

# SECTORUPDATE

## RVLNEWS

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## RVL SEEKS APPROVAL FOR EXPANDED MAINTENANCE OPERATIONS

**RVL Group has exciting plans to expand aircraft maintenance operations at its East Midlands Airport base. An application has been submitted to the Civil Aviation Authority for approval to include base maintenance capability for the company fleet of Beechcraft King Air aircraft.**

The application has yet to be assessed by the CAA – and naturally this will be delayed by the current state of emergency – but confidence is high that approval will be granted and that base maintenance facilities can then be offered to third parties with B200 and B300 aircraft.

“We have highly skilled engineering staff and technical resources on tap,” said Glenn Coley, Head of Safety and Compliance, “extending our services to include base maintenance for the B200 and B300 is a logical step. We already have approval to undertake B200 line maintenance so much of what is required in terms of equipment and procedure is already in place.”

RVL’s central-England base is seen as a major logistical advantage for customers seeking a base maintenance option. “EMA is easily accessible from anywhere and is already a regular port of call for B200s and B300s based all over Europe,” adds Dean Simpkins, Head of Engineering. “RVL’s base maintenance offering will offer quality, price competitiveness and the sort of personal service that only a small and tightly run operation like ours can provide.”

Although reluctant to put an exact timescale on the launch of the operation because of the situation we are all in, Coley is hopeful that everything could be in place in a matter of weeks.

## CRISIS AIDS RVL SURVEY OPERATIONS



**One silver lining in the Covid-shaded clouds is that the lack of commercial air traffic in the skies over the UK has meant greater access for RVL’s survey aircraft.**

Aerial survey operations are a mainstay operation for the company, using aircraft specially modified to accommodate the latest in aerial photographic hardware systems. Reduced air traffic has meant that areas of the UK with usually very busy airspace – including London, Manchester and Birmingham – have benefited from clearer skies and therefore permitted greater access to RVL’s survey planes.

April’s excellent flying weather has proved of benefit also, permitting an unusually large number of flying hours to be clocked up.

One of RVL’s survey operations made a good ‘local mystery’ story for the Welsh media when its aircraft’s unusual flight pattern was spotted by flight enthusiasts on an online flight tracker. “There are far fewer aircraft in the air currently,” said RVL Managing Director Dave Connor, “so our survey flight over Wales was easier for them to spot. The story published by Wales Online talked of ‘strange, zig-zagging flight lines’ between Swansea and Aberystwyth... The truth is a little less strange than they were suggesting but we were very pleased to see our work being recognised.”

## RVL ADAPTS TO THE TIMES TO MAINTAIN ESSENTIAL SERVICES

RVL Group – a Government-designated Essential Business – has been well placed to weather the COVID-19 storm thanks to its fundamental strength as an efficient, quick-response service provider with in-built capability to react speedily to fast-changing situations. RVL's 24/7 operational HQ at East Midlands Airport has been busy assisting clients both old and new in meeting their logistical needs during this time of national crisis.

RVL's fleet of aircraft has seen service throughout the emergency, helping major-name clients deliver cargo loads around Europe and making full use of EMA's round-the-clock runway operation. East Midlands has proved a vital hub during the emergency, with a 7.4 per cent increase in cargo flights.

Time-critical freight delivery is a core service for RVL, and its scheduled operations have continued at full flow. There have been many 'ad hoc' assignments also, including a five-day, two-pilot mission in one of the company's Cessna F406 aircraft to collect and redistribute vital medical supplies around Europe. The company is on standby 24/7 for 'lifeline' services, which can include the transport of donor organs.

It's far from 'business as usual', however. RVL's risk assessment process during the current emergency has been exhaustive and is under constant review. This dynamic



plan changes frequently – each time new information is received it can result in a change to procedures or operation.

All RVL staff are able to avail themselves of Personal Protective Equipment as situations demand, especially when flight crew come into contact with ground staff when away from base.

Staff are working in a tight routine, with a minimum number of people on site at any time, and all connected by mobile and via the internet. "Our overriding aim is to look after our employees, our customers and our customer relationships, to care for our suppliers and manage the business as efficiently as possible," said RVL Managing Director Dave Connor. "We are more flexible than most and are pleased, though not surprised, at just how well everyone has adapted."

## ALL-CARGO HUBS CLIMB UP THE LIST OF EUROPE'S BUSIEST AIRPORTS

Freight hubs have climbed their way up the list of Europe's busiest airports over recent weeks due to the number of all-cargo movements staying flat compared with a reduction in passenger flights as a result of the coronavirus outbreak.

Statistics from Eurocontrol show that the drop in demand for passenger services has seen cargo hubs such as Leipzig/Halle and East Midlands in the UK break into the top-20 airports in terms of the number of flights handled.

Germany's Leipzig/Halle was ranked as Europe's fourth busiest airport whereas a year earlier it was ranked at number 68; East Midlands in the UK has jumped from 74 to 13; Milan Malpensa is up from 21 to 12; Cologne-Bonn has improved from



35 to eight; and Stansted is up from 24 to 19. Frankfurt, the home of Lufthansa's freighter operation, also performed better than some of its large rivals, jumping from fourth position to the top spot.

([Link: Air Cargo News](#))

## BUSINESS AVIATION ACTIVITY TAKES OFF IN MAY



Global business aviation activity continues to recover from its Covid-19-induced slumber, with the moving seven-day average steadily improving 40 per cent in early May, according to data released by industry intelligence source WINGX. That average rose from a low of about 3600 flights per day in mid-April to some 5200 flights per day as of May 6.

"This recovery in business aviation activity is far more perceptible than in scheduled airlines," noted WINGX managing director Richard Koe. "Whereas business aviation activity comprised about 15 per cent of scheduled sectors at the start of March, it now represents around 33 per cent. The North America region is contributing most to the recovery trend in business aviation sectors. Europe is still very flat."

The lower end of the market – turboprops and light jets – have driven much of the increase, while the upper-end, large-cabin segment has "shown no recovery," according to WINGX. It said the very light jet segment recorded the strongest recovery trend, and turboprops, mainly the Cessna Caravan, Pilatus PC-12, and Beechcraft King Air 200, average around 50 per cent normal levels.

([Link: AINonline](#))