



Newsletter Date

**May 2009**

**ATAC Member Flight Schools:  
Building Their Airline**



During the months of April and May, students from seven ATAC Member Flight Schools had the opportunity to set up and run their very own airline. Using AIRLINE Online, an online simulation produced by Simulate! (see <http://simulate.aero>) Students formed management teams and implemented business plans aimed at building an airline corporation in a simulated 'real world' scenario where their competition could be sitting next to them – or across the nation.

After logging into AIRLINE Online, each airline begins by implementing its strategy which includes considerations such as financing, fleet and equipment procurement, staffing, scheduling and setting service levels. After each round, or 3 months 'simulation time', each airline has access to its performance data and information relating to its competition. This information is presented ready for interpretation allowing strategic decisions to be made for the following quarter.

As is reflected in the current economic climate, a number of airlines in the simulation had been operating at a loss for some time. With advice provided from their instructors and in some cases, Simulate (the simulation's developers), focus was placed on cost controls and new market development which saw improvement in a number of industry standard Key Performance Indicators for those airlines.

From a learning standpoint, feedback from schools so far has been very positive with students appreciating the ability to put into practice what they are learning in class. For many it has also been an opportunity to gain an insight into the challenges real world airlines and their management teams face on a daily basis.

This simulation has also been a platform to introduce ATAC and its membership benefits to groups of students across the country. These students are part of the next generation of pilots, and will form part of the future membership base for ATAC.

Source: Joan Williams: Toronto Airways

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**Your newsletter will now be published monthly**

**Tell us your stories.....**

We want to know about:

- Your company
- Your flight training program
- Your airport
- Your challenges

We'll share them with the Flight Training Community. Just a couple of paragraphs will do. Please send your short stories to:

✉ [wgouveia@atac.ca](mailto:wgouveia@atac.ca) or ✉ [dlavoie@atac.ca](mailto:dlavoie@atac.ca)



## Canada Marks 100 Years Of Powered Flight



There's some irony that the re-enactment of the 100th anniversary of the flight of the first powered heavier-than-air vehicle in Canada was scrubbed by cold, snow and wind. As organizers planned the re-enactment, the overriding fear was that

Baddeck Bay on a lake on windswept Cape Breton Island in Nova Scotia wouldn't be frozen over as it was on Feb. 23, 1909 when J.A. Douglas McCurdy lifted off smoothly from the ice in the bamboo-and-wire Silver Dart. The bay hasn't frozen in the last six years. But Cape Breton has been pummeled by an old fashioned Canadian winter this year and, quite literally in the calm before the storm, flying conditions were perfect Sunday for a number of "test flights" in which Canadian astronaut Bjarni Tryggvason [flew](#) the replica aircraft in front of about 1,000 people.

McCurdy, a 22-year-old mechanical engineer who was bankrolled by Alexander Graham Bell's wife Mabel to design and build the aircraft. It was built and first flew in Hammondsport, N.Y. and that community's most famous son Glenn Curtiss took part and built the engine. The current replica was built by a group of volunteers that included McCurdy's grandson in Welland, Ont. An earlier one was built by the Royal Canadian Air Force in 1959 to mark the 50th anniversary and it now hangs in the Canada Aviation Museum. The modern replica will be housed in an addition to the Bell Museum in Baddeck, where the inventor of the telephone, and keen aviation buff, spent his summers.

## Southeast Asian Countries Need 5,000 Pilots By 2013

The Southeast Asian countries need 5,000 new pilots for the next five years to fulfill the demands from airline companies in the region, an Indonesian official was quoted as saying by the Indonesian Business Daily on Monday.

"It shows a growing demand of around 1,000 new pilots every year, which is based on the numbers of airplanes ordered by these companies," said Yurlis Hasibuan, director for airplanes operation under the Indonesian Transport Ministry.

300 new pilots graduate from the local flying school currently every year, while commercial and non commercial airlines need 400 new pilots.

Therefore, the ministry plans to open the market and introduce in a Malaysia-based school to train more pilots.

Source: Xinhua

## Second Skycatcher Prototype Crashes



A Cessna spokesman says the company may have to reconsider the delivery schedule for the 162 Skycatcher after the second crash of a prototype Thursday. The pilot, who was doing unspecified flight test maneuvers, pulled the ballistic

parachute, which deployed and he was uninjured in the incident. Photos show the aircraft ended up inverted, likely because the parachute pulled it along the ground.

The crash aircraft was the only flying example of the 162 after September crash destroyed the first prototype. Deliveries were to begin later this year, but Bob Stangarone, Cessna's vice president of corporate communications, told the Wichita Eagle, that schedule will have to be adjusted.

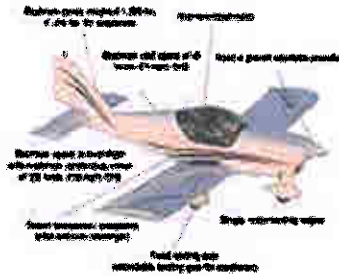
Stangarone told the Eagle that spin testing the 162 "was the last big thing we had" in completing the Light Sport certification testing of the design. It was an unrecoverable spin that caused the September crash, in which the pilot bailed out after the aircraft parachute failed to deploy. Cessna enlarged the tail on the Skycatcher in response to that accident but Stangarone was unable to confirm whether the aircraft was undergoing spin testing at the time of Thursday's accident.

Source: Avweb

## FAA Finds Self-Certification Process Effective For LSA

## Air Charters Had Deadliest Year Since 2000

When the light sport aircraft industry launched, less than five years ago, with an FAA mandate that would allow manufacturers to essentially self-certify their airplanes, there was some concern about whether buyers or even insurers would consider such a process adequate. But now, the FAA has completed 23 of a planned 29 assessments of LSA manufacturers, and so far has been pleased with the results. "The FAA is confident that LSA manufacturer's compliance can match that of the commercial aviation manufacturers," John Colomy, acting manager of FAA's Small Aircraft Directorate, recently told LSA industry officials. "This will be a major accomplishment since using consensus standards and compliance self-declarations is a new way of doing business for the LSA industry." Dan Johnson, chairman of the Light Aircraft Manufacturers Association, [points out](#) that self-certification is not really new for the LSA industry, since that's how it's been done from the start -- however, it's new for the FAA. "And congratulations to this federal agency for stepping back from their normal regulatory control," Johnson said. The FAA added that it found some areas where improvements could be made, and the manufacturers are sure to hear more about that soon. Johnson said that's to be expected. "How could it be otherwise? We have an industry barely four years old while Cessna, for example, has had 80-plus years to get it all right."



Accidents on charter flights killed 66 people in the United States last year, the highest total since 2000, transportation safety officials said yesterday.

The air charter category includes medical helicopters, tour flights and air taxis.

That toll compared with 43 air-charter deaths in 2007, according to the National Transportation Safety Board's annual review of aviation accident statistics. The agency recently put the spotlight on the safety of medevac helicopter services. Those helicopters were involved in four accidents last year, resulting in 15 deaths. That included a crash in Prince George's County that killed four people.

The safety board's figures showed that general aviation remained the deadliest form of air travel, accounting for 495 of the 564 fatalities in U.S. civil aviation last year. There were 1,559 accidents last year in general aviation, which includes a variety of personal and business flights not run by the commercial airlines.

Large commercial carriers were involved in 20 accidents last year, down from 26. There were no deaths. They 753 million passengers on 10.6 million flights.

Commuter airlines, which often fly smaller aircraft, made 581,000 flights. They had seven accidents in 2008, none of them fatal.

There were three deaths in cargo-related accidents.

Commercial aviation in the United States had been having an uncommonly quiet period, as measured by aviation deaths, for the past two years, but that ended with two high-profile accidents this year. In February, a commuter turboprop crashed into a home outside Buffalo, killing 50 people. Last month, a small plane crashed in Butte, Mont., resulting in 14 deaths, including several children.

<http://www.washingtonpost.com/wp-dyn/content/article/2009/04/02/AR2009040203740.html?hpid=sec-health>

The FAA announced [last summer](#) that it would check a random sample of 29 light sport aircraft manufacturers to assess how well they are applying the industry's consensus-based ASTM standards. The agency was not aiming to conduct a compliance audit of any particular manufacturer, but looking for a general picture of how the system was working. Two teams of two FAA inspectors assess each company, spending an average of eight hours to gather information and data for analysis. The FAA will report the full results of its research later this year. About 3,000 light-sport aircraft have been certified since the FAA rule was made final in September 2004.

Source: Avweb

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## The Human-Resource Study of Commercial Pilots in Canada



### ***Your input is important!***

Help develop a comprehensive picture of Canada's commercial pilot occupation, describing both current conditions and likely developments 5, 10, and 15 years in the future. This research will also provide the foundation for the development of National Occupational Standards for the professional pilot.

Here are some areas this study hopes to describe:

- Size and scope of Canada's existing aviation industry in 2009;
- Overview of geographical locations, sizes and operational requirements of current operators;
- Overview of services provided, in particular human-resource activities such as training, certification and standardization;
- Compilation of statistics on student pilot starts and current training levels;
- Analysis of pilot hiring trends and associated pay and benefits;
- Analysis of the international demand for pilots and expected training standards;
- Measurement of the effect of new regulations such as MPL and SMS;
- Analysis of current best practices for pilot screening and selection;
- Analysis of use of simulation and associated instructor competencies; and
- Development and retention issues for flight instructors.

**The Update of the Human Resource Study of the Commercial Pilot in Canada** requires input from a large group of industry stakeholders. Whether you are a senior pilot or a student pilot, your input is important. The understanding of the human-resource challenges to this sector is important to the aviation transportation community. Canada also has an important flight-training industry that needs to understand future knowledge and skill requirements for commercial pilots in order to produce properly trained personnel.

If you would like to participate in this study, and be eligible to receive a copy of the final report, please contact Glenn Priestley at [gpriestley@camc.ca](mailto:gpriestley@camc.ca) or 1-800-448-9715, ext. 258; or Wayne Gouveia at [wgouveia@atac.ca](mailto:wgouveia@atac.ca) or 613-233-7727, ext. 309.