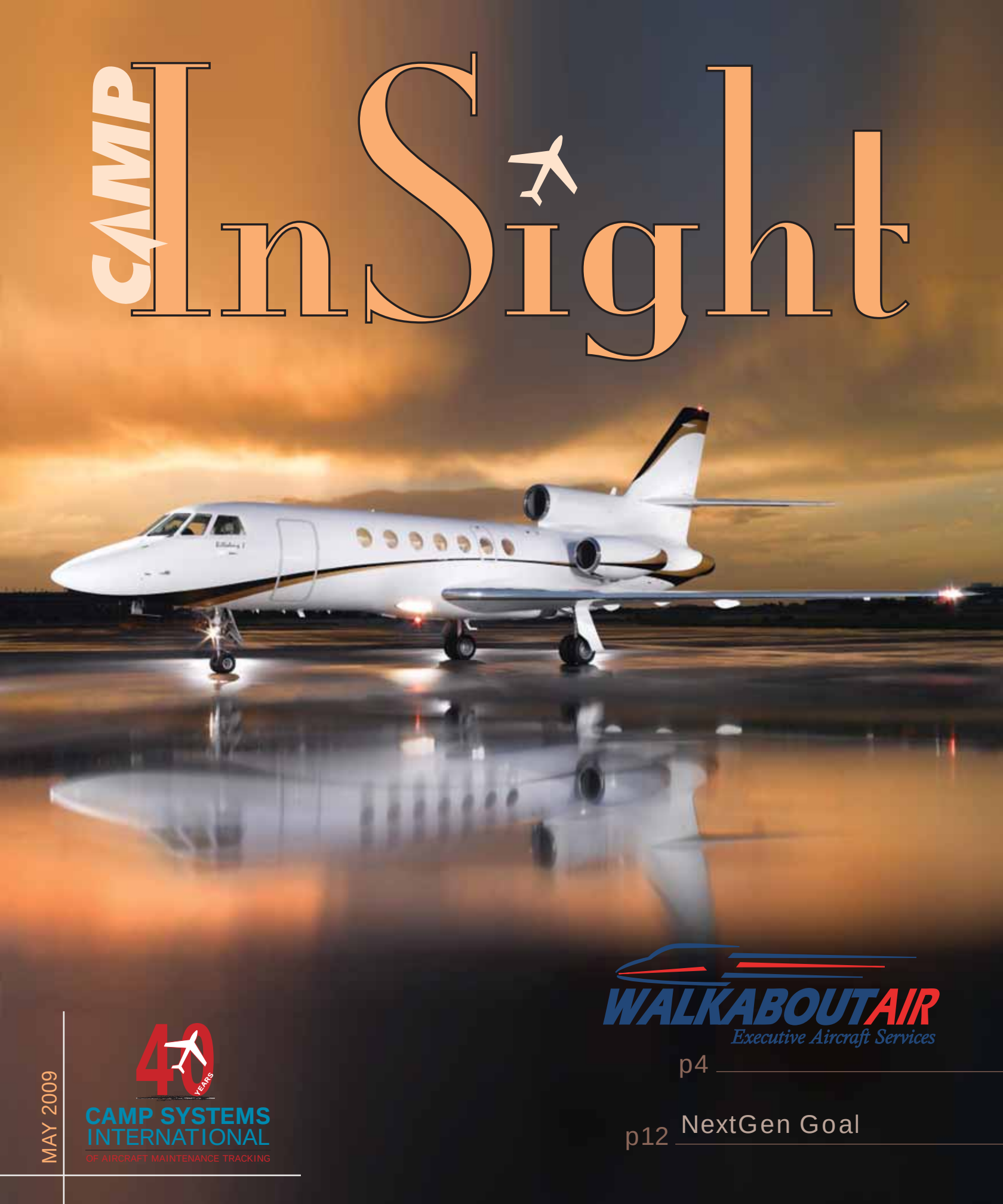
CAMP InSight



WALKABOUTAIR
Executive Aircraft Services

40 YEARS
CAMP SYSTEMS INTERNATIONAL
OF AIRCRAFT MAINTENANCE TRACKING

MAY 2009

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Contents

CAMP InSight is an internal magazine published monthly by CAMP Systems International and circulated to its 3,000+ customers who collectively operate, own and manage the over 5,400 aircraft on CAMP's maintenance tracking system.

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Cover: Photo courtesy of Walkabout Air, Inc.

Greetings

May greetings,

Spring is in the air and I, for one, am glad of it. A man named W. Earl Hall (b. 4.7.1897, Ripely, IA) gave us the following quote: Science has never drummed up quite as effective a tranquilizing agent as a sunny spring day.

A breath of fresh air to revive us. A new palette of color to inspire us. It seems that while the work is never done, "Mother Nature" is just what the doctor ordered.

We welcome Walkabout Air to the pages of InSight this month, along with Judy and Kathy's AMSTAT analysis of aircraft sales and the use of brokers, Victor's tip on work cards, and Giacinta's insight on Wright's red canoe.

Of Interest this month covers a recent FAA release regarding the Federal Aviation Administration's plan to modernize the National Airspace System - NexGen.

And, again, I'd like to remind you: We Want You! If you would like to take advantage of some **FREE PRESS** and have your organization featured on the cover of *CAMP InSight*, please contact Karie White at 800-558-6327 or kwhite@campsystems.com.

Best regards,

Rich Anzalone
VP Customer Support and Sales
CAMP Systems International
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THE BEST POLICY

By K. White

WALKABOUT AIR
Executive Aircraft Services

A Chinese proverb states, "The journey is the reward." Walkabout Air, Inc., based in Tampa, Florida, is a full service aircraft management & charter company. With a *staff* of approximately thirty this fairly small, very *personable* organization has a lot offer. Safety, professionalism, reliability, and honesty are among the many rewards to be had when the journey begins with Walkabout.

A diverse fleet. Right: Chip Johson, Director of Operations. Interior of a Falcon 50.

ORIGINS

Walkabout Air, Inc. was founded in 1995 by Robert Basham, one of the original founders of Outback Steakhouse.

As the story goes, Basham, a successful entrepreneur in the food industry, had for years operated top name restaurant chains including Steak & Ale, Bennigan's, and Chili's. Eventually he decided to launch, together with long time friend and business partner, Chris Sullivan, a concept entirely unique and belonging to them alone.

In 1987, the concept for Outback Steakhouse, an Aussie themed restaurant inspired by the Australian craze running rampant in America at the time (think "Crocodile Dundee"), was born. Today, Outback Steakhouse restaurants can be found in c. 900 locations throughout the U.S. and 21 countries around the world.

With success comes luxury. When success afforded Basham the luxury of a personal jet, this "roll up your sleeves and do it right" entrepreneur established Walkabout Air.

Chip Johnson, Director of Operations, explained, "Bob Basham has always owned aircraft. After becoming successful with Outback Steakhouse he purchased an aircraft for his own private use. He decided that it should be operated at a level of safety higher than Part 91, with more oversight."

Basham's commitment to higher safety in conjunction with those who operate Walkabout on a daily basis is one of the most prominent attributes of this establishment. Walkabout's success seems to stem from the fact that the sky's the limit where the provision of safety and service are concerned. "Bob will call up and say, 'I want to operate at this level. I don't care what it takes!' That's just the way Bob is. It's all about safety first at our company," said Johnson.

"...here it is about SAFETY FIRST."

CHIP JOHNSON, DIRECTOR OF OPERATIONS

OPERATION

Walkabout capabilities include executive aircraft charter, sales, and management. Guided by the values of safety, integrity, reliability, availability, and professionalism, it is Walkabout's mission to deliver safe, professional, and customized solutions to its clients.

Walkabout's specialty is aircraft management for both business and private accounts. For fourteen years Walkabout has been dedicated to meeting the needs of aircraft owners. From detailed recordkeeping to provision and training of flight crew, Walkabout has made it their business to take the complexity out of ownership. Highlights of its management service also include flight logistics, air charter revenue, a full time maintenance staff, and no long-term contracts.

Aircraft sales and acquisition represent a meek percentage of the establishment's profit. Regardless, its ability to assist in locating a buyer or aid in acquiring and managing the perfect aircraft is exceptional.

Walkabout's charter service is abundant in convenience, flexibility, safety, security and luxury. From planning to execution, Walkabout strives to exceed expectation. The organization has a diverse fleet for customers to choose from and, if that weren't enough, because this establishment believes in providing customized solutions, Walkabout will gladly locate an aircraft outside of its own fleet to suit customer needs. Built on relationships, Walkabout has a solid network of qualified operators.

GROWTH

As Johnson mentioned, the company was first founded to achieve a higher level of safety that would accommodate the needs of an active investor. He noted, "[Walkabout] was never really viewed as a "real" viable business when Bob founded it. It was rather just something he was going to have and was always going to operate."

However, it seems that when Basham took a good look at company through the years he realized that others were seeking out Walkabout for the same reasons that he had. He concluded that the management/charter company was in fact a viable source of income. Hence, Johnson was hired in June 2007 to assist in growing its revenue.

Part of the game plan for increasing profitability has been to obtain a larger portion of the charter market. Charter, prior to Johnson's arrival, only represented c. 20% of services rendered. "Of course," said Johnson, "we respect the owners that like primary use of their aircraft and have retained those people as well."

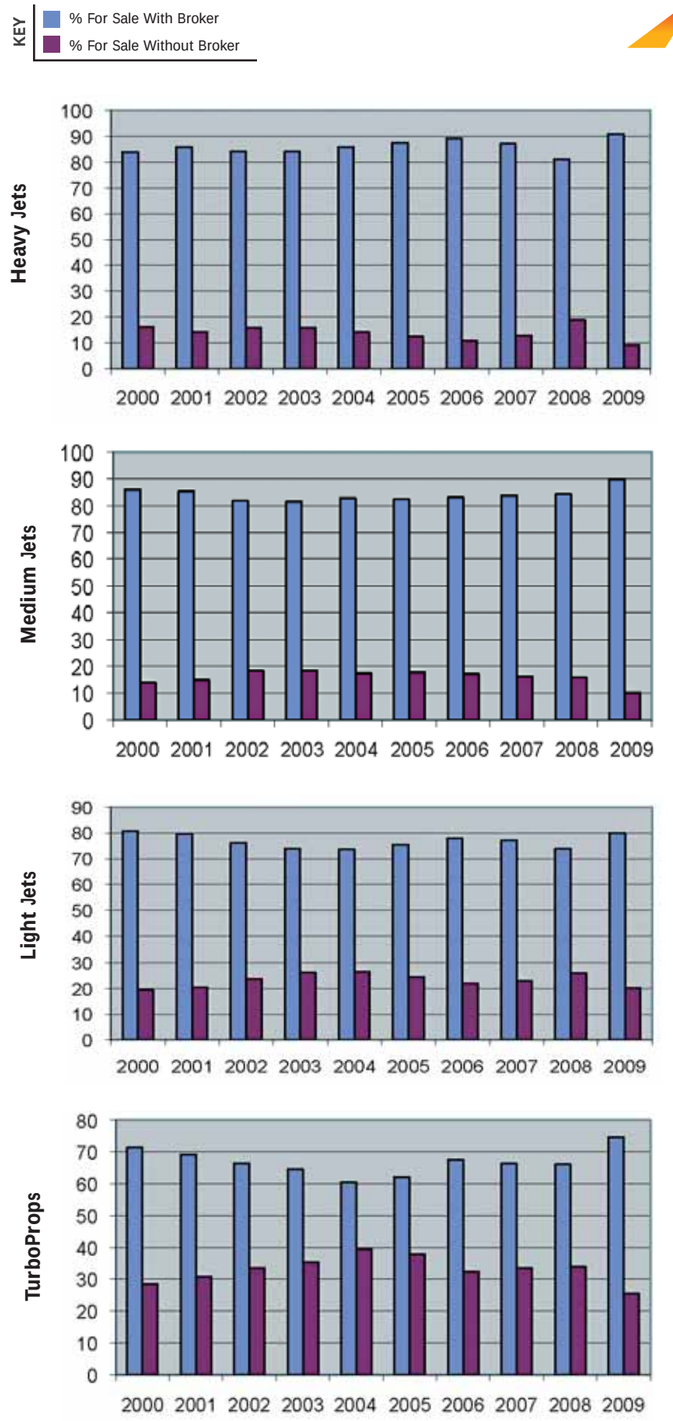
Unfortunately, the economy as it stands has run interception. Just as more and more people showed interest in chartering their airplanes, the charter industry slowed. Like most, Walkabout has had to apply the brakes (slightly) and roll with the punches. The original strategy proposed that the organization be at twenty planes with staff and clientele to cover the planes by this point in time. However, "that was based on an economy that's since slowed. So, the progression of the business plan has slowed."

While he still intends to bring the plan to fruition, the reward for Johnson, in his own words is this: "Walkabout Air is a phenomenal company. If you ever knew Bob Basham and Nick Reader [President of Walkabout Air], you would know why. They are *the* two best guys you could work for because it's not about the money with them. Yes they are business people, but here it is about safety first."

Presently, the fleet consists of twelve planes (managed and charter combined) that operate under Part 135 as well as Part 91. Aircraft include two Falcon 50, three Gulfstream III, a Hawker 700, Hawker 750, Hawker 800, Westwind, Beechjet and King Air. Several of which are on CAMP.

In addition to Tampa, the organization is based in St. Petersburg and Orlando, Florida. However, "thanks to companies like CAMP we can have a virtual base anywhere," said Johnson. "CAMP maintenance tracking and flight scheduling are a great advantage to us."

[continued on page 9]



The More Things Change, The More They Stay The Same

While the aircraft industry has seen many changes in this record breaking economy, the selling patterns of aircraft owners have remained the same. We wondered if, in these frugal times, aircraft sellers would forgo the use of an aircraft professional to sell their planes. A look at AMSTAT's statistics for the past 10 years shows that this is not the case.

Even though the total number of aircraft for sale has nearly doubled in the past ten years, the percentage of aircraft for sale with a broker has risen or stayed nearly the same. For Heavy Jets, Medium Jets, and TurboProps the percentage has gone up, while Light Jets went down only one percentage point.

In 2000, the total number of Heavy Jets for sale was 205 with 84% for sale with a broker. Today there are 615 for sale and 91% for sale with a broker. There were 322 Medium Jets for sale in 2000 with 86% for sale with a broker. Currently there are 1,022 Medium Jets for sale with 90% for sale with a broker. TurboProps saw 929 for sale with 72% for sale with a broker in 2000. This year there are 1,440 TurboProps for sale with 75% for sale with a broker. There was a slight drop in Light Jets. In 2000, there were 564 for sale with 81% for sale with a broker and this year there are 1,379 for sale with 80% for sale with a broker.

AMSTAT's data shows that the aircraft owners are choosing to leave it to the professionals instead of using the at home Nice 'n Easy approach. In this economy, the aircraft owner can benefit from the expertise of the aircraft professional. Navigating in this turbulent market requires experience to get the job done. Cutting corners doesn't always give you the results you want.

Kathy and Judy have been with AMSTAT for a combined 35 years. They are the Directors of Research. Kathy specializes in International and Helicopter Research, while Judy focuses on Domestic and Fixed Wing Research.

CAMP**Pearls**

"The biggest connection I can see between a pearl and wisdom is ... both a pearl and wisdom seem like small objects but are both very valuable."

— WikiAnswers.com, user: ID 1241821233.

What are *CAMP Pearls*? Valuable little pieces of insight – some obvious, others less evident. From useful facts to helpful hints, *Pearls* will provide monthly wisdom about CAMP, its applications and more to help you along the way.

- From the **Due List's Projection Screen**, using the **Engine & APU Only** feature, you can print a due list unique to the major subassemblies installed on the aircraft; i.e. Engines and APU's. Upon navigating to the profile of the subassembly, an "Include Aircraft Items" checkbox will be present that excludes all items from the airframe and other subassemblies when deselected therefore providing a due list only for that individual assembly.
- You can use **Military Time on the WO** – This setting converts the WO "In/Out" times to military time.
- You can specify the span of time a service center has access to the aircraft. Use the **Date Range** feature under **Service Center Assignments**.
- You can **Show WO Numbers on the Due List** - Displays Work Order (WO) numbers for all open WO's to which a task is assigned on each due list view.
- You can **Enable Discrepancy Task Mapping** - When selected this setting enables a search for related tasks on the initial submit of the discrepancy.

©jeff fay 2006

[Walkabout, from page 5]

He continued, "We really appreciate the good relationship we have with CAMP because it has taken our operational control of aircraft to a safety level that is phenomenal." In particular, Walkabout is extremely satisfied with CAMP's application support team. Johnson praised the group for its availability, responsiveness, and ability to "talk you right through it."

Walkabout Air is ARG/US Gold certified; it exceeds FAA requirements with respect to aircraft maintenance and upkeep. The organization prides itself on an impeccable safety record – more than 10,000 hours flown free of incident. All its pilots are trained at Flight Safety International and participate in recurrent training every six months. Both pilots and maintenance technicians share a deep working knowledge of a broad range of airplanes. Its staff has more than 100 years combined experience in corporate aviation.

NO MORE NONSENSE

Johnson questions why all companies in the industry aren't adhering to higher code ethics? While he certainly isn't pointing fingers, he is wondering how safety isn't being compromised as of late.

"[Companies] are putting aircraft out there right now at prices that are ruining the industry. I have a hard time believing that some [companies] aren't crossing that line between 'should we fly the trip partially legal or let the lights go out?' A year ago a Hawker 800 was going out the door for $3,300 an hour. Now, you see them go out for $2,750, and some with no fuel surcharge! How's that possible? Same airplane, what changed?"

Sympathetically he said, "I don't blame them; they're just trying to provide jobs and everything else." However, Johnson challenges industry colleagues to remain optimistic and adhere to a higher code of ethics. By these means the industry will rebound.

Now, more than ever, the ball is in the aircraft owner's court. Believing that ownership should not be complex and weigh heavily on the owner, Walkabout is working especially close with its owners to ensure that they are educated and their needs are met in this economic tundra.

Owners are being encouraged to know their direct operating costs and set their limits. "We've had to put it in their court. We're carefully explaining to them what the industry's doing and letting them make the decision whether they want, or don't want, their planes to go out at a certain price. If they do, we understand. If they don't, we understand. But, we're telling them if it doesn't fly, *they* have to understand why."

Walkabout is doing all it can to fly as much as it can for its owners. Meanwhile, this organization is proactively providing open, honest lines of communication – the best policy there is.

with Victor Josephson
Director of Customer and Technical Solutions

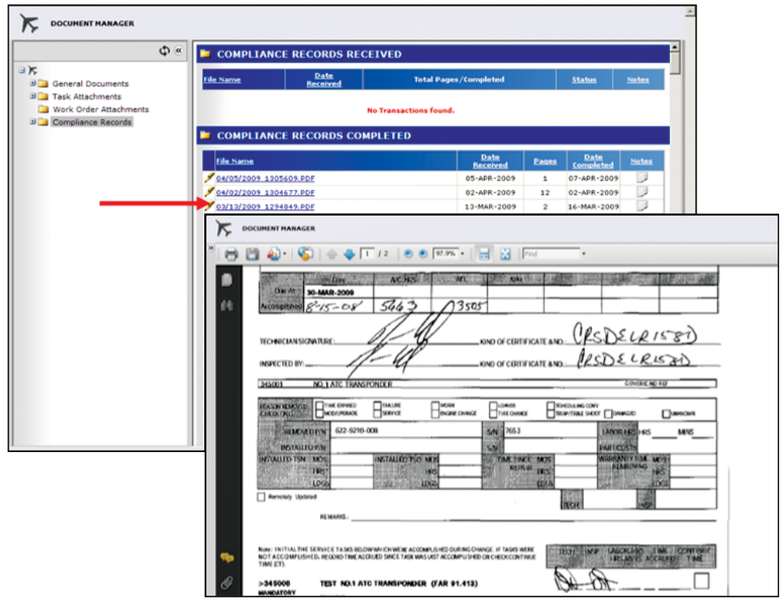
Work Cards Indexed at the TASK

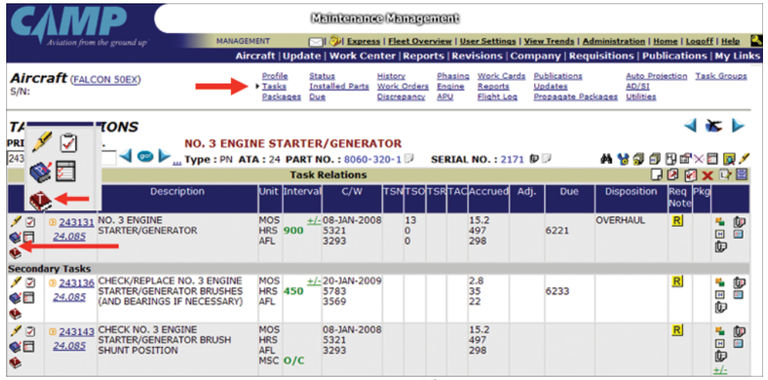
I have a habit of stowing my glasses on top of my head. I remember leaving a customer's hangar in haste to make a flight, then returning to ask for my glasses. 'They're on top of your head' was the response.

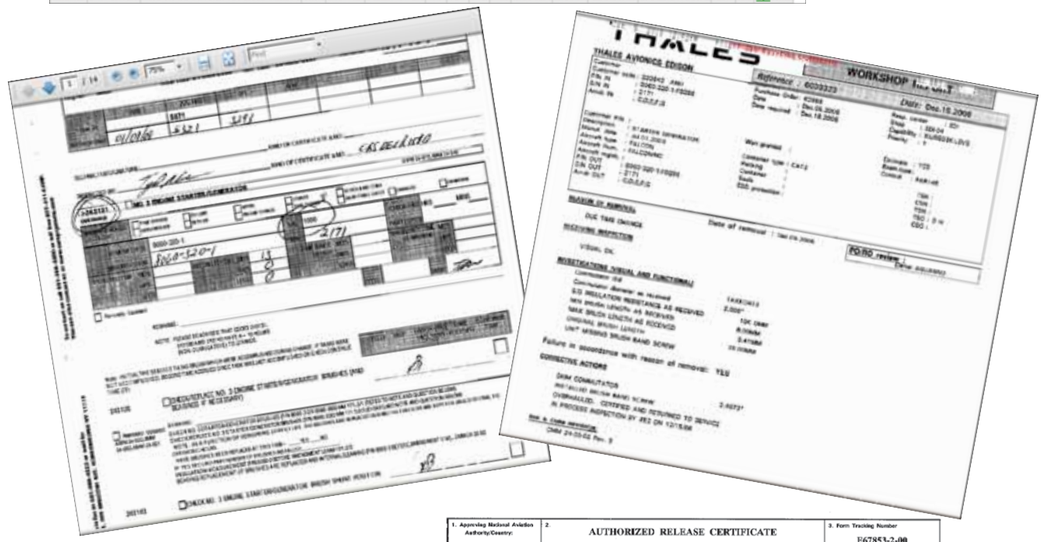
Most of you are aware that you can view the Work Cards sent in chronological order from the Aircraft Documents selection, Compliance Records.(1) The work Cards are also indexed at the Task selection. So even if you have sent in a pile of 100 cards, you will go directly to the Work Card for that TASK.

Locate the TASK of interest. Select the Icon with a T in the center. There is your Work Card. If you have included supporting documentation it will be displayed on the next page. When the record is updated and goes to History, the Work Card will follow.

Until next month….. Did I tell you about my keys?







in-dex [**in**-deks] ***noun, plural -dex•es, –di•ces*** *[–duh-seez]*, ***verb***

a sequential arrangement of material, esp. in alphabetical or numerical order.

something that directs attention to some fact, condition, etc.

Fact Sheet

NextGen Goal: Performance-Based Navigation

RNAV and RNP Evolution Through 2025

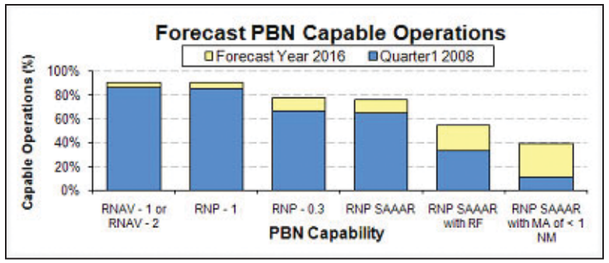
THE NEXT GENERATION AIR TRANSPORTATION SYSTEM (NEXTGEN) is the Federal Aviation Administration's (FAA) plan to modernize the National Airspace System (NAS) through 2025. Through NextGen, the FAA is addressing the impact of air traffic growth by increasing NAS capacity and efficiency while simultaneously improving safety, reducing environmental impacts, and increasing user access to the NAS. To achieve its NextGen goals, the FAA is implementing new Performance-Based Navigation (PBN) routes and procedures that leverage emerging technologies and aircraft navigation capabilities.

WHAT IS PERFORMANCE-BASED NAVIGATION?

PBN is a framework for defining performance requirements in "navigation specifications." PBN framework can be applied to an air traffic route, instrument procedure, or defined airspace. PBN provides a basis for the design and implementation of automated flight paths as well as for airspace design and obstacle clearance. The two main components of PBN framework are Area Navigation (RNAV) and Required Navigation Performance (RNP). RNAV specifies the routes, while RNP specifies the performance criteria. Once the required performance level is established, the aircraft's own capability determines whether it can safely achieve the specified performance and qualify for the operation.

As NextGen continues to evolve, commitments such as those formerly detailed in the *Roadmap for Performance-Based Navigation* have been incorporated into the *NextGen Implementation Plan*. In fact, several NextGen solutions are dependent on RNAV and RNP implementation as enabling technology in the NAS, including:

- Trajectory-Based Operations
- Arrivals/Departures at High-Density Airports
- Flexible Terminals and Airports
- Optimized Profile Descent



(From PBN Capability Report, MITRE 2008)

These advances in aircraft capabilities and air traffic system operations support the transition to performance-based operations, including RNAV and RNP.

WHAT IS RNAV?

RNAV enables aircraft to fly on any desired flight path within the coverage of ground- or spaced-based navigation aids, within the limits of the capability of the self-contained systems, or a combination of both capabilities. As such, RNAV aircraft have better access and flexibility for point-to-point operations.

WHAT IS RNP?

RNP is RNAV with the addition of an onboard performance monitoring and alerting capability. A defining characteristic of RNP operations is the ability of the aircraft navigation system to monitor the navigation performance it achieves and inform the crew if the requirement is not met during an operation. This onboard monitoring and alerting capability enhances the pilot's situation awareness and can enable reduced obstacle clearance or closer route spacing without intervention by air traffic control.

Certain RNP operations require advanced features of the onboard navigation function and approved training and crew procedures. These operations must receive approvals that are characterized as Special Aircraft and Aircrew Authorization Required (SAAAR), similar to approvals required for operations to conduct Instrument Landing System Category II and III approaches.

GLOBAL SUPPORT

The aviation community is pursuing the benefits of PBN through the implementation of RNAV and RNP-based air traffic routes and instrument procedures. In March 2007, the International Civil Aviation Organization (ICAO) completed the *PBN Manual* which involved collaboration with technical and operational experts from several countries. The ICAO *PBN Manual* provides a long-anticipated global harmonization of RNAV and RNP requirements – a leading priority of the aviation stakeholder community worldwide. To promote global awareness and understanding of the new *Manual*, FAA and the European Organization for the Safety of Air Navigation (EUROCONTROL), with the ICAO PBN Program Office, have presented seminars throughout the ICAO Regions. All of the10 planned seminars were completed as of December 2008.

BENEFITS

RNAV and RNP specifications facilitate more efficient design of airspace and procedures which collectively result in improved safety, access, capacity, predictability, operational efficiency, and environment. Specifically, improved access and flexibility for point-to-point operations help enhance reliability and reduce delays by defining more precise terminal area procedures. They also can reduce emissions and fuel consumption.

RNAV procedures can provide benefit in all phases of flight, including departure, en route, arrival, approach, and transitioning airspace. For example, Standard Terminal Arrivals (STARs) can:

- Increase predictability of operations
- Reduce controller/aircraft communications
- Reduce fuel burn with more continuous vertical descents
- Reduce miles flown in Terminal Radar Approach Control (TRACON) airspace
- Reduce interaction between dependent flows in multiplex airspace

PHOENIX (PHX) RNAV ARRIVALS

Since the implementation of two RNAV STARs at PHX in October 2006, significant benefits have been noted: 38 percent reduction in the time aircraft remain in level flight; user benefit savings estimated at $2 million annually; and reductions in carbon dioxide emissions estimated at 2500 metric tons annually.

Similarly, RNAV Standard Instrument Departures (SIDs) can:

- Reduce departure delay via diverging departure routes off the runway
- Reduce interaction between dependent flows
- Reduce controller/aircraft communications
- Reduce miles flown in TRACON airspace
- Increase predictability of operations

ATLANTA (ATL) RNAV DEPARTURES

Atlanta RNAV SIDs have achieved fuel savings due to reduced departure delays of more than 2.5 minutes per flight. Annual fuel savings are estimated at $34 million, with cumulative savings of $105 million from 2006 through 2008.

DALLAS-FORT WORTH (DFW) RNAV DEPARTURES

DFW departures on initially diverging routes (fanned departures) have resulted in improved separation efficiency and increased capacity by 11 to 20 operations per hour, with cumulative savings estimated of $30 million from 2005 through 2008.

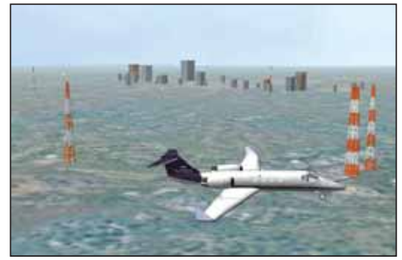
SAN DIEGO (SAN) RNAV DEPARTURES

An RNAV SID at San Diego is projected to yield fuel and emissions savings of 4.5 gallons and 95 pounds of carbon dioxide per flight, which equates to reduction of nearly 1800 metric tons of emissions annually.

RNP SAAAR

RNP SAAAR approach procedures offer design flexibility and enhanced performance, allowing us to mitigate obstacles and de-conflict traffic as illustrated in the RNP SAAAR approach at Dekalb-Peachtree Airport (PDK) depicted below.

Similarly, Ronald Reagan Washington National Airport's RNP SAAAR approach to Runway 19 was designed to avoid the protected areas near the nation's Capital and provide approved carriers with the ability to land in situations of decreasing visibility due to weather.



RNP containment provides separation from obstacles

To date, FAA has authorized more than 265 RNAV procedures at 90 airports in 30 states.

RNAV 2005 – MARCH 2009
[CITIES IN **BOLD** HAVE OEP AIRPORTS]

- Alaska (Adak, Akhiok, Anaktuvuk Pass, Anchorage, Arctic Village, Atka, Golovin, Juneau, Kaltag, Ketchikan, King Cove, Nondalton, Palmer, Perryville, Petersburg, Ruby, Sitka, Willow)
- Arizona (Glendale, Goodyear, **Phoenix**, San Carlos, Sedona, Tucson)
- California (Alturas, Borrego Valley, California City, Long Beach, **Los Angeles**, Mojave, Oakland, **San Diego**, **San Francisco**, Santa Monica)
- Colorado (Holyoke, Lake County, Nucla, Rifle, Walden)
- Florida (Boca Raton, **Ft. Lauderdale**, Ft. Myers, **Miami**, Naples, **Orlando**, **Tampa**, West Palm Beach)
- Georgia (**Atlanta**, Augusta)
- Hawaii (Hana)
- Idaho (Arco, Driggs, Grangeville, Hailey)
- Illinois (**Chicago**)
- Kentucky (**Covington**, Louisville)
- Maryland (**Baltimore**)
- Massachusetts (**Boston**, Nantucket)
- Minnesota (**Minneapolis-St. Paul**)
- Montana (Colstrip)
- Nevada (Carson City, **Las Vegas**, Reno)
- New Hampshire (Manchester)
- New Jersey (**Newark**, Teterboro)
- New York (**New York**)
- North Carolina (**Charlotte**)
- Ohio (**Cleveland**)
- Oregon (**Portland**)
- Pennsylvania (**Philadelphia**)
- Puerto Rico (Isla de Vieques, San Juan)
- Rhode Island (Providence)
- Tennessee (**Memphis**)
- Texas (**Dallas-Ft. Worth**, **Houston**)
- Utah (Heber City, Richfield, **Salt Lake City**)
- Virginia (**Arlington**, **Dulles**)
- Washington (**Seattle**)
- Wyoming (Afton, Kemmerer, Ten Sleep)

The FAA has authorized more than 145 RNP procedures at 45 airports in 25 states, one U.S. territory, and one country.

RNP 2005 – MARCH 2009
[CITIES IN **BOLD** HAVE OEP AIRPORTS]

- Alaska (Red Dog)
- Arizona (**Phoenix**, Tucson)
- California (Bishop, Burbank, Long Beach, **Los Angeles**, Ontario, Palm Springs, **San Francisco**, San Jose)
- Colorado (Hayden, Rifle)
- Ecuador (Quito)
- Florida (**Ft. Lauderdale**, **Miami**, **Tampa**)
- Georgia (**Atlanta**)
- Guam (Agana)
- Hawaii (**Honolulu**, Lihue)
- Idaho (Hailey)
- Illinois (**Chicago**)
- Indiana (Gary, Indianapolis)
- Kentucky (**Covington**, Louisville)
- Maryland (**Baltimore**)
- Minnesota (**Minneapolis-St. Paul**)
- Missouri (Kansas City)
- Nevada (Reno)
- New Hampshire (Manchester)
- New Jersey (**Newark**)
- New York (**New York**)
- Oklahoma (Oklahoma City)
- Oregon (**Portland**)
- Pennsylvania (**Pittsburgh**)
- Texas (**Dallas-Ft. Worth**)
- Virginia (**Arlington**, **Dulles**)
- Washington (**Seattle**)
- Wyoming (Jackson)

[continued on page 18]

Cessna
A Textron Company


a.


b.


c.

Cessna's Pelton Delivers Keynote Address at Aircraft Electronics Association Annual Convention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DALLAS, April 2, 2009 - Jack J. Pelton, chairman, president and chief executive officer of Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, today shared his strategy for surviving aviation's current down cycle in remarks as the keynote speaker at the Aircraft Electronics Association (AEA) 52nd annual International Convention & Trade Show, the world's largest convention of avionics professionals.

In his speech, Pelton emphasized key elements in Cessna's strategy, including the importance of understanding the customer and the market, right sizing the business, keeping employees focused and engaged, increasing communications with suppliers and partners, and working with government officials.

"Cessna has chosen not to focus on staying dry during this storm. Rather, we are out front fighting the storm," Pelton told the audience as he explained the "Rise" advertising campaign Cessna launched in February. "We're positioned to help our customers stay competitive and airborne – and we believe that's never been more important than in difficult times like these.

"Even without the global economic and credit crisis and the public relations issues we're facing, this would be a year of tackling big issues that have long-term, monumental consequences for our industry," Pelton said. "This is a pivotal time for our industry in so many areas. How we perform as individual companies and as an industry will determine our future."

Pelton challenged attendees to get involved in recasting the image of business aviation and shaping the many regulatory issues facing the industry. "Working together as an industry is the only way we will weather this storm," he said.

The complete script of the speech is available at www.cessna.com.

Cessna Receives FAA Certification for Garmin G1000 Synthetic Vision Technology

FRIEDRICHSHAFEN, Germany, April 2, 2009 - Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, has received Federal Aviation Administration (FAA) certification for Garmin's Synthetic Vision Technology (SVT) for all G1000-equipped 172 Skyhawks, 182 Skylanes, 206 Stationairs and the Caravan product line.

The Garmin G1000 SVT gives the pilot a 3D graphical representation of the surrounding terrain and displays the aircraft's position in an enhanced topographical database. Garmin's SVT also includes other features such as 3D depiction of obstacle identification, traffic, flight path marker, zero pitch line, runway information and airport signs.


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"Adding SVT to the cockpit is an exciting feature that gives the pilot more information to enhance decision making during flight," said John Doman, Cessna's vice president, worldwide propeller aircraft sales. "This brings an entirely new level of situational awareness into the cockpit that will absolutely enhance safe operation of the aircraft."

In most cases, SVT capability will be available for retrofit to earlier production G1000-equipped Cessnas.

Cessna expects FAA certification for SVT on the Citation Mustang, 350 Corvalis and 400 Corvalis TT in the coming weeks. Application for European Aviation Safety Agency (EASA) validation has been submitted and is expected in the coming months.

Cessna Gains International Certifications for Citations

WICHITA, Kan., March 12, 2009 - Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, announced today it has gained several international certifications for various Citation models, opening new markets for the world's most popular line of business jets.

The Citation Mustang gained certification this month in China and the Isle of Mann (UK). The Citation XLS+ gained European Aviation Safety Agency (EASA) certification, and the Citation X gained certification in Nigeria. No details were released regarding near-term deliveries to these countries.

"The entry into service for the Citation Mustang has been nothing short of phenomenal, and interest from the market continues to grow," said Roger Whyte, senior vice president, Sales and Marketing for Cessna. "We are excited about offering the Mustang in China."

The Citation Mustang is now certified in 57 countries including the United States.

The XLS+, the latest version of the popular Excel/XLS line, has received full type certification from EASA.

"The Excel/XLS/XLS+ product line continues to be very popular with nearly 150 registered in Europe," said Whyte. "The XLS+ can fly non-stop anywhere in western Europe making it very attractive for business and charter operations."

Earlier this month, the Citation X received type certification in Nigeria. The Citation X is the world's fastest civilian aircraft with a top cruising speed of 525 knots / 972 km/hr (Mach 0.92). There are more than 300 Citation Xs in service worldwide.

Cessna Racks Up Single-Engine Sales in France

FRIEDRICHSHAFEN, Germany, April 2, 2009 - Cessna Aircraft Company, a Textron Inc. (NYSE: TaqXT) company, continues to see strong propeller aircraft sales in Europe, particularly in France.

Aero-Club Hispano Suiza, located in Paris, recently ordered 15 SkyCatchers and two Skylanes. The SkyCatchers will replace its existing fleet of Cessna Model 150s as trainers for its flight school. The Skylanes will expand its fleet and be used as advanced IFR training aircraft to introduce the Garmin G1000 all-glass cockpit to its members.

"Decades of proven reliability, an excellent safety record and efficient, economical operations are the reasons Aero-Club chose to enter the new generation with an all-Cessna training fleet using the Cessna SkyCatcher," said Pana Poulios, Cessna's sales manager of European propeller sales.

"Aero-Club students and members have enjoyed the Cessna 150 over the years; however, they are very excited to begin teaching students to fly in the modern and economical new SkyCatcher," Poulios said.

Cessna also announced several other orders:

* Avignon Parachute Club located in southern France recently selected the Cessna Grand Caravan to replace the club's two Pilatus Porters. The Caravan is expected to enter operations by mid-2009.

* An unnamed French customer has ordered five 162 SkyCatchers

* Cessna has taken its first 400 Corvalis TT orders from unnamed French customers, following closely behind last month's certification by European authorities.

a. Citation X b. Single Engine Skylane c. Citation Mustang d. Jack J. Pelton, chairman, president and chief executive officer of Cessna Aircraft Company. *Photos (a-d) property of Cessna Aircraft Company.* e. Garmin G1000 SVT. *Photo (e) property of Garmin Corporation.*

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MANAGER, BOMBARDIER GROUP (MONTREAL)

How can I be sure that everything that I have sent in to CAMP has been received?

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WALTER TULLY
MANAGER, PROCEDURAL DATA GROUP

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This report is used to locate a Camp item number for any specific procedure stated in the OEM's manual. It is listed by manual id number, in alphabetical and numerical order, and by Camp item number order to the OEM's source document.

What is a requirement cross reference report?

This report is used to locate a Camp item number for any specific requirement stated in the OEM's manual. It is listed by manual id and OEM's requirement source document or manual page, in alphabetical and numerical order by page item/reference, and by Camp item number order to the OEM's source document, or manual page number. (Chapter 5, life limited section, etc.)

INDUSTRY TOPIC
SOURCE: HTTP://WWW.FAA.GOV/LICENSES_CERTIFICATES/AIRLINE_CERTIFICATION/

Where on the FAA's website can I find certification information for operating under Part 135?

Go to www.faa.gov/licenses_certificates/airline_certification. There you will find the following reference (file: n135toc.pdf), and others regarding airline certification.

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CERTIFICATION INFORMATION FOR OPERATING UNDER PART 135

On Demand, Intrastate, VFR, 9 Passengers or less, Single Pilot Certifications

Generally, with few exceptions, if a person provides air transportation of persons or property for compensation or hire, that person must become certificated as a operator under Part 119 of the Federal Aviation Regulations. This certification package was developed by Flight Standards personnel to assist individuals desiring to become certificated in a minimum amount of time.

Most first time applicants are initially intimidated by the certification process. This is due, in part, to the large amount of information provided to an applicant in the initial certification meeting. Actually, the certification process is not difficult if an applicant takes it one step at a time. The following information is tailored toward an applicant conducting on-demand intrastate operations, visual flight rules, 9 passengers or less, utilizing only one pilot (single pilot operator) under Part 119 and 135. Applicants who wish to conduct a more complex operation such as interstate operations, scheduled service, instrument flight rules or use multiple pilots will find this information provides a solid basic foundation, but will need to develop additional documents to become certificated.

To view this information in full, please go to www.faa.gov/licenses_certificates/airline_certification/

"It is not necessarily impossible for human beings to fly, but it so happens that God did not give them the knowledge of how to do it. It follows, therefore, that anyone who claims that he can fly must have sought the aid of the devil. To attempt to fly is therefore sinful."

— Roger Bacon,
thirteenth century Franciscan friar

[NextGen, from page 13]

NEXTGEN IN MOTION: OPTIMIZED PROFILE DESCENT (OPD)

As a component of its Trajectory-Based Operations (TBO) NextGen initiative, the FAA has authorized development of arrival procedures with vertical profiles optimized to facilitate a continuous descent from the top of descent to touchdown. OPD flight procedures use the capabilities of the aircraft Flight Management System to fly a continuous, descending path without level segments, based on the actual performance of the aircraft under current flight conditions.

BENEFITS

Benefits of these TBO initiatives, such as OPD, include fuel savings and noise and emissions reduction by keeping aircraft at higher altitude and at lower thrust levels than traditional step-down approaches. Simplifying routes using OPD also reduces radio transmissions between pilots and controllers.

OPD IN ACTION

Two vertically-optimized arrival procedures were designed and successfully instituted at Los Angeles International Airport as part of the Southern California Redesign. Since 2004, OPD procedures have been evaluated extensively by United Parcel Service (UPS) at Louisville-Standiford International Airport, are being tested at Hartsfield-Jackson Atlanta International Airport, and were demonstrated at Miami International Airport in May 2008.

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

The new routes into LAX allow aircraft to glide down to the runway, using minimal power, starting approximately 70 miles east of the airport.

No special equipment is required to fly the new approach. On-board computers calculate an aircraft's best descent path into LAX based on the aircraft's performance abilities, weight, aircraft speed, and winds.

Other airports have limited OPD procedures in which aircraft can glide for portions of the approach before powering up for the final landing. So far, LAX is the only U.S. airport that has been able to accommodate a fully-optimized OPD in which aircraft can glide all the way into the airport from miles away. Two additional procedures were implemented at LAX in September 2008.

INTERNATIONAL ADVANCES

In May 2008, the Atlantic Interoperability Initiative to Reduce Emissions (AIRE) partnership, including the FAA, Nav Portugal, Air Europa, and European Commission, conducted demonstrations to help reduce aviation's carbon footprint and reduce fuel consumption by manually optimizing flight trajectories across the Atlantic.

A total of eight Air Europa flights were flown with optimized trajectories from Madrid to the Caribbean through oceanic airspace controlled by Santa Maria, Portugal, and the New York Air Route Traffic Control Center. Flight dispatch at Air Europa recalculated trajectories in light of each flight's current environment, winds, and the company's cost index.

AIRE demonstrations are ongoing in 2009, and the plan is to include more flights, using a greater number of cities, and introduce eastbound trans-Atlantic flights. Oceanic trajectories eventually will bring together all stages of flight.

LOOKING TO THE FUTURE

Performance-Based Navigation is a cornerstone of the FAA's NextGen vision. As RNAV and RNP procedures are implemented in the NAS, they may provide additional end-to-end benefits by enabling a network of procedures at and between busy airports that will continue to enhance safety and capacity for industry and the flying public.

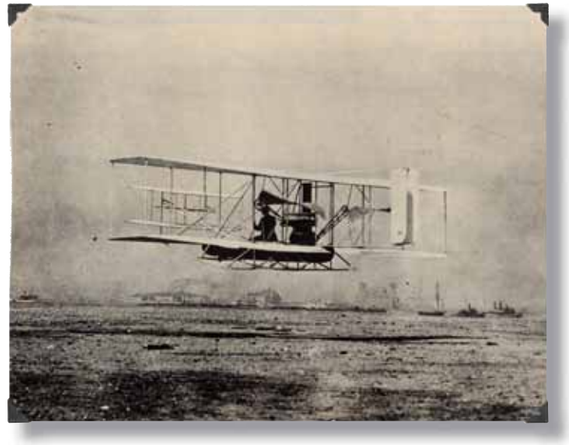
***Fact Sheet**, April 24, 2009. Source: FAA [http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=8768]*

Wilbur Wright and the Red Canoe

From skyscraper windows and on the crowded sidewalks below, New Yorkers anxiously looked to the sky over the Hudson River for the event they could hardly believe to be true. It was the fall of 1909, and most of the world had not yet seen a man at the controls of an aeroplane, much less in flight over water.

The city was in a party mood for the week-long festivities of the Hudson-Fulton Celebration offering exhibits and events free to the public. Created to illuminate centuries of peaceful technological progress, the Hudson-Fulton Commission honored Henry Hudson, the explorer for whom their river was named, and Robert Fulton, the man who chugged up-river in his invention of a small steam powered boat. Signifying that technology had reached another century of progress, the commission contracted with America's two most famous aeronauts to make exhibition flights up the Hudson River. Glenn H. Curtiss and Wilbur Wright were both offered thousands of dollars to fly from Governor's Island off the tip of Manhattan during the Celebration. Curtiss agreed to fly round trip from the island north to Grant's tomb (about 20 miles.) Wright was held to flying a distance up the river of ten miles to any destination he chose. Both aviators had their aircraft shipped to the military post on the flat and sandy field of Governor's island. The Curtiss and Wright biplanes were sheltered in special sheds, guarded by soldiers under the command of Major General Leonard Wood. Upon their meeting, Woods told Wright, "If I have any command of the aerial regions I will surely order them to furnish zephyr-like breezes during your stay." Once Curtiss and Wright assembled their machines, New Yorkers breathlessly awaited the flutter of three flags of red, black and white combinations from the New York Times Building and the accompanying "bombs" of sound which meant a flight was in progress.

The wind blew, fog rolled in, and Curtiss never made a public flight before leaving to fulfill another flying contract elsewhere. It became Wilbur Wright's "show."



Wilbur Wright flies low over the Hudson River after taking off from Governor's Island in 1909. It was the first flight made over the river, and Wright affixed a red canoe to his *Flyer* in case of a water landing. *Photo courtesy of the Cradle of Aviation Museum, New York.*

Balloons and dirigibles had flown over water and over large cities but an aeroplane had not yet defied the treacherous air currents shooting above the jagged terrain of modern buildings. Wright was confident that it could be done, but declined. "A descent in a field is what we do every day," said Wright during an interview that week. "A descent on the roof of a skyscraper would be something not yet attempted. I hope I shan't have to try it. . ." Wright considered a mishap with a forced landing on the Hudson River enough of a possibility to hastily purchase a red canoe in New York and fastened it to the struts of his *Flyer*. "I do not expect any damage to the machine, for in view of the constant river traffic, I am sure that some benevolent skipper would endeavor to tow the machine to safety or lift it on board his craft."

On the morning of September 29, Wright's mechanic helped him throw the propellers into action and then push the *Flyer* down its monorail track where it shot 30 feet overhead. Wright's short trip around Governor's Island proved the machine flew well with the attached canoe. It also created a frenzy of excitement as word spread that "Wilbur Wright had flown." Shores and piers were soon crowded as New Yorkers waited for another view of the "Birdman from Ohio."

At approximately 10 a.m., Wright was again in the air, visible on both sides of the Hudson. He flew between Ellis and Bedloe's islands, circling the Statue of Liberty at her waist. Two hundred feet below him, a flotilla of military ships, the ocean liner, *Lusitania*, tugs and small boats which filled the harbor for the Celebration all tooted, honked and blew their sirens. The *Post Standard* reported, that "Harbor craft shrieked their applause; cheer after cheer swept up from the banks of the Hudson and the lower bay."

The following Monday, October 4th, Wright delighted his sponsors by flying the route abandoned by Curtiss. He flew from Governor's Island, north up the Hudson River to circle Grant's Tomb, then "turned gracefully in midair. . . and shot like a falcon back to Governor's Island ten miles away." The round trip took Wright a little over half an hour. It is estimated that one million New Yorkers witnessed a portion of his flight.

Wilbur Wright's *Flyer* performed flawlessly, and he did not require the use of his red canoe. However, his prophecy was fulfilled one hundred years later, as New Yorkers again prepared to celebrate the Hudson-Fulton Celebration. In January 2009, as *US Airways* Captain Sullenberger made his successful forced landing amid the vessels on the Hudson River, "benevolent skippers" immediately rushed to his aid.

Biplanes were eventually surpassed by monoplane designs, but the "stuff" of which modern pilots are made can be traced to Wilbur Wright, our first birdman over the Hudson. /gbk

Giacinta Bradley Koontz is an aviation historian and author. Her various projects can be viewed on her website: www.harrietquimby.org.

CAMP**Calendar**

Training in Paris 2009

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MAINTENANCE MODULE

Training 2 (duration 1 day)
ADVANCED TRAINING:
CAMO & QUALITY CONTROL ASPECTS

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MAY
Tuesday 5th: Training 1
Wednesday 6th: Training 2

JUNE
Tuesday 9th: Training 1
Wednesday 10th: Training 2

JULY
Tuesday 7th: Training 1
Wednesday 8th: Training 2

SEPTEMBER
Tuesday 8th: Training 1
Wednesday 9th: Training 2

OCTOBER
Tuesday 13th: Training 1
Wednesday 14th: Training 2

NOVEMBER
Tuesday 17th: Training 1
Wednesday 18th: Training 2

DECEMBER
Tuesday 8th: Training 1
Wednesday 9th: Training 2

To register, please select from the schedule above and send an email to training@campsystems.com.fr.
We look forward to your participation.

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To schedule a webinar, call 877-411-2267.

MAY
THURSDAY, MAY 7
3:00 PM - 4:30 PM EDT

THURSDAY, MAY 14
9:00 AM - 10:30 AM EDT

THURSDAY, MAY 21
2:00 PM - 3:30 PM EDT

THURSDAY, MAY 28
10:00 AM - 11:30 AM EDT

JUNE
THURSDAY, JUNE 4
3:00 PM - 4:30 PM EDT

THURSDAY, JUNE 11
9:00 AM - 10:30 AM EDT

THURSDAY, JUNE 18
2:00 PM - 3:30 PM EDT

THURSDAY, JUNE 25
10:00 AM - 11:30 AM EDT

JULY
THURSDAY, JULY 2
3:00 PM - 4:30 PM EDT

THURSDAY, JULY 9
9:00 AM - 10:30 AM EDT

THURSDAY, JULY 16
2:00 PM - 3:30 PM EDT

THURSDAY, JULY 23
10:00 AM - 11:30 AM EDT

THURSDAY, JULY 30
3:00 PM - 4:30 PM EDT

Events 2009

NBAA 62ND ANNUAL MEETING & CONVENTION
OCTOBER 20-22, 2009
Orange County Convention Center
Orlando, FL

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