



## InterCom

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### SERVICES FOR VIETNAM

Aeropearl deployed the Australian flight inspection King Air B350 VH-FIX with a crew of 4, to Vietnam on the 4th June 2002 to carry out the calibration of all the Navigation aids operated by ATTECH in Vietnam. This is the third year Aeropearl has undertaken this task.



Hanoi in June 2002

At the moment this is by far the most intensive deployment undertaken by the company. The flight calibration program is agreed before the start of the deployment and due to all Vietnamese airspace being under the control of the military (there is no general aviation in Vietnam) it is an enormous challenge to maintain the planned sequence of events irrespective of weather or ATC related delays.

The aircraft and crew transited to Hanoi via Mount Isa, Darwin, Hasaanuddin and Brunei. After the timely arrival, initial briefings and airfield surveys, large thunderstorms made it impossible to fly for two days. The unavoidable was dealt with with the necessary professionalism and humour by both parties. ATTECH and

AeroPearl worked hand in hand to compensate for the initial delay and the aircraft departed Vietnam precisely on time, even after several hours of extra flying on the Noi Bai Primary Radar had been included in the mission. The aircraft transited home via Pontianak, Bali, Darwin and Long-

reach after approximately 130 hours of flying during the 35 day deployment.

This exceptional result, which was achieved during the wet-season in Vietnam, underlines the value of long-term relationships in flight inspection, which allow the parties to fully understand the mutual responsibilities and to focus on perfecting the task. It is a result of thorough planning, a high level of skill from ATTECH's ground crews and professional aircrews. AeroPearl uses the advanced and

dependable flight inspection equipment of Airservices Australia for such deployments.

ATTECH's flattering comment on AeroPearl's deployment was 'just perfect' and we look forward to being back in Vietnam.

### TTLS CALIBRATION

Within the framework of its service contract for flight inspection with Airservices Australia, Aeropearl and Airservices' technical specialist, Geoff Robinson, have just completed the commissioning flight inspection of a Transportable Transponder Landing System (TTLS) for the Royal Australian Air Force (RAAF).

The TTLS is a new type of landing system which uses the returns from the aircraft's own Secondary Surveillance Radar (SSR) transponder to fix the position of the aircraft with respect to the threshold of the runway.

This position data is then converted into an Instrument Landing System (ILS) "look alike" signal which is transmitted back to the aircraft, giving the pilot guidance in azimuth, elevation.

The TTLS systems are capable of rapid deployment to



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support RAAF operations at bases without conventional landing aids. When installed the TTLS allows aircraft to operate in poor weather, down to ILS Category 1 limits.

The flight inspection of this new concept in landing aids was achieved through techniques developed jointly by Airservices' and Aeropearl's skilled technical staff, as well as the flexibility of the Aerodata Flight Inspection System to adapt to ever changing requirements of the aviation industry.

## MAINTENANCE GROWS

AeroPearl is the holder of an Australian Civil Aviation Safety Authority (CASA) maintenance approval and performed maintenance on Airservices' flight inspection aircraft for the past years. This background and the experience of its staff makes AeroPearl an attractive partner for the maintenance of business aircraft at Queensland's Brisbane Airport. For some time now, AeroPearl has supported a Gulfstream 100 and recently, for the first time, performed a check on a privately owned King Air 350. In both cases, AeroPearl was authorized to perform warranty services on the aircraft.

## 12<sup>TH</sup> IFIS IN ROME

The Italian Air Traffic Control Organisation ENAV SpA organized this year's International Flight Inspection Symposium in Rome. The event takes place every two years and brings together the flight inspection community for a week of intensive technical exchange about flight inspection of radio navigation aids.

AeroPearl participated as an exhibitor at the event along with its partners from the Flight Inspection Alliance, Aerodata, Flight Precision, Normarc and Sierra. Signal interference and GPS inspection were the hot topics of the very memorable symposium in Italy's capital this year.

## PEARLS AND AEROPEARL

Every so often, our partners ask about the somewhat curious combination of aviation and jewelry in AeroPearl's company name. As you may know, the name represents our two shareholders, Germany's Aerodata and the Paspaley Pearling Company. Paspaley operates amphibious aircraft for pearl production, and invested in aviation with the acquisition of Pearl Aviation Australia in 1996. The Paspaley Pearls Group is one of the world's largest producers of fine South Sea Pearls.

Paspaley and pearls, however, add a lot more to Aero-

Pearl than just strong financial background. AeroPearl views its qualified and dependable flight inspection services as something as precious as the South Sea Pearl. In both cases, the quality of the product and its value are generated well behind the scenes and are not easily assessable. Ultimately, since not all of us can spare the time and the effort to become pearl or flight inspection experts, confidence in the supplier is an essential part of Paspaley's and AeroPearl's business. The Paspaley Pearling Company has excelled at building such trust over many years through perpetual dedication to the product. AeroPearl is at the very beginning of this effort, but is committed to the same outcome. Our flight inspection experts have gathered expertise for their jobs over many years and are well-respected in the international community. We would not compare our ILS reports to a Paspaley South Sea Pearl, but we want our customers to trust their value and feel safe about their navigational aids.

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