

GLOBAL BUSINESS JET

ISSUE 42

THE NEWS MAGAZINE FOR INTERCONTINENTAL BUSINESS JET OWNERS

JUNE 2005



Great design is no longer a luxury

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Business travellers drawn to Windy City

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Wide and comfortable CL604 still popular

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CHALLENGER 600

Scott opts for 'living room feel'

Scott Aviation has taken delivery of a Challenger 600. The aircraft joins a charter fleet that already includes Gulfstream IIs and Hawker aircraft.

The Chicago-based Challenger will be used for domestic charters in the US, as well trips to Mexico and Canada.

For full story, see page 3

FALCON 900EX

Belgian operator welcomes long range trio

Belgium's Flying Group has taken delivery of a Citation X, a Falcon 900EX EASy and a Challenger 604, bringing its fleet tally to 14.

In addition, the company has ordered six new aircraft, scheduled for delivery between the end of April 2006 and the end of 2008.

Amongst the aircraft on order are a Falcon 7X, scheduled to join the fleet in 2008, and a Falcon 900DX EASy, scheduled for delivery in April 2006.

For full story, see page 3



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Long range demand met by GV and CL604

New World Aviation intends to meet demand for trips to the Far East, Australia, Africa and Europe with the addition of a GV and a Challenger 604 to its charter certificate.

The two aircraft join another GV, GIV and three GIIIs on the

company's fleet.

Pictured above are (l to r): Barry Panasik, chief pilot; John Ellard, director of charter; Larry Hemberger, vice president sales and Paul Schulte, executive vice president sales.

See page 4 for full story.

Saudi operator orders three G350s with more on the horizon

Saudi Arabia's National Air Services (NAS) has signed a letter of intent with Gulfstream Aerospace to order three mid-range G350s. The company already operates three G300s, which were ordered less than two years ago, and three GIV/GIV-SP models.

As well as providing aircraft charter, management, operations support and project management services, NAS is the Middle East representative

of NetJets, offering fractional ownership and leasing.

Said NAS president and ceo Mohammed Al Zeer: "Considering the ongoing exponential rate of growth we are experiencing, I have no doubt that we will be securing further Gulfstream aircraft in the very near future for our NetJets Middle East fleet."

The company, which is the only licensed private aircraft operator in Saudi Arabia, is

planning to launch a scheduled vip shuttle service between Riyadh and Jeddah, coupled with ad hoc charter services throughout the Middle East.

The letter of intent states that the 14-passenger G350s are scheduled for delivery in 2007, and that the finance for the aircraft will most likely come from Bahrain's Arab Banking Corporation, guaranteed by the Export-Import Bank of the United States.

Imagination allowed to run wild in giant Airbus A380-800 interior

Integrated design specialist Edése Doret Industrial Design has produced interior designs for an A380-800 vvpv cabin.

"Designing the Airbus interior was incredibly challenging mainly because there was no road map to work from," said Edése Doret, the company's president.

"We are used to working on large cabin interiors having previously worked on Boeing 747-400s and the SP variant.

"When we began working on the interior architecture, there was no other designer out there working on a A380-800, so we were basically breaking new ground.

"At best, we only had the data that was supplied by Airbus. Like all other aircraft, you are confined by the aircraft parameters. We were also supplied with data on the flex zones of the aircraft which governed where galleys and lavatories can be located.

"With that information, we were off and running to create develop a layout that met the requirements of the end user," said Doret.

The sheer scale of the aircraft caused its own difficulties. "The aircraft is massive; you basically have two A330s, which in themselves are large aircraft, one on top of the other.

"After working through various layout options, we came up with something that would compliment the spaciousness of the cabin. "Rather than hide the fact that you are on an aircraft, we highlighted it by creating new sidewall and window panels and eliminated the traditional side ledge and window shades.

"For the lighting we opted for the parabolic lens developed by 3M to diffuse the light coming into the cabin.

"Initially, we compartmentalised a lot of the main and upper deck. A decision was made to move in a different direction by going with an open plan. On board, you basically have

an unobstructed view from the entry lounge (at the number one door) to the dining area (near the number four door).

"We used this design feature to accentuate the lines of the aircraft with the sidewall and ceiling panels," explained Doret.

Despite the design challenge, there are advantages to having the huge amount of space the A380 offers: "The main advantage is that you can really let your imagination run wild.

"There is just so much space in the cabin that you can devote more space to areas such as the lounge and dining/conference area and also create areas that one would normally not have space for in a regular business jet.

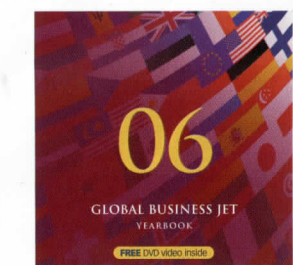


The A380 interior features areas not usually found in business aircraft.

"Keep in mind that we took advantage of all of the usable space on the A380. We developed a crew rest room with small galley in the lower lobe, as well as a communications room," explained Doret.

A project of this magnitude comes with a huge price tag, which narrows the target market. "In terms of potential customers, using the A380-800 as a business aircraft is really only going to appeal to anyone with very deep pockets and the courage to undertake a programme of this magnitude."

New York based Edése Doret Industrial Design specialises in producing interiors for government, corporate and commercial aircraft and yachts.



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