

The 2nd ASEAN Science and Technology Week

CAE Electronics and Canadair. Approximately 50 Canadian suppliers of defence-related products sent their brochures to be displayed and distributed at the Canadian Information Booth. The Canadian Embassy hosted a luncheon reception which was attended by over 80 defence products agents and senior ranking officials.

The exhibitors were very satisfied with the results achieved and indicated that they participate in the next show.

THE BOEING DASH 8 VISITS MALAYSIA

The Canadian-made Dash 8 airliner, manufactured by the de Havilland Division of Boeing Canada Ltd, was demonstrated at Kuala Lumpur in December 1988. Officials of Malaysia Airlines (MAS), Pelangi Air, Malaysian Helicopter Services (MHS), the Department of Civil Aviation and the Royal Malaysian Air Force (RMAF) participated in the demonstration of this aircraft which is designed for use on regional routes.

A technical evaluation flight to Pulau Tioman for airline and RMAF pilots and engineers was organized during the morning of December 21, while two passenger flights — one to Trengganu and the other around Kuala Lumpur — took place that afternoon.

Two visiting delegations highlighted Canadian participation in the 2nd ASEAN Science and Technology Week, hosted by the Philippines from January 30 to February 3, 1989. The participation of 30 other delegates from other ASEAN countries was made possible through a grant of \$121,000 from the Canadian International Development Agency to the Philippine Department of Science and Technology which organized the event.

In addition to five students from the Canadian Youth Science Foundation, Canada was represented by a delegation of experts who each made presentations to conference workshops. They were Peter Robinson, Special Advisor at the Department of Communications (informatics); Dr Raymond Woodhams, University of Toronto (solid phase processing of oriental plastics); Frances Anderson, biotechnical policy and safety researcher at the Centre de Recherche pour l'Evaluation Social des Technologies (safety control and regulations in biotech research); and Jon Scott, TIR Systems Ltd (solar lighting application in large buildings).

Events such as this one, which afford greater contact among ASEAN countries and between ASEAN and Canada, are encouraged by the Canadian Government through the ASEAN Development Cooperation Program of CIDA. The essence of the program lies in the promotion of activities in ASEAN countries which are mutually beneficial and ensure greater collaboration and information exchange between ASEAN and Canadian individuals and institutions.

According to de Havilland officials, the Dash 8 is enjoying the same worldwide success and acceptance as the famous de Havilland Twin Otter, which continues to provide Pelangi Air, MAS and MHS with dependable and economical air transportation. The Dash 8 is an ideal choice for further development of low-density, high-frequency regional services.

Market response to the 37-40 seat Dash 8 Series 100 and the 50-56 seat Series 300 has been extremely enthusiastic. To date, the Dash 8 order book totals 251 aircraft. De Havilland is currently developing a third member of the Dash 8 family, the Series 400, which will have around 70 seats and will be capable of speeds nearing 350 knots. The Series 400 is expected to enter the market in 1993.

SEMINAR ON AVIATION LAW

On October 11-19, 1988, the International Aviation Management Training Institute (IAMTI), in conjunction with McGill University of Montreal, conducted a seven-day seminar on aviation law and its impact on management, in Kuala Lumpur. Government airline management officials from 19 countries attended the seminar conducted by John Eden, Vice-President of IAMTI, and Nicholas Matte, Director of the Institute of Air and Space Law at McGill, supported by a number of lecturers and associates.

The conference was opened by Malaysia's Minister of Transport, Datin Paduka Zaleha Ismail. Canadian High Commissioner Garrett Lambert awarded certificates to the 50 participants at the conclusion of the program.

IAMTI was established in Montreal in 1987 by the Government of Canada as a non-profit institution to promote international cooperation in aviation management. Its location enables it to draw on the wealth of Canadian and international experience in aviation gathered at such Montreal-based institutions as McGill's Institute of Air and Space Law, the International Civil Aviation Organization and the International Air Transport Association. A number of Canada's most prominent aerospace companies are also based in or near Montreal. Close to 500 aviation managers from around the world have now had the benefit of IAMTI training.

