

One card makes FBO life easier

Universal Aviation and Weather (booth 209) acquired FBO Manager, a point-of-sale (POS) machine designed specifically for FBOs, at the end of August. It is now able to accept the DESC Air Card on the ChevronTexaco and Air BP platforms. FBO Manager is a tool that makes life easier by reducing the required number of PoS machines to one. Currently cards being accepted include Air BP, Avfuel, ChevronTexaco, ConocoPhillips, ExxonMobil, Shell and Universal's own UVair. The program also automates MultiService and Avcard processing for FBOs.

On a Swiss roll

Jet Aviation Basel (stand 3797) has invested \$27 million in its flagship Basel centre in Switzerland and added a further 333,895ft² (31,020m²) to the facility. There will be a new hangar large enough to accommodate an Airbus A380 and a Boeing 747-8 as well as extra shop and ramp space. The work is scheduled for completion in the first half of 2008.

Fokker 100s to get extra fuel tanks

Fokker Services (stand 720) has signed an agreement with Moscow Sky to install an auxiliary fuel tank system on three VIP-configured Fokker 100 jets. The system will comprise four extra fuel cells in the forward cargo hold. The extra fuel capacity extends the range to 2,700nm (5,000km). European certification and delivery is scheduled for June 2007.

Midcoast offers protection

Midcoast Aviation (stand 3797) is to offer Air Data's (stand 1569) JetAir bio-protection system (BPS) as an option to operators of Bombardier Global Express XRS and Global 5000 business jets.

Parker Hannifin purchase

Parker Hannifin has acquired Jacksonville, Florida-based Resistoflex Aerospace. The company, which invented PTFE extruded hose and produces fluid connectivity and conveyance products for the aerospace industry, will be integrated into Parker Aerospace's Stratoflex Products Division.



SJ30's a smooth operator

Sino Swearingen's SJ30 light jet (stand 2171 and static display) is not only being touted as the fastest light business jet available, but also as an ideal base platform to perform medical evacuation.

UK-based Action Aviation, the distributor for Europe and the Middle East, is developing a single modular stretcher kit with Lifeport (stand 4620), which will be available from early 2007.

The key feature is its 12lb/in₂

(0.828bar) cabin pressurisation. The result, at 41,000ft (12,500m) the cabin is pressurised to sea level. Even at its service ceiling of 49,000ft, pressurization is only at 1,800ft.

A standard airliner is in the range of 6-8,000ft. Not only does this aid in reducing the effects of jet lag, it allows trauma patients to be transported more efficiently without the added problems that altitude can incur. Currently the SJ30 is the only

aircraft that is able to offer cabin altitudes of this magnitude. According to Ed Swearingen, director of Sino Swearingen, "we would only have a 5,500ft cabin in outer space. If we could find the right booster rocket."

The kit is offered as a "flexi-kit" and is easily retrofitted and retains most of the executive interior – the starboard seats are removed to make place for the stretcher. The aircraft's cabin door is wide enough to

accommodate the stretcher at 32in (81cm).

Competition is on the horizon in the form of Grob's SPn, which features a larger door, measuring 54 x 33in and a bigger volume, allowing space for two stretchers plus three attendants, although certification is not scheduled until mid-2007 and it cannot compete with the pressurization, although it does have the ability for short and unprepared strips.

JetAir bio-protection keeps cabins purified

Keeping passengers and crew safe from airborne diseases such as avian flu has become easier thanks to the work of one NBAA exhibitor.

Air Data (stand 1569) is displaying its JetAir bio-protection system (BPS), a new product category developed for the purpose of purifying air in aircraft cabins to new levels. The company says the system, based on technology designed for the International Space Station to filter air for astronauts, destroys 99.99% of all living organisms in the air passing through it.

Partner company AirInSpace successfully conducted a test on the avian flu virus earlier this year. A high concentration was injected into the inlet of the BPS and was reduced to an undetectable level exiting the unit.



Air Data president Jean-Pierre Lepage says: "At a time of increasing worries of on-aircraft exposure to emerging risks, such as avian flu, we are pleased to offer a solution to enhance the health and safety of air travelers."

The BPS uses cold plasma ionic interaction technology to destroy particles and suffers no loss in efficiency compared with standard filtration systems that can become clogged and redistribute harmful particles during maintenance.

A typical corporate installation would comprise a two-unit system, cabin left and right, (depending on configuration and size of the aircraft) with the smallest In-Line Reactor model weighing 16.5lb (7.5kg) each. The added functionality and air purity carries a small weight penalty – comparatively a reduction of payload by 5USgal (19 liters) of fuel for the smallest systems.



Cures from the ground

Remote Diagnostic Technologies (RDT) (stand 888) is showcasing its Tempus – a system that can avert the need for medical evacuations.

Tempus allows someone with no medical experience to collect and transmit the vital life signs of a sick passenger from the air to land-based medical experts.

This can help avoid unnecessary diversions. The system is portable, measuring 10 x 11.5 x 10.5in (25.6 x 29.1 x 26.9cm).

Communication is by a GSM mobile phone, aircraft phone, landline, WiFi, Ethernet or portable satellite terminal. An integrated voice link and in-built video camera allows constant communication with doctors, who can remotely control the device from the ground.

The Tempus system can be tied in with AirCell (stand 2084) and MedAire (stand 2090).