

500th engine from R-R to Cessna

Rolls-Royce and Cessna Aircraft Company celebrated the delivery of the 500th AE 3007C series engine to Cessna, for its Citation X, the world's fastest business jet during a ceremony at Cessna's assembly plant in Wichita, Kansas.

Roger Dycus, Rolls-Royce Customer Executive for Cessna said: "We are pleased that Cessna continues to rely on the AE 3007, the exclusive power source on the Citation X, providing performance capability and operating economics. We are pleased to work with the Cessna team and look forward to the continued success of the Citation X and future products."

Cessna launched the Citation X program in 1990, followed by entry into service in 1996. Certified to cruise at Mach 0.92, (approx. 600 mph), the Citation X was originally powered by two 6,442lb-thrust AE 3007C engines.

In 2002, Cessna delivered the first upgraded Citation X with 6,764lb-thrust AE 3007C1 engines. These upgraded turbofans increase takeoff performance by 5 percent and provide enhanced climb performance at altitudes of 5,000 ft through 25,000 ft. The AE 3007C/C1 engines have accumulated more than 1.2 million engine flight hours and have an excellent reliability record. The USA's National Aeronautics Association awarded its prestigious Collier Trophy to the Citation X design team in February 1997.



Africa can be dangerous

The South African media outlet News24.com has reported on the African Airlines Association meeting in Nairobi. Africa accounts for just three percent of world aircraft departures but has earned the dubious distinction of leading the globe in aviation accidents, if not commercial flights, according to Africa's top airline industry group.

In 2003, the last year for which comprehensive statistics are available, African airspace accounted for 28% of fatal aviation accidents worldwide, the African Airlines Association (Afraa) said.

However, the Afraa report stressed that the vast majority of mishaps did not involve scheduled passenger flights and maintained that African commercial air services, particularly on international routes, were safe.

Instead, it blamed much of the problem on the vagaries of unscheduled flights, poor maintenance, ageing charter airline fleets, untrained crews and the illegal movement of aircraft in war-torn countries.

"Accident rates on the African continent are currently unacceptably high," Afraa Secretary General Christian Folly-Kossi told the opening of a two-day conference

on African air safety here.

Old aircraft

Between 1994 and 2003, Africa recorded 210 aviation accidents, Afraa said. Almost 60% of those took place in four nations, three of which: Democratic Republic of Congo (DRC), Angola and Sudan, were in the throes of civil war during the period, it said.

Afraa blamed the high number of accidents there on the use of illegally acquired and often old, unsafe aircraft.

In those and other states, poorly paid pilots, shortages of resources and mechanics as well as a lack of navigation equipment have contributed to the problem as have visibility problems, particularly during night flights which are favoured by cargo carriers, it said.

Another factor in the high accident rate is "adventure flying, mostly by adventurers

from outside the continent, largely from Europe... with passengers watching game and other natural attractions," Kossi said.

He urged African governments to ban the import of aircraft more than 20 years old - particularly those obtained cheaply from the former Soviet bloc - and to create autonomous airline regulation bodies, at the same time to do away with shoddy and corrupt registration systems.

The conference, attended by civil aviation authorities, aircraft manufacturers, navigation system producers and airline representatives from across Africa, is looking at ways to reduce the number of accidents by 50 percent by 2010.

But Kossi said even with such an improvement, aviation safety in Africa will still fall short of world standards.

www.afraa.org www.news24.com

Evans Head aviation future under attack from local council

As part of their strategy to keep the Aerodrome intact for future aviation use, the Evans Head Memorial Aerodrome Committee Inc (EMAC) is urgently seeking expressions of interest from all parties wishing to, or who would consider, developing aviation business, aviation-related businesses, aviation events, air park and any other aviation-related activity at the Evans Head Memorial Aerodrome.

This information will be used to support EMAC's input to the development of a Plan of Management for the Aerodrome in conjunction with the NSW State Heritage Office. EMAC wants to see the Aerodrome as an economically viable and thriving aviation centre, with local jobs created by aviation industry and recreation.

Gai Taylor, Secretary of EMAC said, "We need to hear from people interested in locating their aviation businesses or events to the Evans Head



Memorial Aerodrome. It's a great asset waiting to be utilised for the benefit of the Australian community."

From a business perspective, the Aerodrome is ideal. Its features include four runways (main 1100 metres), easy access to town, power, close proximity to large regional towns, an hour's drive to the Gold Coast, a short flight to the whole Brisbane Basin. It's situated in the fastest growing region in NSW. Of course, it is also min-

utes to a number of beautiful beaches, the Evans River estuary and coastal fishing village. It has a great sub-tropical climate, new local K-12 school, and is close to Southern Cross University, National Parks and World Heritage Areas are close by.

Gai expressed concern that, "Richmond Valley Council is trying to pre-empt the planning process for aviation by carrying out behind-the-scenes bargaining with other organisations interested in real estate

development. They clearly want to seriously limit the use of the Aerodrome by shortening the main runway, 18/36, from 1100m to 800m, 09/27 by 500m, close the other two runways, and use them for sewage effluent disposal from the local sewage treatment works. This is not on. What the Council is proposing would spell the end of aviation for the Aerodrome, and the historic integrity of the site." Roll-on the Desirable home-units again.

"The Aerodrome has much to offer aviation business and recreation. Council seems blind to the longer-term possibilities of this great asset, beyond residential development." Evans Head needs jobs, not just more houses." To contact EMAC about your potential interest (without prejudice) in locating to Evans Head please phone Gai Taylor on 02 6621 5592 or 0427 825 202, email, gai@i-byte.com.au or write to 33 Winterton Parade, North Lismore, NSW 2480.

Briefs

AIRASIA SAID IT WOULD BUY

an additional 20 A320s, raising its previously announced commitment to 100. The latest aircraft are earmarked to handle expansion of Thai AirAsia to China. According to AirAsia CEO Tony Fernandes, the airline has secured regulatory approval from China's regulatory authorities to serve five destinations, including Chengdu, Kunming and Xiamen from Bangkok from May. Fernandes told media in Kuala Lumpur that AirAsia also is looking at flying from Kota Kinabalu to southern China.

GULF AIR PROMOTION

GULF Air's Australian marketing manager John Verhelst has been appointed marketing manager Asia Pacific for the Middle East carrier. He will report to Head of Marketing in Bahrain, Shane O'Hare and will be based in Singapore. He will be responsible for the airline's marketing activities in Australia, Singapore, Thailand, Hong Kong, Malaysia, The Philippines and Indonesia. Verhelst has been with Gulf Air for about 14 months after having lived and worked in London for several years.