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FLIGHT

EVENING NEWS

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NBAA KICKS OFF WITH A DAY TO REMEMBER

SPECTRUM



The Spectrum 40 Freedom light jet was announced today...the launch customer for the GE Honda HF120 engine. - Page 2

CESSNA

- The Citation CJ4, launched today, is an upward extension of the company's single-pilot certified family.
- The best-selling jet in recent years - the Citation XLS - gets a facelift with a new nose, wider seats and upgraded avionics to produce the CitationXLS+ - Page 3
- Wichita based Cessna is all set to break into the super mid-size category and will be testing customer views of its Large Cabin Concept, starting at its party tonight. - Page 5

PILATUS

The Swiss manufacturer announced a next-generation PC-12 turboprop featuring the Honeywell Primus Apex avionics. - Page 10



NBAA kicks off tomorrow morning on a record high.

During today's media day there has been an endless stream of news announcements with OEMs lining up to unveil new aircraft or concepts to the business aviation world.

Cessna announced two new aircraft - one a derivative of the best-selling Citation XLS called the Citation XLS+, and confirmed the launch of the Citation CJ4 - with 70 orders to get it on its way.

The third - and biggest - announcement was the introduction of a concept aircraft, called the Large Cabin Concept.

Wider

This is bigger than the Sovereign and the Citation X and could feature a cabin with the same headroom and wider seats than those of the Gulfstream 450 and 550, according to Cessna president Jack Pelton.

Raytheon Aircraft (RAC), which is in talks with potential purchasers for the multi-aircraft business, announced a split-derivative of the mid-



Jack Pelton, president and chairman of Cessna, salutes the company's three announcements.

size Hawker 850XP to offer a longer-range Hawker 900XP with coast-to-coast capabilities and a shorter-range Hawker 750 to take on the Citation XLS and Learjet 45 in the super-light category. Both aircraft are launched

with firm orders from fractional operator NetJets.

The shock announcement of the day was Spectrum Aeronautical's launch of the Spectrum 40 Freedom, mid-size jet to developed from the company's Spectrum 30

Independence very light jet.

Many had questioned the future of the Independence program after the tragic flight test accident that cost the lives of two of Spectrum's senior staff (see P24), but chief executive Linden Blue says the company is stronger than ever before in its determination to bring the aircraft to market.

The Spectrum 40 was also announced as the launch customer for a new engine - the General Electric Honda HF120.

Reveal

The same engine is likely to be used on the Hondajet, which is the subject of a press conference tomorrow where the Japanese company is expected to reveal details of orders and its manufacturing plans with Piper Aircraft.

Pilatus announced a new generation PC-12 that will feature the Honeywell Primus Apex avionics following on from the successful introduction of the Epic-based systems on the Grob SPn at the end of last month.

RAYTHEON

Hawker 850XP will become two aircraft. The Hawker 750 de-scoped derivative will move to the super-light category. A new longer-range derivative, the mid-size Hawker 900XP, will offer coast-to-coast capability. The latter has a new enhanced Honeywell engine. - Page 10



Hawker's Brad Hatt.

SNECMA

Snecma will tomorrow unveil a new 8,500 - 10,000lb-thrust engine program aimed at the long-range business jet market. - Page 5

BOEING

Boeing Business Jets this morning confirmed the formal launch of the BBJ3. This is based on the 737-900ER - Page 11

HONEYWELL

A new engine for a new era! Honeywell revealed yesterday evening that is working on a new 10,000lb thrust engine as a new member of the HTF7000 family. - Page 11.

ORLANDO DAY ONE

FAA approves 60XR avionics



Bombardier said tonight it has received FAA approval for the Rockwell Collins Pro Line 21 integrated flightdeck installed in its new mid-size Learjet 60XR.

The supplemental type certificate (STC) was issued last month and other regulatory agency approvals are set to follow in the next few months.

This paves the way for the Bombardier to begin full production of the aircraft - work has already started on an aircraft in Flexjet livery (above). First delivery will be early next year.

Embraer care

Embraer breezed into the show today with \$40 million of investment in its customer service network. In addition to improvements to its Executive Care program, it will build four factory-owned centers in North America.

The Brazilian manufacturer has also revamped its 11 existing centres and will build seven more dedicated to its Phenom jets. It also revealed a joint venture with training provider CAE FlightSafety International for VLJ training and a logistics deal with UPS to distribute parts.

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HEADLINES

7X tops the Falcon chart

Dassault has confirmed that its record-breaking 7X business jet has now become the single biggest seller in the Falcon range.

Addressing show delegates this morning, including shareholder Serge Dassault, Charles Edelstenne, chairman and chief executive, said that Fortune 500 companies, high net-worth individuals and medium-sized businesses were attracted to the new Falcon's attributes – now making it more popular than last year's best-selling Falcon 2000EX. "With more than 100 7X orders this year, making 125 in total, the 7X has an unsurpassed record of sales before certification."

In September, fractional ownership and charter operator NetJets Europe made the largest single purchase of business jets in European aviation history when an agreement was signed for 24 7X aircraft, valued at \$1.1 billion.

New-found Freedom comes with Spectrum

Spectrum Aeronautical roared into NBAA today and announced its new mid-size jet, the Freedom S-40 and renamed its Spectrum 33 light jet as the Independence S-33. The GE Honda HF120 engine will power the new aircraft.

President Austin Blue says: "We're feeling very good. We have two wonderful products, which we expect will be well received." According to Blue, the names refer to the freedom from using airlines and the independence this gives to business fliers.

Larger

The mid-size Freedom is a "scaled-up version of the Independence, with a 21' "stand-up" cabin made using carbonfibre/epoxy.

The company says that this will significantly reduce operating costs, particularly fuel consumption. With a cruise speed of 435kt (800km/h), the aircraft can fly at 45,000ft (13,700m) for 2,200nm



Gary Leonard, left, and Linden Blue with the new engine.

(4,000km) using less fuel than any other comparably sized aircraft. Spectrum aims for certification and entry into service in 2010.

The aircraft is the launch

customer for GE Honda's new 2,000lb-thrust (9kN) turbofan engine, which is being designed and tested for small jet engines to address fuel efficiency, durability,

noise levels and emissions. Engine certification is set for 2009. Spectrum managing director Linden Blue says: "GE and Honda represent experience, integrity and finesse."

Gary Leonard, president of GE Honda, adds: "We are fully focused on introducing new propulsion technologies that will raise the bar for this segment of aviation. We are pleased to be working with Spectrum and believe that the Freedom has a bright future."

The announcement strikes a welcome note for Spectrum. Earlier this year the company lost two valued members of its team when its test pilots died in a crash that wrecked the only prototype of its earlier model the Spectrum 33. Blue says: "It has been a difficult few months, but our whole team is excited to get on with our work, and the schedule is the same as before the accident."





The XLS+ makes its debut at NBAA.



CJ4 has incorporated the very best design.

Cessna kept its promise of launching the much-heralded Citation CJ4 this morning – and then added to the celebrations by announcing a new derivative of its best-selling Citation XLS.

The new Citation XLS+ will feature a fully integrated Collins Pro Line 21 avionics suite and improved PW545C full-authority digital controlled engines from Pratt & Whitney. Exterior and interior restyling is also integrated into the new model.

This is the third generation of the Citation 560XL series and Cessna was anxious not to interfere with

Cessna comes up with the goods twice

a winning formula. “Even with the success of this aircraft, Cessna has continued to seek improvements by asking our customers how we could make the best even better,” says Cessna chairman, president and chief executive Jack Pelton.

Customer comments

helped drive the design for the new Citation CJ4.

The CJ4 design has incorporated assets in other parts of the Cessna fleet as well as being the platform for a new engine from Williams.

“We have used the Mustang door, the Encore + cockpit, a Sovereign style wing and the CJ3 baggage

space,” says product marketing manager Brett Palmiero.

“Rather than just a stretched CJ3, the Citation CJ4 is a true upward extension to the single-pilot-certified family.”

Configurable for seven or eight passengers the CJ4 is expected to have a full fuel

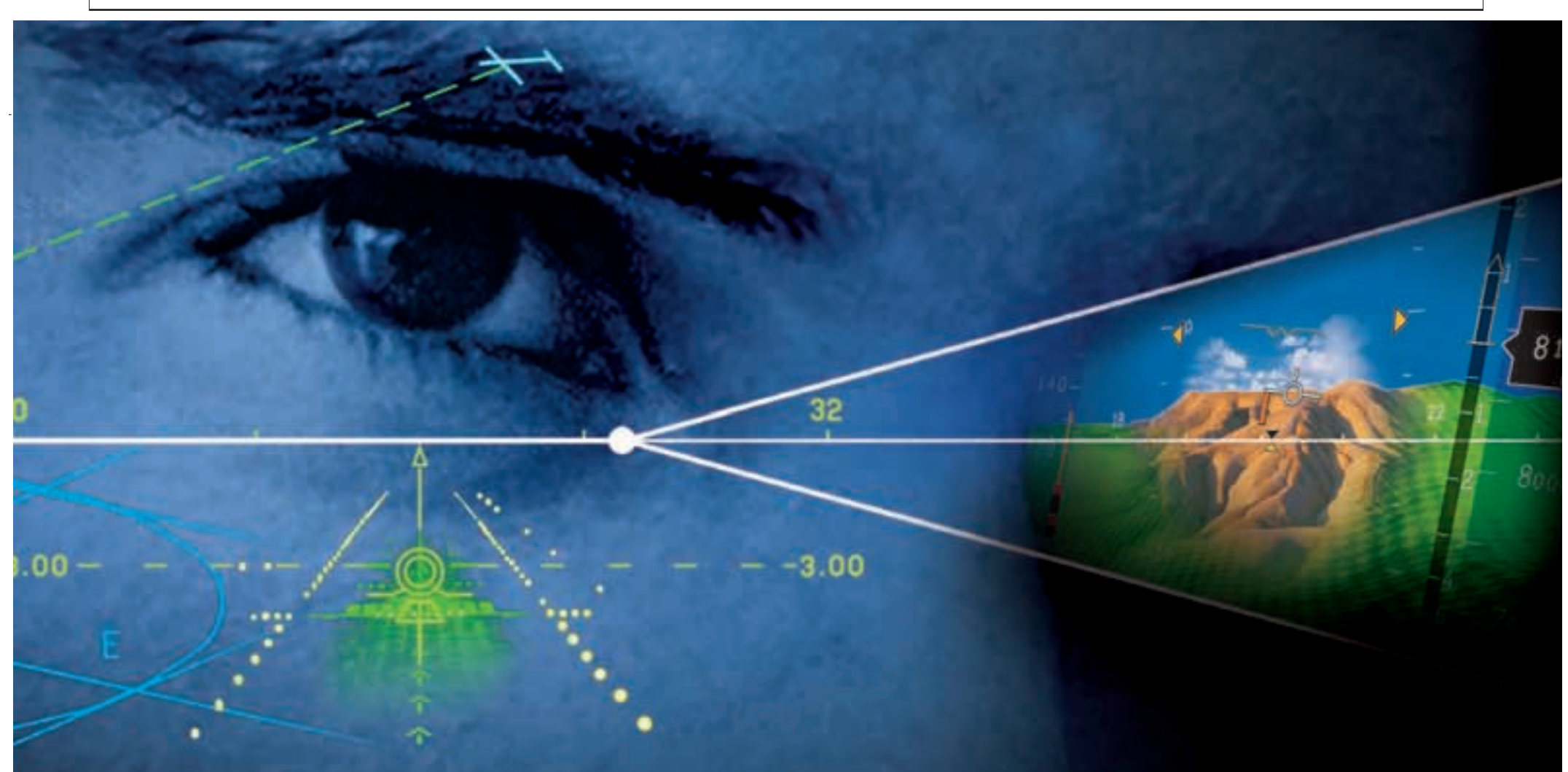
payload of 1,000lb (455kg) and maximum payload of 2,100lb, 300lb more compared with the typical CJ3. The CJ4 is expected to have a cruise speed of 435kt (800km/h).

First flight is scheduled for the first half of 2008 and entry into service 2010. The introductory price is

expected to be just under \$8 million in 2006 dollars. Cessna already has more than 70 orders for the new jet. Meanwhile, certification for the Citation XLS+ is expected in the first quarter of 2008 with the first customer delivery in the last quarter of that year. It is priced at \$11.6 million.

Planned performance of the upgraded jet sees cruise at 435kt, a range of more than 1,800nm (3,330km), climb direct to 45,000ft in 29min, and land on runways as short as 3,180ft.

Cabin mock-ups of both the Citation CJ4 and the XLS+ will be on display at the Cessna stand (5133).



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HEADLINES

Pilatus PC-12 moves to next generation

Pilatus (stand 1598) yesterday evening announced its Next Generation PC-12. The program is scheduled to be certificated by the end of 2007.

It will feature fully integrated avionics, increased engine power, a digital dual-zone environmental control system, fully automatic digital cabin pressurization and a fully redundant power generation and distribution system.

It will use Honeywell's Primus Apex avionics, based on the Epic architecture, comprising two primary flight displays and two multifunction displays.

BMW Designworks USA has been selected to design a new cockpit environment with a mission brief to set a new standard in ergonomics and aesthetics.

A 15% increase in thermodynamic power for higher climb rates and cruise speeds comes from a Pratt & Whitney PT6A-67P.

Hawker in split for markets

Raytheon announced not one, but two new Hawker derivatives at NBAA today.

The company is enhancing its best-selling Hawker 800 to create a Hawker 900XP with an additional 250nm (460km) of range that makes it a true coast-to-coast aircraft thanks to new uprated Honeywell 731-50R engines.

The aircraft that will look identical to the Hawker 850XP with blended winglets will now have a range of 2,900 miles. "That's also West Coast to Hawaii," says Raytheon Aircraft president commercial aircraft, Brad Hatt.

The aircraft is priced at \$13.95 million and it will go head to head with Bombardier's Challenger 300.

The launch customer is NetJets, which has ordered 18 of the aircraft for its US operations.

At the same time, Wichita-based Raytheon announced a de-scoped Hawker 800, seen as ideal for the growing European market.

The Hawker 750 will be priced at \$11.95 million and has stepped down a class to take on the Bombardier Learjet 45 and the top-selling Cessna Citation XLS.

"We will have the same size cabin as the Hawker 850XP, and will achieve 2,100nm of range," Hatt says. The ventral fuel tank will be removed to make more baggage space. It will be powered by the same Honeywell 731-5BR engines that power the current



Brad Hatt - two aircraft to attract markets.

Hawker 800 aircraft. The new Hawker 750 will not have winglets.

As part of a \$600 million order with Raytheon, NetJets Europe ordered 30 Hawker 750s for its European and Middle Eastern operation.

The Hawker 900 should be certificated next summer with first deliveries in the third quarter; the Hawker 750 is aiming at late summer certification with delivery in the fourth quarter.

Although the cabins are the same size, there is a great difference between the interior finish. "The 750 will have a more streamlined, less custom-fit than the 900," Hatt says. "The 900 is more likely to feature a classic customer-specified interior."

The Honeywell engine for the 900 is expected to be certificated this week at 5,000lb thrust (22kN), although it will be rated in service at 4,900lb.

Based on the -60, the

TFE731-50R will have a scaled-down wide-chord fan - offering a 7% efficiency improvement over the older -5.

Honeywell claims many benefits for the -50R, including enhanced climb performance; around 7% range improvement when flat-rated to the same thrust as the -5B; a 24% range improvement for "hot and high" take-offs; and a new N₁ digital electronic engine control with hydro-mechanical back-up.

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Honeywell engine set to score a perfect '10'

Although there will not be a "formal launch" at NBAA, US engine builder Honeywell says it is working on a new member of the HTF-7000 family, to be called the HTF-10000.

Designed primarily for yet-to-be-announced medium/large business jet applications, the HTF-10000 is in direct competition with the proposed new Snecma engine.

According to Ron Rich, director of advanced technology, Honeywell Mechanical Systems, the engine will offer lower fuel consumption; extended operating temperatures and pressure levels (thanks to US Department of Defense technology programs); electric or pneumatic starting; and an entirely integrated powerplant system including nacelle and thrust reverser.

Rich says: "The proposed new engine will set new standards for medium/large business jet propulsion systems with noise and emissions both well below current engines. We're anticipating that it will meet Stage 3 minus 30EpnDB, while the emissions will meet Class 5."

The engine will feature a totally new forward-swept fan, based on NASA Quiet High Speed (QHSF)



Ron Rich says new engine will build on HTF-7000 architecture.

research program technology. Honeywell says that the engine will build on the design architecture of the HTF-7000 engine, but with longer on-wing times while incorporating a similar dual-channel full authority digital engine control.

Honeywell claims that the proposed new engine would offer increased customer value, better fuel

efficiency, lower cost of maintenance and a reduced noise signature when compared with today's engines.

Assuming that the engine receives a go-ahead from the airframers, Honeywell is anticipating that the new engine could be in service around 2013, depending on orders and interest.

BBJ 3 is unveiled

Boeing Business Jets was in celebratory mood at NBAA today as it marked its tenth anniversary by launching the newest member of its business jet family – the BBJ 3.

The aircraft – based on the new next-generation 737-900ER – has already won two orders from customers who wish to remain anonymous. In addition to the two BBJ 3 orders, Boeing Business Jets has secured 10 new orders for BBJs in the last 11 months, bringing total program sales to 114 aircraft.

The new BBJ 3 is the largest BBJ family member

and offers 1,120ft² (104m²) of cabin space – 35% more than the BBJ and 11% more than the BBJ 2.

With up to eight auxiliary fuel tanks, the BBJ 3 has a maximum range of 5,475nm (10,140km).

"This has been a remarkable year for the BBJ," Boeing Business Jets' president Steven Hill said at NBAA. "Since last year's event, we have won 12 new orders. The continued success of the BBJ is validation of the airplane's value to its owners. And I can't think of a better way to celebrate 10 years of success in the VIP market than with a new family member."



Boeing's latest BBJ family member will be the largest.

”

*Marilou Dufresne
Technician
Assembly & Test, PW600*



Testing time for ZR Lite

Raisbeck Engineering is starting Federal Aviation Administration certification for its ZR Lite performance system for the Bombardier Learjet 31. Raisbeck says ZR Lite will provide Learjet owners with fuel savings of 10%, extended range, higher cruising speeds and altitudes, and other performance improvements. The first flight tests of ZR Lite elements took place in April and final flight testing and FAA certification of the system began on 15 September. System certification and availability for the Learjet 31 family is expected by January 2007.

SheltAir adds to FBO portfolio

SheltAir Aviation Services has taken over FBO services at the Panama City, Florida, international airport – its seventh FBO service operation in the state – following acquisition of Sowell Aviation Services' assets at the airport. SheltAir also operates at airports in Daytona Beach, Fort Lauderdale-Hollywood, Jacksonville, Orlando, Miami and St Petersburg-Clearwater in Florida, and at LaGuardia in New York.

Axis Jet launches charter division

Axis Jet of California has launched a new air charter division aimed at business and leisure travelers. The Sacramento executive airport-based service will operate with a fleet of aircraft including a King Air 350, King Air 300 and King Air C90B under US FAA Part 135 approval.

JetDirect goes on a spree

JetDirect (stand 4899) comes to NBAA on the back of a buying spree that has seen it acquire FBOs and Part 135 charter operators in St Louis, Missouri; Dallas, Texas; and Philadelphia, Pennsylvania as part of its plans to build a network of bases in major business destinations. The new sites will complement the group's bases in New York, Los Angeles, San Francisco and Seattle. JetDirect plans to establish a fleet membership program that will offer preferential pricing to customers who fly into or out of any base in the network.



Bombardier strings together eight Diamonds

Bombardier (stand 3097) celebrates winning eight Federal Aviation Administration Diamond awards. The awards are presented annually to service centers where over 25% of employees have taken more than 100h of FAA maintenance training. Bombardier vice-president and general manager of aircraft service centers Troy Jonas (left) receives the award from the FAA's David Lusker.

Grob grabs chance to display Apex

Phil Nasskau

Grob Aerospace is at NBAA for the first time and is celebrating its second SPn light jet prototype (P2) becoming the first aircraft to fly with Honeywell Primus Apex integrated avionics when it made its maiden flight on 29 September from the company's Tussenhausen-Mattsies airport in southern Germany.

The manufacturer is under the new ownership of Swiss based Executive Jet Investments.

Chief executive Niall Olver says the Grob philosophy remains unchanged and is focused on gaining certification for the light Jet.

Certification

The first flight of the Apex system was a major milestone for the program. Olver says adoption of the Apex – derived from the service-proven Primus Epic system – “dramatically” reduces the risk of avionics certification delays such as those which have hit other business (and regional) jet programs.

He adds that the system could in future be used to display synthetic vision imagery. “We will have a synthetic capability on the Honeywell Apex suite,” he says. This would display a blended image from the forward-looking infrared camera with the terrain database from the synthetic vision system over the primary flight display.

The flight envelope of the SPn has now been fully opened and production of a third prototype is scheduled to begin this month, with the aircraft joining the test program in early 2007. The flight-test program has amassed around 300h, with a roughly equal ratio of flights to hours.

When it comes to interior space and design Grob has partnered Porsche Design Studio to design the new interior offering an eight-seat business fit or a six-seat executive fit with a lavatory featuring at the front of the aircraft. Olver says the primary advantage of positioning the lavatory

at the front is generally that this is “wasted” space and, with the use of dividers, allows, by light jet standards, an exceptionally large lavatory area.

The SPn will also be one of the first light jets to feature an optional auxiliary power unit (APU), and will be the only aircraft in the Part 23 Commuter category to feature such an option. Grob expects to fit half the fleet with the Honeywell RE100 APU, which weighs only 115lb (62kg).

The landing distances over a 50ft (15m) obstacle have been further reduced and now stand at 2,670ft. A recent flight demonstration

at Tussenhausen-Mattsies demonstrated how quickly the aircraft will stop. The SPn balances a 407kt (753km/h) maximum cruising speed with good low speed handling and has demonstrated a VREF speed of 100kt (185km/h).

As part of its North American sales drive Grob has chosen Stevens Aviation and Landmark Aviation as its service partners.

European certification is set for the third quarter of 2007 and US approval is due in the fourth quarter. Customer deliveries of the \$7.36 million (€5.8 million) jet are due to begin in the fourth quarter of 2007.



Clive of Asia.

Hong Kong lays out stall for business

Business aviation companies that want to do business in China should look at the broader market says Clive Richardson, senior vice-president for Reed Exhibitions - Asia.

Richardson is at NBAA to promote Asian Aerospace, the biennial show that is moving from its traditional Singapore venue to Hong Kong – a move, he says, that reflects the growing importance of China as a major new business market.

“Unlike other parts of the world, a lot of the business aviation activities in China are tied in with the airlines,” he says. “At Asian Aerospace we have the full backing of CAAC – the Chinese civil aviation authority – and will have all of the key players participating in the congress, which is a key element of the event.”

Hong Kong, with its new international airport and new facilities “is Asia's business aviation crossroads”, Richardson says. “The people who can open doors for the business aviation industry will be at the event.”

There are slots available for customer flights for those companies placing aircraft in the static display.



Grob now has two aircraft in the test programme.

Landmark makes its mark

Landmark Aviation (stand 3359) celebrated its first year in business as a combined company with a series of announcements at NBAA. In addition to large aircraft completions news, the company revealed it has been selected by maintenance, repair and overhaul services provider ST Aero to provide line maintenance for General Electric CF34 engines on Los Angeles-based Bombardier Challenger 601/604 business jets.

Landmark has also signed a five-year maintenance deal with Avantair to provide service for the Clearwater, Florida-based fractional carrier's fleet of Piaggio Avanti P180s in a contract it estimates is worth more than \$5 million. And in a deal that augments its technical and pilot training offerings, the company has signed a further five-year contract with CAE



SimuFlite and Bombardier to provide a training programme for its technicians and pilots. "We've made a commitment to provide the most highly

trained technicians and pilots in the industry," said Shawn Vick, Landmark president.

The company also detailed two new software applications – Passur, a radar-based technology that provides real-time flight-tracking information on inbound and departing aircraft for fixed-base operators (FBO); and its new web-based total logistics control (TLC) solution, a 24/7 real-time scheduling software for its charter sales

operations. It also further expanded its FBO operations by acquiring Executive Aircraft in Vancouver, increasing its space at the Canadian airport by 80,000ft² (7,430m²).

"Over the past year we have integrated three disparate companies into one robust, unified entity," said Landmark chief executive Roger Wolfe. Landmark has invested more than \$25million into

Landmark moment: Sealing the contract with CAE SimuFlite and Bombardier to provide a training program for its technicians and pilots are: Back: Landmark's Dean Harton and Shawn Vick. Front: Hank Blasiak (Bombardier), Roger Wolfe (Landmark) and Tom Stelter (CAE).

its FBO services and now offers a portfolio of aircraft services including MRO, FBO, aircraft sales and charter and transport-category aircraft completions. Over the last year it has incorporated 34 FBOs across North America; booked more than \$47 million in aircraft sales and added Part 135 certification to grow its charter fleet from 25 to 31 aircraft. The company also said it will expand internationally. Although it remained tight-lipped about its first location, chief executive Roger Wolfe said: "Luton (UK) is a very nice area," and that the fractional market was a sector in which it was particularly interested.

Premier/West Star goes south-west
Aircraft maintenance and service group Premier/West Star has expanded into the south-west with the acquisition of Jet Aviation's Dallas MRO services, effective from 1 November.

Premier/West Star will provide maintenance services at Love Field airport alongside Jet Aviation's full-service fixed-base operation.

It takes over the facility's factory-authorized Cessna Citation rating.

Adam confirms Magnum order
Adam Aircraft (stand 2636) today confirmed an order for 101 A700 very light jets from Houston, Texas-based Magnum Jet.

The proposed air-taxi operator will use the aircraft for its ownership programs and for its air limousine services.

The A700 flying fleet has now amassed 850h and SN03 is expected to achieve its first flight in December.

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