

AIR TRANSPORT

Lion gets its teeth into 30 more 737s

Six years ago, Rusdi Kirana was eating a burger with his wife while sitting on the grass overlooking the Farnborough runway. He was at the show looking to acquire his first aircraft for Indonesian start-up carrier Lion Air.

The contrast with this year could not be more stark: yesterday Kirana was having lunch with Boeing chief Alan Mulally having just exercised options to buy another 30 737-900ERs. Valued at more than \$2.2 billion at list prices, the order doubles the number Lion Air will acquire, with first deliveries starting in April 2007.

And Kirana, a travel agent who founded the low-cost carrier with an

\$850,000 investment with his brother, intends to order plenty more. "When I came here to order Boeing aircraft, I said to Alan that you are going to make me a billionaire. I am going to have a big profit with your 737s."

Intentions

Kirana told Mulally that he intends to use that profit to become a 787 customer. The aim is to take Lion Air's first 787, which would have to be leased, by 2010, he says.

Kirana has just finished a round of discussions with European and US banks about raising the finance for the airline's new orders. With no debt and a prof-



Pride of Lion: Rusdi Kirana (left) with Boeing chief Alan Mulally.

itable operation, although the privately held carrier releases no financial figures, Lion Air is seen as an attractive investment, he says.

Lion Air has grown rapidly to become the country's largest domestic carrier with a market share of 32% and currently operates a fleet of 23 737 Classics and MD-80s, says Kirana.

Dancing lions celebrate a roaring success for EVA

The colour and spectacle of the traditional lion dance was part of Boeing and Taiwanese airline EVA Air's presentation of the carrier's third 777-300ER at the show yesterday. Boeing has leased the aircraft back from EVA for the duration of the show. It only entered service a couple of weeks ago on EVA's Taipei to London Heathrow route.

EVA, which is scheduled to take delivery of 10 777s, wants to expand its freighter fleet, the carrier's new president Peter Chen told *Flight Daily News*. It currently operates three 747-400 freighters, 14 MD-11Fs and several 747 combis.

The carrier is looking to add freighter capacity from 2009, and is studying the 777 freighter and the 747-8 freighter, says Chen. "These will be a combination of direct acquisition and leasing depending on the market situation," he says.

EVA is also examining whether its subsidiary UNI Air will acquire smaller types to operate from Taiwan to China if routes between the two countries are opened up. It is looking at both Airbus and Boeing narrowbodies and Embraer's E-190 family, says Chen.



Roaring success: traditional lion dance by an EVA Air 777.

Turks could delight in launch of stretch CRJ900

Turkish carrier Atlasjet is in talks with Bombardier over potentially becoming the launch customer for the stretch version of the CRJ900, should the manufacturer decide to go ahead with the programme.

Barry MacKinnon, Bombardier Regional Aircraft vice-president of markets and

airline analysis, says Atlasjet has shown "interest" in the CRJ900X. The Turkish carrier already operates three CRJ900s.

Michael McAdoo, the manufacturer's VP of strategy and business development, says Bombardier is "still evaluating" whether to restore its CSeries programme or go

ahead with plans to develop the CRJ900X.

"We will see how things unfold," he notes, adding that there is a "market niche" for both aircraft types. Decisions on both programmes will be taken "on separate timelines", says McAdoo, although he declines to give specific

dates. He also declines to comment on Bombardier's possible future involvement in either the Superjet100 – the rebranded Russian Regional Jet – or the Asian ARJ. Bombardier has said it is in discussions with Sukhoi over joining the Russian programme and with the Chinese over the ARJ.

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Dubai clears runway debris with £2m deal



Sheikh Ahmed signs the £2m agreement with Qinetiq chief executive Graham Love.

A runway debris detection radar system is to be installed at Dubai International airport following a £2 million (\$3.6m) deal signed at Farnborough yesterday.

The deal signed by Sheikh Ahmed bin Saeed Al Maktoum, president of Dubai's Department of Civil Aviation, and Qinetiq chief executive Graham Love is for Qinetiq's award-winning Tarsier system.

The system, which can detect small items of potentially dangerous debris on airport runways in any weather, was trialled at Dubai last year and a system covering both runways is expected to be installed later this year.

Sheikh Ahmed said: "Runway safety is an absolute priority for Dubai International airport and, despite an excellent safety record, we are continually looking for ways of minimising potential risks.

"We are also negotiating with Qinetiq about the potential installation of Tarsier at Dubai World Central, Dubai's visionary airport city development at Jebel Ali."

Debris on runways causes an estimated \$4 billion in damage and delay worldwide annually. Typical current practice is to inspect runways manually from a moving vehicle every 4h, so the Tarsier system is designed to cut costs by offering continuous inspection.

The first permanent installation of a Tarsier system was recently completed at Vancouver airport.

Spanish opt for blended winglets

Spanish carrier Air Europa has ordered 34 blended winglet systems from Aviation Partners Boeing as part of buyer furnished equipment (BFE) on new Boeing 737-800s.

Air Europa currently operates five aircraft fitted with blended winglets, and has also said it will order up to 21 additional systems from Aviation Partners to retrofit existing 737-800s.

"We're proud to have Air Europa as one of our largest blended winglet equipped fleet operators in Europe," says John Reimers, chief executive of Aviation Partners Boeing. "With fuel prices as high as they are today, the business case for our technology just gets better and better."

Benefits

Aviation Partners claims fuel savings of up to 5%, depending on route and stage length, with its winglets installed. The company says additional benefits include reduced engine maintenance costs, improved take-off and range performance, reduced engine emissions and reduced noise footprint on take-off of 6.5%.

María José Hidalgo, Air Europa's chief executive, says: "Upgrading to blended winglets will help us to hedge on escalating fuel costs and get a significant cost reduction, as well as to maintain one of the most technologically advanced fleets in Europe."

Air Europa's parent company, Globalia Mantenimiento Aeronautico, will install the retrofit blended winglet shipsets.

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AIR TRANSPORT

Need to know how to dismantle an Airbus? Ask Pamela

Airbus may be focused on new and emerging aircraft, but there is a corner of the European manufacturer that is looking very closely at the end of life phase of earlier models.

With the earliest Airbus models now reaching the end of their lives, project Pamela (Process for Advanced Management of End of Life Aircraft) is taking apart an A300 aircraft piece by piece.

Understand

The aim is to understand the best way to disassemble old aircraft and to maximise the content that can be recycled.

"We hope this model will become the way that tomorrow the aerospace industry manage end of life aircraft," says Bruno

Costes, director environmental affairs, national companies co-ordination.

"Airbus is working hard to be recognised as a reference in this area. We have achieved ISO 14001 and we are now understanding that it covers the entire life cycle from cradle to grave."

The project started in March 2005 and will run through to late 2007.

Costes says one objective is to understand how to optimise the re-use of 95% of content by 2015.

The Pamela project is being carried out at Tarbes Airport, France, in conjunction with several other organisations, including two divisions of parent company EADS and local authorities.



Aeromedic wins BA contract extension

Aeromedic Innovations (Hall 1, A12) has secured a contract extension and additional business with British Airways.

A new three-year agreement covers the provision and servicing of on-board first aid kits for BA's extensive fleet as well as medical supplies to BA's Occupational Health Units. The agreement complements an existing contract to supply and maintain BA's on-board medical kits.

Managing director Graham Preston said: "The contract underlines the importance that BA attaches to customer care and safety. Our team provides the quality of service that a world leading organisation rightly demands."

Recently acquired by UMECO's AEM business, Aeromedic also supplies and maintains therapeutic oxygen equipment.

CMC satcoms antenna for the A320 family

Airbus has selected the SatLite compact Inmarsat satcoms antenna from CMC Electronics (Hall 4, C16) as seller-furnished equipment (SFE) for the A320 family.

"We fully expect to see 500 systems installed in A320-family aircraft over the next five years," CMC commercial aviation VP Bruce Bailey said here yesterday.

"We are now SFE supplier across the Airbus range, following the earlier selection of our CMA-2102LW antenna for the A330, A340 and A380."

Response

Developed in response to the new ARINC 781 specification for lightweight L-band satcoms for single-aisle airliners and business aircraft, SatLite is very compact, measuring 67mm high by 937mm long by 333mm wide and weighing 7.6kg. It will work with both existing Inmarsat Aero classic avionics and the new generation of ARINC 781-compatible systems, and will support today's Aero classic and Swift64 services



Bruce Bailey: "The antenna has performed superbly."

and the 432kbit/sec SwiftBroadband, to be introduced next year.

On the A320 family SatLite will be integrated with Rockwell Collins satcoms avionics, also selected as SFE. "In tests at Rockwell Collins' Cedar Rapids facility in Iowa, where the look angle to the

satellite is less than five degrees, the antenna has performed superbly, supporting very clear phone calls," Bailey says.

Inmarsat access-approval testing begins next month and will be followed by Transport Canada DO-160 qualification testing. "We're on the home stretch on

this," Bailey says. "You can expect to see the first line installations at Airbus late this year or early next."

CMC also announced yesterday that All Nippon Airways (ANA) had selected SatLite for its long-range Boeing 737-700ERs. The antenna has buyer-furnished status on the 737 and a number of Boeing long-range types.

ANA is the first airline scheduled to take delivery of SatLite-equipped aircraft, beginning in February 2007. "With the selection of SatLite, we look forward to providing our customers with SwiftBroadband satellite communications services on our 737-700ERs," the airline says.

Earlier this year another Japanese carrier, JAL, became the launch customer for SatLite, ordering it for 30 Boeing 737-800s with a further 10 on option.

"We now have a firm foothold in the narrowbody world as Inmarsat gears up to introduce its SwiftBroadband service next year," Bailey says.

EgyptAir on paperless route thanks to Jeppesen

Jeppesen (Hall 3, A14) is to provide EgyptAir with its e-Link online chart access, Class 3 electronic flight bag (EFB) terminal chart and airport moving map applications and data.

The company has also signed agreements to supply two Palma de Mallorca-based carriers, Futura and Iberworld, with e-Link and Class 2 EFB.

E-Link is a ground-based solution that allows airlines to access charts and other information electronically via an Internet connection. Carriers use e-Link in lieu of paper for their dispatch, training and flight operations. Jeppesen says it provides an airline with all the applications, data and infrastructure needed to make the transition to a paperless flight deck.

Systems

The company recently took over Carmen Systems and has incorporated its scheduling and optimisation capabilities into its Commercial and Military Aviation business unit.

Thomas Wede, Jeppesen senior vice-president Commercial and Military Aviation, says: "We look forward to partnering with EgyptAir as they make the transition from paper to digital information solutions."

"EgyptAir operates both Airbus and Boeing aircraft, which provides a perfect example of how Jeppesen is able to maintain data, process, and software continuity across a typical mixed-fleet operation."

Cathay selects P&W engines for 747s

Hong Kong-based Cathay Pacific Airways has selected Pratt & Whitney's PW4062A engines to power its new fleet of six Boeing 747-400ERF aircraft.

The deal includes 24 PW4062A installation engines plus three spares, valued at more than \$300 million at list prices.

Cathay Pacific is also buying second-hand 747-400s, the majority of which are powered by PW4000 engines. These aircraft are entering service either as passenger

aircraft or converted to freighters under a previously announced deal with Boeing.

P&W has nearly 15,000 aircraft engines in service with hundreds of airlines around the world. Additionally, P&W is a leading partner in two joint ventures: the International Aero Engines (IAE) whose V2500 operates on the Airbus A320 family of aircraft, and the Engine Alliance (EA) whose GP7200 engine is FAR 33-certified on the new Airbus A380.

Dornier 328s join the club

The first two of four Dornier 328 Jets destined for service with UK executive jet operator Club328 are being worked on by Jet Engineering Technical Support (JETS) in Southampton, UK after their acquisition by BVI-registered Mikado Capital.

The aircraft, previously in service with Delta Connection, are being stripped and painted at JETS before returning to the Dornier factory at Oberpfaffenhofen, Germany to be reconfigured as 19-seat corporate shuttles. The aircraft are due to enter service at the end of this month.