Aviation Leaders Open ABACE

Executives, diplomats and influential leaders from the Asia-Pacific region and around the world gathered yesterday to open the 6th Asian Business Aviation Conference & Exhibition (ABACE) here in Shanghai. The keynote speaker was Dr. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO). From left to right are: Ed Bolen, president & CEO of NBAA, Li Derun, chairman of Shanghai Airport Authority, Weldon Epp, Canada’s consul general to Shanghai, Liu Fang, Secretary General of ICAO, Jiang Chunshui, Secretary General of Eastern China Burea of CAAC, Axel Cruau, France’s consul general to Shanghai, and Charles Mularski, chairman of the Asian Business Aviation Association AsBAA.

NetJets China Selling 25% to China’s BAA

Finnmeccanica Helicopters’ distributor in China, Sino-U.S. Intercontinental, signed several deals yesterday at ABACE that show it is making inroads into the emergency medical services (EMS) segment. Sino-U.S. signed a firm order for 25 AW119KX helicopters that its helicopter company King Wing plans to operate as EMS helicopters, says Finmeccanica VP China Stefano Zalonis. Also at ABACE, King Wing signed separate agreements to develop EMS services with the Shanghai Emergency Medical Centre and the Shanghai Rui Jin Hospital. Besides the EMS deals, Sino-U.S. also secured a firm order yesterday from Tianjin-based Eastern General Aviation for two AW109s that will be used for on-shore activities, such as inspecting power lines.
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Growing an international business demands reliability and peak performance. That’s what the Gulfstream G450 delivers. This aircraft is part of the top-selling platform in business aviation history and consistently earns NBAA reliability ratings above 99 percent. Take the guesswork out of success. Put yourself in a G450.

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[Image of G450 aircraft flying over a sunset]

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Take the guesswork out of success. Put yourself in a G450.
Aviation yesterday added two new members to its ACJ Service Centre network, HAECO Private Jet Solutions and ST Aerospace, enhancing the way that it cares for corporate jet customers and operators around the world.

The expanded network comprises companies that are owned or controlled by Airbus, as well as independent ones that it has approved. Its capabilities include line and heavy maintenance, cabin-refurbishing, and cabin and system upgrades.

The ACJ Service Centre network now comprises the Airbus Corporate Jet Centre (ACJC) in Toulouse, Comlux America in Indianapolis (Booth P528), HAECO Private Jet Solutions in Xiamen (Booth H425), Sepang Aircraft Engineering (SAE) in Malaysia and ST Aerospace in Singapore (Booth P816). It will grow to include others over time.

The network will provide dedicated support to ACJ customers around the world, and includes the provision of turnkey services, enabling customers to benefit from Airbus quality and standards. It complements Airbus’ leadership in turnkey cabin-outfitting of large business jets.

“Airbus corporate jet customers and operators already benefit from our comprehensive worldwide support network,” says Benoit Defforge, Managing Director, Airbus Corporate Jets. “The ACJ Service Centre network goes beyond this by providing a unique and dedicated service that caters to their specific needs,” he adds.

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Bombardier’s Tianjin MRO Takes Shape
庞巴迪天津维修中心将如期开业

The maintenance facility that Bombardier’s Bombardier Business Aircraft is building in Tianjin in partnership with that city’s Airport Economic Area is progressing rapidly toward an opening next year.

Construction of the building’s exterior is 90% complete, and the first 14 technicians are studying in Montreal, says Khader Matter, Bombardier’s vice president for sales for the Middle East, Asia and China. The service facility will include a hangar, office space, as well as back shop areas totaling 8,897 square meters (95,766 sq ft).

Named Bombardier Tianjin Aviation Services Company Ltd., the facility will add to Bombardier’s support network in China, which includes a team of field service representatives and customer support account managers, as well as four Authorized Service Facilities. It is aiming for Civil Aviation Administration of China (CAAC) Part 145 certification before year’s end, with EASA and FAA to follow shortly thereafter.

Tianjin is fast developing up as an alternative airport to Beijing. “In addition to the upcoming Bombardier Tianjin service center, a new FBO for Biz jet with customs, CIQ, border inspection and security check services officially entered into service in Tianjin Airport recently,” says Zhao Xuesen, vice president of Tianjin Airport Economic Area. Business aircraft movements reached 1,302 there last year.

Matter says the Tianjin facility will provide MRO and services for the 120 Bombardier aircraft in Greater China, where it has a 31% market share. Although the market has slowed, he is confident it has a good future and will remain second in deliveries for Bombardier over the next 10 years. “It is a huge market for us,” he says, with the most popular aircraft being Global 5000s and Challengers.

Zetta Orders Two More Global 6000s
Zetta增购两架“环球”6000

Singapore-based business jet charter operator Zetta Jet has ordered two more Bombardier Global 6000s and taken options for two more.

The order for the third and fourth aircraft was signed here Monday at ABACE, while the order for the first two was signed in February at the Singapore Airshow.

This increases Zetta Jet’s total orders to four Global 6000s of which the first is to be delivered in April, the second in September, the third in December and the fourth in 2017’s first quarter, says Zetta Jet managing director Geoffrey Cassidy. He says he has also taken options for two more Global 6000s and aims to exercise these before year-end.

The first two Global 6000s are to be financed by AVIC International Leasing.

Cassidy says Zetta operates only Bombardier Global aircraft and currently has six, but will have 10 by June 1. Besides ordering new, Cassidy is buying pre-owned Globals and says he is about to receive a Global 5000 from Jetcraft.

While there are many pre-owned aircraft on the market, he says he sees value in ordering new from Bombardier.

The manufacturer can help with entry into service and provide extended warranties, says Cassidy. A pre-owned aircraft it will have a warranty only of up to five years, but a new one from Bombardier carries a seven year warranty. “We want to sell the aircraft] every five years while under warranty and before it comes due for a heavy maintenance check,”

Zetta is based in Singapore but has operations around the world. It flies under a US. air operator certificate and provides air charter services on a block hour and ad hoc basis. Zetta caters mostly to those flying between North America and Europe, and between Asia and Europe and Asia and North America.
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Aerochine and Bell Helicopter Sign Bell 407GXP
华运航空与贝尔直升机签订贝尔407GXP采购协议

Aerochine Aviation Ltd., yesterday signed a purchase agreement with Bell Helicopter for a Bell 407GXP outfitted for corporate and VIP transport.

“The future of helicopter sales continues to hold a very positive outlook in China,” said Diana Chou, Aerochine Aviation’s Chairman. “Having delivered 45 Bell helicopters in China over the past five years with nearly 30 on order, we recognize the continued rise in demand for reliable and versatile single engine helicopters such as the Bell 407GXP.”

华运航空有限公司昨日与贝尔直升机公司签署1架贝尔407GXP直升机的采购协议。贝尔407GX配备佳明G1000H玻璃驾驶舱、综合视景技术及航行信息系统，其卓越的高原性能使其具备更高的使用灵活性。

华运航空主席曹其敏表示，近5年来该公司在华已交付45架各型贝尔直升机，有近30架待交付的订单。贝尔直升机公司中国区副总裁周安表示，中国市场对于贝尔407GXP仍然持有强烈的需求，本次华运航空决定采购贝尔407GXP表明贝尔公司的在华客户信赖407GXP的优异表现和可靠品质。

The Bell 407GXP’s Garmin G1000H glass cockpit, synthetic vision technology, and high altitude performance meet the flexibility needed in many of today’s mission requirements, she added.

“We have an established relationship with Aerochine Aviation and look forward to delivering this aircraft,” said Chris Jaran, Vice President, Bell Helicopter China. “With more than 40 Bell 407 aircraft operating throughout China, we expect this trend to continue.”

“Aerochine Aviation Chairman Diana Chou and Bell helicopter China vice president Chris Jaran completed the deal for one Bell 407GXP.”
NetJets China Selling 25% to China’s BAA
利捷航空出售25%股权给亚联公务机

NetJets China will sell a 25% stake in the company to Shenzhen-headquartered business aviation operator and fleet manager Business Aviation Asia (BAA). The deal will involve the issuance of new shares.

The move will recapitalize NetJets China and bring on board a strong strategic partner to help NetJets China grow in China and the region, says NetJets China CEO Eric Wong, without elaborating on how much cash will be raised. “First we need to seek regulatory approval from the ministry of commerce and the Civil Aviation Administration of China. After that, we’ll have the capital injection,” adds Wong.

The deputy general manager of BAA, David Du, says BAA manages 56 aircraft and has about 500 staff. “We have 12 operational bases in mainland China, as well as bases in Hong Kong, Macau and Taiwan.”

BAA general manager, Chang Qiu Sheng, says: “NetJets is a global brand leader and BAA is a company with operational experience in China and a strong domestic network. We’re going to create synergies between a global brand, local knowledge and strong funding.”

He says they plan to increase NetJets China’s fleet and launch a membership card scheme.

Wong told ShowNews earlier that NetJets China plans to add longer-range aircraft to tap the international market.

Ty Dubay, NetJets China’s outgoing president, says the company also has a Bombardier Global 5000 in Hong Kong that it manages on behalf of an owner that allows them to charter it out on an ad hoc basis. He says this is the aircraft they have been using to serve customers wanting to fly internationally. Dubay is in the process of leaving NetJets China to return to NetJets in the U.S.

The issuance of new shares to BAA will dilute the equity stakes of NetJets China’s existing local shareholders - Hony Jinsi Investment Management (Beijing) Ltd and Fung Investments, which is linked to Hong Kong’s Li & Fung group. Dubay was unable to disclose by how much these two companies’ equity stakes will be diluted.
Jackie Chan: The Case of the Missing Dragon
成龙接收中国首架莱格赛500

Action movie star Jackie Chan, already the owner of a spectacularly dragon-liveried Embraer Legacy 650, took delivery in February of the first Legacy 500 business jet in China.

“I believe Jackie Chan’s choice reflects the changing mind-set among Chinese customers that midsize executive jets can fulfill most of their business missions with higher efficiency and greater flexibility,” says Guan Dongyuan, senior VP Embraer and president of Embraer China.

The delivery also illustrates the changing mind-set in a different way as Chinese customers try to become less ostentatious amid the country’s austerity drive. Gone is Jackie Chan’s trademark dragon that distinguishes his Legacy 650, even though renderings from two years ago showed the new 500 would be similarly adorned. Instead, the new aircraft sports the livery of Sparkle Roll subsidiary SR Jet, which will operate the aircraft.

The super-midsize, eight-passenger Legacy 500 was granted validation of type certificate from CAAC, the Civil Aviation Administration of China, this past July. List price is $20 million.

Taking off from airfields as short as 4,084 ft., the Legacy 500 has a range of 3,125 nm (5,788 km) with four passengers, including NBAA IFR fuel reserves, which enables it to fly nonstop between city pairs such as Beijing and New Delhi.

—John Morris

Jackie Chan took delivery of his new Legacy 500 . . .

... but it doesn’t feature the trademark dragon of his Legacy 650.
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Bell Plans More Service Centers
贝尔计划增设客户服务中

Bell Helicopter plans to announce next November that it has three more customer service facilities coming on line in China, increasing the total to five.

Presently there are two Bell-endorsed customer support facilities in China – Shanghai KingWing General Aviation Company in Shanghai and Chongqing General Aviation in the western Chinese city of Chongqing.

Chris Jaran, managing director of Bell Helicopter China (Chalet 9), says there are three Part 145 maintenance organizations in China that are currently going through the Bell application process to be endorsed by Bell and they will be part of the aircraft-maker’s network of customer support facilities.

Jaran declines to disclose the names of the companies, but he says all three already have Civil Aviation Administration of China (CAAC) certification to do maintenance work on helicopters and some are already CAAC certified to work on Bell helicopters.

He says one of the companies is based in northern China, one is in central China and the other is in the south. “I plan to announce all three companies at the Zhuhai Airshow in November,” he adds.

While Bell is increasing the number of customer support facilities to five, there are still no full-flight simulators in China for training pilots on Bell helicopters.

Jaran says pilots from China go to Singapore for training at Bell’s facility there, or they can go to a Bell training facility in the U.S. He says Chinese operators appear to be satisfied with the current arrangement.

Bell helicopters being serviced by Chongqing General Aviation Group.

HAECO Is Now Rockwell Collins IFE Dealer

A dealership agreement for business jet inflight entertainment systems (IFE) was signed here yesterday by HAECO Private Jet Solutions and avionics manufacturer Rockwell Collins.

“The aim is to foster synergy and to provide an enhanced IFE experience for business jet passengers,” the companies said in a joint statement.

“Establishment of the dealership by HAECO PJS will allow both companies to provide the region’s private and business jet customers and operators with a broader range of products and services that are more cost-effective and reliable, noted. Wilson Chan, VP Commercial for HAECO PJS.

Yesterday was a busy day for HAECO: it also was named by Airbus Corporate Jets as a new member of its ACJ Service Centre network.
P&WC Expands Turboprop Support in China

加普惠扩大在华涡桨发动机售后服务

With a growing list of joint ventures, Pratt & Whitney Canada comes into ABACE on a roll that includes many of its best known engines powering numerous business and general aviation aircraft and helicopters.

In an MRO joint venture between P&WC and Tonghui, SAIC Motor Corporation is being established in Shanghai to provide maintenance services to civil PT6A turboprop operators in China. These are expected to multiply as PT6A-powered general aviation aircraft become more popular and are produced here. Among the hopefuls, Beijing GA Company has plans to assemble the short-field, utility Pacific Aerospace P750 XSTOL in China, and Pilatus has established a facility in China for manufacture and assembly of the PC-6 and PC-12.

Cessna is busy assembling the Caravan EX powered by the PT6A-140 in China, and AVICs Y12E and Y12F light transports employ the PT6A-135A and the PT6A-65B respectively.

As might be expected, with the fleet of PT6 engines growing in China, so is service and support. P&WC says it has invested “significantly” in establishing a strong support presence in Asia Pacific.

In addition to its global service network of P&WC-owned overhaul facilities, the company has brought on line its CFirst Centre in Singapore, a fully-integrated part of its dedicated Asia Customer Support Hub (CFirst is an acronym for Customer First.) The Hub also supports P&WC turbofan engines in business jets.

P&WC has doubled the number of staff at its Singapore hub to more than 30 since opening in 2013 and provides end-to-end service, parts, engine rentals and MRO support.

“There’s been significant growth in business jets in China in recent years, and growth is also being observed in the civil helicopter and general aviation sectors,” the company says.

At ABACE, P&WC will have a PW308 engine on display, highlighting technology and services. The PW300 family of turbofans powers numerous business jets including the Falcon 7X, 8X and newer 2000s, and various Cessna Citations including the Sovereign and the new Latitude.

—Kirby Harrison

The Pratt & Whitney-powered Pacific Aerospace P750 XSTOL will be assembled here in China.

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Cessna Caravan Sales Take Off in China
赛斯纳“大篷车”在中国的销售量大增

If there’s a resounding success story in China, it’s the acceptance of Cessna’s workhorse Grand Caravan as a utility aircraft. More than 20 were delivered last year, bringing the fleet in China to more than 77.

The slowdown in the economy has brought renewed focus in China in developing its remote areas. And for that the Grand Caravan EX is proving its worth in a variety of roles from mapping and surveillance to hauling passengers and cargo, and even tourism. In 2014 China’s CAAC approved it for operation on amphibious floats.

All the Caravans Textron Aviation ships into China are delivered through its joint venture with AVIC’s China Aviation Industry General Aircraft Company (CAIGA) in Shijiazhuang. The JV began officially operating when its business license was approved in September 2013 by the Ministry of Commerce.

“We have made significant progress at the JV since we set it up in 2012,” says Bill Schultz, Textron Aviation’s senior vice president for business development in China. “Then we were trying to figure out how to import an aircraft into China. Now, in 2015, we delivered more than 20. We’ve learned how to do it.”

The JV has been tasked with increasingly complex tasks that include final assembly and painting, support for the aircraft in country, and parts inventory. Through the JV customers can now pay in Chinese currency, RMB, Schultz notes.

“We have seen a 200% growth in Caravan sales on the Mainland over the last five years, and that slope of growth hasn’t changed,” Schultz adds.

A Cessna Grand Caravan EX is on show here at ABACE. The nine-passenger aircraft has a high useful load of more than 3,500 lbs (1,588 kg), a large cargo door, and can operate from short, unimproved surfaces.

—John Morris

Castle & Cooke Promotes Tony Marlow

Castle & Cooke Aviation has promoted Tony Marlow to a senior business development role responsible for promoting the company’s three FBOs.

Marlow was general manager of Castle & Cooke’s FBO in Honolulu, but has now been promoted to VP aviation operations and business development for the three FBOs.

Its other two FBOs are in Van Nuys Airport in California and Paine Field in Everett, Washington.

“In his new role he will oversee and direct all activities of the [aviation] division including ongoing operations and future growth, expansion and business development,” the company says.

Castle & Cooke has a new hangar at its Van Nuys FBO which is designed to handle the larger, longer-range business jets.

Marlow tells ShowNews that the company has found increasing demand for larger hangars across its FBO network as the fleet of larger business jets grows. Castle & Cooke is at Booth P422.
Aviation enters a new era with a multifunction chronograph delivering unprecedented performance. At the heart of this high-tech feat beats a (COSC) chronometer-certified SuperQuartz™ movement specially developed by Breitling for aviation. Equipped with a sturdy and light titanium case, the Cockpit B50 innovates with its huge range of functions, extreme user friendliness, rechargeable battery and an ultra-legible high-intensity display mode. Reliable, accurate, efficient: the ultimate pilot's instrument.
Satcom Direct, Universal Team on Datalink, Planning
Satcom Direct与环球气象航空开展合作

Satcom Direct’s FlightDeck Freedom datalink and Universal Weather and Aviation’s online flight planning and weather services are now available in an integrated and bundled offering. Operators attending ABACE who activate an aircraft on the bundled package will also get SD FlightLogs included, free of charge, through 2016. Visit booth H227 for details.

Joining forces to offer seamless datalink and online flight planning, Satcom Direct FlightDeck Freedom datalink and Universal (Booth H317) flight planning are integrated through uvGO, Universal’s mission planning and management solution. uvGO, available via iPad app and online, allows users to plan, build, and manage all aspects of a mission—from worldwide flight planning and weather, to UVair fuel pricing and arrangements, to airport and FBO information, to total trip coordination through Universal Trip Support.

Flight crews can uplink and view flight plans and weather in the cockpit, and display aircraft communications, position details, and messages via uvGO, when on the ground and in the air.

SD FlightLogs is the first web-based system designed to intuitively manage aircraft flight log data, reducing manual user input. It gives the aircraft operator a smart system that includes user guidance, virtually eliminates human error, and provides access to flight data in real-time. SD FlightLogs provides pilots, maintenance and flight operations personnel with the ability to stay in sync with their aircraft anywhere in the world.

“Asia is an important market to SD,” says Michael Skou Christensen, Chief Commercial Officer - International for SD. “Our locations in Hong Kong and Australia are part of our commitment to providing local support, and we plan to expand our presence in Asia in the near future.”

Satcom Direct’s FlightDeck Freedom datalink and Universal Weather and Aviation’s online flight planning and weather services are now available in an integrated and bundled offering. Operators attending ABACE who activate an aircraft on the bundled package will also get SD FlightLogs included, free of charge, through 2016. Visit booth H227 for details.
Angel Jet Finds It’s a Long Roll on Takeoff

When it comes to challenges, Lydia Sheng takes them head on.

She chose a year ago to combine two passions in her life, aviation and making a difference in people’s lives. And inspired by Corporate Angels Network in the U.S., which depends on donations of business jet time to transport cancer patients for medical treatment, she co-founded a similar charity in China, the Angel Jet Network.

Corporate Angels are about to carry their 50,000th patient, which Sheng finds profoundly inspiring. And daunting, too, because in China it has taken her 12 months to transport just three children. She had to use airline seats, because no business jet has yet been made available.

“The concept of pure charity is really new in China,” she tells ShowNews. “The first thing people ask is ‘how do you make money out of this?’ They want to see the business side, but there isn’t one.”

Sheng, whose career includes working at an FBO, in aircraft sales and now Business Development Director—Asia for Nexus Flight Operations Services, says business jet owners warm to the Angel Jet Network when she describes it face-to-face and assures them that only non-infectious patients will be carried, but so far she has been unable to match a ride with an empty leg. Charter operators are more resistant because they are having a tough enough life at the moment without considering charity.

“In addition, there are only 300 jets in China,” Sheng says.

She is working with three charities: the Chun Hui children’s foundation, Operation Smile for children with cleft palates, and Heart to Heart for children with heart defects. They operate largely in Tibet and southern China, and need to transport kids to Beijing or Shanghai for surgery. But so far that business jet ride has been elusive.

So now she’s calling on the airlines for help, and raising funds fund to buy tickets. That’s not the way the Angel Jet Network was supposed to work, but she sees it as a stepping stone.

Meanwhile she’s here at ABACE (Booth H523) to build support in the business aviation community for helping children that need help.

—John Morris

Lydia Sheng

Angel Jet Network was able to transport this little girl for surgery.
Cirrus Sees Growing Demand in China

Despite China’s slow progress in opening up its airspace to general aviation, nearly 100 Cirrus training, sport and privately-owned propeller aircraft have already been delivered to customers here. The exact total is 94 to date, says Cirrus Aircraft (here in the Static Display), with the company, which is owned by AVIC’s China Aviation Industry General Aircraft Co (CAIGA), has a backlog of another 79 aircraft on order for Chinese customers.

Cirrus aircraft are manufactured in Duluth, Minnesota, and reassembled at CAIGA’s plant in Zhuhai after being shipped to China. Long-term plans call for Zhuhai to take a more industrial role, and so far it has delivered 10 aircraft as it explores progressing toward actual production there.

Worldwide shipments of Cirrus SR aircraft last year exceeded 300 for the second year in a row as the Cirrus SR22 maintained its position as the best-selling airplane in its segment for the thirteenth consecutive year. New unit deliveries for 2015 totaled 301, while the global Cirrus fleet surpassed 6,200 total SR aircraft and amassed over seven million flight hours.

In addition to new SR series deliveries, the single-engine SF50 Vision Jet program made progress toward first customer deliveries in 2016. At last year’s ABACE Chinese distributor GDAT signed for 60 SR four-seat propeller aircraft and six SF50 private jets, while the flying club subsidiary of AVIC, AviClub, ordered eight more SRs as part of a business plan that includes flight training and recreational club flying.

News at this year’s show will include the appointment of AVIC International (Booth P806) as Cirrus sales agent in Africa and Russia. Demand for Cirrus aircraft is emerging even though in China it is very difficult to use a four-seat private airplane to fly from one place to another. Shanghai company Dragon Technology said it would buy the SRs and SF50s from GDAT and use them for tourism flights over snow country. That is possible in China’s tightly controlled airspace because tourism flights follow defined paths over limited terrain and return to their originating field.

A key selling point for the SR in China is its recovery parachute, fitted as standard equipment. It has already been used in China to put one SR back on the ground.

For more information, please contact Steve Gross, Senior Vice President, Commercial Operations, FlightSafety. You’ll see why so many aviation professionals make the same choice. And have since 1951.

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Skilled Maintenance 
Highly Experienced Pilots 

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INSTRUCTORS’ WIDE RANGE OF EXPERIENCE 
BENEFIT FROM OUR 
OUR INSTRUCTORS 

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Aviation professionals from around the world trust us to provide the highest quality training and outstanding service. More than 1,800 highly experienced professional instructors deliver aircraft- and mission-specific courses, using our comprehensive training systems and advanced-technology flight simulators designed to enhance safety. Trust your training to FlightSafety. You’ll see why so many aviation professionals make the same choice. And have since 1951.

For more information, please contact Steve Gross, Senior Vice President, Commercial  
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Metrojet Now Operational in Zhuhai

Two years ago Hong Kong-based Metrojet, a pioneer of business aviation services in the region, sought relief from the congestion of Hong Kong International Airport by launching a joint venture maintenance, repair and overhaul (MRO) operation at Zhuhai regional airport. It received its CAAC Part 145 Maintenance License in February, allowing it to work on B-registered business jets there too.

Metrojet Hanxing, the MRO joint venture with Zhuhai Hanxing General Aviation, has truly gone operational since the award of its CAAC authorization. “This is obviously a major step forward for us and we’re very much up and running,” says Metrojet’s CEO Björn Näf.

“We have Gulfstream G450 and G550 capability. At the moment it’s line maintenance and [maintenance checks] 1A and 1C but we’ll be growing these to 4A and 4C in the next six months. We have the tooling, the people, the hangars, the equipment and the ramp – everything,” adds Näf.

Hong Kong has become a very difficult airport for all companies, with air traffic and aircraft parking slots very restricted. “For us Zhuhai is definitely an alternative,” says Näf.

Hong Kong will remain as Metrojet’s MRO base for transient aircraft and its large managed fleet.

The one fly in the ointment, however, is that Zhuhai does not have a permanent customs facility to meet international flights, but that is being addressed. “It’s not free flow over from Hong Kong to Zhuhai, but in the long term that will be the case,” says Näf.

Metrojet has ambitions to open at other major city locations in mainland China but plans are on hold as the company re-evaluates the state of the Asian market.

Metrojet is at Booth H417. —Mike Vines

Bridging the Gap

The multi-billion dollar (HK$32.9 billion) Hong Kong-Zhuhai-Macau road bridge is set to revolutionize access between Hong Kong, Zhuhai and Macau when it opens in 2017. Measuring 28 km it will be the longest overwater bridge in the world, incorporating a 6.7 km long tunnel mid-way so that it won’t affect shipping.

The bridge can’t come soon enough, says Metrojet’s CEO Björn Näf. “I think we’ll be able to get from hangar to hangar in about one hour 20 minutes.”

—MV
CAAC Gives Boost to Foreign Charter  
China Civil Aviation Administration Issues Wider Landing Permits to Foreign Business Aircraft  

The Chinese Civil Aviation Administration (CAAC) has done away with the requirement that operators of foreign registered business aircraft must have a letter from a sponsor in China when applying for a landing permit.

Charles Mularski, chairman of the Asia Business Aviation Association (AsBAA), says this is a “great proactive initiative from CAAC” that helps charter operators flying to China cater to high-end leisure travellers.

He says business travellers could get a letter from a sponsor if they were going to China for a business meeting, but it was sometimes hard for high-end leisure travellers to get a letter from a sponsor.

Mularski says business aviation operators no longer need to provide the sponsor letter if the destination in China is a major international airport.

While this change in regulation is a step forward, Mularski says AsBAA sees that improvements still need to be made in areas such as air traffic control and aircraft separation. He also says navigation charges imposed on business aircraft remain expensive.

The recent improvements made to air traffic control and airspace largely relate to low-level airspace for small general aviation aircraft, and “not much progress” has been made with regard to opening more airspace for business aviation, he adds.

Zhuhai Could Relieve Hong Kong Congestion  
Zhuhai Could Relieve Hong Kong Congestion  

The Chinese Civil Aviation Administration (CAAC) has agreed to a trial for business aircraft from Hong Kong to land and park in neighbouring Zhuhai, an initiative that operators hope is extended and expanded.

The trial started in late January and is initially for six-months, says chairman of the Asia Business Aviation Association (AsBAA) Charles Mularski, adding that they hope the trial continues after six months and is expanded.

Presently, the trial applies only to business aviation aircraft from neighbouring Hong Kong. Also, the aircraft from Hong Kong may land in Zhuhai with only the flight crew on board; no passengers.

The idea behind the initiative is to give business jet operators in Hong Kong an alternative place to reposition and park their aircraft. Hong Kong has only one airport and sometimes business aircraft are permitted to park there only for a few hours.

Zhuhai Airport, up until now, has been a domestic airport. Having the trial makes international customs, immigration and quarantine (CIQ) services available.

The CIQ officers are sourced from the local port authority, and business aviation operators from Hong Kong need to give Zhuhai Airport 24 hours advance notice so the CIQ can be arranged.

Mularski says they hope the CAAC expands the initiative to allow business aircraft from other departure points outside mainland China to land in Zhuhai, as well as passengers to disembark and go through international CIQ at Zhuhai Airport.

He says if this were allowed, then he could envisage there being a helicopter shuttle service in future, linking Zhuhai Airport to downtown Hong Kong.

This would help make Zhuhai Airport a viable alternative to Hong Kong airport for business aviation.

Mularski says the fact that an expressway is being built linking Zhuhai to Hong Kong is an added benefit.
API’s New Split Scimitar Winglets Arrive

**API的 “双叉弯刀翼梢小翼”**

The Split Scimitar Winglets are an attention-getter at any airport.

The popularity of Aviation Partners’ (API) Split Scimitar Winglets (SSW) on commercial aircraft, means it is important for Boeing Business Jet (BBJ) owners to order the winglets early to secure the product.

“Due to the vast number of shipsets being consumed by Aviation Partners and Boeing’s airline customers (700 aircraft have been equipped), early planning is the key to securing a delivery position for winglets for a BBJ,” says Gary Dunn, API VP of sales & marketing.

“We have seen significant interest in the SSW for BBJs, including from operators in China, for 2016 retrofits,” says Dunn.

API’s Split Scimitar Winglets on display here at ABACE.

“The retrofit has already been accomplished on eight BBJs by several MROs, including Aloft AeroArchitects and Lufthansa Technik, and can be accomplished during green completion, interior refurbishment, routine maintenance, or as a standalone operation,” adds Dunn. Aloft AeroArchitect booth is at Booth H200 and Lufthansa Technik Booth H115.

The SSW increases the BBJ’s range by more than 2%, says API, adding that the lower fuel burn, “essentially gives a 7-auxilliary tank BBJ the range of an 8-auxilliary tank airplane.”

“The SSW program completely redefines the aerodynamics of the existing Blended Winglet. The retrofit to the Blended Winglet consists of adding a new Scimitar-tipped large Ventral Strake, beefing up of internal winglet structure, and replacement of the winglet tips with new aerodynamically-shaped Scimitar tips. The unique feature of the SSW is that it builds on the existing Blended Winglet design to provide a significant performance improvement, and a dramatic new look, without increasing the existing wingspan.”

Boeing Says China Can Absorb 2-3 BBJs a Year

波音认为中国每年会引进2~3架BBJ

The Greater China market can absorb 2-3 Boeing executive aircraft a year, the company says, adding that is already close to selling two for 2016.

That is not a specific sales objective, says Boeing Business Jets President David Longridge.

“But it is not an outrageous target; it is a reasonable target.”

To prove the point he adds that by the time the National Business Aircraft Association exhibition is held in November, Boeing will probably have orders from Greater China for two more aircraft. Negotiations with those customers are underway.

Boeing says that it has not suffered from the slowdown in the Chinese market experienced by other manufacturers of business aircraft since 2013. “It is a steady market,” says Longridge.

Three new BBJs, based on the 737-700 airliner, were delivered last year to customers in Greater China—the mainland plus Hong Kong, Macau and Taiwan.

Boeing Business Jets counts 24 of its aircraft in service in Greater China. That does not include 12 government aircraft, the company says.

It declines to comment on whether the Chinese government is interested in ordering more, particularly the executive transport version of the 747-8.

—Bradley Perrett
JSSI Adds More Comprehensive Coverage

Jet Support Services, which provides maintenance and customer support programs for business jet owners and operators, is expanding its program offering.

The company offers maintenance and customer support programs on an hourly basis, which means customers pay a set monthly fee in return for maintenance and customer support.

There are exceptions though to what the program will cover. However, JSSI (Booth P132) has come up with a new program JSS1, which promises to have fewer exceptions.

“The newly developed JSS1 program goes above and beyond the Tip-to-Tail coverage that has been a JSSI trademark for decades,” says the company. “In addition to engine, airframe, and auxiliary power unit coverage, JSS1 encompasses every maintenance aspect of operating a turbine powered aircraft, including allocations for paint, interior, avionics upgrades, subscription services, and more, into one single monthly payment.”

Neil Book, president of JSSI, says: “With JSS1, we set out to design an entirely new type of hourly cost maintenance program for business jet owners and operators. A program that removes virtually all exclusions, while reducing the complexity and administrative hassle that comes with airplane maintenance.”

The new JSS1 program is being offered to those who have either a Bombardier Global Express, Global 6000, Boeing Business Jet or Gulfstream G650/G550.

“JSSI is a member of the Corporate Aviation Community. As such, we understand the importance of reliability and responsiveness to ensure operators achieve operational excellence,” Book said. “JSS1 reflects our commitment to providing the best possible service to our customers.”

Neil Book

Air BP Hosts RocketRoute at ABACE

International fuel supplier Air BP is hosting flight-planning business RocketRoute for the first time on Booth P342 at this year’s ABACE.

“Air BP recognizes that digital technology is increasingly being used to support efficient trip planning. As Air BP is an integrated part of the RocketRoute system, we hosting them to demonstrate the benefits of our offering to ABACE visitors,” said Bella Young, Regional Manager Asia, Air BP.

RocketRoute customers can already plan their fuel uptake from Air BP as information about its fuel pricing and Air BP’s international network of 700 locations is integrated into the system. Used by private pilots, owners, operators and flight departments, RocketRoute is a cloud-based solution that works online, and via the RocketRoute app, on most personal electronic devices. It smartly integrates, into one service, a number of features including flight planning, briefing, filing, dispatch and flight tracking.

Uwe Nietsche, CEO of Rocket Route, and Wilson Yuan, Regional Sales and Marketing Manager, of Air BP, here at ABACE.

Uwe Nietsche, CEO of Rocket Route, and Wilson Yuan, Regional Sales and Marketing Manager, of Air BP, here at ABACE.

由于航空燃油价格和700座Air BP加油站网络的信息已集成到系统中，RocketRoute的客户已经可以计划从Air BP补充多少燃油。利用有效的云计算解决方案，RocketRoute推出了一个可以在大多数个人电子设备上使用的App应用软件，使用者包括私人飞行员、飞机所有人、运营商和飞行部门人员。这款App将飞行规划、简报、文件归档、签证和航线跟踪等诸多功能智能地集成到一个服务软件中。
One of the few western partnerships offering business aviation MRO in the mainland is ExecuJet Haite Aviation Services China. The company operates from a large purpose-built hangar at Tianjin Binhai International Airport, and is going from strength to strength, says the company’s General Manager Paul Desgrosseilliers.

“Business is doing quite well given the state of the Chinese business aviation market. In the last eight months we’ve seen month-on-month growth, year-on-year,” says MRO chief Paul Desgrosseilliers.

A major factor is that aircraft are ageing, more extensive inspections are coming due, and the company’s capabilities are growing. The facility has increased its overall capability on various aircraft types, gaining FAA FAR Part 145 Maintenance Repair Station Approval last September, and Cayman approval in November. It has also widened its offerings under CAAC rules, winning authority to work on B-registered Bombardier Challenger 300, 604/605 and 850, Global 5000 and 6000 as well as Embraer Legacy 600/650 and Lineage 1000 aircraft.

The company is surprised to find itself busiest on the Embraer Legacy 600/650 aircraft, which was not originally top of its business plan. It is China’s sole Legacy 600/650 Service Center, and there are around 15 of these aircraft in the country.

ExecuJet Haite is focused on growing the MRO at Tianjin rather than opening at other sites in China. “We also supply AOG and line maintenance support for our customers at other Chinese airports, and recently rescued one of our managed-fleet Challenger 605 aircraft from Dalian in northeast China,” says Desgrosseilliers.

The Tianjin MRO employs 23 people, with eight of them qualified as release engineers (qualified to ‘sign-off’ aircraft). It shares a piece of property with Haite’s commercial airline maintenance company that serves Airbus A320 and Boeing 737 narrowbody airliners.

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Beijing OverflowUps Demand for Maintenance

An unexpected boost to its MRO business has come the way of ExecuJet Haite Aviation China at Tianjin Binhai Airport, 150 km southwest of Beijing Capital Airport.

Severe restrictions within the last 12 months at Beijing Capital Airport have limited business jet parking to two days, forcing non-resident aircraft to reposition to other airports. Tianjin is taking the majority of the overflow, and at any given time there are 40 to 50 business jets parked there, says Paul Desgrosseilliers, General Manager of ExecuJet Haite Aviation Services China.

Although the aircraft are handled by airport-owned Tianjin Airport Ground Services, they are parked facing ExecuJet Haite’s MRO facility “and this is generating lots of phone calls requesting maintenance work,” says Desgrosseilliers.

—Mike Vines
As the leading aviation magazine of China and the partner of Aviation Week, International Aviation celebrates its 60th anniversary here.

Robert Xiao, chairman of the China Aviation Publishing & Media Company (CAPMC), and Liu Zhu, vice president for the magazine business of CAPMC, presented framed, antique pages from International Aviation to industry players with a long history including Embraer, Dassault, Rockwell Collins and GE Aviation.

本届ABACE现场, 剛刊于1956年的《国际航空》杂志与参展商共庆创刊60周年。《国际航空》所属中航传媒董事长肖治垣、负责期刊业务的副总经理刘柱将早年《国际航空》对公务航空的专业报道带到现场，并分别将其赠予巴航工业、达索、罗克韦尔柯林斯和GE航空等国际知名厂商。

Robert Xiao, chairman of the China Aviation Publishing & Media Company (left), and Liu Zhu, vice president for the magazine business of CAPMC (right) presented antique pages to industry leaders.

Guan Dongyuan, global vice president of Embraer.

Darren Huxol, director of the China Growth Program at GE.

Kathy Liu, director for Asia-Pacific customer service at Dassault Aviation.

Olivier Villa, SVP for civil aircraft at Dassault Aviation.

Ron Ho, managing director for China at Rockwell Collins.
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