

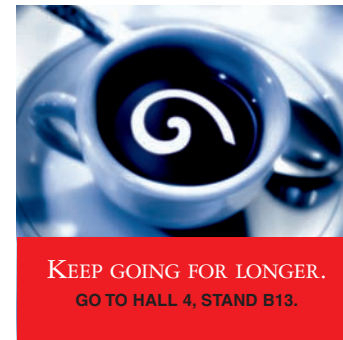


# FLIGHT

## DAILY NEWS

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## NIMROD DEBUTS



The Nimrod MRA4 maritime patrol aircraft made its first public appearance at the show yesterday, performing a flypast immediately after UK defence secretary Des Browne announced a production contract for 12 aircraft has been signed.

The customer's confidence in the programme has steadily increased since it was redrawn in 2003, and especially since the first aircraft made its maiden flight in August 2004.

Since then BAE has been able to demonstrate greater cost stability and design maturity. BAE Systems chief executive Mike Turner says: "The Nimrod programme has also broken new ground in terms of the close working relationship that was formed between BAE Systems and our customer - and we have learned valuable lessons in project management that are now benefiting the whole of our business."

# EMIRATES: WINNER TAKES ALL

### Mark Pilling

Emirates made a splash at super-heated Farnborough yesterday with a major order for Boeing 747-8 freighters which propels the carrier into the cargo big league.

The Dubai carrier also offered a tantalizing carrot to both Boeing and Airbus - a possible 100-aircraft order of their new types - but turned thumbs down on a return to the Airbus A380F.

At the press conference to announce an order for 10 Boeing 747-8 freighters, Emirates confirmed that the new A350 XWB and

Boeing's 787-10 were both in the running for a 100-strong order.

Sheikh Ahmed bin Saeed Al-Maktoum, chairman of the Emirates Group, said the new Boeing freighters will "strengthen Emirates' fleet and reinforce Emirates' cargo position in the top league of cargo carriers".

It is an "adaptable aircraft", he said, capable of serving Africa, the Middle East and most of Asia from the carrier's Dubai hub. Emirates is also looking closely at the passenger version of the 747-8.

The first of the GENx-powered 747-8F order, worth

\$3.3 billion at list prices, will be delivered in 2010. Emirates currently operates nine freighters and will add a further two leased 747-400Fs next year, said Sheikh Ahmed. It also has eight 777Fs on order.

Emirates has big plans both for the passenger airline and its cargo subsidiary.

"I think this is the start for the airline SkyCargo," said Sheikh Ahmed. "We have a big potential in Dubai being a hub and with the expansion in Jebel Ali." The huge new airport being built 40km (25 miles) from Dubai airport at Jebel Ali is scheduled to open in early 2008.



Into the big league: Boeing's Alan Mulally, Sheikh Ahmed and GE's Scott Donnelly seal the 747-8F deal.

With the airline growing at double-digit rates, Emirates will need more aircraft. "We have a lot in the plan. I'm sure you will soon be hearing other orders," said Sheikh Ahmed. "This is not the end of it."

However, the carrier,

which has been extremely critical over Airbus plans to upgrade the A330 to compete in the mid-sized airliner market, wants more details on the A350 XWB. "We want 300 seats in a decent three-class

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## HEADLINES



Bob Johnson.

## Dubai's DAE plans to reinvent the airport

Dubai's new Jebel Ali Airport will be the new model for a hassle-free, passenger-friendly airport – and the concept will be exported world-wide, the new head of \$15 billion start-up aerospace business Dubai Aerospace Enterprise (DAE) said yesterday at the show.

In his first appearance as the new chief executive of DAE, aerospace veteran Bob Johnson gave a glimpse of where he plans to take the company, launched just six months ago and which he expects

to employ more than 30,000 people within ten years.

DAE Airports, one of six divisions within DAE, is already exploring opportunities in airport development and operations in India and China. But, said Johnson, DAE Airports will not be following existing models for airport management, but inventing a new one.

Referring to the Jebel Ali Airport – also known as World Central – which is now being built in Dubai,

Johnson says: "Airports are what clogs up travel. So what we want to do in Dubai is make a new model for the airport.

### Efficient

"This airport will be efficient to get through and get on the airplane. We are going to make a world class airport in Dubai that has not been done by anybody else."

He says potential clients in the \$400 billion global airports busi-

ness would be able to follow the development of Jebel Ali Airport which would become a shop window for DAE Airports expertise.

"This airport will have great technology so passengers will not have to queue. They won't have to take off their shoes or open their computer. We won't need to see people's paper tickets," says Johnson. "Other people build airports but we will build them better."

## Howarth lauds air cadets on show work

The minister tries the cockpit of a Viking glider out for size and is shown the controls by Corporal Laura Taylor (16) from Aylesbury.



Shadow UK defence minister Gerald Howarth visited the Air Cadet Exhibition centre yesterday to congratulate the cadets on their contribution to the show.

Each day of the show, 130 cadets have been helping with security, acting as runners for the press centre and doing other necessary work on site. Some cadets have come from as far away as Cornwall to help out.

Howarth, the Conservative MP for Aldershot, the

constituency in which Farnborough is located, says: "The air cadets [corps] combines wonderful opportunities for personal development and flying training.

"I am delighted to see them here in such numbers, working and enjoying themselves at the airshow.

"The air cadets are one of the most successful youth organisations in the country, making a significant contribution in developing air-mindedness in young people."

# Saudi firms urged to raise global profile

### Mike Martin

Companies operating within Saudi Arabia's expanding aerospace sector have been urged to seek greater overseas exposure through international airshows.

The call came from Maj Gen Ahmed Al-Qahtani, aviation commander of the Royal Saudi Naval Force, who heads an official delegation from the kingdom to Farnborough.

Touring the Middle East pavilion – the largest in the initiative's two-year history – at Farnborough, Maj Gen Al-Qahtani visited the sole exhibitor from Saudi Arabia, the Al Raha Group for Technical Services (RGTS).



Maj Gen Al-Qahtani tours the Middle East pavilion at Farnborough.

RGTS has joined the pavilion to source industry leaders looking to set up joint ventures in Saudi Arabia.

"This company is displaying great foresight

and others should be encouraged to follow its example," said Maj Gen Al-Qahtani. "The Saudi Arabian aerospace industry has a lot to offer outside of the kingdom and more

companies from the country should be participating in regional initiatives of this nature."

The Middle East Aviation Pavilion is a not-for-profit initiative launched by Fairs and Exhibitions (F&E), the company behind the Dubai airshow and the newly-launched Middle East Business Aviation conference and exhibition being held in the UAE from 31 January-1 February next year.

The Middle East pavilion at Farnborough 2006 is triple the size of the launch edition which burst onto the global aerospace segment two years ago. Companies from Saudi Arabia, the UAE, Jordan and Lebanon are featured in the Farnborough 2006 pavilion.

## Embraer 'solid' with backlog for Legacy and Phenom

Embraer has announced that its firm order backlog for Legacy 600 and the new Phenom business jets has passed the \$1.25 billion mark.

Speaking at the show yesterday, Mauricio Botelho, Embraer's chairman, president and chief executive, said: "These are firm orders and non-refundable." He said the company was solid, in a position to raise cash to "meet the demands of our entrepreneurial attitude".

Botelho shrugged off competition from Eclipse, saying that the aircraft is "a different category" to the VLJ Phenom 100 and Phenom 300.

### Cabin

He said the cabin of the Eclipse was significantly smaller than that of the Phenom. "Two hours in that aircraft? It will take a very special person to do it," he said.

Embraer announced that the Legacy's market share in the super-mid-class category had grown by more than 10% in the past two years. The company is currently delivering 20-30 aircraft a year to add to the 76 aircraft in service in 18 countries.

When the two Phenom jets begin delivery in 2008, production will rise from 20 units in Year 1 to 120-150 units combined.



### ONE FOR THE EMBRAER BOARDROOM

Airframers, like thousands of readers in *Flight International* every week, go big on cutaways. The incredibly detailed drawings are great collectibles – and now Embraer president Mauricio Botelho has a framed copy of the Brazilian company's latest model, the Embraer 195, to hang on his boardroom wall. At the presentation yesterday were (from left) *Flight's* Rob Hancock, artist Joe Picarella, Mauricio Botelho, *Flight* editor Murdo Morrison, and Embraer's Horacio Forjaz.

## EADS stresses British credentials

EADS wants to be "considered as a British citizen" Louis Gallois, EADS joint CEO, said at Farnborough yesterday. Asked whether the decision of BAE Systems to sell its stake in Airbus might lead to job losses in Britain, he said: "We have a footprint in Britain which is essential for us. It is the only place where we build wings in Europe and the only place where you have the technology for this." Gallois said EADS is also considering a London stock exchange listing.

## IN BRIEF

**Superjet 100 to use Honeywell**

Sukhoi's newly re-named Superjet 100 regional jet airliner will feature Honeywell RE220 APUs, - a derivative of Honeywell's RE220 APU family that has accumulated more than a million hours of operation on five aircraft applications worldwide. It is the first 'western' APU to receive a type certificate by the Interstate Aviation Committee Avian Register, the Russian equivalent of the FAA.

The RE220(RJ) will start up to 37,000ft and operate up to 41,000ft, delivering up to 110lbm/min with a simultaneous electrical load of 40kVA for main engine starting and the aircraft's environmental control system.

**IAE inks V2500 lessor-direct deal**

International Aero Engines (IAE) has signed its first lessor-direct V2500Select agreement, with GATX Air, one of the world's leading commercial aircraft leasing operations.

GATX Air is a division of GATX Financial Corporation and provides lease financing and related services to customers operating rail, air, marine and other targeted assets. GATX is a leader in leasing transportation assets.

**Pledger in the chair**

Air Chief Marshal Sir Malcolm Pledger, former chief of the Defence Logistics Organisation (DLO), is the new chairman of Vector Flying Training Services. The appointment was announced yesterday.

Vector is a consortium made up of Bombardier, KBR and URS, bidding for the UK Military Flying Training System contract, to train Royal Navy, Army and RAF aircrew.

**GE Egyptian deal**

Egyptian charter carrier AMC Airlines has signed a 10-year, \$40-million OnPoint Solutions service agreement with GE Aviation's engine services operation for the overhaul and maintenance of the airline's fleet of CFM56-7B engines.

The Cairo-based airline currently operates four CFM56-7B-powered Boeing 737-800NG aircraft and will eventually acquire three additional aircraft.

## HEADLINES

**Is that an afterburner?**

Anyone watching the flying display may have noticed flames appearing from the Hindustan Aeronautics ALH Dhruv. In case you were wondering, it is neither the first afterburner on a helicopter nor a mechanical failure. The flames are generated as part of the smoke system and are generally only visible during slow speed, reversals or very tight turns. Due to a lack of forward airflow, the smoke isn't generated cleanly and as a result the flames are visible. Highly spectacular and perfectly normal. We can still dream of it being Airwolf in disguise.

**Antonov freighter version of An-148**

Antonov Design Bureau is aiming to launch a ramp freighter version of the An-148 regional jet within 2-3 years, the Ukraine manufacturer announced at the show yesterday.

Antonov says the cargo variant will be designated the An-148T and will be capable of carrying cargos of up to 20t.

Although the development is at an early stage, Antonov general designer Dmytro Kiva says the availability of existing An-148 airframes will be used to help speed up the process.

"We will use the An-148 airframe as the starting point.

"We have customers who also want

to use the aircraft as a military transport," says Kiva.

"We will have conversations with Western manufacturers about powerplant for the aircraft."

**Expects**

Kiva says that Antonov expects to complete certification of the An-148 regional jet in the third quarter of 2006. Operators in Russia, Ukraine and Kazakhstan have 50 of the type on order.

Kiva refuted suggestions that the An-70 propfan transport programme would fold due to the reported decision by the Russian government to

withdraw financial support for the aircraft, which is destined for the Russian air force.

"Nothing is definite," says Kiva. "We believe that the aircraft will come to the market because there is a definite need for this capability, which is something that no other aircraft can provide."

*Flight Daily News* understands that the An-70 programme has completed 560 certification flights lasting 700 hours. State investment in the programme technologies between 1986 and 1991 was \$890m and between 1992 and 2002 this figure was \$29m.

**Stronger demand for used Saab turboprops**

Saab Aircraft Leasing is warning of a shortage of good quality used turboprops as the fuel price hike leads to resurgence in popularity.

"It is clear the market is very strong - and I don't think this is going to change," says Saab Aircraft Leasing president Michael Magnusson, predicting a shortage "over the next year" for quality aircraft.

He notes that inventory in Saab Aircraft Leasing's 340A fleet is steadily falling, standing at nine, compared with around 30 two years ago. "By the end of the year it will be around 5-6," he predicts.

**Fuel**

"The more fuel goes up, the more people are going back to turboprops," he says, estimating that for a 174nm (320km) sector, the cost of fuel on a equivalent-sized regional jet is double that for a turboprop.

Magnusson says that after years of regional jets winning market share at the expense of turboprops, the sectors now appear to be in balance, with each having a 50% market share.

Against this background, he says that lease rates for turboprops have "definitely" bottomed out, and there has been a slight rebound - although not to the extent seen in the narrowbody sector.

**UAVs get \$58m UK seed funding**

A £32 million (\$58 million) deal signed by UK Trade and Industry Secretary Alistair Darling yesterday at the show may be the first step in developing the technology and regulatory framework that will enable UAVs to safely operate in all UK airspace.

The deal commits the UK government to match £16 million provided by the UAV industry for the Autonomous Systems Technology Related Airborne Evaluation and Assessment (ASTRAEA) programme.

Darling was joined by BAE chief executive Mike Turner, in his role as president of the Aerospace Innovation and Growth Team (AeIGT), and representatives of UAV compa-



**Stronger ties:** Alistair Darling (left) with Mike Turner.

nies and UK universities to launch the programme.

The money will fund 16 programmes in areas such as collision avoidance, communication, flight control, propulsion, autonomous decision-making, health monitoring and affordability.

Darling says: "ASTRAEA is a significant programme for the UK in establishing our credentials in the rapidly growing field of UAV development.

It will strengthen collaboration across industry, universities, and regulatory

authorities, positioning the UK amongst the world's leaders in UAV technology."

The ASTRAEA consortium includes BAE, EADS UK, Rolls-Royce, UK universities, companies involved in UAV systems development and government agencies.

Of the £16 million of government funding, £5 million is from the DTI and the rest is from regional development authorities.

"This programme is an example of how leading private sector businesses and universities can work with government to deliver projects, which will lead to developments offering real economic and cost-effective solutions in areas such as environmental monitoring and security," the minister says.