

# SECTORUPDATE

## RVLNEWS

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### NEW CESSNA IN FINAL TEST PHASE, FEDEX TO LAUNCH FIRST 50

Cessna's third and final prototype of its new SkyCourier 408 freight/passenger aircraft has completed its maiden flight, pushing the turboprop's test programme to a total of 150 flight hours. Line production is expected to start soon.

Further testing will include avionics and flammable fluids testing, as well as cold and hot weather testing in a climatic chamber.

The SkyCourier 408 was announced in November 2017 and immediately received attention from FedEx, which has placed an initial order for 50 cargo variants with an option for 50 more. ([Link: AeroTime Hub](#))

### FAA CERTIFICATES UPGRADED BEECHCRAFT KING AIR 360

Textron Aviation has secured US Federal Aviation Administration (FAA) approval for its upgraded Beechcraft King Air 360 and 360ER twin-turboprops. The certification will enable customer deliveries to start soon.

Announced in August, the upgrade of the King Air 350 and 350ER sees the addition of an Innovative Solutions & Support ThrustSense autothrottle, plus an automatic digital pressurisation controller. Both modifications are designed to reduce pilot workload.

"By incorporating superior features and engineering advancements into an aircraft



that is renowned for its versatility and reliability, we have elevated the King Air to the next level," says Chris Hearne, senior vice-president, engineering and programmes. "With certification now in hand, we are thrilled to soon get these aircraft into the hands of our eager customers." ([Link: Flight Global](#))

### GLOBAL PARCEL VOLUMES EXPECTED TO DOUBLE BY 2026 ON E-COMMERCE BOOM



The global small parcel market is expected to more than double from 103 billion parcels in 2019 to between 220 and 262 billion parcels by 2026, driven predominantly by e-commerce volumes generated by China and the United States, according to Pitney Bowes' latest annual shipping index.

China is by far the largest small parcel market with 63.5 billion parcels shipped in 2019, a 26 percent year-over-year increase, according to Pitney Bowes.

Pitney Bowes attributes the rise in small parcels to an accelerating e-commerce market. Indeed, pre-COVID-19 forecasts have been changed to reflect the pandemic's impact. Prior to the crisis, FedEx projected the US domestic market would hit 100 million packages per day by 2026; now, the company projects that mark will be hit by 2023. ([Link: JOC](#))

### RUSSIANS PROVE THAT PIGS CAN FLY

Russian operator AirBridgeCargo has completed the first ever charter flight carrying elite breeding pigs, delivering more than 700 animals from Moscow to Vladivostok on its Boeing 747-8F. The cargo, weighing more than 80 tonnes, was the first of 17 planned shipments. ([Link: Air Cargo Week](#))

# RVL ENGINEER HAYDN JAKES APPOINTED MBE

Haydn Jakes, a young engineer working at RVL, has been appointed MBE in the Queen's Birthday Honours.

His citation in the Gazette reads:

## M.B.E.

**Haydn Lloyd Richard JAKES**  
Team Member, WorldSkills UK

For services to the WorldSkills Competition.

"It's really exciting to be appointed to this honour by The Queen. I wasn't expecting it but I really appreciate it. It feels like further accreditation for the achievements in the WorldSkills competition and recognition for all the effort it took to get there. It's amazing and I hope it inspires others to go for it."

The whole RVL team congratulates Haydn on this honour.

While students across the UK are having a tough time pursuing their education, award-winning aircraft engineer Haydn has made the most of the Covid crisis. At the same time as he studies for his degree in aerospace engineering via online lectures from Nottingham University, he is able to further his aircraft maintenance skills with East Midlands Airport-based RVL Group.

Haydn, 24, joined a RVL in mid-August, working on the airline's fleet of passenger charter, air freight and aerial survey aircraft.

He believes he has turned a difficult situation to his advantage: "It has worked out well for me. Because my lectures are pre-recorded it means that I can access them at any time, whenever it suits me. Normally all my lectures would be timetabled and I would have to attend. That would mean I couldn't work. This is a much more flexible way of doing things and it means I can do both."

"Being back on the tools and spanners has been great, and working with RVL has taught me a lot. RVL's fleet consists of twin turb-prop aircraft and in my previous roles I was working on larger machinery like the C130 Hercules, Boeing 737 and Airbus A320. Being on smaller aircraft, as part of a smaller team, has been beneficial and very enjoyable."

After school Haydn undertook a four-year airframe/propulsion apprenticeship with Marshall Aerospace and Defence Group, simultaneously completing BTEC



qualifications in public services, aviation studies and aeronautical engineering. In his final year with Marshall the company entered him into the WorldSkills UK contest. He beat other young aircraft engineers from across the country to be selected to represent the UK at the WorldSkills international contest in Kazan, Russia, in 2019, where he secured the Gold Medal and was crowned best under-25 aircraft maintenance engineer in the world.

With no plans to rest on his laurels following the completion of his apprenticeship, Haydn applied to Nottingham University to join its Aerospace Engineering BEng course and learn the science behind flying. That has sharpened his appetite for further adventure, and he now has his sights set on joining the RAF as a pilot.

"Going to university has opened the door for me to join the RAF. To be a pilot has always been an ambition and now my goal is to be a test pilot one day, which to my mind is the ultimate culmination of engineering and flying. A test pilot has to have an engineering bias and be able to assess how things affect the aircraft and everything around it. That's the goal for me, to fuse the two disciplines together."

Dean Simpkins, RVL's Head of Engineering, said: "We are all proud in RVL-Group that Haydn has been bestowed with an MBE."

"It is a privilege of my position in RVL to be able to support young engineering talent. So to bring an ambitious individual such as Haydn into our sector of the airline industry is welcome. During his time with RVL, Haydn has shown great qualities, I am therefore convinced he has a great career ahead of him."

## MAG TO CUT UP TO 900 JOBS



**Manchester Airports Group (MAG), which operates Manchester, East Midlands and Stansted airports, has begun talks with Unions over plans to cut up to 900 jobs. It is understood that 465 roles are under threat at Manchester, 376 at Stansted and 51 at East Midlands.**

The group has seen a drop in business of around 90 per cent at its airports with just under 3 million passengers during Summer 2020 compared to 30.3 million last year.

The Group said it had already taken steps to avoid job cuts but "absence of support for the aviation sector, coupled with a lack of progress in introducing testing for UK passengers, has continued to undermine consumer confidence in air travel". ([Link: UK Aviation](#))

## NO-FRILLS INDIAN CARRIER SPICEJET TO START FLIGHTS TO LONDON

**SpiceJet, India's second biggest airline, is to start regular flights to London from Delhi and Mumbai. The no frills airline will fly Airbus SE A330-900 neo aircraft on the routes, starting on 4 December. There will be two flights a week from Delhi and one from Mumbai. The aircraft will have 353 seats in economy class and 18 in business.**

SpiceJet said in August it was awarded slots at London Heathrow, under an 'air bubble' agreement between India and the UK. ([Link: AJOT](#))

# RVL KING AIR FLIES TO KANSAS FOR SPECIALIST CAPABILITY UPGRADE

A 20-hour flight across the Atlantic, connecting five countries and covering almost 4000 miles aboard a twin turbo-prop is no run-of-the-mill undertaking. All in a day's work though for the team at RVL Group, whose pilots Stuart Carmichael and Frazer Conway have just returned from the flight of a lifetime.

Their mission was to ferry one of RVL's fleet of aircraft, a Beechcraft B200 King Air, to the home base of aircraft modification expert Avcon Industries in the central US state of Kansas. Which happens to be 3840 miles, as the crow flies, from the East Midlands Airport HQ of specialist aviation services provider RVL.

The modification will support the maritime missions RVL performs on behalf of customers who will benefit from this upgrade.

The best and most efficient way to get the King Air from East Midlands to Kansas was, clearly, to fly. Planning the trip took longer than the actual flight. In addition to all the usual legal niceties to be met, and paperwork to be organised, there was the Covid-19 situation and an ever-shifting sea of travel restrictions to be factored in.

"With all the regulations and Covid complications it was a minefield," said RVL Chief Pilot Stuart Carmichael. "Fortunately we were able to get one of very few visas currently available for entry into the US but there was a constantly changing landscape as to what each country would allow. We planned to stop in Iceland, but we could stay no longer than 24 hours, and Canada is mostly shut unless you follow strict rules..."

The journey began with a five-hour flight from East Midlands to Keflavik Airport in Iceland. "The Iceland leg was the hardest," says Stuart. "We had headwinds the whole way, and though we had a generous margin of safety it was still just about as far as you would want to go in a King Air."

It was not until they reached Iceland that Carmichael and Conway could be sure they'd be able to tackle the next leg, to Narsarsuaq on the southern tip of Greenland. "The weather in Greenland is so changeable that you can only get an accurate forecast six hours in advance. Effectively that meant that we did not know if we could get there until we landed at Keflavik. In the event everything was fine and we enjoyed perfectly clear weather and



some amazing views of the ice caps during the three hours down to Greenland."

The first day of the jaunt closed with a three-hour flight from Greenland to Goose Bay Airport in Labrador, Canada, where the two-person crew was escorted from aircraft to hotel room, where they had to remain overnight under Covid restrictions.

"The following morning we set off from Goose for the five-hour flight down to Detroit Metropolitan Airport, where the air traffic was as busy as Heathrow, so that was good fun. After an hour there to clear customs and refuel we were off on the final leg, the three hours down to Newton, just north of Wichita, where the whole Avcon team came out to welcome us when we jumped from the aircraft.

"It was an amazing trip, my longest flight by a considerable margin. The planning had to be meticulous and of course the guys at RVL Engineering did a fantastic job to prepare the aircraft. We had a plan B, as well as plans C, D and E, but in the end we couldn't have asked for a smoother trip. Everything went perfectly."

Richard Baker, Head of Flight Operations, added: "It was a great team effort; ops provided planning support and flight watch, and the crew executed the trip brilliantly."

Dean Simpkins, RVL's Head of Engineering, said: "Being ready for the unusual is part of the daily routine for the engineers at RVL. Preparing an aircraft for a transatlantic flight is well within the skills of our experienced engineering team, and they worked very hard not to leave anything overlooked and unaccounted for, ensuring the crew had the best possible journey."

The aircraft will remain in the USA for approximately three months, and planning is already underway for the return trip, which will have the added difficulty of winter weather conditions.

## COMPUTERS ABOARD AIRLINERS VULNERABLE TO HACKING, SAYS WATCHDOG

Airliners carry a variety of computer systems that could become vulnerable to hackers and US regulators have not imposed adequate counter measures, a government watchdog has concluded.

The Federal Aviation Administration has not prioritized cyber risks, developed a cybersecurity training program nor conducted testing of potentially vulnerable systems, the US Government Accountability Office said in a report, adding: "The increasing connections between airplanes and other systems, combined with the evolving cyber threat landscape, could lead to increasing risks for future flight safety." ([Link: AJOT](#))

## IATA URGES GOVERNMENTS TO SUPPORT AVIATION AS IT WARNS OF LOOMING BANKRUPTCIES

The Director General and CEO of the International Air Transport Association (IATA), Alexandre de Juniac, has called on governments to "support the entire [aviation] sector" as it deals with the Coronavirus Pandemic.

According to IATA the world's airlines are losing \$300,000 a minute, or \$13bn a month, which will put a large number of them at risk of bankruptcy "within months".

IATA has revised its recovery estimates and now expects traffic levels in December to be 68% lower than 2019 with crisis becoming deeper and going on longer than originally expected. IATA does not expect the airline industry to be profitable again until 2022.

([Link: Uk Aviation News](#))



# WORLD'S FIRST HYDROGEN-ELECTRIC PASSENGER AIRCRAFT TAKES FLIGHT

**ZeroAvia, the leading innovator in decarbonising commercial aviation, has completed the world's first hydrogen fuel cell-powered flight of a commercial aircraft. The flight took place from the company's R&D facility at Cranfield, with the Piper M-class six-seat plane completing taxi, take-off, a full pattern circuit and landing.**

ZeroAvia's achievement is the first step to realising the transformational possibilities of moving from fossil fuels to zero-emission hydrogen as the primary energy source for commercial aviation. Eventually, and without any new fundamental science required, it's hoped that hydrogen-powered aircraft will match the flight distances and payload of current fossil fuel aircraft.

This major milestone follows the UK's first ever commercial-scale battery-electric flight, conducted in the same aircraft in June. ZeroAvia will now turn



its attention to the next and final stage of its development programme – a 250-mile zero-emission flight – before the end of the year.

Val Miftakhov, ZeroAvia CEO, said: “While some experimental aircraft have flown using hydrogen fuel cells as a power source, the size of this commercially

available aircraft shows that paying passengers could be boarding a truly zero-emission flight very soon.”  
*(Link: [Air Cargo Week](#))*