Satair Supports Honeywell
Enters bizav with five-year support
deal for Primus II ADS-B.  

Aviation Partners' Morpher
Brand-new wing design promises far more efficient actuation.  

Flying Colours for Gulfstream
Inairvation retrofit cabins for G450, G550 as well as Challengers.  

LT Re-Invents the chair
Lufthansa Technik for superior seating, cooking, EMS.  

Bliss Jet for LGA-STN-LGA
First flight for David Rimmer’s new venture is slated for January. 

Cyberthreats Are Real
The very convenience of apps boosts flyers’ vulnerability.  

Work Continues on SSBJ
Firms you know and firms you don’t target supersonic.  

We Fly the Embraer EVS
HUD combines features of enhanced and synthetic vision. 

The Candidates’ Airplanes
Clinton has a 737, Trump has a 757 with a 737 chase plane.  

BCA Fast Five: Priester
Charles Priester, chairman, Priester Aviation, Chicago Executive.  

Piaggio Aero Sells Five Avanti EVO Turboprops
Piaggio disclosed the sale of five P180 Avanti EVO turboprops to Southern California’s West Coast Aviation Services at the show yesterday. It’s the first sale of the type in the U.S. market and includes an option for four additional aircraft. —See Page 10
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Textron Sells Citation X+ Trio Here

Textron Aviation reported the sale at the show of three Cessna Citation X+ jets to Schweitzer Engineering Laboratories.

“The X+ provides a total cost of ownership that makes good business sense,” said Schweitzer president and chairman Edmund Schweitzer.

“I strive to ensure that our employee owners have access to the resources they need to get the job done,” he said. “The Citation X+ is a business tool that allows us to serve our customers around the world.”

Signing the deal at Orlando Executive yesterday were Textron Aviation president and CEO Scott Ernest and Schweitzer president and chairman Edmund O. Schweitzer III.

Sharing Her Dream With Women, Worldwide

Born in an Afghanistani refugee camp and educated in Richmond, California, Shaesta Waiz is on a mission to inspire women to pursue careers in science, technology, engineering, math (STEM) and aviation. And what a mission!

The indoor static display at the Orlando Convention Center includes the Beechcraft Bonanza A36 in which Waiz will fly a 30-stage, solo global circumnavigation totaling over 25,000 nm, during which she will partner with strong female figures and inspire young women with the dream that they can do as she has done.

Known as Dreams Soar, the mission will be backed by $274,000 of sponsorship – which is why the airplane itself is disappearing under a plethora of donors’ stickers. Given the necessary support, the flight will launch at Daytona Beach, Florida, next spring.

Before then, however, Waiz – the first certified female pilot from Afghanistan – is supporting the cause of young women nearer home. For example, she’s drawing attention to the fact that only 6% of GA pilots in the U.S. are women and that pilot population has increased by a mere 5% in the past three decades.

“Every time I open the door to an aircraft, I ask myself, How did a girl with my background become so lucky? The truth is, anyone can be me. You must believe in yourself and allow your dreams to soar.”

—Paul Jackson

I Wish They All Could Be Pan Am California Girls

Metal detectors make you nervous? Don’t like taking your shoes off to enter the concourse? Prefer to eat decent food, without a surcharge? That’s the way it once was, at Pan Am and other carriers, where service was the watchword. Relive the experience, dining in style inside a 747 fuselage, as offered by Air Hollywood, a Los Angeles-based supplier to the motion picture industry. Giving convention-goers a tantalizing taste of past luxuries at Booth 4624 are “stewardesses” Erin Osborn and Lauren Hurt. They wear the Pan Am uniform and carry (genuine) Pan Am travel bags. Alternatively, sample the advantages of business aviation!
Satair Supports Honeywell ADS-B

Satair has inked a five-year exclusive with Honeywell for inventory management and distribution for ADS-B systems on Primus II-equipped business aviation aircraft.

The agreement takes Satair into the realm of business aviation. For many aircraft with Primus cockpits, it “greatly increases the availability and reduces lead times of the equipment and upgrades required” under ADS-B mandates taking full effect in 2020, Satair said.

Satair pledged to invest “heavily in both new and serviceable equipment for replacement, rental exchanges and loan equipment. “Working on the ADS-B program allows for us to really demonstrate the value we can bring in terms of supporting both the commercial aerospace aftermarket and in particular the business jet aviation aftermarket,” said Satair business development VP Steen Karsbo. “Our strong capabilities in helping on the logistical and forecasting challenges of this mandate will be of utmost value to our common customers.”

The Satair Group is at Booth 3582. Honeywell is at Booth 2200.

Morphing Magic

WINGLET SPECIALIST AVIATION

Partners and joint venture partner FlexSys are working with an undisclosed customer to retrofit an aircraft with the first commercial morphing wing.

The potentially game-changing aerodynamic innovation has wide-ranging implications for performance-boosting retrofit of existing business jets or clean-sheet designs and is making its first appearance at NBAA this year.

On display at Aviation Partners (Booth 3095), the wing-morphing “flexfoil” demonstrator illustrates how the airfoil shape can change in flight to boost performance over a wide range of angles of attack, indicated airspeeds and Mach numbers. The scale model shows how wing morphing can provide roll control, high lift, cruise optimization, load alleviation and even deicing functions.

The new approach to variable-camber wings builds on a FlexSys-developed compliant composite structure that eliminates the mechanical complexity of previous shape-adaptive surfaces. The wing incorporates a one-piece, jointless mechanism that is strong and flexible, in which every section of the structure contributes equally to the shape morphing while all components share the loads. Each section therefore sees only a small elastic strain with low stress, and the structure can undergo large deformations with high fatigue life and low maintenance.

“We’re looking for potential partners to license the technology, then certify and commercialize it,” says Joe Clark, API founder and CEO. Clark says wing morphing is the next big disruptive technology, as it enables aerodynamicists to morph the shape of the wing to get peak wing performance over the entire mission profile. Clark also says the gapless structure can reduce noise.

API and FlexSys agreed to team following initial flight tests of a NASA Gulfstream 3 with a morphing flap at the agency’s Armstrong Flight Research facility. Flights tested the ability of the flap to withstand high dynamic pressures and aerodynamic loads up to 11,500 lb. per flap segment at high deflection angles and supported FlexSys’s projected drag savings from 2% for flap retrofits to 12% for all-new designs.

FlexSys is currently developing adaptive compliant flap tabs for tests on a U.S. Air Force KC-135 tanker to evaluate fuel savings and load alleviation but is exploring wider commercial and business opportunities through the new joint venture. API COO Hank Thompson says the undisclosed first application is “pretty close to preliminary design review and is the first retrofit application. Early applications are going to be for active load alleviation and aerodynamic performance enhancement.”

The first retrofit is expected to focus on a morphing trailing edge that will provide multi-role capabilities of active load alleviation, roll control and aileron droop for an improved mission adaptive profile.

“We are actively soliciting this technology with all the world’s original equipment manufacturers, and they are very interested,” Thompson says. “Our first visit today was from Dassault. We want to license the technology and contract support operations where our engineering teams can help them realize their ideas,” he adds.

—Guy Norris and Fred George
SO QUIET INSIDE YOU CAN ACTUALLY HEAR YOURSELF THINK.

The 6,450 nm Falcon 8X has the quietest cabin of any business jet. That means more comfort and greater productivity on long, demanding journeys. Add to that uninterrupted connectivity and access to virtually any two points on the globe, and you have a business jet that exceeds expectations. Fly far. Fly in comfort. Achieve more.
Duncan Partners With Rockwell Collins, Gogo

Duncan Aviation has partnered with Rockwell Collins to install the Pro Line Fusion flight deck upgrade and on Cessna Citation CJ3 aircraft.

It recently completed five cabin designs for owner-flown aircraft. The designs pair light, airy colors that make the cabin appear more spacious and open with darker, complementary carpeting and lower sidewalls, the company said. Duncan is also working on six external paint schemes for the CJ3.

Duncan Aviation also has partnered with Gogo Business Aviation to become an exclusive AOG (aircraft-on-ground) service provider to support Gogo customers in March.

Since then, Duncan has provided about 15% of the spare parts to Gogo's customer base through the AOG program. It also has tapped into its own inventory to help non-program customers with the parts needed to restore connectivity. Most of the calls it has received are from FAR Part 91 operators who rely on Gogo systems to keep passengers connected.

“This is relevant because requests are not from operators who require the system to comply with Part 135 maintenance requirements,” said Matt Nelson, manager of Duncan Aviation’s Avionics Satellite Network. “Instead, the majority of the calls have been to help operators keep customers happy and connected... People don’t want to fly without it.”

Comlux Expands Charter Through Partnership

Fly Comlux, the VIP operator of the Comlux Group, has launched a new VIP flight service program called OneAbove to provide flight travel solutions to high-end customers from its own fleet of VIP aircraft and through other select VIP aircraft operators all over the world.

“This will essentially bring us a bigger fleet with better geographic diversification,” says Richard Gaona, chairman and CEO of Comlux Group (Booth 1212). “All too often our own aircraft are in the Middle East or Asia” when requested by a customer in the U.S., one of the strongest charter markets, he notes.

Fly Comlux has already signed up its first VIP charter partner, Polaris Aviation Solutions, with a fleet of five aircraft, including a Gulfstream G550 and Boeing BBJ based in New York.

OneAbove has opened a dedicated office based in Miami to service the U.S. market. It will now sell charters on Polaris’ aircraft as well as on its own.

“This is just the beginning,” Gaona says.

OneAbove will also operate Crystal AirCruises’ up-to-84-passenger Boeing 777-200LR VIP, as well as its own Boeing 767-200ER VIP, which earlier this year transported three heads of state on three separate trips between Africa and New York for a UN summit. —John Morris
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Trusted to deliver excellence.
Flying Colours Adds Gulfstream to Inairvation Refits

Completions and maintenance specialist Flying Colours Corp. has extended the range of airframes on which it can now install Inairvation pre-engineered cabin retrofit solutions in North America. Now available are refits for the Bombardier Challenger 300, Bombardier Challenger 605, Gulfstream G450 and Gulfstream G550 models. This is in addition to the Global Express, which launched the Inairvation program last April.

Inairvation (Booth 2632) is a 50:50 Austria-based collaboration between Lufthansa Technik and List Components & Furniture. The retrofit concept involves modularizing and re-engineering the most up-to-date cabin technologies to upgrade a cabin in as short a time as possible, or while the airframe undergoes maintenance. The baseline retrofit package offers Lufthansa Technik’s NICE HD CMS/IFE system that includes an advanced user interface (UI), audio and video on demand, a wireless interface for personal device integration (iOS and Android) and a Hollywood studio content service with leading blockbuster movies and TV shows, all functionally integrated into new ergonomic sideledges and modification kits, pre-engineered by F/LIST. Many optional packages are available that, when taken together, will create a complete new interior.

“As launch customer, we got a jump start” on the other three completion houses signed up by Inairvation: Duncan Aviation, RUAG and LBAS in Germany, says Sean Gillespie, EVP, Flying Colours. Work started on the Global Express in late September, and it is scheduled for first-quarter 2017 delivery.

Gillespie explained it’s taking longer than Inairvation’s expected downtime because it’s having a lot more work done, including a complete overhaul of the cabin interior using Flying Colours expertise and workshops. It is also being used to obtain the STCs that can be applied to subsequent aircraft.

Flying Colours (Booth 1208) is already in discussion with a number of Global Express and Challenger 605 clients on blending the Inairvation refit with its own cabin expertise.

The next Global project is likely to begin in the second quarter of next year. Inairvation is planning on 10 retrofits next year, and more in subsequent years as the product gains momentum. —John Morris

Life Is Always Bright for Luma

The dead hand of Thomas Edison still grips aviation. But Luma has a smart solution.

“When you get a red light, you can’t go. When you don’t get a red light, you can’t go — because the bulb’s broken.” Words of wisdom from Bruce Maxwell at Luma Technologies (Booth 3178), where the main business is providing absolutely reliable LED annunciator panels at roughly half the price of an OEM’s incandescent replacement...assuming it is made at all these days.

Fragile, hot filaments make brittle plastic sockets result in regular failures — a message banged home each year as Maxwell repeatedly crashes a happily glowing LED array on a desktop during his presentation of Luma’s robust, maintenance-free wares.

And a decade after the company’s foundation, that list of products continues to grow from the original King Air warning panel to embrace the Beechjet, Beechcraft 1900C and Cessna 208A/B Caravan. Not just retrofits, either, for the 400XPX and Nextant rebuilds of Beechjet use Luma products as well as, it is confidently presumed, the imminent upgrade of the USAF’s 170 T-1A Jayhawk pilot trainers.

Next to receive the Luma treatment will be the CASA C-212 light transport and Bell 206 Jet Ranger, 214 and 412 helicopters. Maxwell intends to launch a marketing push to correct Luma’s unintentional neglect of rotating wings by the time of next year’s Heli-Expo in Dallas.

Maxwell’s sunny disposition may not be entirely unconnected with the fact that while the business aircraft market is suffering hard times, the result is pressure on owners to keep their aircraft for longer – and invest in improvements that pay for themselves. Clear, bright, failure-proof, zero-maintenance lighting is an example. —Paul Jackson

Universal Opens at DR’s La Romana

Universal Aviation Dominican Republic is based at MDLR’s executive aviation terminal. It is the 18th Latin America and Caribbean location for Universal and its 65th worldwide.

“We remain committed to expanding our Universal Aviation network at high-risk, high-stress destinations where our customers operate their business aircraft the most,” said Universal chairman Greg Evans.

“By opening Universal Aviation Dominican Republic, we can better ensure the success of our customers’ critical missions on the ground through pro-active trip management, versus relying solely on third parties.”

“The Dominican Republic has a fast growing economy and is an increasingly popular destination for general aviation for both business and tourism, with a strong base of regional traffic in the Caribbean,’ added Universal Latin America and Caribbean SVP Adolfo Aragon. “We have an outstanding local team at MDLR, with many years of experience in the country, allowing us to facilitate difficult last-minute requests seamlessly.”

Universal Aviation is at Booth 2611.
IS GOOD EVER GOOD ENOUGH?

If an Embraer executive jet feels like nothing you’ve experienced before, that’s because there was nothing like it before. In short, our executive aircraft are the tangible manifestation of our culture of constant improvement and unconventional thinking. You’ll notice it in the details. Feel it in ergonomics. And hear it in cabins that maintain amazing levels of quiet at every altitude. We’re not for those who are comfortable with the status quo—but rather, for those who consider that the starting point.

Rethink Convention.

Executive Jets

EmbraerExecutiveJets.com
Fuel Service Providers Add Services, FBOs to Network

**THE WORLD FUEL** Services network has expanded to include Flightways Columbus at Columbus Airport, Emery Air at Chicago Rockford International Airport and Guardian Jet Center at Ontario International Airport. Based in Miami, World Fuel’s global system also includes FBOs under the Phillips 66 Aviation and Ascent fuel brands, along with the Air Elite Diamond Service designation. The global fuel logistics, transaction and payment company now provides services at more than 8,000 sites in over 200 countries and territories worldwide.

Avfuel Corp. and Air BP have meanwhile partnered to expand their general aviation footprint with new airport fuel supply locations for their respective customers. Avfuel Contract Fuel is adding 89 new locations within the Air BP network, which expands its network of more than 3,000 fueling locations. In North America, Air BP’s Sterling Card allows customers to buy fuel at more than 20 new locations at the top 100 busiest general aviation airports through the Avfuel Contract Fuel program. More sites will be added in early 2017.

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**Piaggio: Aircraft Sales, Options, Services**

Piaggio disclosed the sale of five P180 Avanti EVO turboprops to Southern California’s West Coast Aviation Services at the show yesterday. It's the first sale of the type in the U.S. market and includes an option for four additional aircraft.

The first unit is to be delivered immediately – it’s the one on show here.

Piaggio has also boosted customer support options for the airplane, noting an agreement with Parker’s aircraft wheel and brake division to develop alternative, lower-cost brakes; a new landing gear retrofit option; and the signature of new service center agreements with eight major U.S. repair stations. The new set of steel brakes and main gear wheels will be offered to customers as a retrofit starting in mid-2017, bringing 70% operating savings. An FAA STC will come first, followed by EASA approval.

Service center agreements have been concluded with Greenpoint Aerospace, Intercontinental Jet Service, Mather Aviation, Signature TechnicAir, Stevens Aviation, Turboprop East and West Star Aviation.

Piaggio Aerospace also recently extended the existing agreement with Fort Lauderdale’s Banyan Air Service, where the Piaggio Customer Support Florida Unit is based.

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**Daher Details Diverse Developments**

A new simulator to be based in Florida; a private lavatory; a navigation date agreement with Jeppesen; and chartering opportunities are among the new developments in the TBM turboprop family being promoted at Booth 4882 and the indoor static display.

Daher has just supplied Frasca International with a TBM 930 cockpit for a simulator that will become operational with Simcom Aviation Training’s Lee Vista Training Center in Orlando early next year. The first of its type, it joins TBM 700, TBM 850 and TBM 900 simulators already in place.

Features of the new flight training device include the cockpit’s Garmin G3000 digital avionics suite that includes weather radar, a synthetic vision terrain awareness system and a traffic advisory system; and RSI Visual Systems’ XT4 image generation and display with a 220-deg. field of view.

Having previously offered a “public lavatory” option, the TBM now introduces the “Elite Privacy” option – albeit at the penalty of reducing the seating capacity from six to four.

Also announced on Tuesday was an agreement to bundle Jeppesen NavData and digital charts as part of the purchase of a new TBM 900 or 930, starting next year.

According to Nicolas Chabbert, SVP of the Daher Airplane Business Unit, annual TBM production is level at some 50 per year, roughly broken down as 15 of the Garmin G1000 TBM 900 and 35 G3000-equipped TBM 930s.

Sales of these two current models total 154, of which 143 have been delivered. Overall, that makes 806 TBMs of all subtypes and 1.4 million TBM flying hours.

Realizing that most privately owned TBMs contribute only between 100 and 200 of those hours per year, Daher is promoting FACT (Fly And Charter your TBM). “With FACT, we facilitate the contacts between owners and those seeking charter capacity, while also providing our expertise and guidance,” declares Chabbert.

—Paul Jackson
Revealing the FUTURE

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Dassault Falcon Studies
An All-New Business Jet
Even as Market Blues Continue

Less than two weeks after delivering the first ultra-long-range Falcon 8X, Dassault Aviation is looking to its next product development as part of efforts to re-energize its presence in new market sectors and dispel continuing market gloom.

“History has taught us that times of crisis are not just a storm that must be weathered; they represent an opportunity to change and improve,” says Dassault CEO Eric Trappier. “One of the main challenges will be the launch of a new Falcon that will meet and exceed the market expectations.”

Details are under wraps, but given the development of larger, new-generation and longer-range business jets by rivals Bombardier and Gulfstream, industry speculation is that Dassault is setting its sights on a higher-speed jet beyond the 8X. This comes as advanced, higher-thrust turbofans from GE and Pratt & Whitney are in development or entering service to cater to the long-range market and its desire for ever faster cruise speeds.

To sustain the company through the current downturn and foster a system agile enough to incubate a new member of the Falcon family, Trappier has launched an organization and process transformation plan. The goal is to help employees “become more responsible as individuals, more efficient as a team, and more creative overall.” The plan includes appointing a chief digital officer and a chief technology officer. Trappier says the approach will make Dassault better at leveraging production advances made by its defense arm.

These initiatives, added to continuing success in its fighter and UAV sectors, are expected to help offset the continuing downturn while new jet studies step up. “Six months ago in Geneva, I noted that the uncertainties facing the bizjet market appeared to be continuing and were likely to make for another difficult year. Unfortunately, the situation remains pretty much unchanged, if not worse – we still see intense price cutting, depressed pre-owned aircraft prices, and weak demand all across the market.” —Guy Norris

Air Elite Network Welcomes Deer Jet FBOs

World Fuel Services has announced that its Air Elite Network has added eight Deer Jet FBOs in China to its global network of Diamond Service FBOs. Deer Jet was established in 1995 as the first business jet operator in China providing clients with services including private jet charter, aircraft management, medical rescue, aircraft sales, maintenance, FBO/ground handling, helicopter operations and luxury yacht services. The company operates and manages a fleet of 90 aircraft. Deer Jet’s FBOs are located in Changsha, Shenzhen, Sanya, Haikou, Nanning, Guilin, Hangzhou and Xi’an.

Guru2 Calculator: One Size Fits All Fleets

Hailed as the essential content of any flight bag, the electronic tablet Guru2 is at Booth 1182, promoted by its Swedish maker, Flygprestanda. Guru2 includes the entire worldwide airport database, accumulated over 30 years, as an aid to calculating takeoff and landing performance and e.g. position independently of uncertain phone and data links. Sales and Marketing Manager Alexander Tatidis is on hand to advise either the small fleet operator seeking eventual establishment of a full EFB, or large airlines with scheduled, charter and ad hoc flights needing the flexibility and immediate results available only in a standalone solution.

Textron Adds Mobile Service Unit at Frankfurt

Textron Aviation has added a mobile service unit (MSU) at Egelsbach Airport near Frankfurt, Germany. The new MSU further enhances the company’s factory-direct service offerings for Citation, King Air and Hawker operators in Germany and throughout Europe. “The addition of this MSU is further evidence of the significant investment we continue to make in our service network in Germany and throughout Europe,” said Brad Thress, SVP of customer service at Textron Aviation (Booth 227 and Static Display). The MSU will be based at longtime partner Hahn Air’s Egelsbach facility.

Becker Debuts BXT6513 Remote Transponder

Becker Avionics International has announced the debut of the BXT6513 remote transponder (dual antenna) with ADS-B Out. The transponder, which is designed for both fixed- and rotary-wing aircraft applications, meets the FAA TSO. The lightweight and highly versatile unit can be controlled through dedicated control units, integrated radio tuning units, FMS and EFIS glass cockpit displays. Also included are exclusive features specifically designed for special mission aviation, such as airborne law enforcement and ISR profiles. For business aircraft, the BXT6513 features flexible integration with current digital avionics packages or retrofit for legacy cockpits with TCAS I and will soon be certified for TCAS II.

Esterline Announces STC for CMA-6800

Esterline Avionics Systems (Booth 3619) continues to support DAC International, an approved worldwide distributor for Esterline’s CMA-6800 LCD, to develop a Part 25 STC to allow for upgrades on a variety of aircraft. DAC recently received EASA, Mexican DGAC and Brazil National Civil Aviation Agency approvals for the Part 25 AML STC for the CMA-6800. The AML includes the Hawker 800/800XP/1000; Bombardier Challenger 601-3A/3R, Dash 8-100/200/300 and its 415 Superscooper; Cessna Citation 650; Dassault Falcon 900; Fokker 50 and Gulfstream III. The CMA-6800 is a form, fit and functional replacement for Honeywell ED-800 CRT displays.
“THE AGILITY AND PREDICTABILITY OF THE KODIAK GIVE THE PILOT CONFIDENCE WHEN EXERCISING THE PERFORMANCE OF THE AIRCRAFT, WHETHER ON A STEEP APPROACH TO A SHORT FIELD OR INTO A MAJOR METROPOLITAN AIRPORT.”

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SEE THE KODIAK ON DISPLAY AT NBAA IN ORLANDO NOV. 1-3
Lufthansa Technik Pursues Innovation
In the Cabin: Seating, Galley, and EMS

Next-generation business jet and VVIP customers are more technologically savvy than any before. And that’s reflected in what they want in luxury interiors: a Next-Gen cabin that can provide a soothing home environment, innovative styling and connectivity, and Wi-Fi that matches their lifestyle on the ground.

Lufthansa Technik is pushing the envelope of cabin design with new products from its Hamburg innovation center. It’s not short of inspiration, but many ideas fail to make it through the reality check of engineering, certification and production.

This week marked the NBAA launch of Lufthansa Technik’s lush and ultra-modern Mercedes-Benz-style interior for large business jets. It also marked the arrival of the chair, a certificated carbon-fiber seating unit that could radicalize the way designers look at interior space.

“That’s exciting news,” says Philip von Schroeter, director of OEM business units at Lufthansa Technik and co-CEO of Inairvation, the joint venture it set up with renowned F/List Components & Furniture in Austria to innovate and manufacture integrated business jet cabin solutions.

The chair was developed and certified by Lufthansa Technik in cooperation with Paris-based Pierrejean Design.

The induction cooker is very much a concept in progress.

“The chair has won its first customer and is about to enter production at F/List, making Lufthansa Technik an OEM beyond hardware for cabin management and entertainment systems.

So what’s so different about chair? Its carbon-fiber skeleton allows great flexibility with styling, while saving weight and, just as importantly, floor space. With its much smaller footprint, designers can think about putting chairs around a dining table, for example, or around a mah-jongg table, something that’s very difficult to do with traditional seats without blocking walking space through the cabin.

Famed Pierrejean Design Studio has been involved with chair since the beginning, and his studio styled the seat on display here at Booth 2632.

The first customer for chair will have the aircraft outfitted at Lufthansa Technik. It had to compete against other seat manufacturers to win chair’s selection, and, ironically, it was requested in a traditional style rather than something radical, says von Schroeter.

Other highlights at Lufthansa Technik here include:

- The Patient Transport Unit Next Generation (PTU NG), featuring an intensive-care bed and medical storage racks. Developed with Aerolite Max Bucher AG, PTU NGs have been delivered to launch customers for integration into commercial Airbus A380s and several VIP aircraft. The initial aircraft type fitted with the PTU NG is Airbus Defense and Space’s C295 transport with four fully equipped units. This program started in May, with scheduled delivery for the first quarter of next year.
- A high-tech cooking stove (actually an inductive cooking platform) that hasn’t been available on aircraft before. The cooker allows live, gourmet cooking in the style of high-end leaders, and can even include a special rice cooker. The design is still conceptual, and Lufthansa Technik is trying to determine markets for it – for business aviation, commercial aviation and outside aviation altogether. What if it were supplied with its own chef or came with a catering service? “Those are some of the things we’re looking at,” says von Schroeter.
- A new TIOS (two-in-one solution) tail-mounted twin antenna radome, popular among BBJ operators, that can house both Ka/Ku and live-TV antennas from various vendors. Available as a first-time installation or as a retrofit, the Ka-capable version will be available in the second quarter of next year. It is made in-house by Lufthansa Technik.
- NICE cabin management system is now in its fourth generation, and flying in more than 300 Bombardier Challenger 300s, as well as in Challenger 350s and the 600 series. Upgrades for the 300 include moving from one to three high-definition sources (Blu-ray, USB and HDMI) and HD digital video streaming on the NICE network.

—John Morris
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uasc.com/designforthefuture
Bliss Jet Goes Transatlantic

A first-ever cross between airline and business jet travel is offering private transportation from the U.S. to the UK at a cost-competitive price, says Bliss Jet founder and CEO David Rimmer.

“This truly is a new product,” says Rimmer, a veteran of business aviation in the New York area.

Bliss Jet is essentially the sales arm for aircraft operated by West Palm Beach-based Jet Access Aviation and White Plains, New York-based White Cloud Charter. “They’re operating the flights, but we’re filling the seats,” Rimmer says.

“On average you’re going to save 3 to 4 hr. door-to-door each way,” Rimmer says, by eliminating what he calls the airlines’ “delay chain.”

If there are seats unsold? “As painful as it might be, we will fly. We fully intend to adhere to schedule. Reliability and reputation are the things we’re going to build this operation on.”

Rimmer says Bliss Jet has talked to literally dozens of operators, adding that as word has spread, he’s being approached by more, all wishing to reduce their aircraft down time. “Not all operators are created equal,” he says.

“Having run two charter companies I know what I’m looking for. Our choice of operators has not been based solely on who would give us the best deal. My job is to help you maximize your time.”

“We expect to be one more tool in people’s arsenal when traveling to London.” —Rich Piellisch

Bliss Jet Launches in January – LGA-STN

The first Bliss Jet flight will be New York-London on Sunday, Jan. 8. “It’s scheduled to be a G550,” says founder and CEO David Rimmer, operated by White Cloud.

The flight will depart from the Sheltair FBO in the historic Marine Air Terminal at LaGuardia. “It’s the return of transatlantic travel to the terminal,” Rimmer says. “The first flight was a Pan Am Clipper to Portugal in 1940. At Stansted we will be based at Inflite, where Bliss passengers will have access to private arrival and departure lounges, a dedicated entrance, and an exclusive area to clear customs efficiently and quickly.” Sheltair is at Booth 2207.

—RP
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Business Aviation Confronts the Cyber Threat

Information assurance and cyberdefense have been vital areas for aerospace companies for some time – but the business aviation industry has perhaps not yet seen much reason to prioritize cybersecurity. All that is beginning to change, though, as the sector is increasingly coming to the attention of cybercriminals and hackers.

Member organizations are seeing increasingly frequent attempts to breach digital defenses, according to Richard Mumford, chairman of BACA, the UK’s trade association for the business aviation industry. At present attacks vary greatly in their sophistication and methodologies but have one thing in common: They are motivated by money.

“All of the reports we have seen have been entirely focused on financial gain,” Mumford tells ShowNews. “I have seen no evidence of hacks taking place for any other purpose. It may be that some attacks in other areas of the market, and in other areas of aviation, have been designed to steal classified, proprietary or operationally sensitive data, so far the business aviation community is faced primarily with lower-tech attempts at stealing money. Perhaps as a result, Mumford says no BACA member has as of yet reported a successful attack.

“It seems to be opportunistic in nature. The kind of attacks that are designed to secure one-off payments rather than anything more organized and concerted,” he says.

“A typical example has been where the criminal has managed to clone an email account and has sent emails from that cloned account to operators or brokers asking that future payments be redirected to a new bank account. Of course, this should set alarm bells ringing with any professional business, and indeed that is what has happened here. Most of our members will have specific policies in place to prevent this type of mistake from being made.”

The defenses against attacks of this nature are, as a consequence, procedural rather than technological in nature, and straightforward for organizations to implement. Training staff to be on the lookout for tell-tale signs of a fraud attempt sent via email will go a long way to ensuring the resilience of the company. Just as important – and perhaps a little more difficult to implement in an industry where competitive advantages are hard-won and zealously guarded – is a willingness to share information and intelligence on attacks across the sector.

“I have been recently approached by the police over an initiative to gather data about fraud,” Mumford says. “If our members can provide us with coherent evidence to support a crime, we will refer that on to the police, border force, the CAA [Civil Aviation Authority – the UK’s aviation regulator] or such other authority as might be relevant. We are very lucky that our professional members care sufficiently about the integrity of the market that they are prepared to share their experiences to help their competitors ensure that they stay one step ahead of the criminals.”

—Angus Batey

If our members can provide us with coherent evidence to support a crime, we will refer that on to the police, border force, the CAA or such other authority as might be relevant.

—Richard Mumford, BACA Chairman

Maybe Don’t Call the Police

Data-sharing is not just an issue in a cross-industry sense. Calling in police may not be the best option for a company that has suffered an attack, and this is another area where BACA chairman Richard Mumford feels organizations such as his can help the sector develop a coherent response to fraudsters, whether they use the internet or not.

“There is often a low degree of confidence about the police and their ability to deal with fraud,” he says. “This is not a criticism of the police: It is a highly specialist area and requires significant investment of time, money and specialist resources that the police struggle to provide.

“Recovering assets removed by fraud is a very expensive exercise, and accordingly clients will only generally pursue it either on a point of principle, or where there are large sums of money at stake.

“Involving the police can make civil recovery slower and more difficult,” he adds. “It can also effectively prevent or harm the chances of swift civil remedies, such as freezing bank accounts. Generally, therefore, clients will refer matters to the police when they are too small to justify handling themselves, or where a matter has been conducted and civil remedies have failed or concluded.”

—AB
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When you’re establishing a new, technology-driven company in the business aviation sector, you’d expect to be asked a lot of questions about cybersecurity. Yet according to Jonny Nicol, founder and CEO of the digital flight broker Stratajet, customers expect strong security as a given.

“W e’ve never had a customer express any sort of concern,” says Nicol. “The people who fly privately, generally speaking, have very much kept up with the tech revolution. They are using mobile phones to do their banking, they’re using mobile phones to do their communication, they’re using mobile phones for pretty much everything – so therefore they already know that it’s utterly secure.”

Stratajet’s offering, which the five-year-old British company has just launched in the U.S., is essentially an Uber for business jets. Customers use Stratajet’s website, or its smartphone app, to input details of their desired flight, and the company’s software offers them a range of possible options after scanning availability across multiple operators. Flights can then be booked digitally - Stratajet (Booth 619) having negotiated a limit of $1 million for in-app transactions with card issuers and banks.

“There’s a lot of companies that say they allow real-time booking, but it’s not true,” Nicol says. “Please, by all means, download whatever app you can think of, and give it a go: You’ll see that nobody else allows you to do it online – it’s just us. So we have to take security very seriously.”

Cybersecurity strategy has evolved, and the mentalities that inform corporate cyberdefense have undergone a profound change. Coding errors that allow an attacker access to a system are an inevitable fact of life in all software, and are rarely discovered until after an attacker has found and attempted to exploit them. The tactics employed a decade ago – the erection of ever-higher digital barriers, designed to keep an attacker out – have been rejected in favor of systems that accept a compromise as a given, and focus instead on ensuring attackers are unable to get anything of value out of the target network. This could be money, or sensitive personal data such as passport or banking details.

In this context, few organizations are willing to claim they have not been breached. Yet Nicol says Stratajet has managed this feat, largely by combining strong encryption of all customer and operator data with some simple internal processes that ensure no employee is incentivized to assist an outside attacker.

“We don’t have servers sitting in our office with the confidential data on them,” he says. “All the data that we have that’s confidential is encrypted to the point that even if we handed the disc of the data [to an attacker], there’s no way they could ever turn that data back into the real information. In the major organizations where hacking has been attempted, there’s often been a human problem: A disgruntled employee, or somebody with authentication has been able to get data out. We limit that problem hugely by making sure our staff are really happy – which they are – but also by making sure the credentials people have [to grant access] can be switched on and off in a millisecond if we need to.”

Nicol says Stratajet has been able to rise to the security challenge by dint of the company’s newness and its focus on innovative - and so-called “disruptive” - technologies. This means both that the company can place security at the heart of its offering because its systems and software are clean-sheet designs, unencumbered by legacy technologies and developed in today’s security-conscious era, and that the business is unencumbered by traditional practices and procedures that may have evolved under conditions where protection of digital data was not such a priority.

“[In private aviation, the passport details of a passenger are seen by seven people,]” he says. “Typically you get your passport copy by fax. Those details are faxed to government systems, or they’re typed into spreadsheets and sent by email. This is hugely, hugely insecure. Fax and email are probably the most insecure way of doing it. Yet traditionally, that’s how this data goes around. At Stratajet, of course, that’s not the case. People upload their passport details straight onto our servers, and they’re stored, encrypted, protected.

“The threat to security doesn’t come from companies like mine, because everything is encrypted and stored in a way that nobody can get at it,” he says. “The true threat to security actually comes from the people who do it manually.”

—Angus Batey
A Floored Business Model
At NC Carpet Binding:
Supplier to 50 NBAA Exhibitors

Did this guy come to the wrong show? It’s business aviation and he’s selling sewing machines at Booth 745.

Try getting the FAA to sign off on a passenger cabin adorned with a Walmart rug thrown on the floor and you have your answer. Everything in aviation has to be just “sew,” and Mal Maher, CEO of NC Carpet Binding & Equipment, has been bobbin along to NBAA Conventions for 16 years, gathering new customers every time.

There’s hardly a major OEM that does not have finishing machinery supplied by NC to bind or serge (stabilize the edges) of the carpets that go in its aircraft. MRO contractors, too, would get the needle if they could not acquire the same machinery, as would small, dyed-in-the-wool, specialized firms dealing in executive interiors.

With pride, Maher notes that 50 other companies here on the exhibition floor this week buy his machines.

The business’s founders, Maher’s grandfather and uncle, got weaving in 1947, and they invented the first bobbin-less carpet binder in 1959. As if caught in a time warp, the company has been weft as a family-managed concern – a tufting in today’s business world.

Aviation OEMs may be good at making airplanes, but they can be clueless when it comes to carpets, confides Maher. They are hooked on the floored strategy of employing old finishing machines that would be condemned out of hand if making aluminum or composite aircraft parts, and, even then, they don’t understand all their machine’s capabilities.

One business target for NC Carpet this week is the sale of complete workshop-sets of integrated finishing machinery to replace the hodgepodge of equipment some OEMs have built up over decades. Upgrade imperatives are looming; there’s no twine like the present.

—Paul Jackson

True Blue Certified on Cessna and Bombardier

True Blue Power has announced that the FAA has issued STCs for the company’s TB44 (46-amp-hour) lithium-ion batteries on Cessna Model 208 and 208B Caravans, and Bombardier Dash-8 100/200/300 Series aircraft. “Whether carrying cargo for Federal Express, medical supplies in Africa, fisherman in Alaska, or fare-paying passengers in Canada, Caravan and Dash-8 operators around the world require consistent and reliable power. The TB44 delivers that and more,” noted Rick Slater, director, True Blue Power (Booth 2050). Additionally, True Blue has been granted an STC for its TB17 (17-amp-hour) lithium-ion batteries on Robinson R44 helicopters.

JSSI Expands Tip-to-Tail Coverage

Jet Support Services Inc. (JSSI, Booth 2085) has announced that its Tip-to-Tail Program is now available for the Dassault Falcon 8X, the Embraer Lineage 1000 and the Airbus family of ACJs, including the ACJ318, ACJ319 and the ACJ320. First introduced in 1997, the Tip-to-Tail Program includes coverage for the airframe, engines and APU. The three newly introduced JSSI programs include coverage for the Pratt & Whitney Canada PW307D engines on the Falcon 8X, the GE CF34-10E7-B engines on the Lineage 1000, and the CFM56 engines on the Airbus ACJ family, along with complete airframe and APU coverage.

Alaska Aerofuel Named Finalist for ‘Best FBO’

Alaska Aerofuel has been nominated as a finalist for the 2016 “Best FBO” award by members of the Asia Business Aviation Association (AsBAA). Alaska Aerofuel is the only U.S.-owned FBO nominated as a finalist. It is also the only FBO nominated that is located outside of Asia. AsBAA will announce this year’s award winner at its Icons of Aviation Charity Gala to be held in Hong Kong on Nov. 6. Alaska Aerofuel is a locally owned and operated company with a full-service FBO for business and general aviation customers flying into Fairbanks International Airport.

Gogo Vision Adds Multi-Language IFE

Gogo Business Aviation (Booth 1844 and Static Display) is expanding its inflight entertainment (IFE) service, Gogo Vision, to better serve its international customer base by offering studio-licensed movies and TV episodes in seven languages. The enhanced language capabilities are part of a larger initiative to provide the broadest entertainment offerings for customers worldwide to choose from while in flight, and will be available in early 2017. Audio tracks for movies and TV episodes will be available in English, French, German, Italian, Russian, Spanish and Swedish.

ExecuJet Sydney Wins Bombardier ASF Award

ExecuJet Sydney has been awarded the Bombardier “International” Authorized Service Facility (ASF) Excellence Award. Announced yesterday at NBAA, the award recognizes ExecuJet’s commitment to serving Bombardier Business Aircraft customers with an exceptional customer service experience. This year’s accolade marks the sixth time that an ExecuJet Aviation Group facility has won the award. ExecuJet’s Sydney ASF is complemented by the Melbourne and Perth facilities in Australia and supports Australian-based Bombardier operators as well as visiting international operators requiring assistance in the Australia and Pacific region.
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Visit us at NBAA Booth #557
An Olympic Springboard for Japanese Business Aviation

The 2020 Games will bring extra visitors – if they can squeeze in. Japanese airports are modifying their attitude.

When a foreign government holds an unprecedented press conference at the NBAA Convention to underscore its commitment to handling more business aviation visitors, you can be sure it is in earnest – or as earnest as its national culture permits.

The Japan Civil Aviation Bureau (JCAB) is looking forward to the 2020 Olympic Games and back to the past three years, during which foreign aerial visitors have doubled, spending a welcome $25 billion in the process. There is still public hostility toward bizav in Japan – and no legislation to permit fractional ownership – but four national bodies are occupying a block of booths here at the Convention to put over the message that they are pushing against the self-limited horizons.

Narita Airport (Booth 4465), JCAB (Booth 4556), Aichi Prefecture (Booth 4463) and the Japan Business Aviation Association (JBAA, Booth 4565) are reminding visitors of the improvements made at Narita since 2012 in the form of a dedicated bizav gate; faster cross-airport travel; a new hangar; and a modest increase from 21 to 26 parking spots for business aircraft.

Similar achievements in the same timescale have improved access to Haneda Airport, most notably in freeing up arrival slots and squeezing in more parking spots. And at Kansai International, a “fast lane” for business passengers has been in place since March.

Higher level, the Japanese government recently reduced the advance notification requirements for business aircraft visiting the country, typically from 10 to three days.

This is all music to the ears of Kazunori Morisaki, deputy secretary-general of the JBAA, who is in the U.S. this week to represent the interests of business aviators at home and abroad. The ‘Japanese NBAA’ is lobbying its government for “more slots and more spots” in the run-up to the Olympics.

Meetings are arranged with Brazilian equivalents to learn how that country handled its Olympic air traffic.

Tokyo airports are a priority for further bizav liberalization, “but nothing is decided yet.” Could this include temporary availability of military air bases during the Olympics? The U.S. installation at Yokota, just west of Tokyo, for example? The JBAA is pushing for the USAF base to take, at least, N-registered Games traffic and is still awaiting an answer.

Regarded as an advancement of sport and international companionship, the Olympics could also advance the interests of Japanese business aviation.

—Paul Jackson
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Wichita is celebrating its 100-year anniversary as the Air Capital of the World at NBAA 2016.

The Greater Wichita Partnership and 19 other suppliers and organizations involved in the business aviation industry are sharing an exhibit and recognizing a century of aviation pioneers, leaders and innovators at the show (Booth 653).

In September 1916, the first full-scale manufacturing facility became operational in Wichita.

It was then that Clyde Cessna, a Kingman County farmer in Kansas, signed a contract to begin manufacturing aircraft in a corner of the J.J. Jones Car Co. building. Cessna flew his first aircraft in May 1911. Five years later, he was ready to build them.

The Greater Wichita Partnership, Wichita’s economic development organization, has its largest number of partners showcasing the city and its aviation industry at this year’s NBAA.

“We are proud to have our largest NBAA delegation to date attend the trade show to promote business in the Air Capital of the World and help us celebrate 100 years of blazing the aviation trail,” said Jeff Fluhr, president of the Greater Wichita Partnership, an economic development organization.

Companies promoting products and services at the booth include Associated Industries, BodyCote, Butler County, C.E. Machine, City of Wichita, GLMV Architecture, Harlow Aerostructures, Harvey County, Hutton Construction, Image Resources Group, Kansas Department of Commerce, National Center for Aviation Training, Omni Aerospace, Professional Engineering Consultants, Sedgwick County, SouthWind Global Aviation, Wichita Aero Club and the Wichita Airport Authority.
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U.S. Firms Migrate to MEBAA

The 2016 show at Dubai World Central expects 27% of its exhibitors to be from the U.S.

Packing their bags at the end of this week's Florida bizav show, more than a few exhibitors will be heading for the even warmer climes of Dubai, where the Middle East & North Africa Business Aviation Association’s seventh regional event will take place Dec. 6–8. Of 460 exhibitors at the MEBAA Show 2016, at Dubai World Central Airport, 27% are expected to be from the U.S.

MEBAA (Booth 889) says the business aviation industry in the Middle East is booming, with Dubai as its hub. Exhibitors are up 10% over the last show two years ago, and the visitor numbers are predicted to reach a new high of 9,000 over the three days.

From the U.S. are coming Boeing Business Jets, Greenpoint Technologies and Jetcraft, while others will have traveled from Asia, Africa and the Middle East, with the UAE still heavily represented, at almost 20% of exhibitors.

The U.S. Pavilion, managed by Kallman International, gives companies exposure to the burgeoning Middle East market to take advantage of its networking and business opportunities.

“There really is an appetite for business aviation in the Middle East,” says MEBAA founding chairman Ali Alnaqbi. “There really is an appetite for business aviation in the Middle East. This has come to the attention of companies outside the region too; we are pleased to welcome so many exhibitors from the U.S. and farther afield. They know that the MEBAA Show is the ideal place for the industry to meet and do business with professionals from the region and beyond.”

—Paul Jackson

MEBAA Celebrates a Decade of Growth

This year marks the 10th anniversary of the establishment of MEBAA by Ali Alnaqbi, and the organization has come to represent business aviation in 24 countries in the region.

“We have become the reference for anything to do with business aviation,” says Alnaqbi. Regulators now turn to MEBAA for advice on issues, and few in the industry launch new products without seeking an opinion.

Alnaqbi says one of MEBAA’s greatest achievements has been the fight against “gray” and illegal charters in its campaign to bring business aviation to the same standards as the West.

MEBAA is instrumental in other areas, too. For example, its staging of a biennial business aviation show in Morocco (next year’s will be in Marrakech) has caught the attention of authorities there and convinced them the country needs to encourage business aviation rather than neglect it as in the past.

For example, the Moroccan government has granted the first licenses for FBOs, to Jet Aviation and Swissport Executive, which will set up 10 facilities at 10 airports.

“Can you imagine the country logged 11,000 business aviation movements last year despite having no licensed business jet operators, no FBOs and only very limited maintenance facilities? It is ripe for the development of infrastructure.” Now the government is encouraging growth, he says.

—John Morris
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Please visit us at NBAA Booth# 1882 inside display and at Booth# S-39 outside static.

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*Comparison of overall annual operating costs of a Cessna XLS+ with those of a Piper M600, using the Conklin & de Decker Aircraft Cost Evaluator.
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respect for the environment and high technology.
The ability to fly supersonic over land will be the game changer for supersonic business jets, but that’s not likely to happen for another 10 to 15 years, says Gulfstream, which is actively but quietly studying the concept.

“The earliest will be 2025-2030,” says Dan Nale, SVP for programs, engineering and test. “That’s the earliest the ICAO process can change the rules to allow it.” Meanwhile Gulfstream, which has conducted more studies into supersonic flight and mitigation of the sonic boom than any other business jet manufacturer, continues to carry out original research, participate in regulatory issues and undertake paper studies.

“We’re doing a lot of the preliminary design studies,” says Nale, who believes the sonic boom and engine emissions from flying that fast at altitude will be the two major issues to overcome. Next step is for NASA to fly its proposed supersonic demonstrator, on which it is working with Lockheed Martin. “Gulfstream is involved as part of NASA’s consulting review panel,” he adds.

Gulfstream (Booth 250) believes the aircraft must be shaped to minimize the boom, and to that end it earlier test-flew an extending nose on a NASA F-15. That Pinocchio-like proboscis is now on display in the lobby of the company’s advanced acoustics lab in Savannah.

—John Morris

Boom Technologies
Denver-based Boom Technologies is developing a 50-seat trijet that will cruise at Mach 2.2 for the same ticket price as subsonic business class. The aircraft, which like the Aerion and Spike concepts is designed to operate supersonically over water only, has since been stretched to seat up to 50 and reconfigured as a trijet to permit immediate use on long oceanic routes.

Although aimed primarily at the airline market, the aircraft will serve the large, long-range business jet sector, says Boom Technologies CEO Blake Scholl. “It has double the size of the Gulfstream G650 cabin, and, surprisingly, the operating cost per nautical mile is pretty similar to the G650. You get more miles out of the hour,” says Scholl, who adds that the Boom aircraft will be “a really attractive story for the fractional companies.” Boom is developing a one-third-scale
prototype, dubbed XB-1, at its Centennial Airport facility in Denver, which will be used to verify key elements of the design and aerodynamics. The demonstrator, which will be powered by three General Electric CJ610 turbojets, will be used to expand the subsonic flight envelope in Colorado starting in late 2017. Supersonic flight tests will then be conducted in California, in the restricted airspace around Edwards AFB. As engine selection is the pacing item for the entire project, Boom intends to down-select to the appropriate core in 2017-2018 to enable entry into service by 2023.

HyperMach Aerospace
HyperMach Aerospace (Booth 4266) is developing an innovative hybrid turbofan ramjet-powered business jet that will cruise at 80,000 ft. and fly close to the edge of hypersonic speed at Mach 5. Dubbed the HyperStar, the aircraft will carry up to 36 passengers on routes up to 7,000 nm. HyperMach plans to announce its airframe partner in the second quarter of 2017 and is preparing to begin high-speed wind-tunnel tests at an undisclosed site in Europe in May. Low-speed wind-tunnel tests, which will take place in the U.S., are set to begin next June.

Sonic boom will be mitigated by the use of electromagnetic drag reduction technology (EDRT), which will generate a plasma ion field around parts of the structure to activate a form of laminar flow control. The plasma field is intended to not only help reduce heat flux loads on the HyperStar’s ceramic composite skin but to also reduce the source of shock waves to lessen the N-pressure wave that causes the sonic boom.

First full engine run of the aircraft’s equally innovative H-Magjet 5500-X powerplant is targeted for 2019. The 76,000-lb. thrust hybrid turbofan ramjet has no conventional shaft and will instead be based around a superconducting turbo power core ring, an ion plasma injection combustor and an electromagnetic compressor and associated bypass fans.
Pilot Report: Embraer Enhanced Vision System

HUD has both enhanced and synthetic vision.

Last Thursday evening, we strapped into the left seat of Legacy 500 s.n. 52, Brazilian badged as PR-LKT, for a brief demonstration of the improved performance of its Rockwell Collins HGS-3500 compact head-up display, EVS-3000 multi-spectral enhanced vision system and synthetic vision capability. This is Embraer’s first aircraft to have the certified version of E2VS, short for Embraer Enhanced Vision System, that was FAA approved in September as an enhanced flight vision system in accordance with AC90-106A. It can be used for credit to fly as low as 100 ft. above the touchdown zone elevation before the flight crew must see the runway environment with unaided vision in accordance with FAR Part 91.175i. When the HGS-3500 is displaying synthetic vision background imagery, it cannot be used to fly down to lower than published approach procedure minimums.

Accompanied by Sydney V. de M. Rodrigues, senior demonstration, instructor and Legacy 450/500 standards pilot, in the right seat and Peter Kruger, senior demonstration and safety pilot, on the jump seat, we taxied out from Embraer’s Melbourne, Florida, ramp. Even though the weather was too clear to show off all of the system’s capabilities during low-visibility approaches, its value became apparent as soon as we started rolling down Taxiways G and K toward the approach end of Runway 09L. We could see the thermal image of Embraer’s taxi director on the ramp, pavement edges and the taxiway and runway paint strips. The thermal image is slightly offset to the left from the actual pavement and paint stripe due to parallax between the left-side mounted HUD and center-mounted EVS-3000 camera array.

The long-wave IR sensor of the EVS camera array enabled us to see down the taxiway two or three times farther than we could using our own eyes and the aircraft taxi lights. The short-wave IR and electro-optical visible light sensor enabled us to see both incandescent and LED sodium vapor/mercury vapor light sources. We also could see the infrared exhaust signatures of proximate turbine aircraft, but not the four-cylinder Piper Cherokee in the left traffic pattern.

Cleared for takeoff, we advanced the thrust levers until the autothrottles engaged. The lightly loaded aircraft had a 1:2.15 thrust-to-weight ratio, so acceleration was brisk. When Rodrigues called “Rotate,” we were reminded why the Legacy 500 is such a pleasure to fly. Pitch response to the sidestick input was crisp but well damped. It was easy to follow the flight director cue in the head-up display.

We settled into a comfortable 180 KIAS climb. Tower asked us to maintain the 094-deg. runway heading until 1,500 ft. for noise abatement. After switching over to Orlando Departure, we were cleared to climb south-easterly through broken cumulus to 5,000 ft. MSL. We could see the shapes, sizes and tops of the clouds both in the HUD and on the head-down displays with the help of the EVS IR sensors. Rodrigues showed us how to use the background imagery on/off button on the left sidestick to check visibility with unaided vision. That check is essential when flying approaches down to minimums. You have to be able to see the runway environment with unaided vision at 100 ft. MSL.

For the first approach back at Melbourne, though, Rodrigues elected to switch to synthetic vision for the background imagery so that we could see how it works in comparison with enhanced vision. SVS, as it uses the aircraft’s own TAWS terrain database, will provide situational awareness even if the clouds are so dense that they obscure the view of the enhanced vision camera array. SVS provides dome images over nearby airports, high-resolution terrain contours, lead-in lines to runway centerlines and runway outline imagery. In addition, in clear weather it can help visually pick out airports and runways in urban areas that often can disappear in a sea of lights from buildings, roads and housing developments.

Switching between SVS and EVS for background HUD imagery requires use of the cursor control device and a series of drop-down menus.

As we approached Runway 09R using the RNAV (GPS) LPV procedure, SVS showed us the extended runway centerline. The closer we came to the airport, the larger the runway outline image became. At the published 232 ft. MSL (200 ft. AGL) DA, we executed a go-around and set up for the ILS Runway 09R.

This time, we switched from SVS to EVS imagery. As we peered through the HUD, it was quite apparent that improvements have been made by Rockwell Collins and Embraer to the multi-spectral EVS camera since we first flew the system in Brazil. The gains between the two IR sensors and low-light camera have been harmonized to provide a more realistic image of lights, terrain and pavement. We could see I-95 and Ellis Road, for instance, east of the airport.

Rodrigues called “minimums” at the ILS 232 ft. decision height, and we replied “continuing.” We flew down to 132 ft. MSL, switched off the EVS to take a brief look at the runway, and executed a second go-around.

Conclusions? The combination of HGS-3500 and EVS-3000 provides tangible cost benefits in the form of being able to fly down to lower-than-published minimums. Intangibles include flying with VFR precision and smoothness in IMC and much-improved situational awareness. Embraer is pricing HGS-3500 at $275,000 and EVS-3000 at $275,000, if they are purchased separately. Together, the package will be available for just over $500,000. That’s roughly half the cost of conventional stand-alone HUD/EVS packages. Apparently, many Legacy 500 buyers see the value of the system. Before it was certified, more than half of the customers were ordering their aircraft with provisions for both systems. Now that it’s FAA and EASA approved, 80% of operators with HGS/EVS provisions are installing the system.

—Fred George
The People’s Airplanes

The four candidates topping the national ballots next week have been taking advantage of the speed and privacy of business aviation as they crisscross the country.

Without general aviation, says a charter supplier to the Democratic ticket, “It would be an impossible chore.”

The campaigns have been facilitated using Boeing, Citation and Falcon jets, and Sikorsky helicopters. Hillary Clinton and Donald Trump fly private, as do VP candidates Tim Kaine and Mike Pence.

Clinton shifted on Labor Day to a 737-800, on which she now carries both campaign staff and reporters. The aircraft, tail number N881XA, is registered to AerSale USA and operated by AerSale’s Xtra Airways unit.

A Falcon 900B from Executive Fliteways formerly used by the Democratic candidate is now being used by her running mate, Virginia Sen. and Democratic VP candidate Tim Kaine.

Florida-based AerSale specializes in mid-life aftermarket aviation flight equipment, offering used aircraft, refurbished in-house, as an economic alternative to new jets. It claims FedEx, Taiwan’s Eva Air, the charter carrier Air Atlanta (Icelandic), Iberia Mantenimiento, Asiana Airlines and Thai among its customers, as well as NASA, for the space agency’s “Flying Laboratory” DC-8.

Coral Gables-based Xtra Airways, the former Casino Express, was acquired by AerSale’s principals in 2014. Xtra is an FAR Part 21 operator specializing in flexible and reliable lift for group air travel, “accommodating sports teams, corporate incentive groups, entertainers, civic leaders, students, or any other group” – including campaign organizations.

Xtra operates both 737-400 and, as for Clinton, 737-800 jets.

The Democratic nominee made news earlier this year when it was reported that her campaign had spent upward of $2 million with Executive Fliteways, where her preference was for a Falcon 900B trijet, one of the Long Island-based operator’s large jets.

“This is the one place where you do buy time,” Executive Fliteways president John Grillo says of charter travel.

Donald Trump made aviation news this year as it was reported that the registration on his Cessna Citation X, tail number N725DT was allowed to lapse. The 1997 airplane had been registered to DJT Operations but ownership shifted to another Trump entity, DT Endeavor I, avoiding a potentially lengthy re-registration process. Trump told The New York Times that re-registration notices for the Citation X were sent to the wrong address.

The Trump organization also operates its flagship 757-200 (tail number N757AF, registered to DJT Operations), which was built in 1991. The aircraft was reportedly owned by Paul Allen of Microsoft, and Trump bought it in 2011.

Trump has been pictured numerous times with Sikorsky S-76B helicopters bearing his eponymous insignia: a black aircraft (tail number N76DT) built in 1989 and registered to DJT Aerospace, and a white machine (tail number N76TE) built in 1990 and registered to DT Connect.

Reporters following Trump are flown in a 737-400, tail number N752MA, built in 1996 and brokered from Miami Air by the Trump organization.

The barnstorming has all been made possible by the flexibility afforded by private aviation.

“We go into many small airports,” says Executive Fliteways’ Grillo. “There are more than 5,000 airports in the country and the airlines only fly into a few hundred of them.”

“They have demanding schedules,” he says of the political teams. “Sometimes their days are so long we have to assign another crew. Their demands were always met and that’s the way it is in private aviation.” —Rich Piellisch
Questions for Charles E. Priester
Charles E. Priester, Chairman, Priester Aviation, Chicago Executive Airport, Wheeling, Illinois

1. Priester has been a regular exhibitor at the NBAA Convention, but it’s not on the list this year. What gives?

Priester: It’s true that we’ve attended and exhibited at most of the conventions over the past 30 to 35 years. The NBAA Convention is business aviation’s premier event and a must-attend to stay up on things. But as a charter and aircraft management company, we thought this time around it might be more productive for our team to wander the aisles and attend the seminars to get a better feel for the industry, its challenges and its trends. But you can count on us being back on the convention list in the future.

2. It’s old news at this point, but what was behind your decision to sell Pal-Waukee and your FBO?

Priester: The early turbojet engines were so inefficient, every jet that landed needed fuel – and we had the monopoly on that. Life was good for a long time. However, the arrival of turbofans meant they didn’t have to fuel. Moreover, we were being taxed at a hefty rate and didn’t have any zoning or liability protection. The only way to ensure the airport’s longevity was to transfer ownership to a government entity, which we did in 1986, and its name was changed to Chicago Executive 20 years later. As for the FBO, we knew we had to develop a chain or get out of the business since a sole location couldn’t compete. In the end, Signature took it over.

3. How goes the management business?

Priester: Very good, thank you. When we decided to concentrate on that aspect of the business in 2001, we began with seven aircraft. Now, 15 years later, we’ve got 80+ aircraft in our fleet, with more on the way. We operate five Challenger 350s for VistaJet. We have about 30 in the Chicago area – 13 at PWK – and the rest, turbine only, are spread across the U.S. We did have a few aircraft based in Hong Kong, and one operator spends half the year in Thailand. We expect that our international customer base will grow.

4. And charter?

Priester: Half of our fleet is available for charter, with a few aircraft dedicated to that purpose, and we hope to add more. We do both retail and wholesale charters, split roughly 50-50, so both groups are important to us. We have a retail sales group and sell to wholesalers through Lionheart Aviation Group, a subsidiary of ours. Lionheart also finds lift when we can’t provide it through Priester aircraft.

5. Where to from here?

Priester: We had hoped the main runway at PWK would be extended to 6,500 ft. to allow operations of fully loaded ultra-long-range aircraft like the G650. Were that to happen, they’d be calculating airport property value by the square inch rather than the square foot. But I don’t think there’s the political will to extend it, which is too bad. As for Priester, we’re continuing to grow, both in FAR Part 91 and 135 operations, and especially internationally, the fastest-growing of our segments. We’ve got the people, know-how, systems and vision to keep expanding and going 24/7/365. Our service is extremely highly rated; in fact, ARGUS just completed an evaluation and found zero discrepancies. Zero. So, where to from here? Up!
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