

## BUSINESS &amp; GENERAL AVIATION

# Dedicated business aviation event set for the Middle East

Middle East Business Aviation (MEBA), the conference and exhibition dedicated to the region's business aviation industry, is to become the signature annual event for the recently-launched Middle East Business Aviation Association (MEBAA).

The new-look, two-day event will be held at the Airport Expo Dubai, UAE from 31 January-1 February 2007, and will be organised by Fairs & Exhibitions (F&E).

A long-term agreement between MEBAA and F&E was signed at

Farnborough by MEBAA chairman Ali Ahmed Al Naqbi and Virginia Kern, chairman of F&E.

"This event is totally aligned with the association's goals of enhancing safety, security, efficiency and expansion of business aviation in the Middle East, which, with annual growth rates of 18% a year, is now outstripping that of Asia," said Al Naqbi.

"This is the right move for the Middle East industry at the right time." MEBA 2007 is being held under the patronage of Sheikh

Ahmed bin Saeed Al-Maktoum, president of the Dubai Department of Civil Aviation and chairman of the Emirates Group. He said MEBA is testimony to the growth and demand for business aviation in the Middle East.

"MEBA will ensure that the global aviation industry keeps its eyes very much on the Middle East and its emerging aerospace infrastructure. This is a market that no-one can afford to ignore." Prince Feisal Ibn Al-Hussein, supervisor and advisor to Royal Wings, the regional airline

subsidiary of Jordanian flag-carrier Royal Jordanian, hailed the MEBAA and MEBA initiatives as the "right moves on the road to transparency and increased professionalism within the Middle East's business aviation segment".

Prince Feisal's comments came as Jordan Private Jets (JP Jets) became one of the first to sign for MEBA 2007.

"This is a growing sector and we need significant discussions about the regional market to open up," said Prince Feisal.

## Power pilots get Rotorsim boost

**Pilots of the Agusta-Westland A109 Power helicopter will have a new training facility at their disposal from this week when Rotorsim, the consortium owned equally by CAE and AgustaWestland, starts its first A109 simulator training sessions.**

The new 'A Marchetti' training academy in Sesto Calende, Italy, is officially open for business with the first class of students performing recurrent and initial type training for the A109 Power.

### Simulator

As well as classroom and computer-based training, the students will be the first to use the new A109 full mission simulator. The CAE-built A109 simulator became the first of its kind to achieve a Level D equivalent certification when Italy's Ente Nazionale per L'Aviazione Civile (ENAC) issued a formal accreditation in June.

"The Rotorsim Training Centre will set a new standard of training for operators of AgustaWestland helicopters and we are extremely pleased to welcome our first class of A109 Power students," says Peter Mazzei, Rotorsim's general manager.

"The training centre will grow quickly over the next year as additional platforms are added and we roll out mission-specific training programmes such as search and rescue and offshore operations."

## GKN wins G150 nacelle contract

Following early certification of the Gulfstream G150 wide-body, high-speed business jet last year, GKN Aerospace is now manufacturing the engine nacelle system for Honeywell.

GKN Aerospace supplies the nacelle for Honeywell's integrated powerplant programme for the G150's TFE731-40AR engines. This nacelle design has been derived from the earlier G100 nacelle, also produced by GKN Aerospace since the late 1990s. Essential design modifications have been completed and full support of the certification process has been provided.

GKN Aerospace is also contracted to install the Honeywell engines and associated hardware into the nacelle system and to deliver the complete propulsion system to Honeywell's customer, Gulfstream. This complements a similar contract with Honeywell for the Bombardier Challenger 300 aircraft.

GKN Aerospace has more than 20 years' experience in the design and manufacture of nacelles, including those for the Alenia C-27J Spartan and the Honeywell TFE731 engine for the Dassault Falcon 50EX.

## Niche-player Pilatus plans new product

Pilatus has brought its best selling PC-12 to Farnborough, but is keeping its plans for a new aircraft firmly under wraps. The Swiss manufacturer says that it will be difficult to create a niche product for either the jet or turboprop sector. Pilatus recently changed its management team and earlier this month Oscar Schwenk was elected board chairman.

### Niche

Fred Muggli sales director PC-12, says: "We are a niche player and any new concept has to be in line with what we're doing right now. We're having lots of meetings where we are funnelling information and coming closer to a conclusion. We have to evaluate the segments and create a niche product".

Muggli is not sure whether the company would opt for a jet or a turboprop but says: "If you consider when we put the PC-12 on the market, lots of people wondered if we could sell the aircraft. It has become a proven product within 12 years and we



Sold out till 2008: The PC-12 with Fred Muggli, Pilatus sales director.

have delivered 750 of them, which is a great success".

He continues, "the biggest problem we have with the PC-12 is that it is sold out until the end of next year. We haven't even started on 2008 yet and anticipate that the 2008 run will sell as quickly within a couple of months. All Pilatus' production slots are already booked, 37 of

which are for the PC-12, so we have to regulate it."

According to Muggli, the biggest demand for the PC-12 is still from the US and sales from Europe and the rest of the world would be even stronger if the company had more production availability. The majority of aircraft are in executive configuration.

The future also looks rosy

for the company's PC-6 Porter. Says Muggli, "There has been a demand for the Porter since 1959. It's been 47 years now and nothing has replaced it in performance". He says that the PC-6 is widely used in skydiving operations - he should know, as a skydiver himself and has jumped out of the aircraft on numerous occasions.



## Rise and Shine gives aircraft a clean sweep

If you've ever wondered just how the business jets in the static park look so sparkling despite the hot weather and dust, mobile Leamington Spa-based Rise and Shine can provide the answers.

This dynamic trio comprises founder and managing director Carl Barlow, his sister Petina Barlow and - as he describes himself - "cleaner and part-time pilot" Lee Brady, who also runs his own helicopter charter company, Corporate Air, based near Birmingham.

Says Carl: "I got into aircraft valeting eight years ago. The most important thing is to have lots of respect for the aircraft and an eye for detail.

"We're very hard working and discreet and have built the business up to offer a completely professional service. Lots of private owners and F1 teams use us."