



From The Lefthand Seat

Jim Davis
RAAA Chair
Director, Regional Express (Rex)

Recently we have seen encouraging developments in some key areas which give us hope that 2017 will be a better year on the regulatory front.

The RAAA has been lobbying hard for some time for the recommendations adopted by the Government in the Aviation Safety Regulation Review (ASRR) to be implemented in a meaningful fashion.

The reports being published by the Department of Infrastructure and Regional Development on the progress of ASRR implementation were attracting strong industry criticism as being inaccurate and were seemingly designed just to tick off each recommendation without making any real attempt to accomplish the aims of the report.

In other words it was becoming a political exercise rather than a genuine attempt to achieve any significant reform. The RAAA has made repeated representations to CASA, the Department and the Minister (both previous and current) on this topic.

Until late last year we seemed to be hitting a brick wall with the relevant bureaucrats refusing to acknowledge the logic of our position.

However this has now changed with CASA convening a meeting last November with David Forsyth and industry representatives, including the RAAA. This initiative arose out of discussions at the RAAA convention and CASA is to be congratulated for it.

The meeting highlighted some serious discrepancies with industry opinion being that CASA had achieved the desired ASRR report outcome in only 33% of recommendation in contrast to the Department's claim of 64%.

Of concern was that some key recommendations were in effect being bypassed. Further meetings are being held between the Department, CASA and David Forsyth as a consequence of this difference in assessments and it is to be hoped that these will see a satisfactory resolution of the differences.

The CASA board and the Director of Aviation Safety (DAS) have contributed to this process and genuinely want to see the recommendations implemented properly and achieve the desired outcomes. It is refreshing and encouraging to perceive this attitude at the executive level in CASA.

Another area where the RAAA has been very active and vocal is that of regulatory reform and in particular the changes brought in by CAO 48.1. CASA have announced a postponement of the implementation of this new regulation while an independent review is carried out.

The RAAA has long maintained that CASA should apply DAS Directive CASA 01/2015 and its Regulatory Philosophy to this new rule.

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From The Lefthand Seat

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Until recently CASA refused to do this on the technicality that 48.1 was formulated before DAS Directive 01/2015 was published. However, under the new DAS' sanity has finally prevailed and the Terms of Reference of the independent review into CAO 48.1 clearly state that Directive 01/2105 must apply to the new fatigue rules.

The RAAA will be actively involved in the review process and we hope to see a new set of rules that will ensure safe operations with regard to pilot fatigue whilst not unduly penalising operators. It has been done overseas and there is no reason why it cannot be done here.

Harmonisation of our regulations is another area where the RAAA has pushed for change and we will continue to do so in 2017.

It is ludicrous that Australia has generated so many unique and restrictive regulations while the rest of the world falls in line with either EASA or FAA rules.

While there will always be need for some local variations we should be aiming for as much commonality as possible. This is particularly so in aircraft and component manufacturing and certification.

There is some hope that progress is being made in these areas and hopefully we will see improvements in 2017 that will enable Australian industry to be more competitive. However we still have a long way to go in achieving meaningful harmonisation.

Progress is also being made in the area of LAME training where the RAAA, along with AMROBA and the

ALAEA, has been heavily involved with relevant Government bodies and is also a member of ETAG (the Engineering Training Action Group) and the Industry Reference Committee.

With so many different Government institutions involved in LAME training it has been a very frustrating exercise but it is vital that we see the current ruinous trends of an aging LAME population and a declining number of apprentices reversed.

The RAAA will continue to devote considerable time to achieving this in the coming year.

Our annual convention was again a success in 2016 but the RAAA board has decided on a change of venue for this year.

This is a result of feedback from those who wish to combine business with pleasure and bring family members along with them.

This year we are delighted to announce the 2017 National Convention will be held at the RACV Royal Pines Resort on the Gold Coast.

Not only are the facilities world class, close to both the Gold Coast and Brisbane airports and has a championship golf course but Family friendly with many activities onsite and easily accessible offsite; Australia's famous theme parks are only 30 minutes away.

So keep the dates of 25-27 October free in your calendar and I hope to see you there!



2017 RAAA Meetings/Events

15 March 2017 - Adelaide SA

- ✦ Technical Working Group
- ✦ Board Meeting
- ✦ Member Function

31 May 2017- Maroochydore QLD

- ✦ Technical Working Group
- ✦ Board Meeting
- ✦ Member Function

30 August 2017 - Perth WA

- ✦ Technical Working Group
- ✦ Board Meeting
- ✦ Member Function

29 November 2017 - Sydney NSW

- ✦ Annual General Meeting
- ✦ Technical Working Group
- ✦ Board Meeting
- ✦ Annual Christmas Function

25-27 October 2017
RAAA Annual Convention
 RACV Royal Pines Resort,
 Gold Coast, Queensland

Please mark these in your diary.
 We look forward to seeing you there.

Choosing a new default super fund for your employees

Silas Dingiria, AvSuper

While most of your employees probably have superannuation choice, some will not actively make a choice.

For those employees who do not choose for themselves, current legislation requires that employers need to have chosen a default super fund.

Since 1 January 2014, legislation requires that your chosen default super fund is compliant with MySuper regulations, which arose from the former Government's Stronger Super reforms.

If you haven't reviewed your current default super fund, or they are not MySuper compliant, you may need to change your default super fund to ensure you are not subject to fines and/or penalties.

What requirements must be met by a default fund?

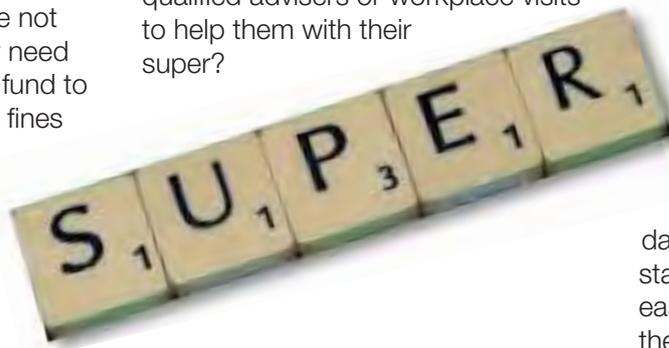
Under law, your default fund must:

- ✈ be a compliant superannuation fund as defined in legislation. A fund's compliance notice fulfils your obligations to check they are compliant;
- ✈ offer life insurance to all members based on a premium of at least \$0.50 a week for members under 56 years. The minimum cover for each age group and exceptions to this rule are detailed on the ATO website;
- ✈ be MySuper compliant.

What else may be important?

You may also want to consider the following when choosing a default fund:

- ✈ Is the fund supportive and helpful to you as an employer?
- ✈ Is the fund connected with your industry?
- ✈ Are member fees competitive?
- ✈ Is the fund producing good returns over the long term?
- ✈ Will the fund provide other services to your employees, such as qualified advisers or workplace visits to help them with their super?



How do I change default funds?

You can change your default fund at any time, as long as you meet the requirement of choosing a suitable fund. The following key steps will help you through the process.

- ✈ Look at potential funds and ensure they meet the requirements of a default fund (see list above).

- ✈ Ensure a potential fund will accept your contributions via suitable payment options and terms. For instance, some funds provide a payment schedule for contributions whilst other funds will let you set your own contribution timetable – legal obligations apply either way, of course.
- ✈ Keep a record of your research in English for five years - in particular, record details of your selected fund.
- ✈ Establish your account with the new fund if necessary – this may be time consuming for some funds.
- ✈ Update the standard choice form you supply to new employees.
- ✈ Notify your existing employees about your new default fund at least 28 days before you change. Include a standard choice form so they can easily move to your default fund if they wish.
- ✈ Start making contributions to your new default fund! ✦

This information is of a general nature only and does not take into account your personal objectives, situation or needs. Before making a decision about AvSuper, you should consider your own requirements and the relevant Product Disclosure Statement (PDS) available from the AvSuper website, www.avsuper.com.au.



Welcome Aboard Dynamic Crew Training

We are pleased to welcome Dynamic Crew Training to the RAAA as an Associate Member.

Dynamic Crew Training Pty Ltd (DCT) is a national "One Stop Shop" training organization, specializing in developing and delivering high-caliber, uniquely-tailored, and contemporary training products and packages to Corporate, Government and Aviation Clients.

Several other industries also form part of the expanding DCT client portfolio and include:

- ✈ Medical
- ✈ Maritime
- ✈ Rail
- ✈ Mining
- ✈ Oil/Gas
- ✈ Emergency Services
- ✈ Military

A major point-of-difference of the DCT leadership and instructional group lays in its highly qualified, diversely experienced, and specifically-selected Management team. These include:

- ✈ Operational Management/Aircrew Experience in Corporate Aviation
- ✈ Emergency Procedures Training and Course Development in Corporate Aviation
- ✈ Executive/Operational Management Experience with a major airline
- ✈ Aviation Safety Training, (Including EPs, SOPs, CRM/HF, DGs, Security, Medical), Course Design/Development, Regulatory Compliance, LOSA Audit, Just Culture
- ✈ Extensive Airline and Military Operational Aircrew Experience
- ✈ Medical Practitioner Training Course Development
- ✈ State Law Enforcement (Victoria Police)
- ✈ Security/Self Defense/Defensive Tactics: Specialist Training

- ✈ Finance, Business Development Specialist

DCT can offer targeted aviation training in:

- ✈ Part 135 Aviation Charter Operators
- ✈ Part 91 Private Flight Departments
- ✈ Part 121 Passengers/Freight Operators
- ✈ Part 141 Flight Training Providers
- ✈ CAR 217 / CAO 20:11 / CAO 82.5 compliance-obligated Operators and offer a wide range of specific training packages. Apart from aviation specific training they also provide operational and organisational training, climate survival and HUET.

- ✈ Aircrew Emergency Procedures Training (CAO 20:11/CAR 217)
- ✈ Aircrew /Other Personnel: Human Factors/CRM/NTS Training
- ✈ Multi Crew Co-operation (MCC) Training (Part 61)
- ✈ Aircrew/Other Personnel: Fire Training
- ✈ Aircrew/Other Personnel: Security Training
- ✈ Aircrew/Other Personal: First Aid Training
- ✈ Aviation Medicine Training
- ✈ Dangerous Goods Training (Part 92)
- ✈ DAMP (Part 99)
- ✈ Safety Management Systems (CAO 82.5)
- ✈ Just Culture
- ✈ LOSA/IOSA
- ✈ Risk Management/Risk Assessment
- ✈ AOC Application Preparation
- ✈ SOP Development/Preparation
- ✈ Fatigue Risk Management Planning
- ✈ Operational/Safety/Procedures/ Policies Manuals: Development/ Preparation/Re-writes



**DYNAMIC CREW
TRAINING**

- ✈ Crisis Management Planning (Aviation)
- ✈ Aircraft Accident/Incident Investigation (ICAO Annex 13)
- ✈ CAO 20:11: Audit Preparation
- ✈ Airport Operations

DCT provide these services to:

- ✈ Virgin Australia Group (Tigerair)
- ✈ Australian Corporate Jet Centers Jet City
- ✈ Crown
- ✈ Express Freighters Australia (Qantas Freight) Southern Cross Jets
- ✈ Pratt Aviation
- ✈ Luft Aviation

Through two Melbourne locations, City Road (for corporate, administration, and classroom activities) and their headquarters at the Qantas Flight Training Centre at Essendon Airport. This World Class, "best practice" training facility, and the vast and diverse capabilities it offers, is a core part of the DCT product-offering and operation.

If you wish to find out more about the products DCT have to offer, please contact Group General Manager, Ray Woodford, on 0433 906 931 or ray@dctraining.com.au

We are sure that all our members look forward to catching up with Ray at upcoming RAAA functions.



Welcome Aboard World Fuel Services

We are pleased to welcome World Fuel Services to the RAAA as an Associate Member.

More than 8,200 flight departments trust World Fuel Services to deliver high quality service to over 20,000 aircraft around the world.

Their comprehensive flight operation solutions include contract fuel, trip support services, WFS aviation charge card, aviation insurance, and a rewards programme.

With their new physical presence in Australia and New Zealand, including the acquisition of ExxonMobil's General Aviation assets in Australia and New Zealand on March 1, 2017, World Fuel Services brings a fresh approach to the aviation fuel business.

Their mission is to create value for their partners and customers by delivering innovative solutions.

Personalised Customer Service

With award winning service, dependability, quality and value, World Fuel Services has earned the respect and repeat business of customers worldwide. They are committed to developing and growing customer relationships across their aviation, land and marine businesses.

Experienced Global staff

World Fuel Services' 24/7 flight operations team is staffed with seasoned personnel who average more than 15 years in the aviation industry.

Regional centres include a new Melbourne office that is staffed with local aviation professionals.

Better tools, more information

World Fuel Services provides innovative technologies and tools that are backed by expert staff.

Offerings include:

World Fuel Services Card -

Provides competitive pricing, accurate quoting and transparent invoicing for contract fuel and services at 3,000+ locations worldwide.



Trip Support - Whether it's a short hop or a multi-destination international journey - World Fuel | Colt Trip Support delivers thorough, competent support for every phase of flight.

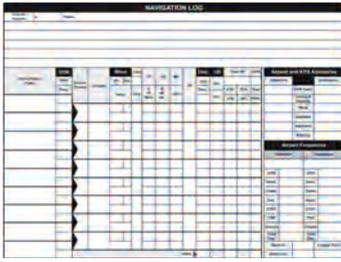


Technology Support - With a full set of online tools and an all-access pass to information, World Fuel Services covers the complete life cycle of a trip. The different technologies are also connected and transparent for optimal functionality and reporting.

For more information, visit their website - www.wfscorp.com/ANZ or contact Davin Magee and team directly, australiaquery@wfscorp.com or (03) 9678 2266.

We are sure that all our members look forward to catching up with Davin at upcoming RAAA functions. ✦





FLIGHT BRIEFING

Ansett Aviation Training purchase ATR72-600 Simulator

Ansett Aviation Training Australasia (Ansett) announced in December 2016 the purchase of an ATR 72-600 Full Flight Simulator from TRU Simulation + Training, a Textron Inc. company.

The new ATR72-600 simulator, anticipated to be fully operational by November 2017, will be equipped with TRU's innovative front projection display system, Moog motion system and advanced ADAS-X digital audio system — providing optimum visual, motion and audio performance and will include the Rockwell Collins EP8100 image generation system.

The device will be qualified to CASA Level D FFS standards and will be located in South-East Queensland.

Ansett CEO Mr David Garside said “the ATR aircraft represents the future fleet type for a significant number of regional Australian and Asian-Pacific carriers and, as the training provider and partner of choice for many of these airlines, Ansett is pleased to invest in this Simulator to support their growing fleet demands.”

He added, “this is the 5th TRU manufactured full flight simulator that we will be taking delivery of, and I am convinced that our customers will be as pleased with this device as we are.”

Ansett is the world's largest privately owned simulator training provider. It currently operates 13 simulators from its main base at Melbourne Airport along with a new King Air 350i convertible to a B200 full flight simulator at its Sunshine Coast Airport Centre. There is also a 6-bay training facility in Taiwan and a further site at Malpensa Airport in Milan, Italy that is currently under construction and will be operational by September 2017. ✦

Embrarer welcome new Australia/New Zealand Sales Director

Embrarer has recently appointed Paulo Gustavo Cervantes Dias as Regional Sales Director, with responsibility for the Australian and New Zealand markets.

Paulo, who joined Embrarer in 2001, may already be known to many as he spent 7 years in the Marketing Team in Singapore before moving to Head Office in Brazil.

Paulo replaces Paul Begley who has been covering the role from Dubai for the past two years.

Paulo can be contacted via email - paulo.cervantes@sin.embrarer.com ✦

Flight Options planned simulator upgrade

Flight Options, owned by Steve Padgett's Universal Training Systems is planning to launch an expanded simulator facility with the aim of targeting defence and commercial business in Australia and overseas.

The school has received "inspections from the military from various quarters, locally and overseas", Mr Padgett said.

The school is also targeting major airlines, aero-medical services and charter businesses.

The now installed Beechcraft King Air 350i, which is in the final stage of certification with CASA, adds to Flight Options Cessna Citation Mustang simulator.

Mr Padgett said the military found it cost effective to outsource their training when the King Air was a small part of their program.

Flight Options bought the facility from Singapore Airlines three years ago. ✦

Essendon Fields appoints new GM Aviation

Essendon Fields has recently appointed Phillip Cash as General Manager Aviation.



Phillip Cash

Phillip is an experienced Airport Manager having most recently managed Gladstone Airport in Queensland.

He has also worked in senior operational roles at Mumbai, Mauritius and with Sydney Airport during the 2000 Olympics.

Dave Race has also been appointed as Manager Airport Operations. ✦

MRJ's delivery delayed

Mitsubishi Heavy Industries, Ltd. (MHI) announced in late January that MHI and Mitsubishi Aircraft Corporation will adjust the first delivery of the Mitsubishi Regional Jet (MRJ) from mid-2018 to mid-2020. The change is due to revisions of certain systems and electrical configurations on the aircraft to meet the latest requirements for certification.

Since the historic MRJ first flight in November 2015, significant progress has been made in both engineering and test, and now three aircraft are in flight test in the United States. ✦



FLIGHT BRIEFING



PPG extends warranty on rebuilt windshields for Beechcraft 1900, King Air planes

PPG has announced a longer three-year warranty on rebuilt windshields for Beechcraft 1900 and Beechcraft King Air aeroplanes that are demonstrating excellent field performance for operators. The three-year warranty applies to PPG-rebuilt windshields purchased on or after June 1, 2016.

According to Mark Hood, PPG Global Director, General Aviation Transparencies, PPG-rebuilt windshields meet the same quality and performance standards as the new parts but have a lower price, are now backed by an extended warranty, from 24 months, because of their proven performance.

“PPG is pleased to offer operators an extended warranty on these rebuilt windshields as a result of their exceptional reliability that is comparable to the new parts,” Hood said. “As the manufacturer of the certified original-equipment windshields for the King Air and spares for both the King Air and 1900 aeroplanes, PPG rebuilds parts to the latest Beechcraft-approved design configuration.

Aircraft operators have lower-cost alternatives to buying new spares without compromising performance or quality, and now PPG supports that with an even longer warranty.”

Hood attributed the proven performance of the PPG-rebuilt windshields and OEM parts to proprietary robust heating systems and moisture seals that protect the windshields from environmental degradation.

PPG is certified by the Federal Aviation Administration to rebuild windshields and uses the same materials and processes to rebuild the King Air and 1900 windshields as it does for new parts. Rebuilt windshields for King Air aeroplanes are supplied with SURFACE SEAL® hydrophobic coating, as are new and spare windshields. Parts are manufactured and rebuilt at PPG’s Huntsville facility in the U.S. where it operates an FAA-certified Repair Station. Your windshield can now be returned to the Application Support Centre in Tullamarine, Australia.

For more information contact PPG at aerospace.customerservice@ppg.com or alternatively (03) 9335 1557. ✦



PPG's King Air & 1900 Windshield Installation Kit

New routes planned for Essendon Fields

Essendon Fields plans to introduce six new regional routes by 2020.

The push comes after Jetgo Australia officially began operations in July 2016 enhancing its Dubbo to Melbourne services and introducing a direct Port Macquarie service last November.

There are now 8 regional destinations easily accessible from Essendon Airport including Warrnambool, Portland, Flinders and King Islands, Burnie/Wynyard Merimbula, Dubbo and Port Macquarie.

Chris Cowan, Essendon Fields CEO said: “The feedback we are receiving is that passengers love the heritage feel of Essendon and the time savings associated with being so close to the heart of Melbourne’s City Centre.

“We are the real alternative for regional aviation in Melbourne. We are working so other regional centres can enjoy the benefits of Essendon Airport.

“There are potentially many synergies in working with regional councils to develop sustainable air services to Melbourne and we look forward to announcing new routes as they come on board,” concluded Chris. ✦

FLIGHT NO.	ORIGIN	DESTINATION	TYPE	STATUS	TIME	REMARKS
1234	MEL	SYD	Domestic	On Time	08:00	Passenger load 150
5678	BNE	PER	International	Delayed	10:30	Weather delay
9012	ADL	WAG	Domestic	On Time	14:00	Passenger load 80



DEC Workforce secures multiple supply agreements within Defence

Looking back, DEC Workforce Managing Director Shane De Clouett reviews 2016 as a significant year in the company's continual growth and is excited on what lays ahead.

Over the past 10 years DEC Workforce has been associated in Australian aviation as a leading supplier of Aircraft Maintenance Engineers and support staff to aircraft operators and maintenance repair organisation's throughout the country.

In the past 12 months DEC Workforce has invested heavily in reviewing its company procedures and the services it offers which has led to some exciting times.

"Recently executing a supply agreement with Airbus Group Australia Pacific to supply Aircraft Maintenance Engineers is a significant step in our company's growth.

This agreement alone places DEC Workforce in a position only very few companies achieve and we are thrilled at the opportunity's ahead".

Having supported the likes of Cobham Aviation Services on various government contracts such as Customs Border Protection and currently with the Australian Maritime Safety Authority, DEC Workforce has gained experience and exposure to long term special missions aircraft support programs.

Together with their longstanding Commercial and General Aviation customer base DEC Workforce continues to expand its aircraft engineering and support personnel capabilities across all sectors of aviation in Australia.

DEC Workforce is displaying at AVALON2017 as a member of the Defence SA stand.



New Developments at Independent Aviation

Joining the team in a sales and marketing role to help drive growth is Debbie Walters.

"Debbie is well-known in Tropical North Queensland corporate circles and draws on a skills portfolio based in the tourism, aviation and marketing and communication industries," said Independent Aviation's MD, Ian Button.

In addition to building general awareness of the company amongst charter customers, Debbie said she aims to position Independent Aviation more firmly in the tourism market.

"Independent Aviation has a sterling reputation and is already well placed as a provider of air transport to government, corporate and community groups. I see tourism aviation as a real growth area, particularly in the reward/incentive market and in the MICE (Meetings, Incentive, Conference and Events) areas," she said.

Recently promoted to Operations Manager is Ettiene du Toit who this month celebrated his fourth anniversary with the company. One of Ettiene's first priorities will be managing Independent Aviation's ongoing upgrade of its reservations and charter management system in partnership with Awery Aviation Software. "We believe that the web – based solution offered by Awery will allow us to introduce innovations in customer service that will be very attractive to our clients" said Mr du Toit. The new system is expected to be fully operational by the end of January.

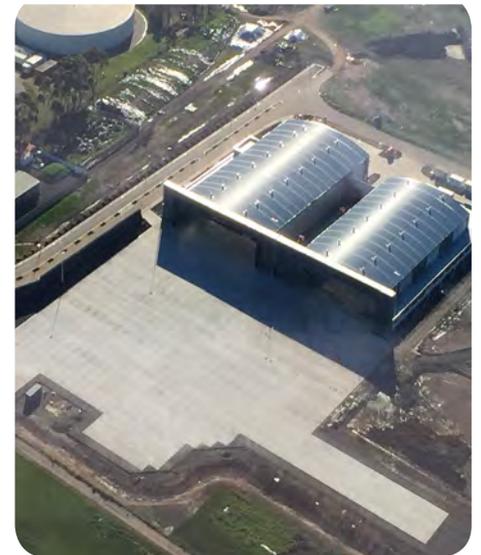


Essendon Fields two new multi-million dollar hangars

Essendon Fields is home to two new \$12 million state-of-the-art aircraft hangars. The hangars are located at the western edge of the Airport's Hart Precinct.

"We are proud to be home to 40 of Australia's corporate jets and we're looking to increase this number by improving our infrastructure and aviation amenities," Essendon Fields GM of Aviation, Phillip Cash said.

Each of the hangars is in excess of 2,750sqm with approximately 1,000sqm of attached office/lounge, storage space and dedicated apron space.



The new hangars at Essendon Fields





FLIGHT BRIEFING

RFDS gain from latest funding round

The federal government will spend \$11.8 million upgrading more than 90 regional airstrips across the country.

Infrastructure and Transport Minister Darren Chester confirmed the latest round of funding.

Mr Chester said the funding, the latest round in \$33.7m set aside in the 2015-16 budget, would be a major help to the Royal Flying Doctor Service, which used many of the airstrips set to be upgraded.

“These vital infrastructure improvements, including new airport lighting, runway resealing and modern satellite-based instrument approaches, are essential to keeping the Royal Flying Doctor Service flying,” Mr Chester said.

The \$11.8m to be announced had been committed to upgrading airstrips in every state and territory other than the ACT.

“Australia’s tyranny of distance is a way of life for many of our most remote communities, and functioning airstrips are often the only reasonable means of transport for freight and urgent services,” Mr Chester said.

“Smooth runways or keeping wildlife away from airstrips can make all the difference in a safe landing.”

The Royal Flying Doctors Service of Australia was the applicant behind 41 of the runways to be upgraded in the latest spend, almost half of all projects to be undertaken.

Chief Executive Martin Laverty said the funding meant the service would be better able to deliver emergency care to “injured or ill Australians across 91 frequently used airstrips”.

“It’s common for emus or kangaroos to disrupt aircraft landings on unfenced airstrips during medical emergencies in remote areas,” Mr Laverty said.

“Night landings on some airstrips are also hindered where there is no lighting.”

In NSW 32 airstrips would have lighting installed or repaired or RNAV Area Navigation systems installed as a result of Royal Flying Doctor Service applications.

This article is an excerpt from The Australian 10 February 2017.

Sunshine Coast to build new airport runway

Sunshine Coast Airport will undergo a major expansion following a deal between the council and a private equity investor that will build a new \$290 million runway and related facilities.

Palisade Investment Partners has secured the right to manage and expand the airport under a deal that sees ownership retained by the Sunshine Coast Council.

Palisade will operate the asset under a 99-year lease and revenue-share with the Council.

Under the deal arrangement, the Council will maintain responsibility for facilitating the proposed airport expansion project, which includes construction of a new runway and apron expansion.

The Council also has the backing of a \$181m loan from the federal government to fund the expansion, while Palisade will invest a further \$290m.

Mayor Mark Jamieson said the upgrade would enable the Airport to play a pivotal role in the future

development of the region, particularly with the export of high-value products to the Asia-Pacific region.

“This reflects not only the fact that our Airport is a high-quality asset in one of the fastest growing regions in Australia, but also the enormous growth potential it will deliver once the proposed project is completed in 2020,” he said.

“It will ensure we have an airport that can accommodate larger, more fuel-efficient aircraft, enabling more direct flights to more locations in Australia, Asia and the western Pacific,” Mr Jamison said.

“Those new routes will boost our tourism and international trade and help our export businesses, particularly those operating in the food and agribusiness sectors, so they get their products and services to markets faster and more efficiently.”

The Council anticipates entering into a construction contract to build the new runway in September this year. The runway is expected to be completed by December 2020.

A transition steering committee comprising representatives from both Palisade and the Council will be established to oversee operation of the Sunshine Coast Airport transition.

The process, managed by the RBC Capital Markets, secured 17 expressions of interest from both domestic and international parties. Palisade and one other party lodged final bids.

This article is an excerpt from The Australian 10 February 2017.



RAAA National Conference 2017

Change is in the Air



Royal Pines Resort
Gold Coast, Queensland.
October 25 - 27 2017



SAVE THE DATE - October 25-27 2017

Details go to www.raaa.com.au or contact Rachel on 0412 996 711 or rachel@meccaconcepts.com.au