



Wednesday, December 9, 2009

Volume 2, Issue 25

Precision Turbines, inc. specializes in the Pratt and Whitney JT15D, PT6A, TPE 331, TFE 731 and Williams FJ 44 engines from our headquarters in Boca Raton, FL. We are uniquely positioned to offer new, overhauled and half-life engines to owners of Cessna Citation and King Air turboprops through outright sale, exchange or lease options. We also maintain a large supply of serviceable parts for these engines. Our exchange program provides business jet owners and operators with a fixed cost thereby eliminating the unknown variables of cost and down time associated with complete overhauls.

Should you decide to overhaul your JT15D, PT6A, TPE 331, TFE 731 or T-56 engine, Precision Turbines can implement and manage a cost-effective and efficient maintenance event at our selected Pratt and Whitney DDOF, Honeywell, CFR part 145 facility, or Rolls Royce approved repair station. With over 85 years of combined industry experience, we are dedicated to providing outstanding service to our customers. Precision Turbines, Inc. offer specialized solutions to fit all of your needs. www.precisionturbines.aero

DIMINISHMENT OF PILOT PROFESSION MAKING HEADLINES AGAIN

An article in The Wall Street Journal this week entitled, "Pilot Careers are Caught in a Dwindle" highlighted the diminishment of pilot careers and the poor pay and working conditions, particularly for new hires. In a similar Aviation Daily article, ALPA President Captain John Prater lamented the fact that ALPA members are looking to leave the airlines to work as ATC controllers. Reduced pay, as well as onerous and fatiguing work rules, have deterred current and future pilots from pursuing airline careers. As Sully artfully stated, "I do not know a single professional airline pilot who wants his or her children to follow in their footsteps." [Read More](#)

BIG 6 AIRLINES SEE BEST TRAFFIC IN 18 MONTHS

In November, the six biggest U.S. airlines reported their best traffic numbers in 18 months, fueling hope that the long downturn in air travel has reached its end. Helped by gains at Southwest Airlines and Continental Airlines, the six big carriers saw net traffic ease by just 1% for the month, sparking widespread talk of recovery. [Read More](#)

EMBRAER PHENOM 300 CERTIFIED BY BRAZIL'S ANAC

Late yesterday, Embraer simultaneously received the type and production certificates for its Phenom 300 from Brazil's civil aviation authority, Agência Nacional de Aviação Civil (ANAC). The type approval is for both VFR and IFR operations, as well as flight into known icing conditions. FAA type approval is expected "in the coming weeks," the São José dos...[Read More](#)

BOEING GEARS UP FOR YEAR-LONG 787 TESTING MARATHON

If Boeing Co. succeeds in getting its much-delayed Dreamliner off the ground next week, the company still faces 12 months of testing to ensure that the plane's high-tech composites are safe for extreme weather conditions and emergency situations. A half-dozen test planes will be put through their paces around the globe, according to The Wall Street Journal...[Read More](#)

FORMER ECLIPSE EXECS EMBROILED IN LAWSUITS

Although Eclipse Aviation no longer exists, having been liquidated following a Chapter 7 bankruptcy filing earlier this year, legal actions surrounding the company continue to multiply. Four lawsuits were filed on October 14 in New Mexico district courts by former deposit-holders for Eclipse 500 very light jets, alleging various wrongdoings including...[Read More](#)

FAA TO AWARD \$7B FOR NEXTGEN DEVELOPMENT CONTRACTS

The FAA on Friday said it was soliciting bids for up to five separate support contracts "that will help the agency deliver NextGen." The contracts, for R&D and systems engineering, represent the biggest award in the FAA's history, with a total value estimated at \$7 billion. "The agency is looking for the best and the brightest, regardless of size," according to the announcement...[Read More](#)

FUNDING PROBLEMS GROUND JETBIRD

Europe's JetBird has once again delayed the launch of its air-taxi network, this time on the grounds that it needs to raise fresh capital to support the new operation using Embraer Phenom 100 very light jets. It had been due to start flights from a base in Cologne, Germany, in September and said that initial delivery delays were caused by production...[Read More](#)

REPAIR ORDERED FOR AIRBUS WIDE-BODY PLANES TO PREVENT ICE BUILD-UP

Aviation safety regulators have issued mandatory directives to replace oil cooler devices on Airbus A330 and A340 jetliners as a precaution to prevent the potential shutting off of engines during long flights due to ice building up inside fuel systems. The replacement parts for the wide-body aircraft aren't susceptible to the blockages...[Read More](#)

INDUSTRY OUTLOOK REMAINS MURKY IN PROGNOSTICATORS' TEA LEAVES

For the past several months, analysts and industry observers have been noting signs of a recovery, even as some statistics suggest otherwise. So where is the truth? Is the industry bouncing back, or is it experiencing a yo-yo effect and there's more down to

come? "It depends," in the noncommittal words of one analyst. It depends on who and what you..[Read More](#)

UNITED SPLITS WIDE-BODY ORDER: 25 JETS EACH FROM BOEING, AIRBUS

United Airlines on Tuesday announced a long-awaited order for new wide-body jets, splitting the contract evenly between Boeing Co.'s 787 Dreamliner and the forthcoming Airbus A350. United plans to take delivery of the 50 jets between 2016 and 2019 as it retires older 747 and 767 models. In addition to the firm orders, United arranged for options on 50 more jets from each manufacturer. At list price, the deal was worth about \$9 billion, but the company said it was able to negotiate the best possible deal by shopping during a downturn..[Read More](#)

FAA PROBES DENVER ATC ERROR

The FAA is investigating an ATC operational error in which two regional jets on approach to Denver International Airport converged within two miles laterally and 200 feet vertically. The incident occurred on November 23. According to ABC News, the two aircraft were being vectored into the arrival stream for DIA, one on the SAYGE SIX arrival, another possibly being vectored to join the arrival. SAYGE is an arrival fix on the procedure and one of the aircraft which had already passed the fix was mistakenly give a clearance to proceed "direct SAYGE."..[Read More](#)

BRANSON OFFERS PEEK AT "SPACE AIRLINE"

Richard Branson unveiled his SpaceShipTwo in the Mojave Desert on Monday, stressing that "we are not in a race," and that tourist flights into space were unlikely before 2012. The spacecraft, about the size of a business jet and made entirely of composite materials, is designed to carry six passengers on sub-orbital flights 60 miles above the Earth. Branson has said a fleet of spacecraft could eventually ferry passengers between continents, much like an airline in space..[Read More](#)

FAA FATIGUE RULES DELAYED TILL NEXT YEAR

The FAA is behind schedule on its proposal for new rules addressing pilot fatigue, and they won't be out until sometime early next year, Peggy Gilligan, the FAA's associate administrator for aviation safety, told a Senate panel on Tuesday. Sen. Byron Dorgan, D-N.D., chairman of the Senate aviation subcommittee, said lawmakers were running out of patience with the FAA, which had said earlier this year the NPRM would be out by this fall and then extended that to the end of the year. Gilligan also told the aviation subcommittee the new rules will not allow pilots to take naps in the cockpit as a fatigue-fighting strategy, as some other countries allow..[Read More](#)

DASSAULT FALCON TO LAY OFF WORKERS IN ARKANSAS

Dassault Falcon has announced plans to lay off 150 employees and 55 contractors at its completion center in Little Rock, Ark. Dassault paints the exteriors of corporate jets and finishes jet interiors. "The challenges of the global economy continue to force us to make very difficult decisions," said John Rosanvallon, president and CEO of Dassault Falcon..[Read More](#)

EXPRESSJET CEO ANNOUNCES SWITCH TO AMERICAN

ExpressJet CEO James Ream will join American Airlines on Jan. 1 as a senior vice president in charge of maintenance and engineering. ExpressJet, a regional carrier spun off from Continental Airlines, named board member T. Patrick Kelly as interim CEO..[Read More](#)

BOEING COMPLETES 787 STATIC TEST TO VALIDATE MODIFICATION WORK

Boeing has completed a static test to validate the side-of-body modification made to the Boeing 787. The test- dubbed 2C - saw the composite wings of ZY997, Boeing's static test airframe, flexed to a deflection 18ft without suffering the delamination first seen in previous testing back in May, say programme sources..[Read More](#)

FAA MANDATES: DON'T BUFF FROST, REMOVE IT

The FAA this week published a final rule prohibiting takeoffs with "polished frost," which it defines as "frost buffed to make it smooth," on the wings, stabilizers and control surfaces of aircraft operated under fractional or charter rules. The rule requires operators to remove any frost adhering to critical surfaces prior to takeoff. Since most such operators already were prevented from using the procedure under FAA operating specs, the change mainly affects operators in Alaska..[Read More](#)

GULFSTREAM ENTERS FLIGHT TESTING

The ultra-large-cabin, ultra-long-range Gulfstream G650 has completed its first flight. The G650 took off from Savannah/Hilton Head International Airport and achieved an altitude of 6,600 feet and a speed of 170 knots..[Read More](#)

FAA RELEASES NORTHWEST 188 TRANSCRIPTS AND AUDIO

When controllers at Minneapolis Center first made contact with wayward Northwest Flight 188, they said, "I just have to verify that the cockpit is secure," and the crew responded "It is secure and we got distracted, we were, ah...". Transcripts released Friday by the FAA claim the next part of the sentence was unintelligible, but the issue was not dropped. When asked, "Northwest 188, do you have time to give a brief explanation of what happened?" the crew responded, "... cockpit distractions, that's all I can say." The crew was asked to elaborate six minutes later and responded similarly, "We're just dealing with some company issues here, and that's all I can tell you right now at this time." In interviews after the October 21 flight that took the Airbus A320, in radio silence, 150 miles past their destination of MSP, the crew told investigators they'd been using laptops trying to understand work schedule software. Cockpit security and an explanation weren't controllers' only concerns. Another was fuel..[Read More](#)

EMAS - AN EXTRA LAYER OF RUNWAY SAFETY

As of October 2009, there are 47 Engineered Materials Arresting Systems (EMAS) systems installed at 31 airports, including several airports into which we fly. Most pilots have heard about this system, but not many are familiar with EMAS.

What is EMAS?

According to the manufacturer, Engineered Arresting Systems Corporation (ESCO), EMAS is an arresting system designed for transport category aircraft in the event of an overrun. EMAS beds extend beyond the end of a runway in alignment with the runway centerline, and are designed to decelerate an aircraft by applying pressure on its landing gear as the EMAS material crushes. The strength of the arrestor bed is designed to stop the aircraft without structural failure to the landing gear. In other words, to define EMAS as a pilot would: EMAS is a passive arresting system designed to stop aircraft as large as a 747-400 overrunning the end of a runway at up to 70kts without damaging the gear.

CHANGES TO THE FAA'S DUI POLICY FOR PILOTS

The FAA has made a few notable changes to its driving under the influence (DUI) policy.

What HAS changed: Pilots who are charged with a DUI (even first-time offenders) AND whose blood-alcohol content exceeded 0.15 percent when charged OR who refused a blood alcohol test will automatically have their next FAA medical application deferred. The local AME will be required to transfer this application to the FAA's aerospace medical certification division for further review. If a pilot's medical application is deferred for this reason, he or she must receive a substance-abuse evaluation from a recognized counselor (DOT substance abuse professional) in order to be further considered for a medical certificate. An AME cannot perform this evaluation without additional certification by the DOT (not the FAA). This will make the renewal process longer and more arduous. Pilots must account for the additional time needed when reapplying for a medical certificate post-DUI incident.

What HAS NOT changed: Pilots must report arrests, convictions and administrative actions by checking "yes" at line 18.v of FAA Form 8500-8. Failure to report and provide the requested information will result in the revocation of your medical certificate and your airman certificate. Pilots must also report to the FAA any DUI-related actions within 60 days to FAA Security, per Title 14 Code of Federal Regulations part 61.15 (e). If airmen do not report such occurrences within 60 days, they are risking a revocation or suspension of their airman certificate and medical certificate. Pilots must also report any such occurrences on their next FAA medical examination. The FAA cross-checks national databases weekly, such as the National Driver Registry, to see if any airmen have a DUI-related arrest, conviction or administrative actions and then checks medical examination records to see if those identified pilots have informed the FAA of the offenses. If not, those airmen could lose their airman and medical certificates.

SAMPLE OF PRECISION TURBINES AVAILABLE ENGINE INVENTORY

JT15D-4	PCE 70434	TSN 5212	TSO 1520	For Sale	
JT15D-4	PCE 70424	TSN 5908	TSO 2372	For Sale/Under Contract	
JT15D-1A	PCE 77459	TSN 2406.3	TSO N/A	For Sale/Lease	
JT15D-1A	MID LIFE	TSN 10149.0	TSO 1619.5	Remaining 447.2	\$78,500
PT6A-41	MID LIFE	TSO 1800	TBO 3600	For Sale	
New PT6A-42,52,61,135A		On Exchange			
New FJ44-2A,3A		On Exchange			
OH PT6A-28		On Exchange			
TFE 731-2-2B		Outright			
TFE 731-2-3B		Outright			

Call for details 561-350-3028

*Precision Turbines is an ASR(Authorized Sales Representative) for Sierra Industries and specializes in Citation and King Air Engine retrofits.

[Our Website](#) | [Company Information](#) | [Engine Inventory](#) | [Exchange Program](#)

All contacts, comments, and inquiries will be reviewed immediately. You will have a response from our company principal, Robert Spahr, whose personal email address is: rspahr@precisionturbines.aero, just as soon as feasibly possible.

Inquiries - Phone: 561.350.3028 | Fax: 561.447.0751

For Worldwide Sales contact: **Allen Whittemore, 561.706.6158**, Jimmy Neill, 561.635.7355, or Bob Clyman, 561.373.9617.