

BUSINESS

Honeywell technology centre set for Prague

Honeywell (Hall 1, A9) is opening a new aerospace centre of technology in the Czech capital, Prague.

Bob Smith, the US company's head of advanced technology, says the country has a wealth of talent and lies at the heart of the European aerospace industry which is continuing to thrive.

"The EU is developing some valuable, unique technologies," he said. "We are building on a highly successful EGPWS heritage and RAAS with a next-generation runway collision awareness system. We are also talking to OEMs and the pilot community about assisted recovery."

Expanding

Smith also says that the company is expanding its navigation portfolio. "GPS is like looking at a 100 watt lightbulb from 300 miles. We are working on a number of systems that will improve this."

He said Honeywell has been awarded European Union funding for studies into the En Route Air Traffic Management Ultimate System (ERASMUS) to assess the impact of automation on efficiency and air safety.

The company's European research and development team based in Brno, also in the Czech Republic, will lead its portion of the study. It will focus on air-to-ground co-operation in managing air traffic and increasing data accuracy.

ETHICS MAN



Brendan Gallagher talks to Derek Marshall who is leading the fight against corruption in the UK defence market

On the eve of Farnborough 2006, the UK's leading defence companies and trade associations publicly committed themselves to combating corruption in their market.

Now the networking opportunities offered by the show are helping to put the British initiative on to the international stage and accelerate co-operation with North America, the rest of Europe and other key nations.

"Farnborough 06 has been the tipping point in this endeavour," SBAC aerospace, defence and homeland security director Derek Marshall told *Flight Daily News* yesterday, "Over the last two days discussions here have produced a general agreement on the need for an international organisation to pursue our objectives."

First fruit of the discussion is an invitation by US Aerospace Industries Association chief executive John Douglass to representa-

tives of the US, European, Canadian, Japanese and Brazilian industries to attend the AIA annual general meeting in Phoenix this autumn. "We will be coming together to try to get an international anti-corruption organisation off the ground," says Marshall.

In the meantime, the activities triggered by last Friday's declaration by the SBAC, its defence-industry equivalent the Defence Manufacturers Association (DMA), and eight top UK defence contractors are already under way.

Signed

The two trade associations – along with AgustaWestland, BAE Systems, Marshall Aerospace, MBDA, Rolls-Royce, SELEX, Smiths Aerospace, Thales UK, VT Group – last week signed a statement committing to participation in the new UK Defence Industry Anti-corruption Forum. "My first job

immediately after the show is to roll out the participation statement to the entire SBAC and DMA memberships," Marshall says.

The next step will be an autumn meeting of the full membership to decide on how the Forum will be run, define best practice and provide practical help in the form of training and legal advice, and determine how British activities will dovetail with those of AIA and the AeroSpace and Defence Industries Association of Europe (ASD). "As a leading member of ASD, SBAC will play a part in its anti-corruption work and seek to influence it," comments Marshall.

Later in the year the SBAC Council will debate the formal addition of Forum principles to its own governance. In the longer term one of the main tasks of the SBAC will be to help members understand that acting on the anti-corruption principles of the Forum and any eventual pan-

national organisation is in their own best interests. "We're not in the enforcement business," says Marshall. "There are laws for that, and we will be pointing out their existence to our members and keeping them up to date with any relevant changes."

National

Differences in national legislation could also trip up companies operating internationally, and SBAC will take responsibility for educating its membership. "But we do hope eventually to see a tendency towards harmonisation of the laws in this area," says Marshall.

The emerging anti-corruption initiatives are currently confined to North America, Europe and small number of leading economies elsewhere. But Marshall is optimistic that the likes of Russia, China and India will be drawn into the fold. "That's a long-term objective," he said. "It certainly won't happen overnight."

'Meatbox' flies in to celebrate Martin-Baker milestone

It's 60 years ago today since Martin-Baker (Hall 4, D4) performed its first test live ejection in July 1946.

Although the German Luftwaffe had experimented successfully with ejection seats during the Second World War, it took the small family-owned Martin-Baker company in the UK to perfect the technique.

To commemorate the firm's diamond anniversary, *Flight Daily News* is printing an illustration featuring a drawing of the MB Mk-1A seat from the late 1940s.

And to celebrate the auspicious milestone in its history, the Martin-Baker Gloster Meteor Mk-T71/2 (a Mk-7 with a Mk-8 tail) will fly into Farnborough and go on display in the static park. This 'meatbox', as the Meteor is lovingly known by ex-pilots, has seen

continuous service as a live ejection aircraft since the 1950s.

And if you're a fan of technical drawings, you'll know that *Flight International*, the parent publication of *Flight Daily News*, has always been known for the quality of its cutaways, technical artwork and three-view illustrations.

Now the entire collection is available to view on the website: www.flightglobal.com/StaticPages/Cutaways.html.

Total

Currently around 250 of a total of 1,200 cutaway drawings are on the site and will eventually include the whole collection, ranging from the Wright brothers' 1903 Flyer, right up to the Airbus A380.

The website allows people to search the collection of military,

civil, rotary-wing, business, GA and experimental aircraft, along with aero engines, rockets, missiles, space systems, hovercraft, airships and many more historically interesting and unique illustrations.

These will all be available for purchase in the form of individual screen savers, right through to billboard sized images more than 20ft (6m) wide for industrial, PR, marketing, publishing and sales purposes.

If you have any cutaway questions please contact Joe Picarella at: joe.picarella@flightglobal.com

Currently around eight to ten new cutaways are produced by *Flight* each year and as regular readers of *Flight Daily News* will be aware, *Flight International* has offered cutaway signings at the stands and chalets at the world's major airshows.

