

Asia Pacific AviationNews

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The People Represented in the Photos Above; Have it Within Their Power to End the Problems Associated with **Aerotoxic Syndrome**

The people are (left to right) Prime Minister Rudd, Transport Minister Albanese, Qantas CEO Dixon, Mobil CEO Tillerson, Boeing CEO McNerney, Rolls Royce CEO Rose, GE CEO Immelt, Airbus CEO Enders.

Asia Pacific Aviation News proposes that Australia takes the leading role in bringing about a "No Fault" solution to the eradication and control of the sometimes fatal effects of Aerotoxic Syndrome.

This would mean that all jet aircraft, having unfiltered bleed air engine systems, would be required to have the aircraft retrofitted with suitable filtering and monitoring systems to eliminate the problem.

In the absence of a more appropriate ratio, AvNews proposes that the costs of such rectification by borne as follows:

Organisation	Type	% Share
Federal Government	Government	25%
Boeing/Airbus	Manufacturer/Designer	30%
Rolls Royce/GE Engines	Engine Manufacturer	15%
ExxonMobil	Oil Manufacturer	15%
Qantas/Other Airlines	Operator & Owner	15%

The story on page 7 opposite is another example of continued frustration and obfuscation that becomes the order of the day when dealing with major liability issues that will not be addressed in a proper and realistic way.

Witness the disgraceful aftermath of the Voyager enquiry where victims are still awaiting the receipt of justice and proper compensation 44 years after the event.

More effort and money is wasted on avoiding or hiding from the issues than in coming to terms with them and fixing the wrongs that are thrust upon innocent and unsuspecting parties and members of the public.

Equity should be allowed to prevail on this issue in Australia and by extension, to the rest of the world.

Pilatus Announces Certification for the PC-12 NG

Pilatus Aircraft Ltd announced receipt of European Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) certification for the Next Generation PC-12, now officially called the PC-12 NG.

Announced at NBAA 2006, the Next Generation program is the latest progression of the highly successful PC-12 turboprop. Pilatus engineers worked diligently over the last years in order to achieve timely certification.

EASA and FAA certification are significant milestones that will allow deliveries of the PC-12 NG to begin immediately. Featuring a number of significant improvements, including a fully integrated Honeywell Primus Apex avionics system, a completely new cockpit designed by BMW Group DesignworksUSA, and a more powerful Pratt & Whitney Canada PT6A-67P engine, the PC-12 NG sets the tone for the market sector.

Speaking from Pilatus headquarters in Stans, Switzerland, Thomas Bosshard, CEO of Pilatus Aircraft Ltd commented: "Since original certification was achieved, the PC-12 has proven itself as a thoroughly reliable and robust aircraft. With the arrival of the PC-12 NG we are witnessing the natural evolution of a product which continues to lead the field in both operating efficiency and performance."

With the worldwide fleet numbering over 780 aircraft the PC-12 NG continues to generate strong interest from operators worldwide. As businesses strive to operate as competitively as possible, the PC-12 NG's versatility and low direct operating costs are more pertinent than ever before. Pilatus Aircraft Ltd was founded in 1939 and is currently world market leader in the manufacture and sale of single-engine turboprop aircraft.

It is the only Swiss company that develops and produces private and training aircraft. Pilatus, which is headquartered in Stans, Switzerland, is licensed to maintain and perform upgrades on a variety of aircraft. This service is complemented by three independent subsidiaries in Altenrhein (Switzerland), in Broomfield (Colorado, USA) and Adelaide (Australia).



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Successful Flight Test Of A Significantly Damaged Unmanned F/A-18 Subscale Model Air Vehicle

Rockwell Collins, through newly-acquired Athena Technologies, has completed a successful flight test of a significantly damaged unmanned F/A-18 subscale model air vehicle.

The Defense Advanced Research Projects Agency (DARPA) sponsored the flight demonstrations held this spring at the Aberdeen Proving Grounds in Maryland.

During the first flight test, nearly half of the airplane's right wing was ejected to simulate battle damage and in-flight failure.

During the second flight, almost 60 percent of the airplane's right wing was ejected. Upon ejecting the wing section during both flights, Rockwell Collins' Automatic Supervisory Adaptive Control (ASAC) technology reacted to the airplane's new vehicle configuration, automatically regained baseline performance, continued to fly the plane, and then autonomously landed it using internal Inertial Navigation System/Global Positioning System (INS/GPS) reference only.

The flight test campaign followed a similar successful DARPA sponsored demonstration in April 2007, during which an aileron was ejected in-flight from the unmanned subscale F/A-18.

"DARPA asked us to significantly increase the level of damage and risk in this latest flight test campaign to really put the Rockwell Collins controls technology through its paces," said Mike Myers, vice president of Business Development for Rockwell Collins Government Systems. "We are pleased with the ability of our adaptive controls to instantly detect and react to the new vehicle configuration after loss of major sections of the wing.

The ASAC controls technology enabled the airplane to continue to fly completely autonomously without a hitch and land without further damage."

Damage tolerance is an enabling capability for increasing the mission reliability of UAVs operating in hazardous and high-threat environments. The technology provides for real-time autonomous accommodation of damage, followed by an adaptation process that alters the flight control system to compensate for the effects of the damage.

During the flight test, Rockwell Collins demonstrated a capability that could be applicable to all military aircraft operating in combat environments and to commercial, business and general aviation for full flight automation and backup. "This demonstration highlights the challenge and importance of autonomously controlling and landing an airplane that has sustained catastrophic damage or failure in flight," said Dr. David Vos, senior director of Control Technologies at Rockwell Collins.

"This powerful capability can save the military the expense of lost UAVs. When applied to both manned and unmanned aircraft, damage tolerance is a key technology that can facilitate the convergence of manned and unmanned aircraft in increasingly crowded controlled airspace; but more importantly, the solution can save lives."

Rockwell Collins is a pioneer in the development and deployment of innovative communication and aviation electronics solutions for both commercial and government applications. Their expertise in flight deck avionics, cabin electronics, mission communications, information management and simulation and training is delivered by 20,000 employees, and a global service and support network that crosses 27 countries

SIA Group Operating Profit Tops \$2.1 Billion

Group Financial Performance Financial Year 2007-08

Group operating profit for the year was \$2,125 million, a year-on-year improvement of \$810 million (+61.6%).

This was principally on account of the Parent Airline Company (+\$617 million) and the wholly owned cargo company (+\$164 million), although all the five main operating companies in the Group posted better operating results.

- Singapore Airlines \$ 1,644 million (+60.1%)
- SIA Cargo \$ 132 million (Loss of \$32 million previously)
- SATS \$ 174 million (+13.8%)
- SIA Engineering \$ 103 million (+0.9%)
- SilkAir \$ 40 million (+100.0%)

Revenue grew \$1,478 million (+10.2%) to \$15,973 million, whilst expenditure rose \$668 million (+5.1%) to \$13,848 million due mainly to higher fuel cost. Expenditure on fuel rose by USD 513 million (+17%), equivalent to SGD 463 million (+10%).

Group profit attributable to shareholders for the financial year April 2007 to March 2008 was \$2,049 million, \$79 million lower (-3.7%) than in the preceding year, which had the benefit of one-off gains totalling \$421 million from the sale of noncore assets, and a writeback of deferred tax provision of \$247 million.

Fourth Quarter 2007-08

For the fourth quarter of financial year 2007-08, the Group posted an operating profit of \$468 million, a year-on-year improvement of \$135 million (+40.4%).

All business segments contributed to the positive result.

Group revenue rose \$436 million (+11.9%) to \$4,107 million, while expenditure increased \$301 million (+9.0%) to \$3,639 million, led by higher fuel costs.

Parent Airline Company And SIA Cargo

Singapore Airlines carried a total of 19.120 million passengers in financial year 2007-08, a year-on-year increase of 4.2%.

Passenger traffic (in revenue passenger kilometres) grew 2.6% on capacity growth (in available seat kilometres) of 1.2%, resulting in a 1.1 percentage points improvement in passenger load factor to 80.3%.

Passenger breakeven load factor improved 3.1 percentage points to 69.4%, as passenger yield grew at a higher rate (+11.0%) than unit cost (+6.3%).

On the cargo side, SIA Cargo's freight carriage (in load tonne kilometres) was down 0.5% year-on-year, in line with the contraction in tonne kilometres capacity of 0.8%.

As a result, cargo load factor was up by 0.2 percentage point to 62.2%.

Critique of UK Committee on Toxicity Report

Interested parties monitoring the UK Committee on Toxicity of Chemicals in Food, Consumer Products, and the Environment (COT) have issued a critique by way of a review of the COT report, with a brief description of the inaccuracies and the facts.

On 21 September 2007, the UK issued a report titled: "Statement of the review of the cabin air environment, ill health in aircraft crews, and the possible relationship between smoke/fume events in aircraft" (COT, 2007).

The global nature of the airline industry means that the negative implications of the COT report may influence crewmembers around the world, so it is important that any errors and misstatements in the report be corrected on the record.

The reviewers said "it should also be noted that, despite its imperfections, the COT committee estimates that smoke/fume events are reported by pilots on one in every 100 flights (this would translate into 289 events on the US fleet daily), notes that oil should be prevented from contaminating the air supply, and calls for a wide-scale sampling survey. Crewmember organizations must be also aware of these facts.

BACKGROUND

In 2000, a UK House of Lords committee issued a report on commercial air travel and health. The report reviewed elements such as radiation, cabin pressure, ventilation, and "cabin atmosphere contamination" (HOL, 2000).

On the subject of oil contamination of the air supply, the report repeatedly noted assurances from Boeing, Airbus, and Rolls Royce that ambient levels of contaminants in the cabin and flight deck are well below levels associated with ill health.

The report presented the information provided by industry partners as fact,

despite the obvious conflicts-of-interest.

For an official report, it was surprisingly full of errors.

Four years later, the British Airline Pilots' Association (BALPA - Labor union representing 8,000 pilots at airlines in the United Kingdom.) formally outlined its concerns about oil contaminated air supply on commercial aircraft to the UK Department for Transport (DfT), asking for an investigation into reports of compromised aviation safety and crew ill health following exposure to oil fumes in the flight deck.

BALPA had collected more than 800 incident reports from its members over a 21 year period (with the majority reported over a six year period) and had amassed references and incident reports from around the world. In response, the DfT instructed the COT to conduct the investigation.

The COT initiated its investigation in 2005. Specifically, COT was tasked with reviewing the issue of ill health in aircraft crews and the possible relationship to smoke/fume events in aircraft.

Throughout the process, pilots raised concerns about the transparency and fairness of the process: for example, "public meetings" were not public and requests from crewmembers with expertise on the subject to present data at the meetings were largely denied.

The COT progress reports published as annexes between mid 2006 and July 2007 were full of errors and misleading statements.

In September 2007, the COT issued its long-awaited report (COT, 2007). The committee concluded that it had insufficient information to conclude whether a causal association exists between cabin air exposures and ill health among flight crew (Para. 51).

The COT dismissed the available data as "anecdotal and descriptive" (Para. 51), claiming that the data do not meet the standard of an epidemiologic study, without acknowledging that it has not been possible to conduct a large-scale

epidemiologic study because of a lack of funding and an unwillingness on the part of airlines to participate.

The COT report dismissed the documentation from physicians, industry partners, occupational health specialists, engineers, and crewmembers that support a causal association between exposure and illness, suggesting that 100% proof is required before it can protect public safety and occupational health.

Like the annexes that preceded it, the final COT report was full of errors and misleading statements on the toxins of concern, the available sampling data, the extent and nature of underreporting, the reliability of available incident reports, and the symptoms reported by airline pilots.

Many of the errors in the COT report could have been corrected had the committee made more of an effort to contact more individuals with relevant expertise but without financial ties to the aviation industry.

For example, COT claimed to have contacted academics and physicians who presented relevant data at a conference hosted by BALPA on air safety and cabin air quality, but reported that it had received no response (Para. 13).

However, seven of those academics and physicians were not contacted and the three experts who participated in the BALPA conference and did contact the COT were ignored.

Despite the errors, the COT did call for the prevention (Para. 28) and study (Para. 69) of incidents of oil contaminated supply air.

The detailed CRITIQUE OF THE UK COMMITTEE ON TOXICITY REPORT ON EXPOSURE TO OIL CONTAMINATED AIR ON COMMERCIAL AIRCRAFT AND PILOT ILL HEALTH has been prepared by: Captain Susan Michaelis: GCAQE researcher - Professor Chris Winder: Professor of Applied Toxicology, UNSW - Professor (Emiterius) Malcolm Hooper: Medicinal Chemistry: University of Sunderland - Dr Andrew Harper: Occupational and Public Health Physician, Perth, Australia.

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