**Consolidation Leader to Speak on Mergers**

The Luxaviation Group is now the second-largest operator of corporate aircraft in the world, with a fleet of 250 business jets under management and 1,500 employees. The chief executives of its companies gathered yesterday for their first group photo shoot at EBACE since the company acquired the ExecuJet services chain last year. ExecuJet manages the group’s 23 FBO facilities and 14 maintenance centers worldwide; it has retained its brand name within Luxaviation. Group CEO Patrick Hansen (center) will speak today at 10 a.m. in Room Q, Hall 3, on the consequences of consolidation. Other execs above are: (4th from l) George Galanopoulos, managing director, LEA; (5th from l) Gerrit Basson, CEO, ExecuJet Aviation Group; and (6th from l) Patrick Margetson-Rushmore, CEO, LEA.

**EBACE Opens: Emissions Issue Looms Large**

“With great challenges come great opportunities.” Addressing delegates at the opening ceremony of EBACE on Tuesday morning, EBAA CEO Fabio Gamba resisted the temptation to take refuge in platitudes. More regulations are coming, and it will be EBAA’s mission in the months ahead to ensure these are “equitable, proportionate and fair.”

First and foremost will be new ICAO rules on carbon dioxide emissions. Gamba’s message triggered a transatlantic echo from Ed Bolen, president and CEO of NBAA, who stressed that the relationship with EBAA is far more involved than the duration of a three-day air show and wider than the requirements of European aviation.

The matter of emissions regulations is exercising minds to no lesser extent at NBAA, Bolen said. —Paul Jackson
Fly nonstop across oceans (up to 4,750 nmi/8,800 km); fly one-stop to almost anywhere in the world. The 900LX has unrivaled capability, flying in and out of impressively short fields, burning 40 percent less fuel than its nearest competitor, and offering the comfort factor of three engines. It’s the latest and the best in the iconic Falcon 900 series.
Rolls-Royce is expanding its CorporateCare network with
- RUAG opening a hub for BR710-A2020 engine support and renewing for five years a contract for AE 3007A service;
- Jet Aviation establishing an AE 3007A service hub in Basel with a spoke in Russia, as well as locations for other Rolls-Royce engines in Basel, Dubai, the U.S., Singapore and Russia; and
- Embraer adding a new AE 3007A service hub in Florida.

“We continue to collaborate with the world’s top maintenance providers to deliver the excellent maintenance support that our CorporateCare customers deserve,” said Rolls-Royce customer services SVP Andy Robinson.

The engine manufacturer now has 62 authorized service centers in place with key maintenance providers worldwide.
“An one-stop place for all aviation services,” was how founding chairman Munir Khalifa introduced a new, world-embracing industry association at Geneva’s waterfront Beau Rivage Hotel on Monday evening. While Khalifa and his board of directors chose the eve of EBACE to launch the International Aviation Services Organization (IASO), they stress that their association is not narrowly focused on bizav but is open to all: maintenance, technical support, AOG operations, fuel management and forecasting, FBOs, ground handling and logistics.

“Our goal is to improve safety and facilitate the highest standards in aviation services, working closely with established industry organizations to see how they can benefit in becoming an IASO member,” said Khalifa.

“IASO provides a direct representative link with other established associations, including IATA, ICAO, AAA and MEBAA.” The organization was establishing itself before its public launch. Headquarters are in Geneva, with regional offices in Sweden, Montreal, the U.S., UAE and Kenya. Four more offices are being opened: in Africa, Asia and North and South America.

Members have access to an online database system – Aviation Ground Services Assessment (AGSA) – for auditing and measuring key risk factors, as well as discounted insurance and expeditious payment for services rendered. An arbitration mechanism ensures IASO members have access to quality service.

Founding members include the Middle East Business Aviation Association (MEBAA) and MixJet, both pledged to speak with one voice, pursuing one consistent level of industry standards that will level the playing field for all aviation services providers, thereby boosting service, cost savings and efficiency.

Large and small companies can apply for IASO membership at the Platinum, Gold, Silver and General levels, the last mentioned at an annual fee of US$3,000. Further details are at www.iaso-organization.org.

By no means the first world organization launched in Geneva, IASO has the potential to be the most advantageous to the multiple supporting industries that put the avia in global aviation.

—Paul Jackson

VistaJet Takes 100th Bombardier

David Coleal, president of Bombardier Business Aircraft (left), and Thomas Flohr, founder and chairman of VistaJet (right), on Monday celebrated the delivery of the 100th Bombardier into the VistaJet fleet.

Embraer’s E-Jets E2 program took a further step on Monday when the first E190-E2 completed its maiden flight, ahead of schedule. Capt. Mozart Louzada, First Officer Gerson de Oliveira and flight-test engineers Alexandre Figueiredo and Carlos Silveira were aloft for 3 hr., 20 min., during which time they evaluated the aircraft’s handling and performance, including speed, altitude and landing-gear retraction. The E190-E2 is the first of three new second-generation E Jet models under development, and is due to enter commercial service in 2018.
In the 10 short years of Embraer Executive Jets, we’ve certified not one, but four clean-sheet designs. We elevated the standards for the light jet category—and then established a new category of mid-size jets altogether. And today, the world’s most delivered business jet is an Embraer. Such progress was only possible due to an amazing history building commercial and military aircraft that achieved similar seemingly impossible accomplishments. Proving you can come a long way in 10 years—when it’s preceded by 40 years of preparation.
Jetnet iQ, a joint venture of Jetnet and Rolland Vincent Associates LLC, predicts that 681 turbofan business aircraft will be delivered in 2016, a 4% drop from 2015. The resulting US$20 billion pie will be split 35% Gulfstream, 30% Bombardier, 12% Dassault, 9% Textron Aviation and 8% Embraer, plus another 6% shared by Honda Aircraft and others. The reasons for the speed bump are clear, says Rolland Vincent. In the U.S., for instance, turbofan business aircraft cycles essentially are the same today as they were in 2003—about 4.3 million flights per year. Yet the fleet has grown from about 8,500 aircraft to nearly 13,000. From 2007 to 2015, the U.S. fleet grew 27%, while average annual utilization has dropped from 480 flights per year to 336 cycles. As a result, there are now 3,800 aircraft that essentially have been idled.

The percent of used turbofan aircraft on the resale market has grown from 11.2% to 11.7% in the last two years. “Inventory is on the rise.” While resale transactions remain relatively flat at about 2,300 per year, “markets are soft on pricing.” Resale prices of large-cabin aircraft, historically immune from big dips in residual value, have been particularly hard hit. A five-year-old Gulfstream G550, for example, has dropped more than a third in value and a 10-year-old model has lost almost half its value.

Operator confidence in the current market conditions for business aviation is checkered, according to a survey of 433 firms contacted by Jetnet. Nearly one-third believe the low point in the market has not been reached, one-fifth believe the market is at the low point and 44.6% perceive the market is past its lowest point.

With more than half of the operators believing that the market has yet to recover, “OEMs need to think about pumping new product into an oversupplied market.” Vincent says that about half of all potential buyers are hesitant to upgrade their equipment because of their concerns about the resale values of the aircraft they currently operate. —Fred George

Embraer–CAE for Phenom Training

Embraer–CAE Training Services, a joint venture between Embraer and CAE, said here yesterday that it will further expand training programs for Embraer Phenom 100 and Phenom 300 pilots and maintenance technicians via the addition of a new location at CAE’s center in Amsterdam.

The program will feature a CAE-built full-flight simulator equipped with a Garmin Prodigy Touch avionics system. It is expected to be ready in the first quarter of 2018.

“This addition to our services network reflects the growing number of operators in Europe and our commitment to delivering world-class training to our customers close to home,” said Embraer Executive Jets president and CEO Marco Tulio Pellegrini.

Global 7000 Moves to Pre-First Flight Hangar

The first Bombardier Global 7000, FTV1, was moved this month from the production bay to its dedicated pre-flight bay in Toronto, where preparations for first flight will take place. First flight of the Global 7000 aircraft is planned this year. The photo was disclosed here yesterday.
MAX SPEED: MACH 0.88   MAX RANGE: 8,056 KM   MAX ALTITUDE: 13,716 M

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To contact a Gulfstream sales representative in your area, visit gulfstream.com/contacts.

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Dassault Aviation’s Falcon 8X ultra-long-range business jet is entering the final stages of its flight test and certification program as the company prepares for initial delivery. FAA and EASA approval of the trijet is expected by midyear, with service entry by late summer. Since the first flew on Feb. 6, 2015, the three aircraft in the flight test program have logged more than 650 hr. in 325 flights and have nearly completed all certification test requirements.

Production and support activities are meanwhile ramping up too. The 21st Falcon 8X has moved into final assembly at Bordeaux-Merignac, and six aircraft are in completion in Little Rock, Arkansas. Dassault has finished work on a new hangar in Little Rock to handle Falcon 8X completions and has started on a new six-bay hangar at Bordeaux to provide additional maintenance and repair support for Falcon 7X and 8X jets.

The third Falcon 8X flight test aircraft, s.n. 03, recently completed a global test campaign to demonstrate operational reliability and performance in different conditions. Over 30 days it traveled through Europe, the Middle East, North and South America, Asia and China. The campaign included more than 60 missions representing the extremes of what Falcon 8X customers might expect to face. It paid particular attention to cabin equipment and functionalities, including high-speed communications during long intercontinental trips and flights over remote areas.

“We are delighted and thrilled with the way the Falcon 8X program is proceeding,” says Eric Trappier, chairman and CEO of Dassault Aviation. “The flight test campaign has been flawless, and the aircraft will be in initial customers’ hands this summer, just as planned when we launched development three years ago.”

Dassault Aviation is at Booth Z091 and in the Static Display.

Boutsen Is Breaking Records, Not Dishes

At last year’s EBACE, Boutsen Aviation, the Monaco-based company founded by former Formula One driver Thierry Boutsen, celebrated the sale of its 300th aircraft. Since then, it has sold 22 in its second-biggest sales year to date. “Top sellers of this year were undoubtedly Gulfstream, Falcon and Bombardier,” says company president Dominique Trinquet. “We have already sold one G550 and one GV, along with a Falcon 2000, Falcon 20 and Challenger 300. Currently, we represent three Falcon 7Xs, one Falcon 2000 and one Falcon 200. Our total listing includes 13 jets from not only Gulfstream and Falcon, but also from Embraer, Bombardier, Learjet, Hawker and Dornier.”

“Perhaps you might wonder, what makes [us] able to achieve this enormous success?” says company founder and chairman Boutsen. “It all comes down to the meticulous pursuit of perfection. As in F1, there is absolutely no room for error, and Boutsen Aviation follows this mantra to its core. Our entire sales team is comprised of former pilots, enabling us to provide firsthand industry knowledge and expert recommendations to match each buyer with an aircraft perfectly suited to his needs. As we have sold aircraft to over 51 countries around the world, international knowledge and experience is a part of our core. For this reason, our sales team speaks a total of seven different languages, including Chinese and Arabic.” Boutsen Aviation is at Booth S056 and in the Static Display.

Boutsen Design is featuring a special line of lightweight, ultra-resistant fine-bone chinaware at EBACE. “Made in Germany, this collection is ideal for aircraft due to its incredible lightness, while being incredibly strong and resistant in the case of unexpected turbulence,” the company says.
Breitling reinvents the connected watch firmly geared towards performance. Every inch an instrument of the future, the Exospace B55 multifunction electronic chronograph pushes the boundaries of comfort, ergonomics and efficiency. The titanium case of this compendium of innovations houses an exclusive SuperQuartz™ caliber chronometer certified by the COSC and featuring a range of original functions tailor-made for pilots and men of action. Welcome to the world of precision, feats and high-tech sophistication. Welcome to the vanguard of instruments for professionals.
GE’s ATP on Track for 2017 First Run

The first run of GE Aviation’s 2,000-hp-class advanced turboprop series, internally known as GE93, is on track for the fourth quarter of 2017, says business and general aviation and integrated systems VP Brad Mottier. ATP’s first reverse-flow combustor rig test has already been completed.

The engine has a 16:1 pressure ratio, almost twice that of Pratt & Whitney Canada’s highest-output PT6A-60 series engines, making for 10% more power at altitude and 20% better fuel efficiency. TBO will be improved to 4,000 hr.

Rated takeoff power will be between 850 shp and 1,650 shp. One variant will be rated at 1,240 shp, for instance, for turboprop.

The ATP is being designed, tested and produced in Europe, with 400 engineers working in Poland, Italy, Prague and at GE’s Global Research Center in Germany. A new US$100 million H-series production center is expected to open in the Czech Republic in 2020. According to GE, the ATP program as a whole represents a US$1 billion investment.

Mottier acknowledged that P&W has earned a powerful franchise with its PT6A, broadening its appeal with turboprop, turboshaft, marine and industrial applications. He intends to follow suit with the ATP, offering the Canadian engine maker tough competition.

GE Aviation is at Booth A013. —Fred George

Kodiak Is in Quest for European Customers

QUEST AIRCRAFT COMPANY is exhibiting its Kodiak STOL utility aircraft here with a new Summit Executive interior. The Sandpoint, Idaho-based manufacturer is displaying in partnership with its European dealer and service center operator Rheinland Air Service at Booth S098 and the Static Display. The top-of-range Summit interior features reclining club seating, folding tables, forward cabinets and enhanced soundproofing. The aircraft here at EBACE also includes the optional cargo pod, oversize tires, air-conditioning and upgraded avionics.

“We are very pleased to again have a Kodiak here at EBACE,” said Steve Zinda, VP sales for Europe, Africa, the Middle East and China. “We have continued to expand our international presence and being at key events like [this] allows us to showcase the Kodiak to a wider audience. With an experienced, respected dealer like RAS, coupled with the impending changes regarding single-engine turboprops by the European Aviation Safety Agency, we expect increased interest in the Kodiak from a variety of customer segments. There are currently six Kodiaks in service in Europe, and we see potential for many more.”

Quest delivered 32 aircraft in 2015, the best year to date in the company’s history. The Kodiak currently has received 22 certifications covering 32 countries, and Quest is working on several additional certifications, including EASA approval.
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Leading Pilatus Aircraft on its latest venture is chairman Oscar Schwenk, a longtime aerodynamicist and structural engineer who has been with the company more than 35 years. He joined from the Swiss Federal Aircraft Factory, where he helped develop the engine inlets for the Tornado fighter. He is a private and helicopter pilot, and still flies a little as copilot. “But my job is to lead the company,” he says. “As a small-aircraft-manufacturing business, you have to do something special, something innovative, if you are to succeed,” he says. Pilatus realized the possibilities with the PC-12 in branching out from building military training aircraft into general aviation, but it was a big risk, he recalls. And there were many naysayers who said the regulators would never allow single-engine commercial IFR (Europe is about to do so this year).

“Now, after 20 years in general aviation, people have come to trust Pilatus and know that we can build good aircraft,” Schwenk says. That made it easier for the board and the banks to go ahead with the PC-24, which will take CHF500 million (US$504 million) to bring to fruition. “It’s the biggest most complex project we have ever done. But we will get there [with that budget],” says Schwenk. “There have been no surprises in flight tests,” says Schwenk, “just small things.” Speed on the ferry flight to the U.S. was better than expected, with cruise above 800 km/hr (432 kt.). Some 1,600 flight-test hours are planned to achieve EASA certification.

Pilatus expects to deliver its 1,400th PC-12 this year. “One starts up every one and a half minutes somewhere in the world,” he says with some pride. The aircraft’s success has not gone unnoticed. “Our competition is starting now with a copy of the PC-12,” Schwenk says of Textron Aviation’s proposed single-engine turboprop. “We wish them luck. We like a bit of competition.” —John Morris

PC-24 Prototypes Are Keeping Busy

The PC-24 is making its public debut here at EBACE. The program is on track, with deliveries slated for the second half of 2017, says Pilatus chairman Oscar Schwenk. The first aircraft, P01, is appearing at the show before flying to Spain for high-speed testing, while P02 has flown to the U.S. There it will undergo autopilot trials with Honeywell in Phoenix, and cold-soak tests in the chamber at Eglin Air Force Base in Florida. It will return to Switzerland toward the end of the year. A third, production-standard aircraft will make its first flight before the end of this year. “There have been no surprises in flight tests,” says Schwenk, “just small things.” Speed on the ferry flight to the U.S. was better than expected, with cruise above 800 km/hr. (432 kt.). Some 1,600 flight-test hours are planned to achieve EASA certification.

Schwenk noted the all-metal PC-24 presented particular flight-test challenges in that it has a powerful high-lift system that will minimize required runway, but it must also cruise fast at 41,000 ft.
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Visit EBACE stand T036 or uasc.com to learn more.
A ‘New-Old’ Name in Luxury Rotorcraft

Leonardo Helicopters is at Booth Z045. So what, never heard of them? Perhaps the “AW169” designation of the helicopter making its first EBACE appearance will serve as a reminder that it originated with what we used to know as the AgustaWestland division of Finmeccanica.

If the designation now prompts thoughts of a cabin full of orange-suited oilfield workers, search and rescue, and parapublic applications, then it’s time for a further rethink.

On hand in Geneva this week to promote the new helicopter is Manuela Barbarossa, head of the VVIP/corporate segment at Leonardo-Finmeccanica. As one approaches, a clue to what lies within is given by the neat, miniature, electrically deployed airstairs assisting access to the two wide cabin doors.

The somewhat unfortunately registered display helicopter, I-RAIT, boasts a luxurious interior with four-plus-three club-style seating, although other layouts are available, says Barbarossa. “We have incorporated our experience over the past 10 years with the previous A109 and AW139 to bring comfort, space and customization,” she says.

Features include electro-chromatic windows, variable lighting, entertainment and information screens, and air-conditioning, all controlled by the passengers through an iPad app. And, thanks to the AW169 having an APU, the interior can be cooled or heated, as appropriate, before its passengers arrive.

And as for in-flight comfort, “It’s like being in a cocoon,” notes Barbarossa. “There’s an anti-vibration system; and, thanks to the soundproofing, passengers can converse without a headset.”

A further bonus is that interior customization is all undertaken at the Italian factory, with no need to fly the “green” helicopter elsewhere for finishing.

The original “Leonardo” helicopter never got off the drawing board, but the AW169 is heading for a renaissance in the world of business aviation.—Paul Jackson

Leonardo to Expand AW169 Hot-and-High Envelope

Leonardo Helicopters is expanding the flight envelope of the AW169 intermediate twin, with flight tests planned in Leadville, Colorado, to determine single-engine Category A performance in hot-and-high conditions.

The AW169 is certificated to 15,000 ft. “We’ve done testing at 20,000 ft., but not Cat A,” said test pilot Chris Hyder, speaking on May 18 after landing the helicopter on the loading dock of the convention center in West Palm Beach, Florida, during the AHS Forum 72 conference.

The hot-and-high trials will continue into July and finish with an evaluation by pilots from EASA, which certificated the AW169 in 2015. FAA certification is expected this year, and U.S.-assembled AW169s will begin rolling off the Philadelphia line in 2018.

—Graham Warwick

Third Prototype AW609 Begins Ground Runs

LEONARDO-Finmeccanica Helicopters has taken the first steps to restarting the flight test campaign of its AW609 commercial tilt-rotor following the crash of the second prototype on Oct. 29 last year.

The company, which voluntarily halted flight test operations after the accident, has begun ground runs of the recently completed third prototype, AC3, at the company’s facilities in Cascina Costa, near Milan. It also confirmed that testing of the first prototype, AC1, restarted in Philadelphia on April 15.

The accident has set back certification of the AW609, which is now planned for 2018 rather than late 2017.

AC3 will be used for certification flight testing from Philadelphia and is expected to begin flying in the U.S. in the coming weeks.

The Italian National Agency for Air Safety (ANSV) has yet to report on the cause of last year’s crash, which claimed the lives of test pilots Herb Moran and Pietro Venanzi. The aircraft was performing high-speed runs when it broke up. —Tony Osborne
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www.jetaviation.com/maintenance
David Longridge

Pentastar With SmartSky for G450/550

When the SmartSky 4G network takes flight later this year, Pentastar Aviation will develop STCs for Gulfstream G450s and G550s as well as participate as a partner for hardware sales and installations on other corporate aircraft. SmartSky’s patented 4G beam-forming technology delivers a signal that locks onto each aircraft in the network. Its broadband connectivity system will provide air-to-ground service over the continental U.S. An air-to-ground (ATG) platform with 60 MHz of spectrum opens up full-throttle, unrestricted access to the web.

JSSI and Global Jet Capital Join Forces

Jet Support Services, Inc. (JSSI) and Global Jet Capital Sales (Booth T131) have formed a partnership. For pre-owned aircraft sold by Global Jet that are not covered by a maintenance contract, JSSI (Booth G051) will include a comprehensive tip-to-tail unscheduled maintenance program. The aircraft will also come with specified pilot training and certain complimentary purchasing and financing services. Buyers will also receive rental engines and components during unscheduled maintenance for six months or up to 400 flight hours to limit the impact of any downtime.

Pilatus Revenue Passes One Billion CHF

Last year was another successful one for Pilatus. Sales revenue, at CHF1.1 billion, was held on a par with the record results of the previous year. Pilatus (Booth K115 and Static Display) also more than doubled incoming orders in 2015 compared to the previous year. Orders in hand at year-end amounted to CHF1.4 billion. The largest fleet order was received from the Royal Australian Air Force, which ordered 49 PC-21 trainers in December.

In 2015, Pilatus built and delivered 121 aircraft to customers all over the world. Around half were civilian models and the remainder were trainers.

Universal Offering Summer Olympics Guide

Stop by Universal Weather & Aviation’s Booth X089 at EBACE to receive a copy of its “2016 Brazil Summer Games Planning Guide.” With more than 480,000 visitors expected to arrive in Rio de Janeiro in August and September for the Summer Olympics and Paralympics, heavy traffic is expected across all host cities and area airports. Universal’s 12-page guide provides information on country requirements, airports, slots, permits, flight planning, health, security and more. You also can stay up to date by visiting Universal’s 2016 Brazil Summer Games Resource Center at http://www.universalweather.com/brazil2016.

Jet Aviation Basel Is AE 3007A Service Center

StandardAero has appointed Jet Aviation Basel as a Rolls-Royce AE 3007A engine Service Center. “By establishing this agreement, StandardAero now has a service partner in the heart of Europe and we look forward to referring our Embraer Legacy 600/650 clients to the Jet Aviation Basel Maintenance Center,” said Kerry O’Sullivan, VP of operations and general manager of StandardAero’s Maryville, Tennessee, MRO facility. Jet Aviation (Booth A050) is now StandardAero’s first and only European-based AE 3007A Service Center. Both StandardAero and Jet Aviation are experiencing growing Embraer Legacy 600/650 flight activities in the European region.

A Bumper Showing for Buoyant Boeing

What’s Boeing Business Jets (BBJ) been doing since the last EBACE? “Plenty,” says company president David Longridge, whose duties at Geneva this week additionally involve giving historical lectures on 100 years of the Boeing Company and 20 years of BBJ.

Over the past 12 months, BBJ has received orders for nine aircraft; delivered eight; and seen 10 enter service after outfitting. Overall, that boosts the number of executive Boeing to 238 on order; of which 215 have been delivered, 191 of them now in service.

Since 2006, the BBJ company has been responsible for all Boeings sold to private or corporate owners, so as well as marketing variants of the 737 (BBJ/2/3), the joint venture with the General Electric company handles a total of 11 types, including 747-400, 747-8, 757, 767, 777 and 787. The nine sales since last May comprise two BBJs, six BBJ-MAXs and one 787.

The fully customized 787 VVIP dominating the Static Display this week is taking some of the limelight away from the more common, 737-based BBJ, BBJ2 and BBJ3, of which 164 have been sold and all but two delivered. However, that doesn’t count the 10 new MAX versions that are on order.

Boeing claims the 787 here is the largest aircraft ever exhibited in a static aircraft park at an NBAA-associated event. A quick brain trust of air correspondents was unable to challenge that assertion.

After a shaky start, the 787 Dreamliner is striding ahead in both airline service and executive use. The 787 VVIP order book stands at 15: nine of them handed over and two of those completed and with their operators.

Longridge says he is making progress marketing Boeing’s stock of very early, overweight 787s into the business aircraft arena, where owners might not mind the loss of 18,000 lb. of maximum takeoff weight and an 800- to 1,000-nm-range shortfall, compared with the airliner. Of those white-tails, “I’ve two of them left to sell,” he says.

—Paul Jackson
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Learjet 23
Gulfstream 1
Cessna Citation Model 500
Lockheed JetStar
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Model 90 Beech King Air
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**Tamarack Atlas: A Wondrous Winglet ‘Widget’**

Winglets are a good thing – except when they demand counterproductive structural strengthening to overcome the additional wing stresses that they create. Today, that catch-22 no longer applies, thanks to Idaho-based Tamarack Aerospace Group, which has just received EASA certification for its Atlas system, which brings active gust-load alleviation technology to the world of non-fly-by-wire aviation.

Moreover, the first “production” upgrade has just been installed in a Swiss-registered Cessna Citation CJ1 operated by private charter firm JetPingu at Grenchen. The modification took 400 man-hours and was performed at the Textron Aviation service center in Zurich.

Tamarack secured STC approval for Atlas on the CJ1 and CJ1+ in January. Extension to the Citation M2 is pending; the CJ3 and CJ2 are targeted next, while the CJ4 is “on the radar.” Textron Aviation (Booth V029) has exclusive installation rights, the installation priced at US$219,000. Tamarack COO Brian Cox is looking forward to some 30 installations before the end of the year, assuming speedy parallel approval by the FAA.

Tamarack’s system adds small, aileron-like trailing-edge devices just inboard of the winglets. A turbulence sensor in the aircraft triggers the fly-by-wire active control surfaces, which deflect symmetrically to reduce the wing bending moment. As a bonus, the system also increases stability and improves ride quality.

Atlas functions automatically, independently of the aircraft’s flight controls. In the event of asymmetric failure, the pilot would counter with aileron input; the “cure” for total failure is just to slow down.

Where conventional passive winglets have to be “detuned” in size and shape to reduce the loads exerted on the wing structure, particularly in turbulence and steep turns, the active system “allows us to design and align the winglets in the most optimal shape and position,” says Cox.

Certification has followed a three-year development effort and more than 300 hr. with the company’s own CitationJet. “This is the first time [FAR] Part 23 load alleviation has been certified,” says Cox. “Because we were the first to do this, we were subjected to the more rigorous Part 25 regulations. Trailblazing the path took longer than we expected.”—Paul Jackson

**Bombardier Sees Growth, Albeit Less**

According to the latest annual 10-year forecast by Bombardier Business Aircraft, the industry will deliver 8,300 business jets valued at US$250 billion through 2025. Both those figures represent significant declines from the 2015 forecast, when the company predicted the industry would deliver 9,000 jets worth US$267 billion through 2024.

The latest forecast said nearly half the aircraft (3,930 units) will go to North American operators, while another 1,530 – the second-largest concentration – will reside in Europe.

The other world regions and their predicted business jet deliveries included Latin America – 790; China – 700; Russia and the Commonwealth of Independent States (CIS) – 400; Middle East – 350; Southern Asia – 200; Asia-Pacific – 200; and Africa – 200.

Helping fuel those acquisitions will be a strong global gross domestic product. The Montreal-based planemaker said significant industry growth is expected in the long term, with larger aircraft continuing to dominate the market. And despite the decline from the previous year’s predictions, Bombardier said the 8,300 figure underscores the fact that “the popularity of private aviation continues to increase every year.”

“There’s a pretty bright future still for our industry,” said Thomas Fissellier, manager, market intelligence and analysis, Bombardier Business Aircraft, in presenting the forecast last month.

Bombardier believes that the global GDP will reach 3% by 2017, along with new models such as Bombardier’s Global 7000 and 8000, among others.

Of the total units predicted, 2,400 will be large jets worth US$130 billion, 2,800 will be medium and 3,100 will be light jets, valued at US$84 billion and US$36 billion, respectively. All those figures are below the corresponding numbers in the 2015-2024 forecast.

The company said a quarter of the new aircraft will replace models now in service, while large fleet operators are predicted to account for 20-30% of the total. —William Garvey
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AMAC Expands Basel Facility, Acquires JCB Aero

AMAC Aerospace AG (Booth H115) has opened its fourth hangar at Basel’s EuroAirport. The 24,000-sq.-ft. hangar and additional 20,000 sq. ft. of ramp space will enable the company to further expand its capacity for widebody maintenance work, and increases AMAC’s presence at Basel to nearly 280,000 sq. ft.

The new hangar will accommodate at least one widebody aircraft and two narrowbodies simultaneously. Together, the company’s hangars comfortably accommodate Boeing 747s, 777s, 787s, Airbus A340s and A330s, and could service an A380. AMAC’s smallest hangar can accommodate two narrowbodies such as BBJs or all models of ACJ, and Gulfstreams and Bombardier business jets.

“Our brand-new fourth hangar is our maintenance center for privately owned and operated widebody aircraft, serving our clients from around the world,” says Kadri Muhiddin, AMAC group executive chairman and CEO. “We are proud to offer our esteemed clientele the chance to experience AMAC professionalism in handling these specially conceived aircraft [which are] so notorious for demanding considerably more attention than standard airliners.”

AMAC is expanding its operations with the acquisition of French VIP interior design specialist JCB Aero SAS. The company, which is based at a private airport at Auch, France, near Toulouse, boasts nearly 30 years’ experience in wood, lamination, upholstery, paint and engineering modifications.

“Significant” according to BLR. Extra performance envelope for Beechcraft King Air 90s equipped with BLR Winglet Systems. FAA approval is expected by the end of June.

The S TC, known as the Ultimate Performance Package (UPP), will enable King Air 90 operators who have BLR Winglets installed to take full advantage of increased gross weight performance improvements that are “significant” according to BLR president Mike Carpenter.

These include: up to 30% reduction in runway length requirements; MTOW increase from 9,650 lb. or 10,100 lb. (depending on aircraft serial number) to 10,500 lb.; and max landing weight increase from 9,168 lb. or 9,650 lb. (again depending on aircraft serial number) to 9,860 lb.

“The acquisition of JCB Aero SAS, with its experienced and highly skilled craftsmen, makes the perfect complement to [our] operations and core competencies” says Muhiddin. JCB Aero founder and CEO Jean Claude Beaudet added, “JCB is for sure able to contribute to the future growth of AMAC Aerospace. We are proud to become a part of the AMAC group, as one of the leading and most innovative companies in the area of completion, refurbishment and maintenance services.”

BLR King Air Package Imminent

BLR Aerospace (Booth C041) is working with the Federal Aviation Administration to amend its supplemental type certificate that will expand the approved performance envelope for Beechcraft King Air 90s equipped with BLR Winglet Systems. FAA approval is expected by the end of June.

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The UPP will be available as an upgrade to King Air 90 operators already flying with BLR Winglets. Operators purchasing winglets and the Whisper Prop five-blade propeller system will receive the expanded performance STC at no additional cost.

“It’s been clearly demonstrated that installation of BLR Winglets improves aerodynamic performance for King Airs and translates into bottom-line productivity improvements,” says Carpenter. “UPP will provide access to more runways, provide a significant increase in useful load, increase the margin of safety and improve virtually every aspect of King Air 90 flight.”

Satcom Direct’s SD Pro Platform

Satcom Direct (Booth 5115) is launching here its SD Pro fully integrated flight operations management platform, which gathers information from multiple sources that a flight department is already using into a Web-based display, so that every member of the team can access it from his or her desktop, tablet or mobile device.

Designed as a single point of access, SD Pro’s interface displays flight logs, performance data, scheduling, trip planning, maintenance information, operating history and other information via modules on a customizable dashboard that can be tailored to meet the specific needs of flight departments and individual team members. Operators can choose which modules to add to the dashboard based on their operational requirements.

In addition to bringing together information from multiple third-party providers, SD Pro offers data-capture capabilities from services such as the FlightDeck Freedom premium data link and Satcom Direct Router.

“We conceived the idea for SD Pro when we saw how members of aircraft management companies and flight departments had to access numerous information sources, multiple screens and disparate access points to do their jobs. SD Pro changes that by bringing together many of these functions into a modular dashboard,” said SD president David Greenhill.
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Cirrus Tackles the Chute for its Jet

For Cirrus Aircraft, developing its largest clean sheet aircraft to date, the Vision SF50 jet, has been a Herculean task that’s taken almost a decade. The company first filed an application for certification with the FAA in September 2008.

As it nears the FAA certification finish line for the single-engine jet this summer, however, a non-required safety device—the whole airframe parachute—has become the most demanding component of the seven-seat, pressurized, carbon composite aircraft’s development.

“It was the part of the program that probably offered us the biggest challenge,” said Matthew Bergwall, Vision SF50 product manager. “There were really no rules to follow.” Along with design and deployment challenges, Cirrus had to look at the touchdown phase, designing seats to absorb the loads created by forward and vertical velocity components. “We ended up looking at helicopter regulations for the chute landing,” he said.

In early April the FAA approved special conditions for the SF50’s parachute recovery system due to its “novel or unusual” design features. Not only is the new airframe parachute three-times as large as the SR22 and SR20 Cirrus Airframe Parachute Systems (CAPS), but it deploys differently—from the nose instead of the empennage—and it couples to the autopilot system.

Unlike that for the SR20 and SR22, however, the SF50’s parachute is a “non-required” system from an FAA certification standpoint, meaning Cirrus does not have to demonstrate an in-flight deployment. For the SR20 and SR22, CAPS was a required component (it is the aircraft’s protection from inadvertent spins) and in-flight deployments were required.

Instead Cirrus can demonstrate the chute works via “analysis that can be substantiated with overlapping low-level testing and analysis,” said the FAA.

The deployment scenario will start with the pilot activating the chute via at least two independent actions (the SR20 and SR22 have a mechanical “pull handle” in the headliner). The interface to the avionics will then attempt to put the aircraft in the proper speed range for deployment (67-160 kt.) via the autopilot. Bergwall said Cirrus was continuing to study whether and how the chute would deploy if those conditions cannot be met.

Upon deployment, an automobile-type airbag fires first, carrying the parachute package up and over the engine and V-tail, upon which a rocket fires to inflate the canopy. The SR20 and SR22 use a rocket to deploy the chute from the airframe, but given the configuration of the SF50, Bergwall said the rocket would have to be the “size of a barrel.”

Already completed is an ultimate load test on the SF50 parachute, proving that it can carry the aircraft’s maximum weight of 6,000 lb, plus 3,000 lb., as well as ground-based deployment scenarios behind a race car, said Bergwall. “The last thing we really need to do is put everything together and fit it onto an airplane,” he added.

Cirrus Aircraft is on the Static Display here.

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Oxford Airport Wins IS-BAH

LONDON OXFORD AIRPORT’S Oxford Jet FBO is one of the first in the UK to receive IS-BAH – International Standard for Business Aircraft Handling – accreditation. Staff training has also been audited by Gulfstream for ground handling and servicing with OEM accreditation. The FBO incorporates the latest baggage X-ray system and the airport now boasts a seven-day radar service, plus a new deicer truck capable of handling aircraft up to B737 and A320 size.

Coming this year is EGNSOS GPS LVP Performance Based Navigation – LVP200 (Cat 1 equivalent); full EASA compliance/oversight SMS/Quality Systems; an airfield lighting upgrade to full LED systems; and enhanced IRVR. In addition to introducing extended operating hours the airport will also have backup radar feed to/from nearby RAF Brize Norton, and Wide Area Multilateration. London Oxford Airport is at Booth S131.

—Mike Vines

Oxford Airport now boasts a seven-day lighting upgrade to full LED systems; and Cirrus Aircraft’s Vision SF50 jet.

—John Croft
London Oxford Airport is to become Gama Aviation’s business jet MRO hub. Gama completed its reverse takeover of Oxford-based Hangar8 plc in January 2015. Hangar8 managed 50+ business jets, had operations in Africa, and also operated a heavy MRO business jet facility that it used predominantly to service its own fleet.

The Oxford facility gives Gama something that it did not previously have anywhere else in its UK network: MRO capability for large business jets, and this was one of the key elements in the takeover deal. “Large jet maintenance is something we were looking to add so we could integrate it into our wider MRO scheme,” says Duncan Daines, Gama’s chief marketing officer. “We are actively reshaping the facility and setting it out as our main MRO facility.”

Because of lease/license arrangements with Farnborough Airport owners TAG, Gama is restricted there to operating a Beechcraft King Air Service Center and performing some light jet maintenance. It also has a base at Fairoaks Airport south of London, where it has a design office and focuses on helicopter and nose-to-tail general aviation aircraft maintenance.

At Oxford, Gama (Booth V045) intends to integrate its engineering capabilities and licenses with Hangar8’s. “So alongside Globals, Challengers, Embraers and Hawkers that we already manage out of here, there’ll be another series of types that will come on board,” says Daines. The company hints that it is going to “help the smooth running of single-engine operators when SET-IMC operations become legal in Europe later this year,” and a “significant announcement” about this will be released at EBACE.

“Oxford is also an active GA airport. We are in the GA maintenance business,” says Gama Aviation CEO Marwan Khalek, “so I think you’ll see our Oxford operation evolving as our UK main base for [business jet] heavy maintenance, and obviously out of that we will provide AOG support and so on.” This will mean considerable expansion, and Khalek says that additional hangars will eventually be required.

—Mike Vines
Vertis Aviation is a specialist business aviation provider focusing solely on the big jets: large widebody and ultra-long-range private aircraft. The company currently has a portfolio in Europe, the Middle East and Africa, and is looking for more.

Vertis is a little bit of a hybrid company. It is not an aircraft operator, it’s more a broker, and has in place an exclusive marketing agreement with a small group of Aircraft Operator Certificate [AOC] holders,” says COO Neil Turnbull.

Now that the Cessna Citation Longitude has its wing, the Honeywell HTF7700L-powered aircraft is on track for its first flight this summer and service entry in 2017. Cranfield-based and Russian-owned but spends a large part of its life in Russia. Vertis currently markets and represents 13 long-range VIP wide-body aircraft. The fleet includes three ACJs, a UAE-based BBJ, three types of Gulfstreams, a variety of Global Express jets, and a completely refurbished VIP Boeing 727-200 based in Africa. Vertis has offices in London, Zug, Switzerland, Dubai and Johannesburg.

Vertis’ relationships with AOC holders come about in different ways. For example, an aircraft owner will ask the AOC holder to handle marketing and sales directly. “Sometimes it’s through the operator themselves, and one of our biggest partners is K5 Aviation in Germany,” Turnbull says.

“When K5 started they were already friends with the Vertis management team. They didn’t ever want to be anything other than AOC holder and aircraft operator and didn’t want to get involved in aircraft marketing and charter sales.” One of the K5-operated ACJs is Moscow-based and Russian-owned but spends a large part of its life in Europe. The other two are notionally based in Munich.

Turnbull says that he would like to expand his portfolio of available aircraft. “We’ve got our eyes on lots of possibilities, but quite often it can take quite a long time to pull these things together. We would like some more Airbuses, Boeings and Gulfstreams, which are very popular with charter customers. We have a G650, G550 and a G450 and they all do well. The G650 is heavily used by the owner, so we could use another G650 in Europe.”

The company’s ACJ and BBJ work has a very specific market and is mainly Middle East-based at the moment, whereas before the recent economic problems it had quite a strong foothold in Russia.

“There’s plenty of business in America, which is very much an expanding market for charter, but unfortunately we’re not in a position where we can base any of the aircraft over there,” Turnbull told ShowNews. “But the U.S. is really lacking in large-cabin airliner-sized aircraft for charter.”

The UAE-based BBJ flies a mixture of flights from the Middle East to Paris, London and Geneva. “Then it’ll suddenly lift off from Riyadh to New York. We’ve also done some world tours originating in Saudi Arabia and often requested at very short notice,” added Turnbull. “A world tour can take up to 30 to 40 days using the BBJ, and was actually used for a honeymoon flight.”

More common flights are Middle East to the U.S. East Coast for a drop-off, then pickup a few weeks later. “We’re quite commercial about this and always try to sell the empty legs. If the aircraft has flown up to Paris we’ll usually leave it for a few days while we advertise actively showing its availability there.”

Vertis is at Booth V029.

—Mike Vines

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Gogo Goes to Europe With Jet Connex

Gogo Inc., provider of in-flight connectivity and wireless entertainment, has added JetConnex to its selection of global voice and data services.

JetConnex delivers a true high-speed broadband experience, with speeds up to 33 Mbps to the aircraft, “similar to what users experience in an office or at home.”

As a distribution partner for JetConnex, Gogo will offer airline and support programs for Inmarsat’s high-speed, Ka-band connectivity service. With the addition of JetConnex, Gogo now claims to offer one of business aviation’s widest selections of global in-flight voice and data services. They include: Gogo Biz, SwiftBroadband, Classic Aero, Swift64, Iridium, Terrestrial 3G, and Gogo Cloud for automated content delivery.

Gogo’s support capabilities will allow JetConnex customers to integrate with other services, including equipment, network services and inflight entertainment. It all comes down to “a complete and seamless in-flight digital experience.” JetConnex, says Gogo, “is the first high-speed, Ka-band broadband network to span the world from a single operator.”

Gogo customers also enjoy the convenience of single-source activation, support and unified monthly billing. The JetConnex airtime plans allow customers to select from a range of performance tiers that best meet their needs, using the same JetConnex equipment they have installed in their respective aircraft.

Passengers may connect to JetConnex via laptop, tablet or smartphone (iOS or Android operating systems) from the moment they step on board with near-global coverage, one the ground and at all altitudes.

Also at EBACE, Gogo (Booth D051) has announced European launch of Gogo Cloud, the company’s new wireless content delivery network. It is already available at the Jetex FBO at Paris-Le Bourget Airport, a key strategic location in one of Europe’s largest and most important cities for business travelers.

Gogo Cloud is described as, “the first service of its kind in the business aviation market.” It allows customers of Gogo Vision - the company’s in-flight entertainment service - to automatically receive the latest updates whenever they visit a Gogo Cloud location.

Gogo Vision serves up a licensed library of the latest television shows and Hollywood movies. It also includes features such as news, a flight tracker, flight progress information, destination weather, screen sharing and in-cabin file transfer.

When an aircraft arrives at a Gogo Cloud location, Gogo’s UCS 5000 smart-cabin system automatically connects to the Gogo Cloud WiFi signal and does a complete content update. The transfer takes place at ultra-high speed, typically requiring less than 60 seconds to load a 30-minute television episode and about three minutes for a feature length movie.

Gogo also offers equipment packages to individual flight departments that want to bring the convenience of Gogo Vision IFE updates through their own facilities.

— Kirby Harrison

Jet Delivers First Legacy 650 Cabin Refurbishment

More and more VIP green completion centers are making smaller aircraft MRO and cabin refurbishment part of a total package.

Jet Aviation Basel is among them. The center recently delivered its first full-cabin refurbishment of an Embraer Legacy 650, combining it with a scheduled heavy maintenance C-check. The U.S.-registered aircraft had been up for sale, and a prospective buyer took advantage of the scope of a C-check for Jet to undertake a pre-purchase inspection. Jet Aviation then handled the work and EASA re-registration when the sale took place.

The refurbishment included full carpet replacement, seat and divan re-upholstery, wood repairs, recovering of dado panels, new non-textile flooring in the galley, an avionics upgrade, and exterior paint.

Some 50 years of experience allows Jet Aviation to provide a full-service package to meet clients need throughout the aircraft life-cycle stages, said Johannes Turzer, SVP and General Manager of Maintenance.

The Legacy’s new operator Planair is a VIP air transport specialist operating out of South Africa. Adrian Hollenbach, the company’s Technical Director and Continued Airworthiness Manager, described the refurb job as very demanding, but pointed out that “the aircraft left the facility on time and flew a faultless acceptance flight.”

Jet Aviation Basel is the only Embraer-approved service center in Europe that is authorized for all maintenance tasks on the Brazilian airframe’s aircraft, including Part 21 design organization and interior work.

The center currently has a number of Airbus and Boeing narrow- and widebody projects under contract at various stages of completion. Some will be delivered to customers in late 2016. Matt Woollaston, VP of Sales and Marketing, said Jet Aviation is also engaged in talks for a number of additional projects beyond 2016, and that there are already existing forward orders that extend over the next three years.

While Jet Aviation (Booth A050) expects 2017 to be a slower year for widebody completion opportunities, “narrowbody activity will remain unchanged,” said Woollaston. There may even be an increase in narrowbody activity “as ACJneo and BBJ Max orders increase and deals are struck to close out the final run of aircraft that these types are replacing.”

— Kirby Harrison

Jet Aviation Basel’s Legacy 650 refurb.
Victor Says First-Timers Account for 34% of Business

Operators in the business jet charter market claim many things, and it can be difficult to dispute them as we rarely see independent performance figures unless they’re from publicly owned companies. So it’s refreshing to see global private jet charter booking company Victor’s claim that it’s doing well backed up by The Sunday Times in its Hiscox Tech Track 100 for 2015, where Victor came in 15th and was the only aviation company listed.

The Sunday Times confirmed Victor as having a three-year average sales growth of a phenomenal 142% per annum. The company says 34% of its bookings in the first four months of 2016 were made by customers who had never flown privately before. It attributes that increase to what it calls its tech-driven demystification of the traditional, often opaque charter booking process through brokers.

In addition, experienced fliers who previously booked flights via traditional brokers and paper contracts are now trusting disruptive technology to safely and securely book those flights themselves, Victor says.

Clive Jackson, founder and CEO of Victor, which launched in August 2011, says that the secret of his young company’s success “is the fact that we [use disruptive technology] to provide all this in a transparent marketplace.”

“When you get a quote or a price from Victor it includes details of the operator and the aircraft type, then this goes right the way down to the tail number, the age of the aircraft, amenities on board and everything else as well.”

Obviously, the risk of being so transparent is that once customers have used the service they could book directly with the operator next time. “If people wanted to do off-the-book deals behind Victor’s back,” says Jackson, “we would not have survived that first year. The fact that we’re still here, and still growing at the rate we’re growing, proves that we’ve created a platform that delivers what customers want.”

“Fundamentally we’ve put the customer in total control of the buying experience. That’s something they’ve never had before, because typically brokers don’t share their secret source with the customer for fear they could be bypassed on the next booking. This trust has been the underlying principle of Victor since we launched.”

The introduction of Victor’s iOS app, launched just over a year ago, has proven particularly successful, providing fliers with a full end-to-end charter experience through everything from side-by-side jet comparisons. The app currently generates 60% of total bookings.

Victor employs around 70 people worldwide with offices in London; New York; Santa Barbara, California; and Germany. By year-end the company will have six bases and will be opening up in more emerging markets around the world. It partners with 200 charter operators, and unlike many other high-tech service providers, doesn’t charge upfront fees.

This year’s most popular bookings in the U.S. have been for the Beechjet 400A and Hawker 800XP. For the UK and rest of the world the Citation Mustang is taking more than double the bookings of its closest rival, the Phenom 100, but Victor’s long-haul bookings using Gulfstreams, Globals and Challengers are up a staggering 279% year-on-year (January-April 2016 against the same period in 2015).

Jackson says that multichannel marketing via traditional print or digital media helps explain Victor’s 34% first-time private flyer bookings.

“Multichannel marketing via traditional print or digital media helps explain Victor’s 34% first-time private flyer bookings.”

—Mike Vines
A New Twist on East-West Business Development

It’s unique for our ShowNews Top 10 feature to include someone from business aviation’s world of marketing, public relations and events. But Antonia Lukacinova, founder and CEO of Prague-based Media Tribune, is here because the brand-new Sapphire Pegasus Business Aviation Awards are her brainchild. They are designed not only to celebrate the best, but also to encourage business development between Europe, Eastern Europe and Russia.

The first Sapphire Pegasus Business Aviation Awards gala dinner was held on April 8, supported by the European Business Aviation Association (EBAA), Central Europe Private Aviation (CEPA) and the Russian United Business Aviation Association (RUBAA), with the aim of honoring top business aviation performers from the Europe/Middle East/Africa region and Russia.

“I believed that a new form of objective industry-wide appreciation was needed. I have put a lot of thought into it,” says Lukacinova. Modestly, she doesn’t mention that she brought the idea from concept to reality, which is no mean achievement. The Sapphire Pegasus Award gets its name from the Bohemian crystal produced by the glass masters of the Moser Glassworks.

The second awards ceremony is already planned for April next year. “For me the number of nominations (there were 87) as well as the various comments that I have received are a clear indication that the Awards will be accepted as an asset in the industry,” Lukacinova says. The Board of Advisors reviews the nominations independently and is headed by Vladimir Petak, CEO of ABS Jets. The eight judges are all industry specialists and journalists who have the final word on the election of the award winners. Notes EBAA CEO Fabio Gamba, “In these challenging times, it is important for us to also celebrate our successes.”

Lukacinova says that the Awards create the perfect informal event for senior executives from Russia and the west to network. In the past, Russians complained that western and eastern European companies didn’t try to understand how they did business, while western companies who would like to do business with them found it difficult to make connections.

“This is one of the key ideas behind the Sapphire Pegasus Awards, which offer both parties opportunities to meet, network and really see who is there,” she says.

—Mike Vines
Air BP biojet fuel is becoming more available for business aviation, but with today’s low oil prices it costs considerably more than traditional jet fuel.

Air BP is launching its new environmental solutions package for business aviation here at EBACE 2016. This is the first time the varying elements of reducing carbon emissions have been brought together in one of its products. It offers operators, airports and FBOs tailor-made solutions that will enable them to achieve a reduction in carbon emissions that can increase efficiency – and enhance their reputation. The full offering includes the supply of Air BP biojet as an alternative aviation fuel with a minimum carbon emission reduction of 35%.

“We are taking the lead in making business aviation a lower-carbon industry,” says Miguel Moreno, Air BP’s global marketing manager for general aviation. “We’re convinced we have the tools, we have the expertise, and we have the people able to make this happen.

“What we have is a closed container that we can put into any airport where there is business aviation; storage is not a problem as long as the container is properly managed,” Moreno says. Many tests have been completed in the last three years and gained approvals from OEMs and also airlines. “We have offered it at specific airports to some customers and they have accepted it and don’t see any problems,” Moreno adds. Currently biojet is not produced in huge quantities. “We need to be sure that we can meet demand, but the speed of introduction will also depend on the appetite of potential customers who want to reduce their carbon footprint.”

There is, however, a “significant” price difference between biojet and conventional fossil fuel, Moreno admits. He wouldn’t be drawn further on how significant the price hike is but said, “It also depends on the blending, as there are 50% down to 10% blends.

Air BP (Booth S131) acknowledges the International Air Transport Association’s aim to achieve carbon neutral growth by 2020 and a 50% reduction in carbon emissions by 2050. Its biojet initiative further responds to the EU goal to ensure 3.5% of total aviation fuel consumption consists of jet biofuel by 2020.

Biojet is now delivered via the main hydrant system at Oslo Gardermoen Airport. “For the first time in the world Air BP, together with Oslo Airport, have made biojet available,” Moreno says. “It’s the only airport in the world where this is happening.”

—Mike Vines

### Nice and Quiet at Nice
**FRANCE’S NICE AIRPORT**, which handles many large wide-body VVIP aircraft such as B747s, B777s and A350s, completed its new departure area to handle them last November. Previously, the local authority had stipulated that noise and pollution from this new zone had to be dramatically reduced because of its proximity to local housing, and if a solution could not be found it would be closed down. The system is on remote stands, away from the general aviation terminal but close to the English Esplanade and nearby homes.

“We had to make it virtually silent,” said Michel Tohane, Aeroports de la Côte d’Azur’s GA business director. His solution was the introduction of Europe’s first “Pop Out” fixed electrical ground power supply, which comes up from the concrete surface. This avoids the need for APUs to be running until the aircraft is ready to start engines. The use of the system has cut annual carbon dioxide emissions by 416 tonnes and reduced noise duration on the apron to a minimum. “It’s unique in Europe and was specially built for us – it was very much a GA survival issue here,” said Tohane. Aeroports de la Côte d’Azur is at Booth E035.

—Mike Vines
Bell Moves Jet Ranger X Production to Canada

Bell Helicopter is to move production of its new Model 505 Jet Ranger X light helicopter out of the U.S. and into Canada as part of a restructuring that will “optimize manufacturing capabilities,” the company has announced.

Bell had planned complete final assembly of the helicopter in Lafayette, Louisiana, in a new purpose-built assembly facility that opened last August, but that will now be done at the company’s Mirabel plant near Montreal, Canada. Lafayette will carry out work on cabin subassemblies for the new Model 525 super-medium helicopter that is being relocated from Amarillo, Texas, and modification work on the MQ-8C Fire Scout unmanned helicopter, which is based on the Model 407. Work on MQ-8s is moving from Ozark, Alabama.

The moves are not expected to impact the certification of the Model 525 or 505. The company also states that full production of the 505 has not yet commenced, so the changes will not affect customer delivery schedules.

“The relocation of these programs will enable the company to optimize its manufacturing footprint across multiple sites, while maximizing the core capabilities of each facility,” says Bell president and CEO Mitch Snyder. “Mirabel is a vital part of Bell Helicopter’s long-term growth strategy and this move confirms our commitment to our workforce (there) and infrastructure. We also remain committed to Louisiana, where we have received tremendous support from the state and local government.”

The move is a surprising one, as the Lafayette facility was established with a focus on keeping production costs for the new Jet Ranger X low. It is currently being offered in basic configuration at just over US$1 million. Bell looked at sites across the U.S. and finally decided on Lafayette, where Louisiana state authorities provided an incentive package of grants and tax breaks worth US$8 million.

In February, the company cut 200 jobs at the Mirabel plant because of the reduced sales, and this was on top of head count reductions made in Spring 2015 as part of a restructuring of Bell’s parent, Textron. At Heli-Expo 2016, Snyder said the Mirabel facility would benefit from a new product line, but it is not clear if this is that new line. In the coming years production of the Model 412, currently located in Mirabel, is set to transfer to Fuji Heavy Industries as part of Japan’s UH-X program agreement, although Bell will reserve the right to build Model 412s on an “as needed” basis. Bell officials have said the new Mirabel 505 line will be set up as a “factory-in-a-factory.”

“Our Lafayette facility was a new operation and therefore required a more extensive review by the FAA to receive its production certification,” said a Bell spokeswoman.

“We anticipate that adding the 505 to our existing production certification in Mirabel will be less complex. Once we have completed the certification process, we can begin production and deliveries from Mirabel.”

First customer deliveries of the Model 505 are expected later this year. Bell has more than 350 orders and commitments for the new model.
Flexjet’s Embraer Legacy 500 on May 19 became the latest aircraft approved to use London City Airport, complying with the airport’s demanding steep 5.5-deg. approach and rigorous climb-out procedures.

The Legacy 500 allows for nonstop midsize-business-jet travel from the East Coast of the U.S. into London and to points from the British capital through Europe, the Middle East and Africa. Flexjet’s Legacy 500 is the 1,000th business aircraft built by Embraer Executive Jets, and was delivered last month.

Flexjet managing director of international business Raymond Jones and president and CEO of Embraer Executive Jets Marco Túlio Pellegrini were on board the maiden flight into London City Airport, close to the Canary Wharf and City of London financial districts. The airport offers a 90-sec. promise to customers from car to aircraft departure.

—Regina Kenney

Embraer Enhances Phenom & Legacy

About half the customers for Embraer’s Legacy 500 midsize business jet will equip their aircraft with the optional Rockwell Collins HGS-3500 Heads Up Display (HUD) when deliveries of the situational awareness aid begin in the middle of this year.

“We’re seeing a higher take-up rate than we expected,” says Alvadi Serpa, Embraer’s product strategy manager.

The 23 or so aircraft already in service were equipped to take the HUD when it becomes available, he added.

The optional HUD is priced at US$275,000, as is the optional multispectral EVS3000 Enhanced Vision System (EVS). “But they’re US$500,000 if you buy them together,” Serpa says.

Also getting attention is the interior of the up-to-10-passenger Phenom 300, which gets a new flat table design, a side ledge with wood veneer, a new cup holder design, relocated power outlets, and charging USB ports. Embraer will also offer an optional mirror on the back wall.

The new block-point changes stem from customer feedback, the company says. Over 330 Phenom 300s are now in operation in 28 countries.

—John Morris

Pazos FBO in Puerto Rico

San Juan, Puerto Rico-based Pazos FBO Services is to undertake a US$10 million-plus expansion at Marín International Airport, company president José Maldonado announced here. The new 12,500-sq.-ft. FBO building will feature a two-story-high canopy and a glass-enclosed executive passenger lounge. It will offer destination management and concierge services, a luxury pilots’ lounge, flight-planning workstations, corporate meeting facilities and gourmet catering.

The development will more than double Pazos’ existing operation, and will include an extension of hangar and parking ramp space to handle an expected increase in traffic, and a full-service U.S. Customs and Border Protection terminal that will enhance security at the airport. Staffing will also increase by about 30%.

“Providing customs and immigration clearance to all general, corporate, charter passengers and transient aircraft [will make] passenger processing a hassle-free exercise as clients continue on to their final destination,” noted Maldonado, who gave EBACE attendees a preview of Pazos’ new corporate identity, featuring a bold logo, contemporary lines and bright colors “that capture and project the warmth, dedication and aviation expertise of Pazos’ team of professionals.” The new corporate identity will be launched in the fall as part of the inaugural activities of the new building.

“These are exciting times. Maldonado said. “However, our success is only possible thanks to the hard work, loyalty and dedication of every member of the Pazos family, without whom this expansion would not be possible.” Pazos is at Booth Z029.

—John Morris
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HondaJet: A 30-year Dream...

Michimasa Fujino, founding president and CEO of Honda Aircraft Company Inc. (HACI), is understandably proud of the new HondaJet. He has personally guided its progress from initial conception to fully developed and certificated aircraft, fighting through at least five years of delays in the process.

It is the culmination of his 30-year dream of building the world’s most advanced light jet, the highest-flying, fastest-cruising and most economical, one that would offer passengers the most cabin volume, the quietest interior and the smoothest ride. Fujino’s dream now is reality as HACI delivers the first HA-420 HondaJets to dealers and owners.

Recently, he took us on a tour of HACI’s sprawling campus at Piedmont Triad International Airport (KGSO) in Greensboro, North Carolina. The following day we flew s.n. 11 with Ken Sasine, HondaJet’s chief test pilot, and little more than a week later, Cutter Aviation gave us the opportunity to fly a second time, with demo pilot Hall Lewallen.

High-Tech Airframe and Systems

Fujino found that positioning the engines relatively far aft, atop the wing, and using CFD to shape, size and offset the engine pylons, actually improved the wing’s aerodynamic performance by increasing the drag divergence Mach number, the speed at which shock-wave drag begins to rise substantially compared to a clean wing. He also discovered that the OTWEM configuration improved maximum lift coefficient by 7%, thereby lowering stall speeds. Other benefits include a longer net fuselage section for passengers and baggage because engine mounting beams don’t pass through, and less engine noise and vibration being transmitted to the cabin.

Fujino’s team developed the SHM-1 high-speed, laminar flow airfoil that has an 8.5:1 aspect ratio, approximately 15% chord thickness, 9% of span winglets, 38% taper ratio and 5.1-deg. washout angle. SHM-1, with its OTWEM configuration and winglets, means that the wing can be smaller, resulting in less drag, and higher wing loading for ride comfort and better fuel efficiency. The downside of the small wing and relatively wide stance of the aircraft’s GE Honda HF120 turbofans is higher takeoff V-speeds and longer takeoff field lengths. At MTOW, the HondaJet’s V2 takeoff safety speed is 120 KIAS compared to 98 KIAS for the Embraer Phenom 100E and 111 KIAS for the Cessna Citation M2. Standard-day TOFL at MTOW is 3,934 ft. versus 3,123 ft. for the 100E and 3,210 ft. for the M2.

Systems design is as advanced as the airframe structure but elegantly simple where possible. The primary flight controls are manually actuated through conventional cables, pulleys, bell cranks and pushrods. The aircraft has three-axis electric trim with primary and secondary horizontal stab trim systems and single path aileron and rudder trim tab systems. The 30% chord, double-slotted trailing edge flaps are electrically actuated with up, takeoff/approach (15.7 deg.) and landing (50 deg.) positions. An optional split-tail speed brake in the aft fuselage is quite effective in flight but has little effect on runway stopping performance. There are no ground spoilers.

Cabin Environment and Passenger Amenities

The HondaJet sets a new standard for cabin comfort in entry-level light jets. The gross cabin length from cockpit divider to the rear of the aft lavatory is 12.1 ft., with a main seating section about 10 ft. long, 5 ft. wide and 4.9 ft. high, and an 11.5-in.-wide, 5-in.-deep dropped aisle in the center.

Cabin entertainment and communications options include a Gogo Text & Talk system, single-channel SiriusXM satellite radio receiver and basic audio entertainment package, plus basic and enhanced cabin management systems.

Outside, there is a 9-cu.-ft. compartment in the nose for storing crew gear, duct covers and aircraft equipment, and a 57-cu.-ft. aft baggage compartment.

Flying Impressions

Serial Number 11 was loaded with all popular options. As a result, it has a 7,381-lb. BEW. For our flight, computed takeoff weight was 9,748 lb. Based upon KGSO’s 926-ft. field elevation, 27C OAT and near standard altimeter, V1 was 110 KIAS, Vr 114 KIAS and V2 120 KIAS. TOFL was 3,900 ft.

Three minutes after engine start we taxied. The wheel brakes were very smooth, but it took a little practice not to over-control the power steering. No differential thrust or braking was needed to maneuver the aircraft in tight quarters.

Cleared for takeoff, we advanced the thrust levers to the forward stops. Acceleration was impressive. Rotation forces were heavy for a light jet, as the
main landing gear are positioned well aft of the center of gravity, but once we lifted off the main wheels, pitch control forces were pleasantly light.

We climbed directly to FL 430 using the standard 210 KIAS/Mach 0.57 climb schedule. Initial climb rate was in excess of 4,000 fpm. Time to climb was 18 min. In ISA-SC conditions at FL 430, the HondaJet cruised at Mach 0.63 while burning 560 lb./hr.

Down at FL 330 and in ISA conditions, we cruised at 420 KTAS while burning 1,000 lb./hr., which was very slightly faster than book speed and with slightly lower fuel burn. Conclusion? The HondaJet makes its advertised speed and fuel efficiency numbers.

We descended to 17,500 ft. for VFR air work. First impression was that adding thrust causes a noticeable nose-down pitching moment, as the engines are positioned well above the center of gravity. Pitch forces in 45-deg. bank turns were pleasantly hefty, lessening the need to trim the aircraft in pitch. Extending the speed brake at high speed produces a mild nose-up pitching moment. But it is quite effective at slowing the aircraft at high speed or adding drag, permitting stabilized descent rates of 7,000-8,000 fpm, or more. That would come in handy during an emergency descent.

We flew a series of stall approaches in clean configuration, with takeoff/approach flaps, and in landing configuration. The stick shaker triggered at 109 KIAS, 99 KIAS and 95 KIAS, respectively. Recovery was immediate when pitch attitude was reduced and thrust increased.

...Comes to Fruition

Returning to Greensboro, we flew a couple of instrument approaches in IMC to full-stop landings. In cumulus clouds, the aircraft provided a ride quality similar to a large-cabin business aircraft because of its relatively high wing loading. Turbulence does cause some significant nose attitude variations that require control inputs.

At a weight of 9,200 lb., Vapp was 114 KIAS and Vref 109 KIAS. The aircraft was easy to hand-fly on approach with linear thrust response to throttle movement. Crossing the threshold, we slowed to Vref, pulled the thrust to idle at 50 ft. above the runway and settled into the flare. We encountered some float, as the wing sits very low to the runway surface with weight on wheels. During the second landing, we slowed the aircraft more aggressively when crossing the threshold and there was little float.

We used a similar technique when landing Cutter Aviation’s demonstrator at Carlsbad, California’s McClellan-Palomar Airport and encountered very little float. The technique was similar to what we’ve used during landings in the Eclipse 500, which also has no ground spoilers, but it’s essential to slow the aircraft well below Vref in the transition to flare to prevent float.

Quality, Price and Value

The HondaJet raises the bar in entry-level light jets for passenger comfort, cabin quiet and baggage capacity. Optional luxury features, such as an externally serviced toilet and lavatory with running water, are not available in other light jets. It also has the best ride in turbulence of any entry-level light jet in production, in our opinion.

Fit and finish are unsurpassed in its class. Exterior surface tolerances are tight, all doors fit precisely and paintwork is superb. Interior furnishings are first rate, befitting an aircraft that sells for more than US$5.1 million with all popular options.

However, the entry-level jet market is far more competitive today than it was when Honda started designing it in 1997. And today there are more than 400 Citation CJ1s, CJ1+s and M2s and nearly 300 Phenom 100/100Es in operation. The latest versions of these aircraft are far more competitive than their predecessors. Moreover, this end of the business aircraft market suffered one of the strongest declines during the Great Recession that began in 2009.

But Honda is a company with long patience and deep pockets, and is likely to be in the aircraft business in a big way. The HondaJet has given it the technologies and experience to develop a wide range of future aircraft capable of winning sizable shares in several segments of the business aircraft market.—Fred George
Jet Aviation VVIP ACJ350 Revealed

Airbus Corporate Jets has appointed Jet Aviation Basel, among other designers, to design and render a VIP cabin interior for an ACJ350. Yesterday, visitors to the show who stopped by the Static Display were able to board a flight-test A350 and view a gallery of cabin interior configuration renderings created by ACA Advanced Computer Art GmbH and others.

The design takes a new approach to VVIP cabin interiors, focusing on how completions clients might appreciate the future of flying in a next-generation aircraft, explains Elisabeth Harvey, director of design at the Jet Aviation Basel Completions Center. “Our design takes inspiration from both high-end hotel and residential design philosophies, balanced with the most innovative new technology available in private aviation. A large lounge and dining area is segmented into different areas for eating, relaxing and socializing. Created for the “wow” factor, this area is balanced by an elegant and extremely spacious private suite made up of master bedroom, bathroom and private lobby.”

A 3-D print model of the ACJ350 cabin interior is on show at Jet Aviation’s (Booth A050) today and tomorrow, together with ACJ350 renderings, which can also be viewed via the company’s newly launched JetVision 3-D app.

Jet Aviation Basel has delivered 19 VIP Airbus cabins since 2000, from the ACJ319 to ACJ340-600.

—Mike Jerram

ST Aero Begins VIP Interiors in Singapore

ST Aerospace has begun deliveries from a completions and refurbishment center for large VIP aircraft that the company has set up in Singapore. The first, a Boeing BBJ, was redelivered in February after completion of minor interior work and maintenance. The second, an Airbus ACJ, was due to be returned to its owner in April.

The facility is not the first of its kind in Asia. Haeco in Hong Kong, Taikoo in Xiamen, China, and Ameco Beijing have previously developed VIP interior capabilities.

Up to two aircraft of Airbus ACJ or Boeing BBJ size can be handled at a time in ST Aerospace’s dedicated 2,690-sq.-meter (8,825-sq.-ft.) facility at Seletar.

Investment in the facility and associated leather and cabinetry workshops totals US$2 million to date, with another US$9 million available over the next five years, says Ang Chey Kiat, ST’s EVP for aircraft maintenance and modification.

ST Aerospace entered the VIP completions and refurbishment business in 2011 through its U.S. affiliate VT San Antonio (Texas), branding it Aeria Luxury Interiors. Now it is extending that brand to Singapore.

Although the ST Aerospace facility there is trailing competitors in entering the market, the company intends to be the most active, Ang says. It will initially take two to three aircraft a year, refurbishing interiors while it carries out other maintenance tasks, such as C-checks, landing gear and auxiliary power unit overhauls.

It does not plan to complete bare (so-called green) aircraft at this stage, although Ang pointed out that Aeria in San Antonio recently delivered its first fresh-from-the-factory BBJ. “We’re in no rush to take green aircraft in Singapore,” Ang said. “Maybe the first in five years’ time.”

Aeria (Booth H051), between its U.S. and Singapore locations, has won five major maintenance and refurbishment contracts so far this year, comprising three BBJs, an ACJ and a Boeing 757, with arrivals scheduled through the first three quarters.

ST Aerospace president Lim Serh Ghee says that among the advantages of the Singapore center over rivals in Europe and North America, “we will be able to perceive and understand the cultural inclinations and subtleties of these customers” in designing their interiors.

—John Morris and Bradley Perrett
Aerion’s Tough Choice: The Power an SSBJ Needs, Or Quiet the Pols Demand

The slow evolution of Aerion Corp.’s supersonic business jet will gain speed sometime this summer or fall as the 14-year-old company finally selects an engine. Co-chairman Brian Barents describes making that decision as the pacing item of the project, and exhibits a certain resignation to the choices near at hand.

The search process has come down to two candidate powerplants in the 15,000-lb.-thrust range – Aerion is witholding their identities, but says the manufacturers are obvious – yet neither is ideal for the purpose. For supersonic flight, the company says a jet engine with a 1:1 or 2:1 bypass ratio would be best, but these will likely have to deliver 4:1 or more. And the aircraft’s balanced field length and range will suffer, the latter by 100-200 mi., which is the rub.

Blame noise, of which supersonic engines make lots. Yet that must be minimized under today’s Stage IV requirements, with which the aircraft must comply. To do so, those engine cores will have to be shushed some with a fan. The requirements are also why the AS2 will almost certainly be a trijet.

Helping accelerate the selection are Stage V’s even more restrictive terms, which become effective at the end of next year and will affect any aircraft weighing more than 121,000 lb. While the Aerion is supposed to come in under that figure, its designers want those compromises to a gathering Monday evening, but in the end says, “This airplane will exist.”

—William Garvey

London City Launches New BizAv Pricing

London City Airport has launched a new competitive pricing structure for business aviation. According to Nick Rose, the airport’s Director of Business Aviation, “The London market is enjoying a revival and this is the time to review pricing for landing in London. Customers are more conscious of price and value for money. This has led to an increase in traffic for light and midsize aircraft, and, as a result, London City Airport is able to review its pricing and pass these savings onto the customer. For some aircraft types we’ve been able to reduce the pricing by 60%.”

AirClub Welcomes Jetflite as New Member

AirClub has announced that Jetflite (Booth X065) is joining its alliance. Jetflite, established over three decades ago, is part of the Wihuri Group, a large Finnish industrial conglomerate, and was among the very first operators to fly business jets in Russia and CIS countries. Headquartered in Helsinki and having an in-house maintenance facility, Jetflite offers aircraft management and maintenance services, as well as VIP aircraft charters and air ambulance/evacuation flights all over the world. AirClub, formed in 2012, comprises eight operators in Europe and the U.S. and collectively operates around 100 business jets.

UAS Demos Flightevolution at EBACE

UAS International Trip Support (Booth E065) yesterday provided a sneak peek of its Flightevolution online flight planning and weather platform. It’s the first component of the new UAS evolution technology suite and is set to revolutionize the way users plan, see, and execute their flights. Users will be able to compute and file complex flight plans, visualize worldwide navigation data, view real-time and forecast weather, check fuel prices, find airport information and track progress of their flight using high-definition moving map technology. The product will be available on the web and as an app for the iPhone and iPad.

Bestfly Awaits Aruba Certification

Angola-based Bestfly is undergoing Department of Civil Aviation of Aruba Air Operator Certification, for aircraft management and charter. Bestfly will become the first Angola-based aviation company to be awarded an AOC by Aruba. Bestfly, an IS-BAO-certified operator established in 2009, has a market share of close to 80% in Africa. The company says its Aruban AOC will allow it to expand on the services it already is offering through its Angolan AOC and will help business move up to the next level. Bestfly currently operates a fleet of 13 aircraft in Angola.

Becker Avionics Celebrates 60 Years

Becker Avionics is celebrating its 60th birthday this year. The Becker Avionics story was started in 1956 at the airfield in Baden-Baden, Germany, by Max-Egon Becker. “His passion for aviation and his flair for revolutionary technical solutions identified the corporate culture right from the beginning,” says the company. “Now, 60 years later, Becker Avionics has developed a reputation as an audio and avionics innovator and pioneer.” The group designs, manufactures, sells and supports a complete range of navigation and communication equipment for airborne, ATC, mobile, and search and rescue applications.
Questions for Rhett Ross
President and CEO, Continental Motors Group Ltd., Mobile, Alabama

1. Continental’s Technify manufactures aircraft engines in Altenburg and Lichtenstein, Germany, and yet is absent from the European Business Aviation Convention and Exhibition less than 300 mi. away. Why a no-show?

Historically, we’ve participated in general aviation fly-ins, Oshkosh, AERO Friedrichshafen and the like. We didn’t attend glossy, EBACE-style shows since they mostly focus on turbine-powered business aircraft and those who operate them. However, last year Continental acquired United Turbine, an excellent PT6 repair and overhaul outfit in Miami, and we service and upgrade major avionics systems and cabins through our Southern Avionics and Interiors in Mobile. So, we exhibited at the NBAA Convention for the first time last year to see what it was all about and as we continue to expand our MRO business, it is likely that we would attend more events like that. We are still digesting our NBAA experience to see how best to proceed.

2. Airframers have been slow adopting diesels. What’s the cause of their reluctance?

There are several reasons. First, for years there were none available. It was Thielert, which is now Technify, that put aero diesels on the map, but their production didn’t begin until 2002. By then, obviously, gasoline engines were the standard in general aviation and the industry was very familiar with that technology. The diesel was foreign to it. Then Thielert went bankrupt, which slowed things, as did the recession. But things are changing and our diesels are steadily gaining traction in the marketplace. Today, Piper, Mooney, Glasair and Cessna are all offering diesel-powered models.

3. So, what’s behind their change of attitude?

Diesel’s appeal is as a true global fuel. Any reasonably significant airport, even grass strips, have Jet-A. Not so with avgas. In addition, everybody’s driving for better efficiency and lower emissions. While diesel doesn’t zero out emissions – I’m a heretic in some circles for saying that – it can reduce them. And it burns less fuel than avgas engines for the same result. It’s more efficient. While avgas is relatively cheap in the U.S., it’s two to three times more expensive than diesel fuel in Europe, and in Africa and Asia avgas can cost as much as US$50 a gallon, if available at all. Furthermore, we believe the (fuel) economics in the U.S. are starting to shift.

4. There’s a good bit of experimentation underway with electric power. Could that succeed in aviation?

As we try to find ways to further reduce emissions, the solutions might not be as viable as people think. I began in fuel cells in 1993 working on contracts with Ford, GM, Honda, Fiat and others. Fast-forward to 2016 and I still can’t buy a fuel cell-powered car. The technology works, but it’s expensive and complex and there are compromises in the fuel. A zero-emissions electric airplane is a desirable goal but not likely with the current near- and mid-term power cycle mix. The primary source of battery power comes from nuclear, coal or natural gas-fed power plants. So, while that airplane may not be polluting at the airport, it’s simply putting those emissions into the atmosphere at a different location. And there are emissions involved in making the batteries. You have to look at the total cycle.

5. Some saw AVIC’s acquisition of Continental and Thielert as signaling imminent explosion of general aviation in China. It hasn’t happened.

China doesn’t have a lot of general aviation pilots and it’s extraordinarily concerned about safety. They don’t want the industry to get a black eye. Nothing really moves fast there, but when it does start to take off, it’s something. When I first went to China 15 years ago, there were bikes everywhere and relatively few cars. By the beginning of this decade, however, you couldn’t find a bike and there were traffic jams everywhere. Aviation will be the same. Continental has a decent fleet, both gas and diesel, there now and sales and parts capability. Next, we’ll probably establish an MRO partnership and there’s a growing need for production in China to serve the companies developing aircraft there. In China, a company has got to be first, and be a big dog. That’s what we intend.
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