

Deaf passengers should not be discriminated because they are deaf and should be allowed to fly like anyone else

security.

TELEPHONE CALLER CAUSES FLIGHT DIVERSION

A telephone call is said to have forced a Korean Air passenger aircraft to make an unscheduled landing in Alaska by claiming there was a bomb on board.

The bomb threat was received in New York and caused the aircraft, with approximately 350 passengers and crew on-board, to land in Anchorage, Alaska.

The Boeing 747 aircraft had been enroute from Seoul to New York, and was grounded for six hours while law-enforcement officials and bomb-sniffing dogs searched passengers, cargo and the aircraft itself.

No explosives were found during the search so the flight was eventually allowed to continue its journey. Officials are assuming that the call was a hoax.

According to security reports, the call just stated that there was a woman on-board with a bomb.

Federal officials in New York have taken over the investigation and they state that the person who phoned in the threat could be charged with interference with a flight crew or with making a terrorist threat.

Both charges could result in prison time or fines.



types. The seven A300-600Rs will be replaced by seven A330s with the last aircraft due to enter service in August next year.

This process is part of a major fleet rationalisation at Egyptair which will see the airline sell its two Boeing 737s along with the Boeing 747-300s. Some sources also say that the airline's five Boeing 777 aircraft will eventually be sold in favour of an all Airbus fleet.

The Training Centre

The Heliopolis flight training centre comes under the domain of the Training Division which also includes not only pilot, cabin and technical training but also ground service, financial, commercial and administration training and development. The airline began work on the new training centre in October 2001 and the building has developed in three phases.

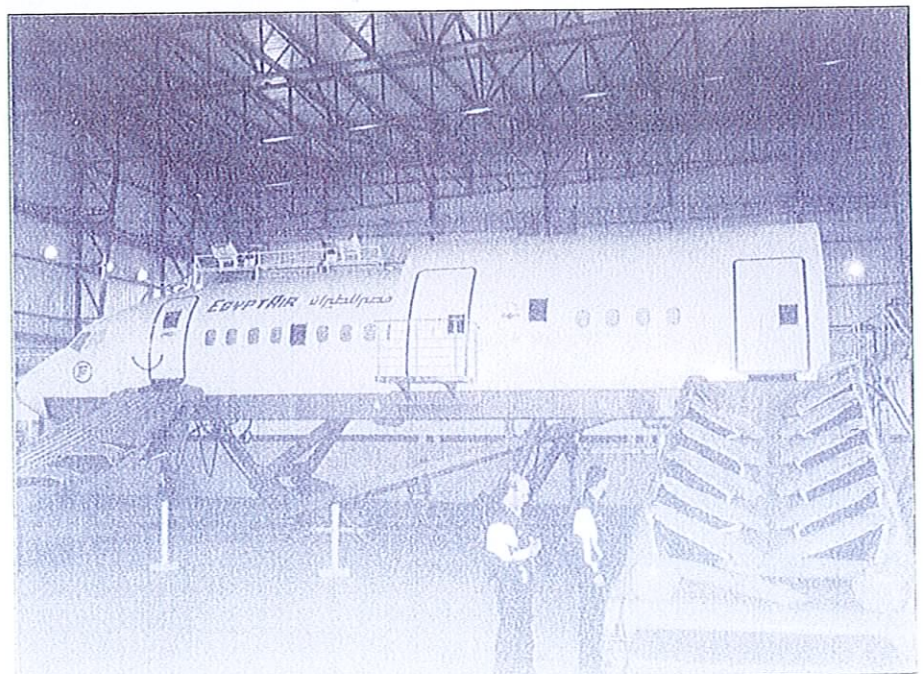
The first phase was the pilot training section which contains six Full Flight Simulators; the second phase was the cabin crew training section, which houses the new Cabin Emergency Evacuation Trainer and two cabin crew service trainers and the third phase, still in the process of being built, will house the general training classrooms. The whole training centre is due to be completed in 2006.

The original cabin crew training centre is still in use within and close by to the new complex. Within its old walls can be found door trainers and slides for the Boeing 747, Boeing 767 and Airbus A300 aircraft types.

The slides in this old building are all real aircraft slides and this training equipment continues to be used for third party training.

In the new building, however, the training equipment is state-of-the-art. The Cabin Emergency Evacuation Trainer (CEET), built by TFC in Germany, represents four aircraft types in one. It is a wide body fuselage at one end, representing the Boeing 777 and Airbus A340 and a narrow body at the other, representing the Boeing 737 and Airbus A320.

The trainer contains all the usual equipment, allowing for full cabin crew training and is on a three-axis motion platform. Within the cabin windows is a visual system, allowing crew to have the added bonus of visual cues in



The Cabin Emergency Evacuation Trainer, built by TFC in Germany, represents four aircraft types in one and was delivered earlier this year.

emergency situations, helping to increase the realism of the training event. The slides on the trainer are specially manufactured training slides, supplied by a company in Germany.

In addition to the CEET, there are also two cabin crew service trainers, also manufactured by TFC and installed within the last year. Again, one is a wide body device, representing the Boeing 747 and Airbus A340 and one is a narrow body for training on the Boeing 737 and Airbus A320 aircraft types.

The galleys within the trainers are of the exact appearance and size of those on the aircraft but are dummies. The crews spend time in the trainers learning how to serve food to the passengers and familiarising themselves with the size and layout of the aircraft. The real catering is done in the classroom.

Cabin Crew

Currently the airline has 1800 cabin crew and is recruiting for a further 300 female crew to join the ranks. This addition is to meet the demand posed by the increase in size of the Airbus A330 fleet. The airline has a greater number of male to female cabin crew and so is trying to redress the balance in the new recruitment drive.

All cabin crew with Egypt Air must be Egyptian and must speak English to a very good standard. However, a second language is also preferred. The age at recruitment should be between 20 and 27.

Initial Training

All new recruits, once passed fit to fly, begin a six week initial safety training course at the training centre in Cairo. The training course, with the exception of practical parts, is undertaken in full airline uniform, giving crew a professional feel to their training and helping them to familiarise themselves with the level of grooming required on a day-to-day level.

This course begins with a basic indoctrination in which crew learn about the airline, its routes and aircraft types, uniforms, regulations and general duties and about flying, ie, aerodynamic theory and the principles of flight. They also



The trainer is built onto a poolside, allowing ditching training to take place directly from the aircraft's doors.

INTERNATIONAL FIRE AND CABIN SAFETY CONFERENCE

The fourth Aircraft Fire and Cabin Safety Research Conference, which is being held in Lisbon, Portugal, from 15-18 November, will be hosted in Europe for the first time.

The conference will be of interest to aerospace manufacturers, researchers, cabin staff, crew organisations and regulators. It will inform attendees about recent, on-going and planned aircraft fire and cabin research activities including:

- computer modelling of airframe structures
- performance of cabin components such as aircraft seats during impact
- fuselage burn-through resistance
- flammability of materials
- full-scale evacuation experiments
- fuel tank fire protection; and computer models for evacuation studies.

Sponsoring the conference are the European Joint Aviation Authorities (JAA), which include the UK Civil Aviation Authority (CAA), and aviation regulatory bodies from the US, Canada, Russia, Japan, Australia and Brazil.

More information is available at www.caa.co.uk

EXAMINATION IN ENGLISH

In June 2004, four foreign trainee pilots at the Frankfurt-based flying school, InterCockpit had the opportunity for the first time to sit the theoretical examination for the private pilot's license (PPL) in English, and did so successfully.

The regional council in Darmstadt, south of Frankfurt, is now the first German aviation authority to make the new PPL examination according to European Directives (JAR FCL) available in the English language. This is of great benefit to the increasing number of InterCockpit trainees from abroad, but also to flying enthusiasts from other countries in the Frankfurt region, who can now acquire their private pilot's license without being fluent in German.

ELECTRONIC EXAM GENERATOR TOOL

Pelesys Learning Systems Inc. has launched its new Electronic Exam Generator tool, designed for instructors to create exams. The internet-based Electronic Exam Generator includes two components, the question editor to create questions, and the exam editor to create exam structures and files. It can be used as an independent, stand-alone tool or it can be easily integrated into Pelesys's own learning management system (LMS) or into any independent industry-standard LMS.

TALL STOREY A380 CEET

Airbus has placed an order with Germany-based TFC GmbH Käufer for an A380 cabin emergency

evacuation trainer (CEET). This trainer will be the biggest known emergency evacuation trainer at approximately 21m long, 10.5m wide and with two decks. The trainer will be built in accordance with the original double storied A380. To handle transportation, the trainer will be produced in modules that can be shipped separately. The device will be delivered to the Airbus training center in Toulouse in June 2005.

SIMULATOR SALES

Japan Airlines International has ordered a B777-200ER full flight simulator worth C\$16m from CAE. It is scheduled for delivery in spring 2006. This is the fifth simulator sale for CAE so far this fiscal year.

CAE has also signed a contract with Qantas for a suite of Airbus A380 integrated training solutions, including a full flight simulator and a Simfinity training device. The training equipment package is valued at around C\$25m. Delivery of the FFS is planned for summer 2006.

FLYING CLASSROOM

The latest hi-tech teaching aid to be acquired by Perth College and Air Service Training (AST) in UK touched down at Perth airport recently. A Handley Page Jetstream made its final flight from Cranfield College of Aeronautics in Bedfordshire where it trained students as the UK's only flying laboratory and classroom. The turboprop will stay on the ground in its new home. From there it will provide engineers from across the world with specialist training facilities. It will also offer systems level work on AST's CAA approved programmes and Perth

Arrivals & Departures

- Robert E. Brown has been appointed as president and chief executive officer of CAE. Mr. Brown, who was formerly chairman of Air Canada and was previously president and CEO of Bombardier, succeeded Derek H. Burney immediately following the company's annual general meeting on August 11.
- CAE has also named Sébastien Caire general manager and Juan Fernández-Trapa head of training for its joint venture with Iberia. Sébastien Caire replaces Hugues Zucconi and is responsible for managing the centre.
- Francesco Banal has been appointed quality and standardisation director of the European Aviation Safety Agency (EASA). Mr. Banal will ensure that EASA's high quality standards are properly, uniformly and consistently implemented and maintained across the European Union.
- FlightSafety International has announced the following appointments: Craig Newell, manager, Wichita Learjet Learning Center; Tony Ossipov, assistant manager, Teterboro Learning Center; Ted Grimsley, assistant manager, Orlando Learning Center; Julie Goodridge, assistant manager, West Palm Beach Learning Center; Derek Maeer, general manager, Simulation Systems Division; Geoff Bloss, director, Business Application Development; Barbara Taylor, corporate director, Customer Support.
- Delta Air Lines has appointed Paulette Corbin as senior vice president of its In-Flight Service division. In this role Corbin will be responsible for leading Delta's flight attendants.
- SimAuthor has named Barry Blanding as vice president of operations. Blanding's extensive history in the aerospace and defence industry includes over 30 years' experience in flight simulation engineering, operations and management.



A380 cabin emergency evacuation trainer.
Image credit: TFC GmbH