



Press Release

Royal Aeronautical Society and Guild of Air Pilots and Air Navigators reaffirms role of cockpit smoke system in overall safety approach

Cockpit Smoke Protection System part of Royal Aeronautical Societies' safety recommendations.

Kaneohe, HI 27 March 2013: The globally recognized Royal Aeronautical Society released its latest report on in-flight smoke and fire – SAFITA second edition 2013. The report picks up where the original SAFITA paper from 2007 left off. It looks at the current situation in order to make certain that RAS information is up to date.

Recent accident reports, discussions on Lithium batteries, and the availability of new data drive this paper's positions. The paper reports no change in smoke events from the more than daily event rate noted in the 2007 paper - "The data supports the conclusion that there continues to be in-flight smoke events that result in diversions. There has not been a decrease in in-flight smoke events since the 1990s. The data also indicates the probability of continued in-flight smoke events in the future if no major changes are put into practice"

The paper makes 24 recommendations. Flight Deck Smoke Protection remains on the list of items that the Guild and the Society believe should be on all transport aircraft – "Vision assurance technology should be implemented to improved pilot visibility during continuous smoke in the flight deck."

About the Paper

The document is an update of the Royal Aeronautical Society's specialist document Smoke, Fire and Fumes in Transport Aircraft. Since the publication in February 2007 of the original Specialist Paper, regulations, checklist, procedures and equipment have changed. Unfortunately there have also been additional accidents and fatalities due to in-flight fire.

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Therefore, the Flight Operations Group of the Royal Aeronautical Society realized the need for an update of the 2007 version.

Consequently, the original document has been rewritten. New sections on lithium batteries, composite materials and predictive technologies have been added together with new recommendations to reflect the current risks.

About The Royal Aeronautical Society

The Royal Aeronautical Society is the world's only professional body dedicated to the entire aerospace community. Established in 1866 to further the art, science and engineering of aeronautics, the Society has been at the forefront of developments in aerospace ever since.

What do we do?

- > Promote the highest possible standards in all aerospace disciplines
- > Provide specialist information and act as a forum for the exchange of ideas
- > Play a leading role in influencing opinion on aerospace matter

www.aerosociety.com

About The Guild of Air Pilots and Air Navigators

Founded in 1929, the Guild is a Livery Company of the City of London, receiving its Letters Patent in 1956. With as Patron His Royal Highness The Prince Philip, Duke of Edinburgh, KG KT and as Grand Master His Royal Highness The Prince Andrew, Duke of York, CVO ADC, the Guild is a charitable organization that is unique among City Livery Companies in having active regional committees in Australia, Hong Kong and New Zealand.

Main objectives

- > To establish and maintain the highest standards of air safety through the promotion of good airmanship among air pilots and air navigators
- > To maintain a liaison with all authorities connected with licensing, training and legislation affecting pilot or navigator whether private, professional, civil or military
- > To constitute a body of experienced airmen available for advice and consultation and to facilitate the exchange of information
- > To strive to enhance the status of air pilots and air navigators
- > To assist air pilots and air navigators in need through a Benevolent Fund

www.gapan.org

About Smoke and Vision

The FAA recommends that aircraft meet higher standards for continuous cockpit smoke protection (FAA AC25.109). The Air Line Pilots Association's (ALPA) in-flight fire project reported more than 1,100 in-flight smoke and fire incidents over only 10 months, causing 360 emergency landings. FAA's concern about smoke continues - this is still a "serious" problem and the statistics are essentially unchanged (Info 10019 10/6/10). Flight Safety Foundation ranks smoke/fire emergencies as the 3rd highest cause of fatalities. Smoke is also a leading cause of diversions of ETOPS aircraft.

EVAS - winner of the Aerospace Industry Award for Safety, with over 70 FAA and global certifications – has earned acceptance in every segment of aviation. The alarming rate of smoke incidents has been addressed by more than 600 operators, including the US military, FAA, airlines, and corporate flight departments. All have done so using the more than 3000 EVAS systems delivered by VisionSafe. UPS is the 1st air cargo carrier to commit an entire fleet to EVAS. In 2003 Fed Ex joined industry leader JetBlue Airways as one of the first airlines to address smoke in the cockpit by installing EVAS.



About VisionSafe

VisionSafe Corporation was formed to explore various new ways to provide vision in vision impaired conditions for individuals in common land and air environments as well as marine, submarine, and scuba diving environments. In the process, the company developed and patented the EVAS system for pilots to see to safely control and land when confronted with dense, blinding smoke in the cockpit. The system has been certified by the Federal Aviation Administration since 2001.

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EVAS deployed in Airbus A330

Never Fly Blind



Emergency | Vision | Assurance | System

