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FLIGHT

EVENING NEWS

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ORLANDO DAY THREE

Airbus sells first A318 Elite into US

The first Airbus A318 Elite purchase by a US customer was announced at NBAA today by Petters Group Worldwide.

The Minnetonka, Minnesota-based group plans to manage the corporate jet through its Petters Aviation subsidiary.

It will be offered for private corporate domestic and international flights.

The Airbus A318 Elite is the newest and smallest member of the Airbus corporate jetliner (ACJ) family, which includes the ACJ and A320 Prestige. Airbus corporate jets have won a record 22 sales this year, comprising 21 ACJ family aircraft and one VIP A330-200.

Total ACJ family sales stand at around 80 aircraft.

Embraer \$61m fleet order

Indianapolis-based aircraft management company Eagle Creek Aviation Services has purchased 12 Phenom 100 and four Phenom 300 jets, with options for an additional five. First delivery is due at the end of 2008.

The contract has a total value of about \$61 million.

"We were impressed with the value propositions of both jets," says Matt Hagans, Eagle Creek's chief executive. Eagle Creek is one of Embraer's authorized Phenom service centers.

BUSINESS IS NOT BOOMING



The future of supersonic business travel could take a giant leap forward tomorrow.

And for once Gulfstream will be hoping there is no boom!

NASA hopes to test Gulfstream's 'quiet spike' (QS) telescoping nose boom on its Boeing F-15B at speeds above Mach 1 for the first time, depending on suitable weather at Dryden AFB in California.

The continuing flight tests over the Mojave desert aim to validate the sonic boom shaping design tools Gulfstream would use in development of its future supersonic business jet (SSBJ).

Speaking at NBAA this morning, a Gulfstream spokesman said the first transonic and supersonic tests had been planned for earlier this week, but postponed due to unsuitable weather conditions around Dryden. He said: "If the weather's okay, then we intend to go supersonic tomorrow - but the conditions have to be just right for the next series of tests to go ahead."

The Gulfstream-built three-section nose spike first flew on the F-15B on 10 August, and has been tested initially for

structural response. The boom, which measures 30ft (9.15m) from the radar bulkhead to the tip, telescopes in flight from a length of 14ft at take-off to a maximum of 24ft in flight.

In-flight measurements are being made of the shockwave signature close to the aircraft, for comparison with Gulfstream's predictions.

"The shockwaves come off at the three conical fairings of the spike, are non-coalescing and run in parallel to each other," says NASA QS project manager Michael Toberman.

Advanced

"We are using another F-15 - the F-15 advanced control technology for integrated vehicles (ACTIVE) testbed - to fly into the shock. We have installed pressure sensors on that other aircraft."

As the QS is mounted on a standard F-15, which is a non-optimized shape for low sonic booms, the second F-15 therefore measures the supersonic signature in the near field, to see if the wave system is developing from the spike as predicted. The QS is designed to divide the bow

shock into several less-intense pressure waves, turning the characteristic N-wave sonic boom into a softer S-shaped signature. This change in the wave shape results in a softer sound that is quieter by a factor of 10,000 than Concorde's sonic boom.

The spike is asymmetric in cross-section and in an operational SSBJ would likely have four sections and be smooth rather than stepped when extended, says Gulfstream. The operational system is also expected to fully retract into the nose if adopted, it says.

The nose spike, which artificially extends the overall length of the aircraft in flight, could also be complemented by an aft-spike that would extend aft to counter the affect of shocks generated by the empennage.

"We're looking at a slow build-up approach to ensure that at Mach 1.2 things are okay. At faster speeds you can get more dynamic pressure and a lot less of a stability margin," says Toberman who says the plan is to go beyond Mach 1.2 and get data at "much faster speeds".

■ **How Aerion is banking on boom free supersonic flights - page 3**

Cessna takes \$110m Caravan and Citation orders

Cessna announced more new orders this morning. The company has taken firm orders for four turboprop Caravans and 10 Citation business jets.

"All of the Caravans were ordered with the Oasis executive-style interior, demonstrating the versatility of the Caravan," says Tann Chesley, manager of Caravan regional sales.

"The Caravan can be configured to deliver cargo into rugged terrain or it can be outfitted for first-class business purposes, like these are."

Icecraft, Cessna's authorized sales representative (ASR) for Scandinavia, sold three Citation Sovereigns, three Citation XLS/ XLS+, three Citation CJ2+ and one CJ1+, for a total value

of about \$110 million.

"This order reflects Cessna's position as the market leader in business jet sales in the Scandinavian region," says Sigurjon Asbjornsson, managing director of Icecraft. "Citations have performance profiles well-suited for this part of the world, and we hope to see more business."

Easy riding for today's CRS draw winner

Watch out for the crowds at the CRS Jet Spares (stand 2081) this afternoon as the company gives away a 2006 Harley Davidson Sportster.

"We're inviting all corporate operators, jet owners and flight departments attending the show to participate in what is usually one of the event's most anticipated giveaways," says Armando Leighton Jr, founder and president of CRS Jet Spares.

For nearly 25 years, Jet Spares has been a premier aftermarket support facility to the business jet community, supplying total solutions to operators around the world through exchanges, sales, provisioning packages, repair or rental options.

The Florida company supports Learjets, Hawkers, Gulfstreams, Challengers and Falcons through services which conform to ASA-100 and AS9120 quality standards.



Sales drive: Armando Leighton Jr at the show.

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Noble steed becomes a Stallion

Sierra Industries (static display) has brought its 'Stallion' Citation to NBAA.

With the Stallion modification, the original Pratt & Whitney JT15D-1A engines are replaced with the more powerful 2,300lb (10kN) Williams FJ44-2As on legacy Citation 501SPs. This allows a direct climb to 43,000ft (13,000m) in 24min.

The modified aircraft will fly an extra 200nm (370km) and at economy cruise consume a total of 600lb (270kg) of fuel per hour. It is also quicker, more than

capable of 385kt (710km/h). Sierra received its STC from the FAA in August 2006 and has so far completed three Stallion kits. The modification costs \$1.47 million less any refunds from engine core exchanges.

Winglets are currently in flight testing but preliminary data has shown an increase in climb rates by 6% and a speed increase of 3-4%. Sierra expects certification of the winglet in Q3 2007 and will likely carry a price tag of \$50,000-\$75,000.

Tilt rotor has crowds in a spin

The world's only civil tilt rotor aircraft in development is wowing crowds at the NBAA convention centre.

Bell/Agusta (booth 5517) is showcasing the full luxury interior of the BA609 which it believes will be a new form of city-



to-city rapid transport system. A useful load of 5,500lb (2,500kg), an IFR range of 750nm (1,400km) and a maximum cruise speed of 275kt (500km/h) are all attributes that have given the US-Italian giant 60 orders.

New engine makes first run

Pratt & Whitney Canada successfully completed the first engine run of its new generation PW210 turbo-shaft engine today.

Walter Di Bartolomeo, vice-president engineering, P&WC, says the engine ran "exceptionally well and met all of our performance expectations".

This first run represents an "important milestone" in this development program, he adds.

The first model, the PW210S has been selected for the new Sikorsky S-760.

Aerion banks on boom-free flights

Supersonic hopeful Aerion (stand 5311) aims to announce the industrial consortium it needs to build a Mach 1.6 business jet by the middle of next year.

"We're very encouraged by the discussions we have had with potential Tier 1 suppliers," company vice-chairman and former Learjet boss Brian Barents said here yesterday.

In the meantime, Reno, Nevada-based Aerion is pushing ahead with its campaign of design work, projected performance validation and basic technology investigations. The last focus on the advanced supersonic natural laminar-flow (SNLF) wing, designed to cut drag by as much as 20% compared with delta-winged supersonic types like the Concorde airliner.

It is also in the early days of investigating an operating technique to support effectively supersonic boom-free flight. According to Aerion chief technology officer Richard Tracy, who patented

the SNLF wing in 1994, the shockwave from supersonic flight need not necessarily be heard as a boom at ground level. If the relationship between the winds and temperatures at height and on the ground is right, the shock can lose most of its sting before reaching the surface. Tracy said: "The phenomenon is well understood - it's just a matter of knowing how to operate the aircraft to avoid booming the ground."

That will call for some form of algorithm capable of receiving data from various sources on winds and temperatures aloft and on the ground, and then dynamically generating speed and altitude advisories for the flightcrew."

Aerion is taking no chances on its ability to make the technique stick, however, and has built its business case on the assumption that the present prohibition on supersonic flight in most US airspace will remain in force.



Impression of the Aerion supersonic business jet.



Gulfstream president Bryan Moss (right) and chief demonstration pilot Neil Vernon (left) accepted certificates at NBAA today from David Ivey, chief executive of the National Aeronautic Association, for four city pair speed and distance records set in Gulfstream G450 and G550 aircraft. The G450 records were set on Chicago-London and Denver-Honolulu routes, while the G550 records recognise performance on Seoul-Teterboro, New Jersey and Beijing-Milan city links. Roc Miles, Gulfstream director, demonstration and corporate flight operations, said all four records reflect typical business missions for the operating aircraft.

PC-12 first sale to Brazil

Pilatus (stand 1598) has announced the first sale of its Next Generation PC-12 to Brazilian Luis Ermirio de Moraes, an owner of Votorantim SA. The aircraft will be based at Congonhas airport in Sao Paulo and used for personal travel. It was sold through Pilatus's Brazilian partner, OceanAir Taxi Aereo. Pictured is (left) David Workman, business development manager of OceanAir, and Luis Ermirio de Moraes.

Let's hear it for the girls

Women in Corporate Aviation (stand 1488) is giving away three career development awards this year for a total of over \$4,650, up from \$1,000 last year. Holly Neal is this year's IA aircraft technical publisher's scholarship winner.

Herzog to launch GE upgrade

US engines giant GE has signed Herzog as launch customer for its new CF34 engine modernization program on Bombardier's Challenger 601 aircraft. The program upgrades the CF34-1A/-3A/-3A2 engines' hot section to enable operators to transition from a 'hard time' maintenance schedule - with scheduled hot section inspections and overhauls - to an 'on-condition' maintenance schedule. Benefits include longer time-on-wing, increased aircraft resale value and lower overall cost of ownership. The modernization will allow operators to enroll in GE's OnPointSM 'rate per hour' services plan at a cost up to 60% lower than the current hard-time rate.

Affinity program

Fractional aircraft service provider Flight Options has taken part in a co-branded affinity card program with US Bank and Multi Service Aviation (stand 4226) to gain brand recognition and streamline business processes.

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Service ensures secure access

Flightdocs (stand 284) has come to the convention with a contract to supply the technology and support for Embraer's maintenance tracking and planning service. The service will enable customers to access their aircraft maintenance plan securely through the Internet and dynamically update it by providing operational information. Hawkerfill 46

Hawker milestone

Raytheon will deliver the 800th Hawker 125-800-series aircraft, a Hawker 850XP, at a delivery ceremony at its Little Rock, Arkansas, facility straight after NBAA. The delivery is a significant milestone in the long history of the best selling mid-size business aircraft of all time, says Raytheon.

Napa buyer takes VLJ tug

Lektro has sold its first electric towbarless tug designed for VLJs. The Model 8350 unit was purchased at the NBAA by a company operating out of Napa, California. The unit, to be delivered in early 2007, will be used on a new Adam Aircraft A500. The model has a towing capacity of up to 4,500kg (10,000lb), ideal for VLJs.

Jet Aviation smokes out danger

Jet Aviation has bought VisionSafe's emergency vision assurance system (EVAS) technology, which it will install on its company-owned fleet. It will offer the system as an option to owners of its managed fleet at discounted prices. EVAS is the only FAA and EASA certified cockpit smoke displacement system and is designed to allow pilots to see instruments and a flight path regardless of how much smoke is present.

Encore expands

Encore FBO has announced the purchase of FBO Dublin at Dublin airport, Ireland. In addition it has acquired Trajen Systems, Trajen DOD and has entered an agreement with the hangar facility owners at Dallas Addison airport in Texas to manage its FBO services, including fuel sales.

Midcoast takes on wider body of widebodies

Bombardier (stand 3097) has placed an order with Midcoast Aviation in Missouri to complete a further 48 widebody aircraft, bringing the total agreement to 90 to be completed by 2012.

Midcoast will reserve slots for the Global 5000 and Express XRS, as well as Challenger 605s and 850s, but declines to give a value for the deal. The Midcoast facility is dedicated to Bombardier products and currently has 12-15 aircraft on the production lines.

"Midcoast's ties with Bombardier span more than 20 years and we consistently demonstrate our ability to provide high-quality custom completions," says Midcoast president Kurt Sutterer. Midcoast will add 100 staff to cater for the demand.

Eric Martel, vice-president and general manager for Challenger and Global lines, says: "The agreement with Midcoast is part of a larger Bombardier commitment to give our customers more choice for interior completions."



Kurt Sutterer and Eric Martel at today's announcement.

Let bright sparks fly says Raeburn

The entrepreneurial fire of aviation needs to be rekindled, and the very light jet (VLJ) sector could be just the place for sparks to fly.

That's the opinion of Vern Raeburn, chief executive of Eclipse Aviation, and he knows what he's talking about. Raeburn – ex-Microsoft, ex-Symantec – has shaken up industries since he first set foot in an office.

He told NBAA delegates yesterday during the somewhat limp VLJ panel discussion that he is frustrated by the nature of the aviation industry. "I have come from companies where there is no limit to what you could imagine. When you had an idea, people would say 'that's difficult' not 'that's impossible.'" He is not sure why the sector has been slow to embrace change, but says that one factor could be its defensive reaction to a downturn in the 1970s and the consequent loss of its entrepreneurs.

"Forty years ago, aviation was attracting the best and the brightest – the industry put man on the moon. And then it changed and the brightest went to Microsoft and Apple."

He concedes that with aviation test programmes, "the cost has been paid in blood, but we still do it. The entrepreneurs of 30 years ago, like the Bill Lears,



Vern Raeburn – 'we need more entrepreneurs in aviation.'

have been ground into non-existence. Aviation has become the domain of large corporations who insist on proof positive before they try anything."

On the other hand, Raeburn is excited by what is happening in the VLJ sector, particularly now that Honda has joined the arena. "Honda is the real thing

– they joined the industry and chose not to build a 172 or a CJ10 category of aircraft, but a light jet."

Raeburn surprised delegates yesterday when he announced that his company would build 525 aircraft next year and has an order book of 2,500 jets worth more than \$3 billion.

The perfect X for Citation program

The 10th anniversary of the Citation X business jet program with Cessna Aircraft was celebrated at a ceremony earlier today at NBAA.

The Citation X, the fastest business jet in service, is powered by the Rolls-Royce AE3007C. With 6,440lb thrust (29kN), the aircraft cruises at Mach 0.92 or around 520kt (965km/h).

"Ten years ago, R-R helped deliver the Cessna Citation X into service and by doing so began a growing presence in the business aviation market," says Ian Aitken, president, R-R Corporate and Regional Aircraft.

"This milestone also marks the entry into service of one of our most successful engine programs, the AE3007, which continues to power aircraft in the business, regional jet and military sectors. We are very proud of the long relationship we have had with Cessna and look forward to many more years of this partnership."

In 2002, R-R introduced the updated AE3007C1 for the Citation X, which increased take-off ability to 6,820lb thrust.



Ian Aitken and Cessna president Jack Pelton share in the celebrations.

AirCell satcoms for Dassault fleet

Dassault Falcon Jet (stand 250) has selected Axxess satellite communications from AirCell (stand 2084) as a standard option for its complete range of aircraft. Offering a basic two channels of Iridium voice and data, Axxess is now available for the Falcon 50EX, 2000, 2000EX EASy, 900DX and 900EX EASy, and will also be offered on the new 7X.

"We're very pleased to be able to serve such a high-end fleet," Bill Peltola, AirCell senior vice-president aviation sales and marketing, said here this morning. "The agreement is effective from today, so we could be shipping systems to Dassault within weeks."

Landmark Aviation (stand 3359) has been appointed an authorized service center (ASC) by Grob Aerospace (stand 4257) to cover scheduled and unscheduled maintenance at Landmark's MRO centers at Los Angeles, Houston and Springfield, Illinois. Niall Olver, (left) chief executive of Grob Aerospace, says: "We believe we have the right partner to offer our customers an excellent product and customer support." Shawn Vick, (right) vice-president Landmark, says: "We are fully prepared to support the operators at our maintenance bases."



HEADLINES

Eclipse, Iridium cast long shadow

Satellite system operator Iridium (stand 4214) has capped 12 months of spectacular growth in the aviation sector by winning standard option status on the Eclipse 500 very light jet.

"Iridium is a perfect fit for the VLJs," Iridium chief executive Matt Desch said here yesterday. "By partnering closely with Eclipse from early in the design process, we have been able to create a powerful satcoms solution that's a real market differentiator."

Eclipse Aviation is developing a digital datalink incorporating an Iridium L-band satellite transceiver. When installed in the Eclipse 500, it will allow the delivery of operational data air-to-ground anywhere in the world.

Applications are expected to include out/off/on/in times, transmission of

engine trend and system diagnostics data to the Eclipse flight operations center, and communications for the Eclipse Flight Support flight planning and in-flight monitoring service.

The Eclipse deal reflects the storming recent progress by Iridium's aeronautical business.

Airwork

More than 8,000 GA, business, airwork and commercial transport aircraft now carry Iridium equipment – 100% more than this time last year – and the company is claiming more than 50% of the world total of aero satcoms installations.

"We expect this dramatic growth to continue for the next few years," said telecoms industry veteran Desch. "Our goal in the medium term is to dominate the aviation satellite data market

– we're now seeing more and more data applications beginning to emerge."

The current Iridium system supports data rates that are very modest by the standards of the emerging broadband providers. "But the network is very flexible and we keep finding new ways of getting more out of it," Desch said. "In the longer term, the new-generation system that we are defining will have a broadband dimension – potentially up to megabits per second."

Iridium is currently developing the requirements and evaluating technology options for the new system. "We will be able to say more in 12-18 months," Desch said. "We're confident that with our current and projected cashflow, developing and implementing the new system from 2013 will be well within our means."



Iridium chief executive Matt Desch

Now is the perfect time to finance a private jet, says Citigroup

A leading aircraft finance and credit specialist cites a drop in unit prices and changes in legislation on asset depreciation as "compelling reasons" to finance or refinance an aircraft now.

Citigroup Private Bank, whose dedicated aviation finance team provides advice and assistance to private

aircraft buyers, says new legislation raises the effective depreciation allowance to 50% on newly manufactured assets acquired between September 2003 and September 2005.

Two-thirds of those who purchase their own aircraft opt for full, rather than fractional, ownership and most finance the acquisition, says

the bank. With their asset valued typically at \$5 million-\$50 million, refinancing when conditions are favorable is sound strategy.

Citigroup's specialists – who are here at Orlando – offer assistance to buyers through the entire purchase process, from initial evaluation, due diligence and selection of the aircraft

through to providing financing that is custom-crafted to individual financial circumstances.

The bank – a leading provider of financial advice and investment services to the world's most sophisticated investors, families, business owners and entrepreneurs – is experienced at financing full or fractional ownership. "Our market

knowledge and research capabilities can be a valuable resource if you are unsure how properly to evaluate an aircraft, or seek an informed second opinion," says the bank. "In several cases, our experienced team has discovered instances of undisclosed damage, thus helping our clients negotiate a better price."

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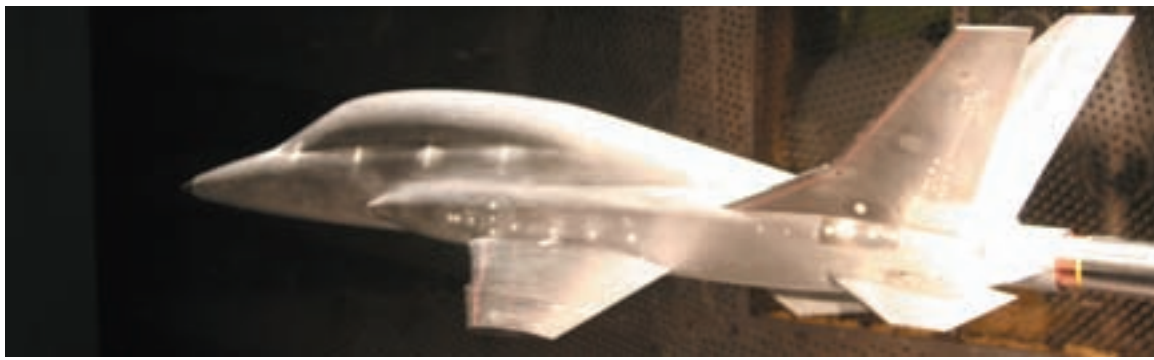
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Javelin hurls towards certification

The Javelin personal jet from ATG (stand 3800) is passing milestones and making progress on its certification program.

To date the jet has completed a preliminary design review (PDR), transonic windtunnel testing, initial tooling fabrication to support production of the conforming aircraft and cockpit and wing mock-ups have been constructed.

The PDR confirms the functional and physical integration of the airframe and has verified that systems met design criteria. A joint review conducted with Israel Aircraft Industries (IAI) in



September further validated the aircraft configuration.

The cockpit mock-up has allowed its engineers to verify the physical man-machine interface, integration of cockpit equipment and validation of maintenance procedures. Porsche Design Studio is developing styling concepts for the interior design, including improvements in cockpit ergonomics and creating a business jet interior. Another

cockpit change is the switch from an Avidyne integrated system to Op Technologies consisting of three 5 x 7in (12.5 x 18cm) portrait display units in both the forward and aft cockpits. The switch from Avidyne followed a desire to go from two displays to three. The wing mock-up is allowing ATG to finalize access panel sizes.

Engineers have also completed an additional 117h of transonic wind-

tunnel testing, bringing transonic totals to 223h and overall wind-tunnel testing has amounted to 1,173h. The latest tests were conducted on a 15% scale model at speeds between Mach 0.5 and 1.1. The testing also included 180 pressure taps, hinge-moment strain gauges on the leading-edge flap and yaw damper and buffet strain gauges on the horizontal and vertical tails.

JetDirect aims to reshape industry

JetDirect Aviation of Berwyn, Pennsylvania has its sights set on "reshaping the industry" by combining extensive fixed-base operations with aircraft management and what it describes as a unique fleet membership program.

The company (stand 4899) is at Orlando to promote its vision of building a network of bases in major business destina-

tions that can offer preferential pricing to customers of its managed fleet. It plans to acquire premier FBOs to add to the three it already owns, and Part 135 charter operators with significant fleets of managed aircraft.

"We see a unique opportunity to reshape the industry," says chairman and chief executive Gregory Campbell.

Falcon set to soar

Premier Aircraft has secured the launch customer for its Falcon 50-4 performance upgrade program.

A joint venture company of Premier Air Center and Yankee Pacific Aerospace, the program will reconfigure customers' original TFE731-3/3D engines to the new TFE731-4-1C specification, and apply minor nacelle modifications and re-marked engine gauges in the cockpit.

"With fuel prices escalating almost unabated, the 50 Dash 4 program is gaining unexpected attention," says Jim Swehla, president of Premier Aircraft. "With it, you can go farther, faster, and into more airports than before. Now that we have the launch order, we will be able to demonstrate the benefits in real time."

The launch customer will place its aircraft with Premier for the first customer engine upgrade, while S/N 094, owned by Premier Aircraft, will act as the test bed for Federal Aviation Administration certification, which is ongoing with support from Honeywell.



Ken Shimabukuro, program manager, Premier Aircraft, Arthur Barth, test pilot, Flight Test Associates and John Ligon, president, Flight Test Associates with the Premier test aircraft.

New horizons for alliance



Challenger 850 – to Russia with love.

Bombardier and Lufthansa Technik (LHT) look set to expand their relationship on the Challenger 850 program into new markets. The two companies debuted the business jet in Russia in one of the new hangars at Moscow's Vnukovo 3 business terminal last March.

The aircraft was the first of six Challenger 850 jets in completion at LHT's Hamburg plant and forms part of a deal that sees LHT outfit 17 of the three-section cabin executive variants of the CRJ200 regional jet over three years, with the final aircraft due in 2009. The \$29.6 million aircraft can also be fitted with two auxiliary fuel tanks to create an extended-range version.

The CRJ200 was equipped with \$1 million of improvements to create a standard executive interior, which includes an in-flight mapping system (Airshow 410), an airborne telephone system (two handsets), a multi-region DVD player and VCR, four 15in (38cm) bulkhead monitors, a 12-disc compact player, six electrical outlets, an aircraft certified oven and hot and cold water in the galley and lavatory.

Electronic

Capable of carrying up to 15 passengers and two crew, the 850 is powered by two GE CF34-3B1 turbofans with 9,220lb (41kN) of thrust. The cockpit is equipped with a Rockwell Collins Pro Line 4

six-screen electronic flight information system and the aircraft can fly up to 2,585nm (4,785km) at 41,000ft (12,500m) at Mach 0.8.

LHT says the other 16 aircraft are to be delivered to several different markets, but declines to name them. In further CL 850 news, Bombardier announced an agreement with Michigan based Aerodynamics Inc to provide one-stop fleet management solutions for corporate shuttle versions of the aircraft.

The manufacturer says it is seeing a great deal of interest in the 850 from corporate flight departments wishing to travel distances such as from Detroit to Mexico.

Phenomenal progress

Embraer (stand 5559) says it has taken more than 300 firm orders with non-refundable deposits for its Phenom family, with greater sales of the 100 very light jet, although it declines to give a number breakdown. The Phenom 100 completed wind-tunnel tests earlier this year and its Pratt & Whitney Canada PW617F engine has now flown for 4.2h. The 300 light jet is well into its windtunnel test campaign and the company has started work on a building for subassemblies near its Brazilian headquarters. The Lineage 1000 program – based on the 190 regional jet – is on track and Embraer has selected 3D design consultancy Priestman Goode of the UK and Georgetown, Delaware-based PATS Aircraft, a subsidiary of DeCrane Aircraft, to work on branding and interiors for the aircraft.

Singapore lands jet components

The Nordam Singapore business is to begin making bonded components for business jet manufacturing programs for the first time. For the past 13 years, Nordam has served the Asia-Pacific region as a maintenance, repair, and overhaul (MRO) provider, but is now expanding its portfolio. "We're beginning with a few small projects to gain experience and refine processes," says Brett Benton, Nordam vice-president, Asia Pacific.

SkyPlus does the double

The industry's first dual-purpose aviation management system has been released by SkyPlus Technologies of Jacksonville, Florida. Called SkyBooks, the Web-based software application combines maintenance and operations tracking. The company says the software, two years in development, streamlines logbook entry, tracks maintenance and assists in regulatory compliance.

Twin city

Twin Commander (stand 4636) has announced Legacy has become a new factory authorized service centre in Yukon, Oklahoma. Legacy joins 14 other service locations in the USA and six others outside North America.