

Regional S K I E S

The newsletter covering BAE SYSTEMS regional aircraft activities

Fourth Quarter 2002 | Issue 7

Turkish Airlines Extends Leases on 12 Avro RJs

The decision by Turkish Airlines (THY) to extend—for the third time—leases of its 12 strong Avro RJ fleet has come as the carrier continues to look closely at network capacity. Despite having reduced the number of larger airliners, the airline has confirmed the continuing role of the nine Avro RJ100s and three RJ70s, which were originally delivered between 1993 and 1996.

In the wake of a domestic economic recession in Turkey, THY has suffered a downturn in traffic, which was aggravated by the effects of the September 11, 2001 US terrorism attacks. Although it has sold Airbus A310-200 widebodies to Iran Air, the airline's lease extensions demonstrates its confidence in the Avro fleet. The aircraft



are flown on domestic Turkish routes and provide regional service to neighbouring countries.

The Avro RJ fleet crew complement comprises 63 captains and 52 first officers

Continued on page 2

CCM Airlines to Operate Two Airbus A319s Traded by BAE SYSTEMS

BAE SYSTEMS and CCM Airlines of Ajaccio, Corsica have signed a Memorandum of Understanding (MOU) to acquire two Airbus A319-112 aircraft, previously

operated by Sabena. The aircraft are part of a trading and services agreement between BAE SYSTEMS Regional Aircraft and a consortium of banks, signed earlier this year.

Continued on page 7

Jetstream 32EP Takes Flight in Canada



BAE SYSTEMS Regional Aircraft announces that the Enhanced Performance (EP) modification kit for the Jetstream 32 is now available to Canadian operators.

The J32EP has already been certificated by the UK CAA and the FAA and signifies

Continued on page 10

I N S I D E



Pg 3

European 146/RJ Operators Meet in Prestwick for Conference



Pg 6

Flight Deck Security Improves for J41 and 146/RJ Aircraft



Pg 9

BAE SYSTEMS Transfers Technical Responsibility for Bulldog Aircraft to DHSL



Pg 10

Woodford Airfield Displays Nimrod MRA4

BAe 146s and Avro RJs lined up at Salzburg Airport, the site of this year's ERA General Assembly 1-3 October



Turkish Airlines Extends Leases on 12 Avro RJs

Continued from page 1

(excluding flight staff under training). The Avro regional jets complement a larger fleet of 100- to 150-seat Boeing 737s. The RJ100s flew over 25,000 hours during 2001, while three smaller RJ70s accumulated some 8,500 hours. The two models are kept hard at work on THY services: throughout last year each aircraft achieved about 7.75 daily flight hours. THY does not publish a breakdown of other traffic statistics by aircraft type, however, overall 2001 operations declined about 6.5% to 109,000 flights, of which more than 50% involved domestic Turkish services that comprise a large part of the Avro RJs' activity.

The global downturn in air travel saw THY traffic fall almost 10%, compared with a 4% decline in capacity. But even after allowing for a drop of nearly four percentage points, passenger load factor was still a very creditable 63%. Passenger numbers (just over 12 million) were about 15% down. THY achieved profits of some \$6.7 million last year, with no government support.

Turkish Airlines trains its Avro RJ flight crew on a Reflectone (now CAE)

Level C full-motion simulator located in THY's dedicated flight training centre in Istanbul. The operator trains its own flight and cabin crews and has a growing list of third-party customers, many drawn from the former Soviet republics.

Each year the airline performs about 1,200 hours training on the Avro RJ70/100 simulator and a further 4,000 hours/year on 737 training units. THY is planning to increase this 5,200 hour annual utilisation to about 6,500 hours/year, principally through out-sourcing customers. Last year, the airline generated more than \$3 million revenue from third-party training of cockpit and cabin crew for other operators.

THY Executive Vice President Flight Operations Captain Zafer Baysal tells *Regional Skies*: "Selling additional Avro RJ simulator time is the best way for us to increase training centre revenue." He is encouraged that a nearby Greek operator has begun to use the training centre. BAE SYSTEMS is able to assist Turkish Airlines in placing up to 60% of its Avro RJ training capacity with other customers.

The training centre plays a major part in airline safety: as well as being used for

routine standardised pilot tuition and testing, full-motion simulators also can be used for specialist work. For example, THY has been able to develop training programmes to enhance pilot skills needed when operating from certain less well-equipped airports in the region. THY is planning to upgrade simulators to Level D performance, which will permit airfield approaches to be "flown" in low-visibility CAT II conditions.

<http://www.turkishairlines.com>



BAE SYSTEMS Secures HSBC Bank/Air Malta Sale and Leaseback Transaction

BAE SYSTEMS Regional Aircraft and HSBC Bank Plc have jointly concluded a sale and leaseback deal with Air Malta for seven Avro RJ airliners. In addition, BAE SYSTEMS has entered into an agreement with HSBC Bank Plc to manage the leases of the seven aircraft (four Avro RJ70s and three Avro RJ85s) for five years. The deals were concluded by the Trading and Services team.

Air Malta sub-leases all seven aircraft to its Italian-based affiliate airline, Azzurra Air which is 49% owned by Air Malta. Based at Milan Malpensa, Azzurra Air

operates in conjunction with Alitalia under the Alitalia Express banner, serving a range of domestic and European destinations. Earlier this year, BAE SYSTEMS announced a major JetSpares support contract for Azzurra Air.

Trading and Services activities are a growing part of the business for BAE SYSTEMS Regional Aircraft, working closely with the Asset Management team. Apart from winning re-marketing

mandates to sell/lease aircraft on behalf of their owners, services include lease management of aircraft fleets on behalf of financial institutions.

<http://www.azzurraair.it>



European 146/RJ Operators Gather in Prestwick for Conference

On 8–9 October, Regional Aircraft held its first Customer Conference in the new Customer Support facility at Prestwick International Airport, Scotland. Some 60 delegates from the world fleet attended including representatives from Australia, Middle East, Europe and North America.

Alan Fraser, Managing Director Regional Aircraft, presented opening comments providing operators with updates on the new Regional Aircraft business, strategy and organisation. Conference delegates also took the opportunity to have a tour around the new facility.

Day One was co-chaired by Colin Jackson (BA CitiExpress) and Sean McGovern (Customer Engineering Director – BAE SYSTEMS) and included technical presentations. Day Two, co-chaired by Jo Reynaert (SN Brussels Airlines) and Allen Gilbert (SVP Customer Support –



BAE SYSTEMS), focused on wider support items, including flight deck door modifications, e-Services, Customer Information and Customer Voice feedback.

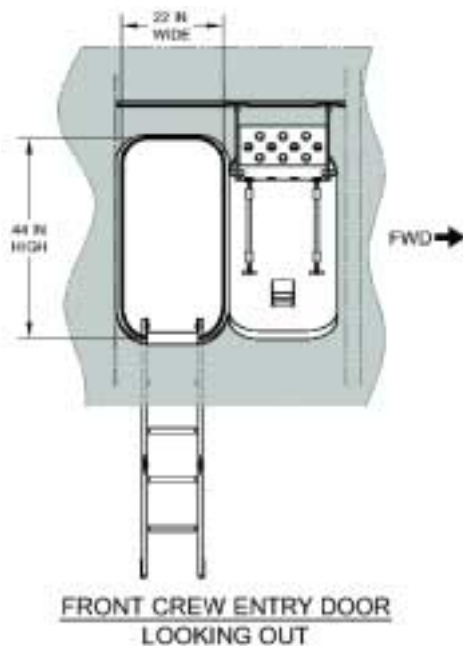
Customer feedback forms viewed the whole event as a success.

Canadian Design Organisation Plans Cargo Future for Jetstream 31



Despite having had a successful career as a passenger aircraft with regional airlines all over the globe, it is a fact that turboprops are becoming less popular with airlines as 'RJ fever' drives the fleet planning requirements of today's airlines—particularly in North America. Traditionally, ageing passenger aircraft have found their useful lives extended by placement into alternative roles—in many cases as cargo aircraft.

The consequences of September 11th, 2001 on the market values of aircraft portfolios was dramatic thus adding to the challenges already faced by aircraft traders and lessors in placing turboprop aircraft in the market place. As a result, BAE SYSTEMS' Asset Management Turboprops team in Herndon, Virginia is



constantly exploring new roles for the J31 aircraft in its trading portfolio.

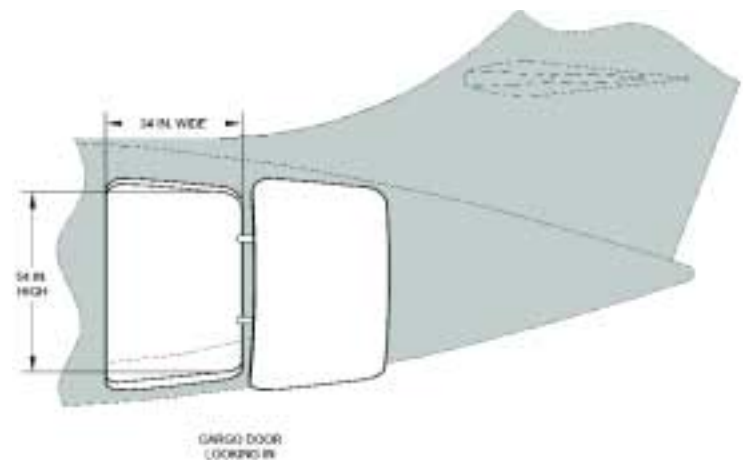
In parallel to Asset Management's

activity, Aero Consulting Services Ltd. (ACS), a Transport Canada Design Approval Organisation based in Winnipeg, Manitoba, has committed to designing a Cargo Modification Kit for the Jetstream 31 aircraft. The kit is programmed to achieve Supplemental Type Certificate (STC) approval by the end of 2002. The first kits will be available to operators by the end of the first quarter of 2003 and will be designed to meet FAA, Transport Canada and JAA requirements.

"The natural life-cycle for many ageing aircraft has been to migrate from passenger to cargo operations once the value of the aircraft has reached a certain threshold. I believe we are now seeing the J31 approach that threshold," notes Steve White of BAE SYSTEMS Asset Management. "As turboprops are being routinely displaced by regional jets and subsequently parked or even retired in today's depressed market, we must be more innovative in finding alternate markets for the aircraft and cargo operations promises to be an exciting prospect for continuing the life of the aircraft. There's every reason to believe that the large cross-sectional area of the J31 cabin that was such a benefit to passengers in previous years will be as equally attractive to cargo operators in the future," he underlines.

In recognising the market potential for cargo modification kits to match the supply of candidate J31s, ACS President Lane Helms notes, "We are committed to pro-

viding a reliable, cost effective and efficient cargo mover. The Jetstream 31 cargo modification promises to be an exciting value added opportunity in this area. The priority of this undertaking is to allow operators to realise a quick payback on a relatively low initial investment."



ACS' Cargo Modification Kit offers a re-designed cabin door that will re-hinge the existing J31 passenger door to swing out and back to nest around the fuselage, thus allowing maximum unobstructed loading access to vehicles backing up to the aircraft.

For cargo operations, the existing over-wing emergency exit door is removed, enlarged and reinstalled in the left hand forward fuselage to function as a crew access door.

This design concept retains the aircraft pressurisation and will also incorporate two removable cargo restraint nets, resulting in three equally sized cargo zones and a cargo capacity of 4,600lb and 490 cu ft.

For more information, contact Lane Helms at lane.helms.acs@northernaero.ca

<http://www.northernaero.ca>

Northwestern Air Lease Offers Canadian Diamond Workers Jetstream 31 Transport

Canadian operator Northwestern Air Lease Ltd recently purchased two Jetstream 31s (768, 789) to expand its scheduled and charter network based in Ft. Smith, NWT, serving Fort McMurray, Fort Smith and Yellowknife.

Established in 1964 by father and son, Harry and Brian Harrold, Northwestern Air Lease will expand its charter flights to the nearby diamond mines—Ekati, Lac du Gras and Diavik. Flying crews in and out of the mines has proven to be a sound business for Northwestern Air. “The Jetstreams are very successful operating in the cold weather, and the passengers like the larger, quiet cabin and the airliner-style seats,” Secretary and Treasurer Brian Harrold tells *Regional Skies*.

“We are moving to an all turbine fleet and will get rid of our piston aircraft, including two Beech 99s and one Beech King Air,” notes Harrold. “If the demands for charter flights in and out of the dia-

mond mines continue, we’ll be looking at adding the larger Jetstream 41 to our fleet in three to five years.”

<http://www.nwal.ca>



New Zealand’s Origin Pacific Airways Introduces Three Jetstream 32EPs

Origin Pacific Airways, a Nelson-based airline which operates as a New Zealand domestic partner to Qantas Airways, will accept three additional Jetstream 32EPs (946, 968, 969) by year-end. The airline already operates five 29-seat Jetstream 31s and three 19-seat Jetstream 31s.

The introduction of the Jetstream 32EP will make Origin Pacific the largest operator of Jetstreams in the southern hemisphere, and one of only two carriers to

operate all three marques of this aircraft type.

BAE SYSTEMS Senior Vice President Asset Management Turboprops Michael Canzian says, “We are particularly proud that Origin Pacific has expressed their confidence in our turboprop family by combining the J31, J32EP and J41 types in its fleet.”

The three Jetstream 32EPs will join the five Jetstream 41s enrolled in the BAE SYSTEMS Material and Component Repair and Overhaul (MACRO) programme.

“With the addition of Origin Pacific’s Jetstream aircraft, Regional Aircraft now has a total of 108 jets and 135 turboprops operating on the JetSpares and MACRO programmes, respectively,” says David Speirs, SVP American Support and Head of Spares.

These customised programmes offer the operator on a “pay by the hour” basis



repair and overhaul of components that ease operators’ financial burden by offering fixed monthly maintenance costs throughout the operation of the aircraft.

“These aircraft are the perfect size for some of the regional routes we operate or wish to operate, and are an excellent vehicle for developing routes prior to introducing larger types such as the Jetstream 41,” says Origin Pacific Founder and Managing Director Robert Inglis.

<http://www.originpacific.co.nz>

Flight Deck Security Improves for Jetstream 41 and 146/RJ Aircraft

Good progress is being made on flight deck security modifications for the Jetstream 41 and 146/RJ, which will be the first of BAE SYSTEMS' aircraft types to be affected by the new FAA regulations. The partnership between BAE SYSTEMS and



AIM Aviation (see related article in *Regional Skies*, Issue 6, page 5) has successfully completed initial development tests. However, based on experience with other aircraft types, the FAA has introduced further requirements.

Certification testing to include these is now due for completion on 28 November, 2002. Delivery of the first kits to 146/Avro RJ operators is scheduled for early December.

Alongside the FAA requirements, Regional Aircraft has proposed a number of optional modifications. These have been discussed with operators, and two have been selected for development. A keypad for the flight deck door will allow entry after inputting a code, unless the crew refuses entry. This logic will allow the door to be opened in case of pilot incapacitation. Another option will allow video



monitoring of the cabin and vestibule area. This option could be made mandatory for UK registered aircraft although the final ruling is still awaited.

The new rules are anticipated to come into effect in the US and UK during April 2003 and in the rest of Europe in November 2003.

North American Avro RJ and Jetstream Customers Meet in Cincinnati for Operators Conference

BAE SYSTEMS Regional Aircraft held its bi-annual Avro RJ/146 and Jetstream Operators Conferences recently to discuss technical and operational issues, spares performance and availability and maintenance costs.

Attended by four Avro RJ operators, Mesaba, Air Wisconsin, Air Canada Jazz, Montex Drilling company, and seven suppliers, including Honeywell Engines, Dunlop and Messier-Dowty, the two-day event coincided with the opening of BAE SYSTEMS Regional Aircraft and Mesaba Airlines' joint maintenance facility in Cincinnati, Ohio, on 22 May.

The 126,000-square-foot facility handles on-site overhauls and repairs and pro-

vides the platform for a full range of component and accessory maintenance and modification programmes. This will include ground school technical training services, logistics services, "Go Team support" (enabling comprehensive round-the-clock technical AOG support) and supply chain management support.

Some seven Jetstream operators, Atlantic Coast Airlines, Trans States Airlines, BA CitiExpress, Sun Air, Corporate Airlines, Skyway Airlines and Air Caribe from the Dominican Republic and several suppliers also gathered in Cincinnati 10-11 September to discuss J41, J32EP and J31 support and operational subjects.

"Both conferences focused on delivering feedback and solutions to our Avro and Jetstream operators as a result of the Customer Voice programme," notes David Speirs, Senior Vice President-American Support and Head of Spares. "We successfully communicated three main messages to our customers as part of the CV programme: the value and cost of the Regional Aircraft products; the performance of the spares and support business; and most importantly, the continued support and commitment of the Avro RJ and Jetstream aircraft support post the closure of the Woodford production line."

West Air Sweden Continues to Build its ATP Freighter Fleet

West Air Sweden has added one ATP (2043) in September to its existing fleet of eight ATP freighters. The airline intends to accept delivery of a 10th aircraft by the end of 2002. Initially the advanced turboprop will be deployed by West Air Sweden in the passenger charter market in Scandinavia, but could in the longer term, be a candidate for conversion to freighter configuration. In addition, West Air operates nine BAe 748s in the freighter role.

Earlier this year, the airline launched a new all-cargo airline called West Air Luxembourg offering intra-European regional freighter connections on behalf of major airlines flying large widebody freighters into main European hubs. The first ATP freighter made its debut during the recent Farnborough Air Show.

Market studies commissioned by BAE SYSTEMS suggest that in the overall 8 tonne market segment some 90 aircraft could require large freight doors over a 10-year period. Of this total, the company believes some 30–40 ATPs could reasonably be expected to be converted. The price of the ATP large cargo door conver-



sion will be about US\$750,000 with an additional cost of approximately \$250,000 to provide an E Class cargo interior with a cargo handling system and retention nets.

West Air Sweden plans to continue expanding with up to four ATPs a year and has created a new subsidiary company—European Turboprop Management (ETM)—to offer franchising opportunities to existing companies. ETM will market a

complete freight concept including aircraft, insurance, engine, propellers, rotatable components and all base checks over 400 man hours with the entire package to be purchased on a 'cost per hour' basis by other operators. A customer would also have the use of a substitute aircraft during periods of heavy maintenance.

<http://www.westair.se>

CCM Airlines to Operate Two Airbus A319s Traded by BAE SYSTEMS

Continued from page 1

The A319 aircraft will be configured in a 145-seat single class layout, replacing smaller Fokker 100s and will be used on routes from Corsica to Paris and Europe as part of a strategic co-operation between CCM Airlines and Air France. A definitive lease agreement is being negotiated. The first aircraft (1068) entered service in mid-October, followed by the second A319-112 (1145) scheduled to enter service in January 2003.

CCM Airlines was created in 1989 with the aim of improving air services to Corsica and of providing employment in a highly qualified sector.

Since 2000, the company's activities have increased dramatically. After providing the island to mainland routes from Corsica to Nice and Marseilles, CCM Airlines is now stretching its wings further than the Mediterranean, thanks to an improved partnership with Air France. This strategic partnership allows the regional company to expand its frontiers.

The airline's activities fall into three principal segments. CCM services the routes between Corsica, Nice and Marseilles. In partnership with Air France, CCM Airlines transports passengers on the franchise routes between the island and Paris, Lyons and Lille. New routes are now

established with Nantes, Strasbourg, Bordeaux and Toulouse. The fleet and its crews are chartered by Air France for the transverse routes Marseilles–Lyons, Marseilles–Lille and Nice–Lyons.

To symbolize a new beginning, CCM Airlines has given its colours a new look. The letters/acronym "CCM" support the impression of dynamic efficiency. The emblem of Corsica—the Moor's head—is looking to the right representing the company's wish to be open to the outside world and to modernity.

<http://www.ccm-airlines.com>

Irish regional CityJet, owned by Air France, is leasing one BAe 146-200 (E2058) delivered at the end of October. The aircraft was previously operated by Malmö Aviation, and will be customised to the Air France specification.
<http://www.malmoaviation.se>

Svenska DirektFlyg A.B. (formerly Skyways Regional A.B. formerly Highland Air A.B.) has leased an eighth Jetstream 32 (864) from BAE SYSTEMS for three years. The 19-seater launched service 16 September on the carrier's network within Sweden. Born as a result of merging three small regional airlines, Highland Air, Airborne and Air Express, Direktflyg (meaning Direct Air or non-stop flight) will focus on serving hub-bypass routes between mid-sized Swedish cities. All of DirektFlyg's Jetstream 32s are enrolled in the BAE SYSTEMS MACRO programme.

<http://www.direktflyg.com>

SQUAWK TALK

BAE SYSTEMS Regional Aircraft recently sold a Jetstream 31 (811) to Lynchburg, Virginia-based Britannia Aviation Services.

One Jetstream 31 (768) was traded to Aero Services, an aircraft brokerage company based in Florida.

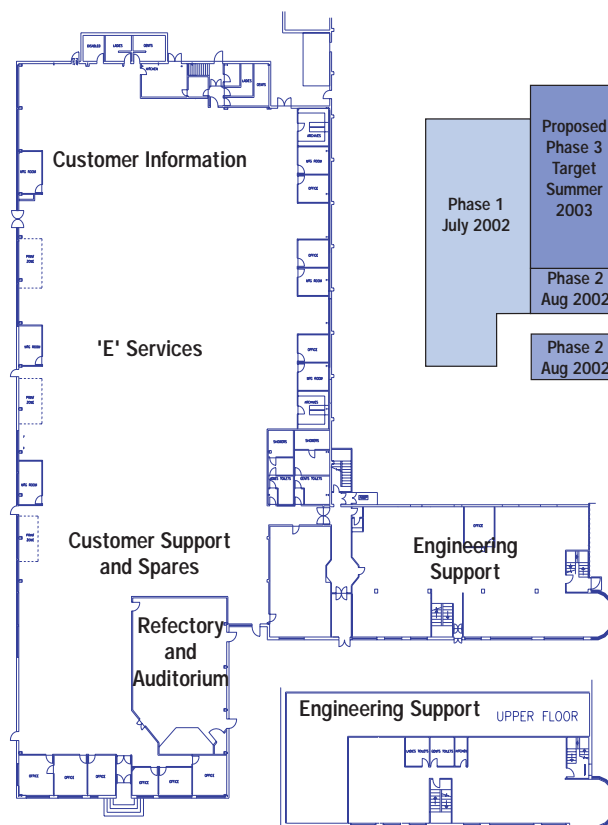
Corporate Flight Management of Smyrna, Tennessee, recently accepted two Jetstream 32s (862, 865). Both aircraft will be used for charter flights.

Customer Support Transitions to Prestwick

The new Customer Support facility at Prestwick, Scotland is now fully open after Phase Two was handed over by the construction company on 21 August. There are 350 desks in the new facility with Customer Information, In-Service Engineering, Spares and Modification teams all located in the main open plan area of the building – supported by Commercial, Finance and IT staff. A national recruitment campaign has provided high quality new recruits who are now working alongside the experienced

“old hands” and taking an active role in the running of the new business. Co-location of these personnel in the same building, rather than across Europe at Toulouse, Woodford and Prestwick, is already reaping benefits as staff start to work face-to-face rather than through email and voicemail.

There will be a customer communication in the near future which gives the “go-live” date for Prestwick and also the necessary contact details for the different Customer Support functions.



BAE SYSTEMS Completes Transfer of Technical Responsibility for all **Bulldog** Aircraft to **DHSL**

BAE SYSTEMS has completed the transfer of technical responsibility for all Scottish Aviation Bulldog aircraft from BAE SYSTEMS Regional Aircraft at Prestwick to de Havilland Support Ltd (DHSL) based at Duxford in Cambridgeshire. This change frees up Prestwick's capabilities to focus on supporting regional aircraft, which is the facility's core business.

During a brief ceremony on 16 September at the Imperial War Museum, Duxford, the UK Civil Aviation Authority Type Certificate for the Bulldog was



handed over by Nick Sibley, Engineering Director of BAE SYSTEMS Regional Aircraft to Bill Taylor, Chief Executive of de Havilland Support Limited. A small static display of aircraft now the technical responsibility of DHSL featured a Tiger Moth, Hornet Moth, Chipmunk, Beagle Pup and three Bulldogs. The Tiger Moth, Chipmunk and Bulldog represent 70 years of RAF pilot training aircraft.

DHSL was formed in 2001, with assistance from BAE SYSTEMS, to support historic de Havilland aircraft. This venture

has proved successful to date with customers of these types enjoying a dedicated service consistent with the needs of the aircraft. In December 2001, BAE SYSTEMS announced the transfer of responsibility for the Beagle Pup to DHSL, and this was followed in May 2002 by the decision to transfer the UK-registered Bulldog fleet.

A total of 328 Bulldogs of all marks were built and delivered to operators around the world between 1971 and 1982. <http://www.dhsupport.com>



Above: Members of DHSL and the Imperial War Museum at Duxford during the ceremony on 16 September, 2002.

Left: The Bulldog Type Certificate is handed to Bill Taylor, Chief Executive of de Havilland Support Limited, (on right) by Nick Sibley, Engineering Director of BAE SYSTEMS Regional Aircraft.

Woodford Airfield Hosts Nimrod MRA4 Viewing

Woodford Airfield, familiar to generations of customers for Regional Aircraft's Avro RJ, ATP and 748, showed off its future recently with the first outside appearance of the Nimrod MRA4.

Nimrod is the UK's maritime patrol aircraft and is currently in service as the MR2. The much more capable MRA4 variant will offer unrivalled operational effectiveness for its 'three-in-one' maritime patrol mission – Anti-Submarine Warfare (ASW), Anti-Surface Unit Warfare (ASUW) and Search And Rescue (SAR).

On Friday 16 August, the first two of three MRA4 development aircraft were towed out from their hangar and PA1, the lead development aircraft, was parked on Woodford's short runway where it was shown to media representatives.

The conversion programme, which was transferred to Woodford in late 1999, is working towards an entry into service date of 2005. The RAF will receive 18 aircraft, including these development aircraft.



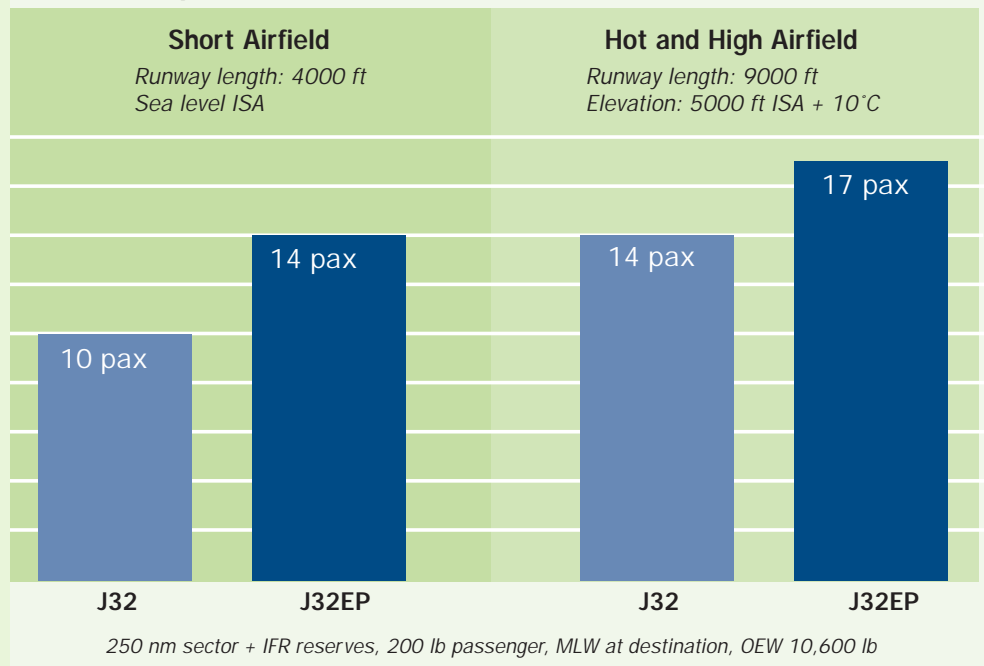
Jetstream 32EP Takes Flight in Canada

Continued from page 1

the end of an overall performance enhancement programme for the Jetstream 32. This has resulted in the J32EP offering improved short-field, hot and high performance and increased single-engine en-route stabilisation altitude. Enhancements to the aircraft include alternative take-off flap settings, the installation of drag reduction devices and optimised take-off speed scheduling provided in Flight Manual performance supplements.

As the EP package is now available as a standard feature on all new lease deals involving J32 aircraft destined for the Canadian market, Asset Management Turboprops Senior Vice President, Michael Canzian remarks, "The introduction of the J32EP standard into Canada will allow J32 operators there to achieve similar performance levels already available to other J32EP operators world-wide." He continues, "Achieving Canadian certification of the EP standard marks a significant step in being able to provide a more capable air-

Examples of the performance improvements gained by the J32EP compared with the J32 (to Transport Canada standards)



craft to meet the challenges of the Canadian 19-seat market." Any Canadian operators wishing to order the EP kits

should email the Modifications Group at baerasa.modifications@baesystems.com for more information.

Regional Aircraft connections at RIAT

The world's largest military air show, the Royal International Air Tattoo, was held in Fairford, Gloucestershire, UK in late July. Around 500 military aircraft were on show from air arms around the world, including a few supported or originally built by BAE SYSTEMS Regional Aircraft and its predecessors.



Andover C1

This military version of the BAe 748, operated by QinetiQ, serves the Open Skies programme, verifying disarmament treaties.



Avro Lancaster

The nose of an Avro Lancaster WWII bomber many of which were built at Woodford.



Jetstream T Mk2

Over 10 Jetstream T Mk2s are still used by the Royal Navy in observer / radar training roles. The Jetstreams were converted at Prestwick and provide valuable training support to the Royal Navy's helicopter fleet.



Jetstream T Mk1

Based at RAF Cranwell, the T Mk1 continues in the multi-engine crew training role.



Nimrod MR2

The Nimrod MR2, built at Woodford, still serves in the military maritime reconnaissance role. Many will be updated to MRA4 standard (*see story opposite page*).



Avro Anson

Many were built at Woodford.

BAE SYSTEMS Locations supporting our regional fleet



Prestwick

Located at Prestwick International Airport, on the west coast of Scotland, this site is the new headquarters of BAE SYSTEMS Regional Aircraft and will be the home for extensive customer support and engineering teams including a training centre for the BAe ATP.

Address:
BAE SYSTEMS
Engineering and Jetstream Support
Prestwick International Airport
Ayrshire
Scotland, KA9 2RW
UK
Tel: +44 (0)1292 479888
Fax: +44 (0)1292 479703

Hatfield

Located north of London, Hatfield is the headquarters of BAE SYSTEMS' regional aircraft asset management activities. Aircraft trading is carried out from Hatfield for a portfolio of used ATP turboprop and used BAe 146 and Avro RJ regional jet aircraft.

Address:
BAE SYSTEMS
1 Bishop Square
St Albans Road West
Hatfield, Herts AL10 9NE
UK
Tel: +44(0)1707 271777
Fax: +44(0)1707 255555
Email: rj.marketing@baesystems.com
atp.marketing@baesystems.com

Sydney

Operators in Asia, Australia and New Zealand receive customer support services from a BAE SYSTEMS facility situated close to Sydney International Airport.

Address:	Postal Address:
BAE SYSTEMS	BAE SYSTEMS
Unit 2, Level 2	P O Box 312
13 Lord Street	Botany
Botany	NSW 1455
NSW 1455	Australia
Australia	
Tel: +61 2 9666 8200	
Fax: +61 2 9666 8065	
Email: frank.lux@baesystems.com	

Toulouse

Adjacent to Toulouse-Blagnac International Airport, Airbus Industrie, EADS, ATR and the offices of numerous aviation-industry suppliers. The Toulouse office is supporting customer support and marketing activities during the Regional Aircraft business transition.

Address:
BAE SYSTEMS Regional Aircraft SA
3 allée Pierre Nadot, BP 16
31701 Blagnac Cedex
France
Tel: +33 (0)5 34 60 70 00
Fax: +33 (0)5 34 60 74 90
Email: regionalaircraft.info@baesystems.com

Washington DC

Located in Virginia close to Washington Dulles International Airport is the BAE SYSTEMS centre of aircraft trading for used Jetstream 31/32/32EP and Jetstream 41 aircraft. Operators in the Americas receive customer support services including spares supply from the BAE SYSTEMS facility.

Address:
BAE SYSTEMS
13850 McLearen Road
Herndon, VA 20171
USA
Tel: +1 703 736 1080
Fax: +1 703 736 2547
jetstream.marketing@baesystems.com

Cincinnati

Regional Aircraft Services is co-located with Mesaba Aviation at a 126,000 square foot maintenance facility in Cincinnati, Ohio. This provides an on-site FAR/JAR145 Repair Station allowing a full range of component and accessory maintenance and modifications for the BAE SYSTEMS' regional aircraft fleet in North America.

Address:
BAE SYSTEMS Regional Aircraft Services
Greater Cincinnati / Northern Kentucky Airport
169 Field Maintenance Drive
Hebron, KY 41048
USA
Tel: +1 859 372 8120
Fax: +1 859 372 8153

Weybridge

This is a fully automated warehouse in Weybridge, 20 miles south west of London, strategically located close to the M25 motorway with excellent links to Heathrow and Gatwick airports.

Approximately three quarters of this 100,000 square feet climate-controlled facility is taken up by warehousing space.

Address:
BAE SYSTEMS
Vickers Drive
Brooklands Business Park
Weybridge
Surrey, KT13 0UJ
UK
Tel: +44 (0)1932 352611
Fax: +44 (0)1932 353355

Woodford

Woodford, near Manchester in northwest England, is the headquarters of BAE SYSTEMS Aircraft Services Group. Regional Aircraft facilities include a customer training centre with aircraft simulators and an engineering group. A fully operational airfield with a 2287m runway and substantial flight hangars.

Address:
Woodford Aerodrome
Chester Road
Woodford
Cheshire, SK7 1QR
UK
Tel: +44 (0)161 439 5050
Fax: +44 (0)161 955 3008



Comments/questions regarding *Regional Skies* contact: regionalaircraft.info@baesystems.com

BAE SYSTEMS

<http://www.asg.baesystems.com>

Regional Skies is written and edited by Emerald Media tel: +1 703/716 0503 fax: +1 703 716 0003
Design and layout by Aeris Graphic Design tel: +1 703 729 9029 fax: +1 703 729 7926

©2002 BAE SYSTEMS
Printed in USA
December 2002