key insurers.

As associate members of the Helicopter Association International (HAI) we were invited to put forward nominations for the 'Salute to Excellence' awards to be presented in Houston, Texas as part of HeliExpo 2010. These awards are made annually in recognition of excellence in the helicopter industry world-wide; the NZHA nominated the Police Air Support Unit (ASU) and they subsequently received the MD Helicopters Law Enforcement Award. This is a great achievement as it shows that the New Zealand Helicopter industry is up there with the rest of the world. This can only bode well for the future. Recognition of the honour also came in the form of a special commendation from the Minister Judith Collins and the Commissioner of Police

The NZHA committee recognised early on that industry needed to clearly identify the most important issues effecting the future viability of the use of helicopters in New Zealand. To achieve this, two industry workshops were facilitated, one in Auckland and one in Queenstown. Turnout was good with over 30 people attending each event. The outcomes of these workshops will be presented at the conference and will form the basis for the direction the NZHA will take over the next few years.

A major issue that has been at the forefront of the NZHA/AIA's work this year has been Legal Information Bulletin 4 and industry's response to this. Further information is provided on this in Irene's comments on the first page of this Event Guide.

By the time conference comes around the NZHA will have employed an Executive Officer to support the association and its members. This role is part time with the successful candidate working for the association for two days

per week. It will be the job of the EO to take the outcomes of the industry workshops and work to achieving those outcomes. The new EO will be introduced to everyone at the conference.

Also, take a look at the article at left on the Wire Strike Seminar – Transpower has now indicated that they will require all pilots operating for them to have undergone training in this so be aware. The course is running on Wednesday 28th July and is sponsored by the CAA and ATTTO. Their valued sponsorship has meant we can drop the cost to \$50 per pilot.

There's also plenty of controversy around a number of the operating rules which although good sense (generally) in the fixed wing environment; they simply don't address the particulars of this industry. Rule part 135.505 is a specific example, where high time helicopter pilots have to undergo instruction under supervision by relatively low time pilots, merely because of a change in model (single versus twin) of the same type of helicopter.

And speaking of the conference, this is an event not to be missed. The NZHA are meeting on Wednesday and Thursday and we will be looking at the industry feedback and setting our strategy for the future. AgustaWestland is sponsoring the Wednesday night dinner at Ohakea airbase so make sure you register early as seating is limited and you don't want to miss this.

And one last point: the 135 helicopter sector of the New Zealand industry is now near on fatality free for 10 years. We know we cannot tempt fate but we really do think there needs to be much more widespread acknowledgment of the total shift in risk perception, acceptance and mitigation in recent years.

Register now to attend Flying in the Wire and Obstruction Environment Training only \$50+gst per person !

Registration is now open for this one day course being held in Palmerston North on July 28th. For more information and to register, visit www.aia.org.nz or call the Aviation Industry Association on 04 472 2707. Alternately if you received your KiwiFlyer by subscription, complete the inserted registration form and fax it in today.



One Stop Helicopter Services for:

**Maintenance and Repair
Component Overhaul
Turbine Overhaul
Parts Supply
Modifications
Avionics Installations**

Visit us at Aviation Week to learn about **Real Value Maintenance** for all helicopter operators.

P: 09 296 2644 www.oceania-aviation.com

Visit Oceania at Stand 19 during Aviation Week



Offering a Total Support Centre for:

**Airframe Maintenance
Engine Overhaul
Propeller Overhaul
Accessory Overhaul
Component Overhaul
Avionics Capability**

Meet with us at Aviation Week and find out about taking the maintenance of your aircraft to the next level.

P: 07 843 3199 www.aeromotive.co.nz

Visit Aeromotive at Stand 19 during Aviation Week

www.flightcell.co.nz

HEADSETS
GPS
HELMETS
FUEL SCAN
RADIOS
ANR KITS
CELLPHONE ADAPTORS
FLIGHTSUITS
TRANSPONDERS
HEADSET ADAPTORS
BOSE
DAVID CLARK
GARMIN
LOWRANCE
MICROAIR and more...

Ph 0800 354 832
john@flightcell.co.nz

Visit Flightcell on Stand 23 during Aviation Week

We take paint and corrosion off aircraft

- Ultra High Pressure, Low Volume waterjetting
- Chemical free
- Environmentally friendly
- Mobile units operate on site

Call us today on 0800 Aquamax (278 2629) or visit us at www.aquamax.co.nz

Visit Aquamax on Stand 13 during Aviation Week

Visit Aquamax on Stand 13 during Aviation Week

Aviation Education and Research Symposium

AFTER THE SUCCESS of last years Symposium at Blenheim, the Education and Research division of the AIA is organising the second Aviation Education and Research Symposium in association with Massey University School of Aviation and the Royal Aeronautical Society of New Zealand which will be held on 28-29 July, 2010 at Palmerston North in conjunction

with the 60th annual AIA conference.

The response to the call for papers has been exciting, with a total of 17 papers received that cover a broad range of topics bridging theory and practice on contemporary issues in aviation. The papers will be included in the symposium publication. To register to attend the Symposium, visit www.aia.org.nz

Symposium Agenda

28 July 2010

1330-1350 SYMPOSIUM OPENING

Session 1: Aviation Psychology

1350-1415 A pilot test of the effect of mild-hypoxia on unrealistically optimistic risk judgements – Dr. Andrew GILBEY

1415-1440 Increased risk of multi-crew operations: examining the effect of group polarisation on perceived invulnerability in general aviation pilots – Seung Yong LEE

1440-1505 Airline passengers' rights to information and the strange case of the right to be informed about destinations – Dr. Jose PEREZ GONZALEZ

1505-1530 The effect of propaganda about climate change on people's desire to fly – Dr. Andrew GILBEY

Session 2: Aviation Education

1600-1625 The importance of including aviation history in an aviation-education program - Raymond LEWIS

1625-1650 Teaching an aviation course via video conference – comments and observations on the attainment of graduate attributes and learning outcomes - Raymond LEWIS

29 July 2010

Session 3: Aviation Business Mgmt

0900-0920 On the importance of fifth, sixth and seventh freedoms for New Zealand airlift – Dr. David DUVAL

0925-0945 Palmerston North residents' attitudes and behaviour as explanatory variables for airport leakage - Chuo LEONG

0945-1005 Net profitability of airline alliances, an empirical study - Bo LIN

1010-1030 "It's a long wait for Doha": some current geopolitical initiatives to advance traffic rights in international air services – Dr. Alan WILLIAMS

Session 4: Aviation Technology

1100-1120 Reliability analysis of assisted-GPS technologies for post-flight analysis – Dr. Jose PEREZ GONZALEZ

1125-1145 New technologies in general aviation – Dr. Jose PEREZ GONZALEZ

1145-1205 Pilots' cognition of airport movement area guidance signs – Raymond LEWIS

1210-1230 The development of a PC-based aviation training device (PCATD) for helicopter currency training in a NZ aviation organisation - Savern REWETI

Session 5: Training for new technology – the man-machine interface

1330-1405 A Quantum Leap in RNZAF Helicopter Training - Wing Commander Shaun CLARK

1405-1440 Expert Decision Making in the 21st Century Airline Environment - Robert HENDERSON

1440-1515 Impact of advanced technology on abinitio pilot training – a case for change - Ashok PODUVAL

1545-1615 The changing role of the flight examiner: Assessing pilot skills in the new generation of General Aviation training aircraft - Dr Ritchie de MONTALK

1615-1630 SYMPOSIUM CLOSING

GAIN YOUR CAA AME licence WHILE WORKING

Earn while you learn with NMIT's **NEW Diploma in Aeronautical Maintenance Certification**

Fast, flexible and affordable on-line learning

For more information contact us on: 0800 422 733 • info@nmit.ac.nz www.nmit.ac.nz/aviation

nmit
New Zealand Maritime Institute of Technology
Te Whare Wānanga o Te Tai Rau o Te Wai o Haurangi

Visit NMIT on Stand 6 at the AIA conference

Engineering for Aviation

Airport Drive, Palmerston North Ph 64-6 357 1149. Fax 64-6 357 0886

→ **Airframe Maintenance & Overhaul**
→ **Engineering Design**
→ **Instrument Overhaul**
→ **Electrical Overhaul**
→ **Engine Maintenance & Overhaul**
→ **Welding, NDT, Cable and Hose Manufacture**
→ **Corrosion Treatment and Aircraft Painting**
→ **Calibration – Tools & Test Equipments**

FIELDAIR
Engineering for Aviation
fieldair.co.nz

Aircraft Control Cables Manufactured

Martin Aviation Services Ltd 19 Village Way ARDMORE AIRPORT PAPA KUBA STH AUCKLAND POBox 88067 Clendon Manurewa

CAA Approved - AM 36375 Part 148

For all swaged or nicopress cables from 1/16" to 3/16" Cables and fittings in stock. Same day turnaround - Competitive prices

Hand splicing service available. Piper Cub trim cables a speciality.

Contact John Geary Ph 09 298 6698 Fax 09 298 5225 Email: johng@slingshot.co.nz

Are you fit for flying?

doctors REMUERA

Airline Court, 320 Remuera Road, Remuera, Free Roof Top Parking
Hours: Monday-Friday 8am to 6pm
Late Night Thursday by appointment
reception@remueradoctors.co.nz t +64 9 524 6504

- ME - 1 (New Zealand) - Australia (CASA)
- JAA (Renewals only) - Canada
- US (FAA) - Fiji

Dr Bill Daniels & Dr Anton Wiles

Book NOW for your Pilot Medical

www.remueradoctors.co.nz

For your Aviation Insurance

Contact your broker for a quote or phone us today

Aviation Co-operating
UNDERWRITERS PACIFIC LIMITED

P: (04) 473-5593 F: (04) 472-6774 E: admin@aviationcoop.co.nz
69-71 Boulcott Street, PO Box 10-027, Wellington www.aviationcoop.co.nz

AVIATION MAINTENANCE

- Over 20 years experience in Helicopter and Fixed Wing maintenance
- Single and Twin engine experience - Turbine and Piston experience
- Exchange pool of AS350 Series components available
- Experienced, licensed & rated personnel
- Conveniently located in the Central North Island

Heli Maintenance (BOP) Limited, Taupo Airport

Contact: Peter Golebiowski P: 07 378 3898 F: 07 378 0867 E: peterg@helimaint.co.nz