China’s Bizjet Slump May be Moderating

The slump in new aircraft deliveries here is far from permanent: signs are emerging that demand for new business jets could pick up in the next year or so. Honeywell Aerospace, Hong Kong consultants Asian Sky Group, and a special report on business aviation by the luxury magazine Hurun Report, all point toward sunnier skies ahead.

HK Bellawings to Operate First 8X in China

HK Bellawings Jet will manage and operate the first Dassault Falcon 8X in the Chinese market, the company said here yesterday.

It will be delivered “soon,” it added. Celebrating the event at the show yesterday were HK Bellawing’s Executive President Zhang Yijia and Dassault Aviation’s Senior Vice President of International Sales, Jean Michel Jacob. The two companies are now working together with a special team to prepare for the aircraft’s arrival.
Honeywell has picked up a faint signal of a recovery in Chinese demand for business aircraft, with a 2015 survey finding operators a little more inclined to buy aircraft than they were a year before.

Buying expectations in China are well below the world average, however, and are only about a quarter as strong as they were in 2011, at the height of a boom that turned to bust in 2013 when the government in Beijing launched an austerity crackdown.

In the near term, the rate of fleet Chinese growth is likely to keep falling, says Charles Park, director of marketing analysis and planning for Honeywell Aerospace.

In 2015 Chinese business aircraft operators expected over the next five years to buy aircraft in numbers equivalent to about 12% of current fleets, Honeywell's survey found. In 2014, the result had been just under 10%.

That compares with about 47% in 2011. Globally, five-year purchasing expectations in 2015 were around 22% of current fleets, according to the Honeywell survey, which Park presented here at ABACE.

Almost all of China's 2015 purchasing expectations were aimed at replacing aircraft.

Another sign of a possible turnaround in the market is a finding of Hong Kong consultancy Asian Sky Group: business aircraft based in China were flown more intensively last year than in 2014. But Asian Sky still predicts slower fleet growth in 2016—about 5.2%, compared with 6.6% in 2015.

Since Honeywell's survey covers current users, it may not reflect the inclinations of new buyers, of which China has potentially very many.

Moreover, operators' intentions of buying within five years may be heavily weighted toward the end of the period—which in the case of China may reflect an expectation that the anti-corruption campaign will end or moderate in a few years.

Honeywell's survey covered mainland China, Hong Kong and Macau.

—Bradley Perrett
Honeywell: Sees Stirring in China Market

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Charles Park, Honeywell Aerospace’s chief analyst, delivered the forecast.
Wealth Estimates Show Chinese Bizjet Potential

The potential mainland Chinese business-aircraft market is perhaps six times as large as the current fleet, research based on the buying and chartering capacity of the country’s rich people suggests.

Already, 1,420 people in mainland China have the potential to own business aircraft, according to estimates compiled by luxury publisher and rich-list compiler Hurun Report (Booth P516) and Minsheng Financial Leasing (Chalet by the Static Display).

The purchasing potential of those people is 1,750 aircraft, the companies say.

In addition, 9,000 Chinese mainlanders could charter business aircraft. Their potential demand amounts to 205,000 hours a year. Though the researchers do not convert that flight time into aircraft numbers, it implies a need for 680 more jets if average utilization is 300 hours a year, a plausible level.

The implied total of 2,430 aircraft—used by their owners or available for charter—compares with 300 business aircraft in mainland China at the end of 2015, as estimated by Hong Kong consultancy Asian Sky Group. A further 166 business aircraft were based in Hong Kong, Macau and Taiwan, many belonging to mainlanders.

Importantly, since the figures are based entirely on estimates of personal wealth, they cannot include corporate purchases and charters for transporting managers other than rich proprietors. That potential element may not be large, however: so far in China, aircraft are predominantly used to transport bosses.

The Hurun and Minsheng Financial Leasing figures are derived from estimates of wealth distribution and capacity of people with various levels of total assets to buy or charter aircraft. For example, the researchers estimate that, allowing for hidden wealth, 580 mainlanders are each worth at least 10 billion yuan ($1.55 billion), that half of them have a potential to buy business jets and that those buyers could on average purchase 1.5 aircraft each.

Looking forward five years, the researchers estimate that the number of potential buyers will rise to 1,850 and that they could buy 2,230 aircraft, while potential charter hours will rise to 270,000 hours a year. At 300 hours per aircraft per year, about 900 jets would be needed to feed the potential charter demand.

The figures raise the obvious question of why this potential has not been reached. Part of the answer is that ownership and use of business aircraft is still only a developing habit in China; fleet numbers did not begin to grow quickly until around 2008.

The great majority of business aircraft in mainland China are based at Beijing (35%), in the Yangzi River Delta (25%, mainly at Shanghai) and in the Pearl River Delta (20%, mainly at Shenzhen), according to Chinese language report. Among mainland cities, Beijing, Shanghai, Shenzhen and Sanya see the most business aircraft movements.

The close international destinations where mainland Chinese business aircraft appear most often are Hong Kong, Japan, Singapore and Seoul, while the big long-haul destinations are New York, Los Angeles, San Francisco, London and Sydney.

Among mainland China’s 100 richest people, 32 have business aircraft, the report says.

—Bradley Perrett
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Trusted to deliver excellence.
World Fuel Services Cements DeerJet Deal

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Fuel and trip support provider World Fuel Services will expand its relationship with DeerJet and Honor Aviation under an MoU signed here on Monday.

The agreement covers three main areas: AVCARD aviation charge card acceptance, trip support with contract fuel, and collaboration in the improvement and expansion of the DeerJet FBO network. DeerJet plans to triple its network to 24 FBOs in China over the next three years.

World Fuel Services (Booth P162) will provide DeerJet’s subsidiaries, Deer Jet FBO and Honor Aviation, the ability to accept AVCARD, one of the world’s most widely accepted aviation charge cards with more than 30,000 cardholders. They use it worldwide to pay for purchases such as fuel, ground handling, and maintenance. AVCARD is accepted at over 7,600 locations in more than 190 countries and territories.

The second portion of the agreement covers pricing at over 3,000 locations worldwide. This network will now include Honor Aviation.

Expansion of DeerJet’s FBO network will include its application for membership in the Air Elite Network, a global network of uniquely exceptional FBOs.

SD Brings Mini WiFi Hub to Asia

Satcom Direct向亚洲推出迷你WiFi

Satcom Direct’s SD WiFi Hub packs big technology into a small, easily-installed package for small to medium-sized aircraft or as a booster for large cabins. It is being demonstrated throughout the show at Booth H227.

Its new WiFi is, says Satcom Direct, more than a wireless access point; it is the gateway for all voice and data communications on the aircraft. It is the perfect solution for operators who have a regional mission where email access and text messaging are top priority, and for ultra-long range aircraft where the SD WiFi Hub adds functionality to and enhances the performance of the Satcom Direct Router.

The SD WiFi Hub may be small, but it delivers big on technology for operators of mid-size and smaller aircraft. Claiming to be the smallest and lightest in aviation, its installation is easy. Packed with services, the Hub enables SD-exclusive capabilities like GlobalVT voice and text from one’s own smartphone while retaining its number, Global One IP continuous connection between networks, and AeroV voice-over-IP calling.

When partnered with the Satcom Direct Router, the SD WiFi Hub provides up to an additional 900Mbps data rates to the cabin with two dual band 2.4/5 GHz 802.11 b/g/n radios. The hub expands capability and adds additional interfaces where they are needed, simplifying the installation and improving Wi-Fi coverage in the cabin. The SD WiFi Hub supports high definition media products and applications for all passengers, eliminating buffering and gaps in cabin coverage.

Satcom Direct公司针对中小型飞机推出一款称为SD WiFi Hub的迷你WiFi路由器产品，将高科技融在小体积的产品内，

Satcom Direct公司称，这款路由器体型虽小，但是功能强大，它不仅仅是一个无线接入点，也是机上所有语音和数据通信枢纽。它的主要服务对象是中小型飞机，特别是针对需要优先处理邮件和短信的乘客。

与现有SDR路由器共同使用时，SD WiFi Hub可为客舱提供高达900 mbps的额外传输速率。SD WiFi Hub简化了客舱内无线网络的安装，改善了网络信号强度，扩展了必要的功能和界面。SD WiFi Hub支持所有高清媒体产品和应用，可以增强客舱信号的覆盖强度。
Sierra Completions was launched in 2014, but the company comes to ABACE 2016 for the first time as an exhibitor with no shortage of experience in the business jet cabin completion and refurbishment industry.

The company’s initial senior staff of four, starting with President John Burgoyne, has a combined total of more than 100 years in the cabin completion, refurbishment and MRO industry.

Sierra Completions, a subsidiary of Sierra Nevada Corp., sent a small delegation to ABACE 2015 “to test the water.” This year, the company is back to make a bigger splash with its own exhibit (Booth P139), and according to VP of Programs Ed Topps, has already scheduled a couple of dozen meetings at the Shanghai show and other meetings with suppliers in anticipation of an expanded business base in Asia.

At its Colorado Springs, Colorado site, branded the Colorado Aerospace Park, the parent company has already completed a 31,000-sq-ft hangar, and a four-phase plan will add another five hangars. By this time next year, it will have some 400 employees.

The company expects its first interiors project to fly in later this year, “likely a BBJ or perhaps some other business jet.” And with FAA repair station approval, Sierra Completions also expects to tap a ready market for maintenance, repair and overhaul.

Sierra Completions designed this lounge for a BBJ1.

Sierra Completions Chases Chinese Business

Sierra整装公司拓展中国业务

Sierra整装公司成立于2014年，今年是第一次来ABACE参展，该公司在公务机客舱产品及升级方面经验丰富。该公司的4位创始人，包括总裁John Burgoyne在内，从事客舱整装、客舱升级和维修工作的时间加起来有100年以上。

Sierra整装公司是Sierra内华达公司的子公司，去年曾派出一个小型代表团来考察，今年则在此设立了展台。为了拓展在亚洲的业务，展会期间安排了二十余场会面。

Sierra整装公司的总部位于美国科罗拉多，已经建成了1个2880平方米的机库，还计划再建5个机库。明年的这个时候，公司的员工人数将达到400人。

Sierra整装公司的第一个内饰项目能于今年下半年完成，有可能是一架波音BBJ公务机或其他飞机。Sierra整装公司通过了FAA认证，将要进军MRO领域。

Sierra整装公司可提供设计、飞机改装、系统集成、飞机维修等服务。该公司十分期待能为新机库带来更多项目，这也是他们来到ABACE的原因之一。

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Business Booms for FlightSafety Hong Kong

香港飞行安全学院业务繁忙

Global pilots from around the region are flocking to FlightSafety’s Hong Kong Gulfstream G450/G550 full-motion simulator and training center. And now the company has started training there on a simulator for the Sikorsky S-76C++ helicopter.

“We provided more than twice the number of training events last year than we did during the first full year of operation,” says a spokesman for FlightSafety. In its first 14 months since opening in February 2012 the center trained at least 200 Chinese pilots, with its simulator in operation up to 20 hours a day.

“Asia is really important to us,” the company says, “and the investment in the additional simulator, the S-76C++, illustrates this.” FlightSafety is the official training provider for Sikorsky.

FlightSafety指出，亚洲确实是其重要客户，新增S-76C++直升机的模拟培训项目充分证实了这一点。FlightSafety是西科斯基飞机公司的官方培训供应商。
Airbus Leads Helicopter Deliveries To China
空客直升机引领中国市场

Airbus Helicopters China plans to have two more maintenance, repair and overhaul (MRO) companies in China as part of its MRO network.

"We already have a good setup in Hong Kong, in terms of spare parts logistics support, and we have two MRO companies in China. We have a big one in Shenzhen and a more modest setup in Beijing, but we want to have at least four MRO companies in China to cover the country," says Airbus Helicopters China CEO, Norbert Ducrot. "The objective is to cover the four main areas - south, north, east and west," he adds.

Airbus Helicopters is a shareholder in Shenzhen-based MRO CGAMEC, but the company, like other aircraft-makers, tends to appoint an authorized MRO rather own and operate MRO companies.

Airbus helicopters, particularly the AS350 Squirrel, strongly led deliveries of turbine-engine helicopters to China last year, with Bell second.

Of 62 new turbine helicopters joining the Greater China fleet in 2015, 23 came from Airbus and 13 from Bell, according to Asian Sky Group’s annual survey of Asia-Pacific rotorcraft.

The other two major western manufacturers, Sikorsky and AgustaWestland, supplied 11 and five, respectively. AS350s were most common among new turbine helicopters, with 18 joining the Greater China fleet. The Bell 407 was the second most popular: 12 new helicopters of that type arrived.

By far the most popular helicopter to import of all was the piston-engine Robinson R44. Greater China received 35 new R44s in 2015.
Chinese Orders Lift Off for Guimbal
卡布里直升机在中国受欢迎

Sales of the Guimbal Cabri G2 go from strength to strength in China after the French helicopter-manufacturer, Hélicoptères Guimbal, gained its Civil Aviation Administration of China (CAAC) Type Certificate in April 2014. “We have now delivered ten helicopters into China and have another 18 firm orders for 2016 and 2017,” says the company’s Founder, President and CEO Bruno Guimbal, a former rotor systems engineer for Airbus Helicopters. Five of the aircraft on order are due for delivery by mid-year to the giant HNA Group. Despite this, Guimbal reckons there is a good chance of selling between 50 to 100 Cabri G2s into China over the next three years, mainly in the ab initio training role. The Cabri G2 is a two-seat light helicopter powered by a Textron Lycoming 0-360 piston engine. It is again exhibited here in the Static Display by Shanghai X-Square Aviation, Guimbal’s distributor in China. Shanghai X-Square took delivery of the first two Chinese G2s and has been operating them as demonstrators since October 2014. It will exhibit at least one Cabri G2 here, and is offering demo flights to customers from its base 15 km away from the exhibition site.

The Sun is Setting on Harbin Embraer
哈尔滨安博威前景不明

The future of Harbin Embraer, the Brazilian aircraft-maker’s joint-venture in China with AVIC’s Harbin Aircraft Company to assemble the Legacy 650 business jet, is now in limbo. The factory has no new aircraft orders and the head of Embraer China, Guan Dongyuan, says “we delivered the last aircraft on order in early March.” Embraer China is adamant that the issue of import duties on aircraft parts and components needs to be resolved. When asked if Embraer is considering adding another aircraft type to the assembly line to keep it going, Guan says it is not, and that the company sees there is no point expanding the production line unless the tax issue is resolved. Embraer argues the tax on aircraft components and parts makes the cost of manufacturing in China too high. Harbin Embraer produced a total of five Legacy 650 aircraft.

Million Air Planning To Refurbish Beijing FBO

Million Air计划翻新北京FBO

Million Air, which manages FBOs across the U.S., has moved into Asia by doing a deal with Capital Jet to manage the FBO at Beijing Capital International Airport.

Million Air VP for China, John Bridi, says Million Air uses a franchise model, so in the case of Beijing airport, Capital Jet has signed a license agreement with Million Air (Booth P718). This means it can use the Million Air brand and Million Air provides its expertise and some personnel to help manage the FBO.

Bridi says Epic, which is a large fuel supplier in the U.S. and other parts of the world, has also come in and is now providing the fuel there.

He says Million Air has been helping to manage the FBO at Beijing since Jan. 1, but never publicly announced it to the media. Million Air has been tasked with helping to improve the level of customer service at the Beijing FBO, “not just for the crew but also for customers.”

Bridi also says they are now in the process of planning a refurbishment of the terminal and even though work has yet to commence, he anticipates it will be completed sometime within the next 12 months.

Bridi says Beijing airport competes against Shanghai, Guangzhou and Hong Kong for international business aviation traffic, but Bridi says Beijing is number one. Million Air also manages FBOs in Canada, Puerto Rico and Columbia, plus it in the process of establishing two FBOs in South Africa – Cape Town and Johannesburg.

Cayman Islands Seeks Bizjets to Register

开曼局方邀请公务机前往注册

The Civil Aviation Authority of the Cayman Islands (CAACI) is exhibiting at ABACE (Booth H517), marking the third time it has participated in the show.

The British overseas territory in the Caribbean has decided to send its director general of civil aviation, Richard Smith, to head its delegation.

The CAACI is also sending senior personnel who specialize in airworthiness and flight operations. Some business jet owners in China prefer to have their aircraft on overseas registries for tax and other reasons.

The Cayman Islands registration was carried by 49 aircraft based in Asia Pacific at the end of 2015, or four percent of the region’s business aviation fleet, according to data by Hong Kong consultants Asian Sky Group. The most were based in Hong Kong (33 aircraft), followed by China (6) and Indonesia (4).

开曼民航局已是第三次参加ABACE，由局长Richard Smith博士为领队，同时还派出适航和运营方面的高层人士来访。很多中国的公务机拥有者因关税及其他原因更希望在海外注册飞机。据亚翔航空统计，截至2015年年底，在开曼注册的亚太地区飞机达49架，占该地区公务机注册总数的4%，其中包括香港33架、中国大陆6架以及印尼4架。
China Grows Closer to UK’s Farnborough

TAG Farnborough Airport, the UK’s only dedicated business aviation gateway to London, is exhibiting here at ABACE to underline the importance it places on the Chinese and Asian business aviation market.

“...a growing number of aircraft visiting Farnborough from the Asian region, including mainland China. We’re here to continue to build the brand of TAG Farnborough Airport,” says CEO Brandon O’Reilly. Sharing the large booth here at ABACE is Hong Kong-based TAG Aviation Asia, the company’s regional aircraft management arm which manages around 50 mainly large cabin sized business jets.

O’Reilly reckons that aircraft originating from the Asian region that come to Farnborough directly or via one stopping point account for about 1% of its business, or about 250 movements per year. “That is from virtually nil five years ago,” he says.

“I would say that of those, 95% of movements are corporate aircraft varying in size from Global/Gulfstreams to BBJ/ACJ.” Chinese companies are making very large investments in the UK and many of their top executives regularly fly into Farnborough to do business, he notes.

Farnborough is also seeing many large Chinese aviation specialist delegations visiting as part of tours of airports in the southeast of England. “A group of 20 people representing China’s airport authorities and the CAAC recently came on a fact finding visit,” O’Reilly says. Visitation have become quite common, occurring every two to three months.

The delegations are particularly interested in finding out how a dedicated business aviation airport works, he says. “It’s clear that there is significant interest in how business aviation will and can develop both in the air and on the ground in China,” O’Reilly says.

—Mike Vines

CRS Now World Distributor For Smart Stem

CRS Jet Spares (Booth H107) has become the worldwide distributor for Crane Aerospace and Electronics’ Smart Stem, a handheld device that can measure aircraft tire pressure without the need to release the pressure valve.

Tire pressure is important, because there have been cases in the past where poor tire pressure has contributed to accidents upon takeoff or landing.

Aircraft pilots can use the hand-held device, says CRS VP of sales Jack Caloras, adding that line maintenance personnel would be reluctant to let pilots release the pressure valve, as it releases air from the tire. But maintenance personnel are happy to let aircraft pilots use the Smart Stem air pressure reader, as no air is released from the tire.

Caloras says CRS has just been pointed as the global distributor, so ABACE is the first show in Asia where it has had the opportunity to exhibit the product. He says CRS is now marketing the product to line maintenance companies and operators.

Prior to appointing CRS as global distributor, Crane Aerospace and Electronics was marketing the product itself and working with a few agents in individual markets, says Caloras.

He says Smart Stem is approved for various types of Bombardier and Gulfstream business jets, as well as approved for Dassault Falcon 50 and Boeing Business Jets. He says for Smart Stem to work, a new type of valve has to be installed, requiring a supplemental type certificate. The STC is approved for these aircraft types. He says Crane originally developed the product in cooperation with Cessna, but that original equipment maker insisted on holding the STC, so Crane is unable to sell Smart Stem for Cessna aircraft.
TAG Debuts Cadet Program for Bizjet Pilots

TAG推出公务机飞行员实习计划

TAG Aviation Asia has introduced what may be the first cadet pilot program for business jet pilots. It is being offered to its employees in conjunction with Flight Training Adelaide (FTA). The Hong Kong-based business aviation operator covers the course costs, as well as the cadet’s living expenses in Adelaide, says TAG Aviation Asia director of business development, Jaslyn Chan.

TAG航空亚洲公司为其员工引进的公务机飞行员实习计划，可能是公务机业务也力争在市场上取得一席之地。该计划由TAG航空亚洲公司与Flight Training Adelaide合作完成。由TAG航空亚洲公司为实习生的课程和生活费用。第一批学员中Tse Wei Ting已经取得了私人飞行员执照(PPL)，培训后她将获得商用驾驶员执照和航线运输飞行员执照(ATPL)。学员毕业时可获得教员资格，且可以在FTA担任教员，先积累飞行时间，然后回到TAG航空亚洲公司成为公务机飞行员。

The first cadet, Tse Wei Ting, taxis out on another training exercise.

Jet Aviation to Open MRO Facility in Macau

Jet Aviation将在澳门设立维修基地

Jet Aviation (Booth P312) is scheduled to go operational with its business jet MRO at Macau International Airport in the second quarter of this year. The facility, which won the exclusive 10-year concession last year, will operate from an airport authority-built hangar. Jet Aviation will add its Gulfstream and Dassault Authorized Service Center (ASC) approvals and will extend its EASA and FAA Part 145 approvals to cover Macau and gain Part 145 approval from Macau’s Civil Aviation Authority.

Jet Aviation将为澳门商务航空设立维修基地。这间设施，去年赢得了独家的10年让渡权，在机场管理局建造的机库运转。Jet Aviation将增加其湾流和达索授权服务中心的资质，并将扩大其EASA和FAA第145部分的维修许可，以覆盖澳门，并获得澳门民航局的第145部分维修许可。

We will be extending all approvals that we have from Jet Aviation Hong Kong, “says John Riggir, VP and general manager of Jet Aviation Singapore. “Macau is really part of our Hong Kong footprint and gives us the option to put aircraft into Macau for longer term maintenance projects. Hong Kong can be a challenge for hangar space so we now can take care of that by having Macau supplying extra maintenance capacity, hangarage and parking.”

“我们将扩展我们在香港的Jet Aviation的全部资质，”新加坡的Jet Aviation的VP和总经理John Riggir表示。“澳门是香港的组成部分，它给我们提供了把飞机存放到澳门进行长期维修项目的选择。香港对机库空间有挑战，现在我们可以利用澳门提供的额外维修能力、机库空间和停车空间。”
HAECO Gets Work From MetroJet

HAECO完成美捷订单

HAECO完成美捷订单

Hong Kong Aircraft Engineering Company (HAECO) has completed a C-check on a Boeing Business Jet 737-700 managed by Hong Kong company MetroJet.

HAECO Private Jet Solutions says modifications were also made to the aircraft’s satellite communications system during the heavy maintenance check.

HAECO is primarily a commercial MRO company, but its Private Jet Solutions business unit is trying to win work from the business aviation sector. The unit also recently completed a heavy maintenance check on an Airbus ACJ318 at its Xiamen facility.

Besides maintenance work, HAECO can also do interior reconfigurations. Last year it released some design concepts for business jet interiors, such as its Chinese inspired concept, Xiao Yao, for Boeing Business Jets.

HAECO Private Jet Solutions is based in Xiamen with a satellite office in San Antonio, Texas. It is at booth H425.

AMAC Aerospace Flexes Muscle at ABACE

AMAC航空展示实力

AMAC Aerospace is one of the busier completion, refurbishment and MRO providers in the industry and the center expects to come away from ABACE busier than ever (Booth P640).

The company’s first completion for a Chinese client came last year with delivery an ACJ319. The result was described by AMAC as “one of the finest, most technologically capable aircraft in the world.”

The cabin design, by Yves Pichardt of the Alberto Pinto design studio in Paris, featured the ancient principles of feng shui. Highlights included high-grade silk and wood carpets, carbon fiber accents, metal inlays and wood marquetry.

AMAC readily admits that MRO work is at the core of its existence, much of it from previous customers. To fill a growing demand for MRO work, AMAC opened a new hangar last November at its EuroAirport Basel-Mulhouse-Freiburg facilities in Switzerland. Scheduled to arrive this year at AMAC are an Airbus ACJ318 for a major C-Check and a Boeing 737 NG for an annual maintenance check.

Many cabin refurbishments at AMAC are part of a maintenance package.

In conclusion, Schramm emphasizes that every AMAC project to date has been delivered on time and on budget.

—Kirby Harrison

AMAC航空展示实力

AMAC航空航天公司是一家为公务机提供整装、翻新和维修服务的公司。目前该公司业务量很大，并期待可以获得更多业务。

AMAC于去年为首个中国客户完成了一架ACJ319公务机的整装工作。AMAC将这架公务机描述为“世界上最出色的、技术最先进的飞机之一”。该机的客舱设计由巴黎的Alberto Pinto设计公司的Yves Pichardt完成，以中国的“风水”为主题。此外，这架飞机的装修亮点还包括采用高档丝绸和木地板、碳纤维家具和镀金嵌木。

去年，AMAC还交付了它整装的首架BBJ 747-8i并接收了第3架BBJ777整装订单。AMAC首席运营官Bernd Schramm表示：“世界上没有哪个整装中心像AMAC这样为这么多BBJ777做过整装。”

这架BBJ747-8i拥有最高级的定制家具、纪念品、特殊材质、定制的艺术品、飞机外部的摄影机架、卫星直播电视和卫星通信设备等。
Aloft’s Next BBJ2 is for China
Aloft的下一架BBJ2将交付中国客户

Aloft AeroArchitects, formerly PATS Aircraft Systems, is at ABACE 2016 for the first time under its new branding and aims to further extend its presence in China. Aloft (Booth H200) currently has a BBJ2 for a China-based client undergoing completion at its Georgetown, Delaware facilities and is discussing similar work for customers in that country, including cabin refurbishment and auxiliary fuel system applications, according to Martin.

Aloft has a long history of VIP interior projects for customers in the Asia/Pacific region, and China in particular, with a tally of more than two dozen cabin completion projects from the region.

In late 2015, Aloft announced signing its first BBJ Max contract, extending its next-generation 737 Auxiliary Fuel System contract with Boeing by five years, and expects to see similar BBJ Max contracts from the Pacific Rim. —Kirby Harrison

This BBJ2 interior was completed by Aloft for the Sultan of Johor.

FRACSA Sims for China Helicopter Training
FRACSA模拟器为中国公司提供直升机培训

飞行模拟器制造商FRACSA已从中国飞龙通用航空公司获得两台直升机飞行训练设备（FTD）的订单。飞龙公司订购的是S300/R44高保真模拟器，已获得S300和R44直升机双认证。该模拟器的驾驶舱准确地复制了直升机的情况，包括飞行面板、控制开关和仪表等，而且可以轻松地在S300和R44的配置之间进行转换。

飞龙通航大兴安岭分公司副总经理龚全表表示，该公司利用这些机型进行旋翼机和固定翼飞机的私照和商照培训。空中旅行通航公司交付了50台模拟器分布在中国的14所飞行学院和民营培训中心。另外，FRACSA公司最近向上海空中旅行通航公司交付了1台R44的5级模拟器，该公司主营飞行培训业务。

空中旅行通航公司拥有的机型是R44和塞斯纳172，该公司利用这些机型进行旋翼机和固定翼飞机的私照和商照培训。空中旅行通航公司总裁林瑶表示，他们选择FRACSA是因为它在中国乃至全球都有出色的口碑，并且FRACSA的其他客户也极力推荐该产品。
Gogo Proceeds Cautiously in China

Gogo在中国稳步向前

Gogo Business Aviation doesn’t yet have a large presence in China, but the operative world is “yet,” and with its Gogo Biz 4G technology set to go operational in early 2017, giving customers “the speed they need,” the region is a target market further down the road.

Gogo has actually been in China for the past couple of years, but on a small scale. On March 14, the commercial side of its business, the inflight connectivity specialist signed an agreement with Beijing-based Shareco Technologies to install its 2Ku in-flight connectivity technology on 50 commercial aircraft for Shareco’s airline partners. What makes this important, pointed out Mellin, is that it was the largest announced in-flight connectivity deal in China and the first airline deal for Gogo in China.

Meanwhile, Gogo is exhibiting at ABACE with a new 20-ft by 20-ft stand (Booth P332), where there are videos highlighting some of Gogo’s inflight entertainment capabilities.

—Kirby Harrison

China Astro MRO Builds Pearl River Center

中华星将于年内投入运营

The first modern helicopter flight service center in the Pearl River Delta will be built by Centralcon Group, Aerochine and Astro Air Co. (Booth P512).

Located in Huizhou city, Guangdong province, the China Astro MRO (Huizhou) project should open this year to support helicopter operations with comprehensive services that include helicopter sales and maintenance, repair and overhaul.

It will also support private and business flights, aviation training and emergency rescue in the Pearl River Delta region.

The China Astro MRO (Huizhou) project is positioned as the first modern helicopter flight service station in the Pearl River Delta region and, eventually, will become a model for other helicopter centers across the country.

Celebrating the plan for China Astro MRO were (l to r) Diana Chou, Chairman of Aerochine Aviation; Hong Kong movie star and Aerochine brand ambassador, Michael Wong; general manager of Centralcon Group Huizhou Project, Gao Xundong; and Astro Air Co., president Chen Bairu.

中洲集团、华运航空和星雅通航于本届ABACE宣布，三方联合打造的中华星（China Astro MRO）项目将于年内投入运营。

中华星项目位于广东省惠州市，包含通航飞机销售、再组装及试飞、维修、托管等综合服务功能，将为促进珠三角地区的经济发展、保障私人及商务飞行、开展航空培训、进行应急救援等任务提供保障。今后还将根据实际情况持续完善及拓展增值服务，集成更全面的航空保障功能。

项目投入运营后，将为珠三角直升机飞行网络的建成奠定基础，推动成为广东省通航运营服务区域中心，成为具有实际应用价值的通航保障基础设施。

AviationWeek.com | April 14, 2016
Japan Posts Double-Digit Growth In BizAv Traffic

Japan has been making improvements to airport infrastructure to handle the double-digit growth it has been experiencing in business aviation traffic.

The Japan Civil Aviation Bureau says the country averaged 2% growth per annum in international and domestic business aviation traffic over the past six years. But in the first nine months of last year the number of business aviation aircraft movements increased 14% year-on-year to 10,737.

Tokyo Haneda was the most popular airport; the number of business aircraft movements rose 23% in the nine-month period, year-on-year, to 2,408. The other most popular ones were Osaka Kansai (1,429 movements), Nagoya’s Chubu airport (1,240) and Tokyo Narita (759).

JCAB says international business aviation traffic in the first nine months of 2015 grew 27% to 3,353: a faster rate than domestic. It also says the growth is very high considering international business aviation traffic averaged only 3% over the past six years.

The two busiest airports for international business aviation were Tokyo Haneda with 1,593 aircraft movements for the nine-month period, representing a year-on-year increase of 30%. Tokyo Narita increased 17% to 511.

The Japan Business Aviation Association (Booth P111) says the authorities in September 2014 established priority parking spots for business jets in front of the international terminal at Haneda Airport. And to keep pace with business jets getting bigger, the airport has been increasing the number of parking spots for big jets, it says.

The association says Haneda has dedicated customs, immigration and quarantine (CIQ) for business jets, which has reduced CIQ clearance times for business jet passengers to three minutes from 10-30mins. In addition, the airport has created better taxies, so taxing time has reduced to two minutes from 12.

The association adds that Tokyo Narita has also been increasing parking spaces for business jets and made improvements to taxies, halving taxing times to eight minutes from 16.

Dassault Assembling More Than 20 Falcon 8Xs

More than 20 Falcon 8Xs are in assembly as the new Dassault flagship approaches entry into service this year.

Flight testing of the smaller Falcon 5X, meanwhile, will begin next year, says Dassault’s senior vice president for civil aircraft, Entry into service is scheduled for 2020.

In preparation for the first deliveries a simulator for the type will be installed near Paris.

Asked whether Dassault could build an aircraft with more than the 11,945 km (6,450 n.m.) range of the Falcon 8X, says the company is already busy with developing that aircraft and the SX. “After that, we will see.”

Amid a three-year downturn in Chinese business aircraft demand, Dassault has hopes for a market recovery. “We are still optimistic,” says Jean-Michel Jacob, senior vice president of international sales. “We are seeing a lot of hints of recovery.”

Jacob did not elaborate, but Hong Kong aviation consultancy Asian Sky Group has found in a survey of operators that business aircraft in mainland China, Hong Kong, Macau and Taiwan were used more intensively in the first quarter of 2016 than three months earlier.
China To Get First PC-24 in 2018
中国将在2018年迎来首架PC-24

Chinese general aviation operator Asian Express Aviation has ordered a PC-24, the new rough-field performance business jet that Pilatus is developing in Switzerland.

Jie Chen, vice general manager for the Wuxi-based airline, says they have placed a firm order for a PC-24 for delivery in 2018. “We have paid the deposits,” adds Jie, who was speaking to ShowNews at the Pilatus chalet at ABACE.

Asian Express already operates 11 PC-6 aircraft and one PC-12. It has its PC-12 on display at the show, in a business configuration. In addition, it has one of its PC-6s on display. It uses the PC-6s for crop-dusting, parachuting and aerial photography.

Jie says the company also plans soon to acquire a second PC-12 that will be used for emergency medical services, but he was unable to say exactly when.

This Chinese operator flies Pilatus only aircraft and is closely involved with the Swiss aircraft-maker.

Sino Jet Keeping Watch Out For Switzerland
华龙航空和瑞士宇舶表建立合作关系

Business jet operator Sino Jet has unveiled a marketing tie-up with Swiss watch company Hublot.

Jenny Lau, founder and president of Sino Jet, says Hublot is producing a limited edition watch for Sino Jet and the two companies will do joint promotions. She says some Chinese people like to visit Switzerland to have Swiss watchmakers create customized watches for them.

Hublot was founded in 1980 by Italian Carlo Crocco, who later sold the business to France’s LVMH.

Lau says Sino Jet will be helping to facilitate trips to Switzerland using business jets and will also be holding events with Hublot where Sino Jet will introduce its customers to the Swiss watchmaker and vice versa.

Sino Jet has on static display an Embraer Legacy business jet with the Hublot brand as livery, although signage is only temporary for the ABACE show.

Lau says Sino Jet manages 26 aircraft across mainland China, Hong Kong and Macau. She says the company has a Chinese air operator certificate and is also a Part 145 maintenance organization. It also does line maintenance, and is certified to do some heavy checks on Legacy aircraft.

位于无锡的通航运营商亚捷通航已订购了一架皮拉图斯PC-24喷气公务机。

亚捷通航向ShowNews表示，此架飞机为确认订单，已支付定金，将于2018年交付。

亚捷通航目前运营有11架PC-6和1架PC-12飞机，其中这架PC-12以公务机构型在本届ABACE上展出，另有1架PC-6也到访参展。

亚捷通航目前只运营皮拉图斯的飞机，并与这家瑞士飞机制造商紧密合作。

华龙航空大中华区首席执行官刘畅女士表示，很多中国客户喜欢到瑞士定制手表，华龙航空将为这些客户提供公务机服务，也会将自己的客户资源与宇舶表共享。此次ABACE期间，华龙航空展出了1架宇舶表涂装的巴航工业莱格赛650飞机。

宇舶表公司成立于1980年，创始人是Carlo Crocco，目前属于法国路易·威登集团。华龙航空具有中国民航局运营资质和145部维修资质，可以进行航线维护，还可以对莱格赛飞机进行大修，在大中华区共运营26架飞机。
Jet Aviation Supports Chinese Jets
Jet Aviation为中国公务机提供服务

Maintenance choices within the region for Chinese B-registered Gulfstream and Bombardier business jets have expanded greatly over the last few months with Jet Aviation Singapore targeting the fleet in Greater China.

Since announcing the award of Civil Aviation Administration of China (CAAC) Part 145 maintenance approval last September, the Jet Aviation's Singapore MRO/FBO operation has undertaken four to five major inspections a month, and is processing 10 project enquiries per month for B-registered aircraft, says VP & General Manager John Riggir. These include scheduled inspections, VP & General Manager John Riggir.

The Chinese approval came as Jet Aviation Singapore completed a US$21 million expansion of its Seletar facility in celebration of its 20th anniversary at that location. For Gulfstream aircraft, the scope of permissible work covers the largest possible checks on the GV (192-months) and GIV (144-months), making Jet Aviation Singapore one of just two Singapore MRO/FBO operation that can now use Jet Aviation’s Singapore maintenance services.

The Seletar expansion includes a state-of-the-art aircraft cabin interior refurbishment area incorporating wood/veneers, seats, carpet, plating, and upholstery. Three significant refurb interiors have gone through the shop already, says Riggir, including a Global, a Gulfstream GV and a GIV, while another Global is going through a full interior refurbishment.

“We’ve also undertaken cabin repairs and rejuvenation work on several China B-registered aircraft that have been here for maintenance,” says Riggir. The company expects there to be continued high demand for full refurbishments, especially from the charter market where competition for top quality aircraft appearance can be a differentiator for customers.

“The growing average age of this fleet is also leading to more demand to refresh and upgrade interiors,” adds Riggir. —Mike Vines
一年一度的中国航空维修峰会（MRO China）是中国航空维修界的一个高层交流的平台。该峰会现已成为了与业内高层领导面对面探讨航空维修业政策法规、市场格局、运营发展等话题的绝佳机会，更是企业间达成商务洽谈、寻找合作商机的第一入口。

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