



## NEW LOOK AIRPORT OOZES 'WOW'-FACTOR

As you look across the static park from the Farnborough airshow this morning, you will see a spectacular glass and steel building that heralds a new level for business aviation in Europe.

The new £100 million (\$168 million) TAG Aviation business aviation terminal – which includes a new control tower, state-of-the-art terminal building and FBO and stunning new hangars – was five years in the planning and construction.

Len Rayment, manager of the new Farnborough Airport, says work will continue to create a centre



**Len Rayment, manager of the new Farnborough Airport.**

that will be the heart of business aviation in Europe.

Already – biannual airshow apart – the airport is specifically geared for business aviation. “Many of the other alternatives for

London have business aviation as an add-on. That’s not the case with Farnborough. Our very existence depends on the success of business aviation,” says Rayment.

### Stunning

Bombardier, through its Skyjet operation, Cessna, Gulfstream and Embraer are all taking space in the stunning buildings designed by London architects Geoffrey Reid.

“We are 1h from touch-down to Hyde Park Corner in central London,” Rayment says. “We usually clear passengers in less than 5min. We have cars on the

ramp – it’s our airport; we set the rules – and they can be on the motorway into London in an unbelievably fast time.”

The new terminal building has a large passenger lounge and VIP check-in facility. There are meeting rooms and a fully operational boardroom with integrated audio-visual services. Security is sophisticated and unobtrusive and an airside lounge with direct access to the ramp or the waiting car.

“There is very much a ‘wow’ factor at play here,” Rayment says, “It’s about space. It is modern it is clean.”



**Space for the high flyers.**

On the first floor of the 60,000ft<sup>2</sup> (5,500m<sup>2</sup>) terminal is the TAG flight operations centre and on the floor above are the OEM offices.

“This kind of investment couldn’t have happened if we had the City looking over our shoulders,” says Rayment. “The investment was made with the belief that the business aviation market would recover. It has and it needs a place like Farnborough.”

Rayment has been at Farnborough for 18 years

and has seen the airport pass through the hands of various owners. Following the huge investment by TAG, the airport is now close to its licensed maximum of 28,000 movements.

Already the 120,000ft<sup>2</sup> of hangars are nearly full; the next phase calls for the doubling of space.

“The whole thing is being done so well,” Rayment says. “The TAG philosophy is that if you can’t do it right, then don’t do it at all.”

# MiG-290VT



## ESTABLISHING NEW STANDARDS



**MiG Russian Aircraft Corporation**  
7, 1-Botkinsky drive, Moscow, 125284, Russia  
Tel.: (+7 095) 252 80 10, Fax: (+7 095) 250 19 48  
E-mail: mig@migavia.ru, http://www.migavia.ru



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