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customers want gold and platinum accents on their dinnerware.

Red and gold colours are popular among its Russian customer base, and the company even managed to create a handcrafted sturgeon fish for the top of a caviar dish. Within Africa it has won head of state commissions to put the presidential seal and coat of arms onto dinnerware, on one occasion using platinum.

Vice president of sales and business development Philip Brunger has noticed that the European market is moving towards a slightly more contemporary look whereas the American market enjoys something more traditional. But overall there is general shift towards modern, clean lines and a mixture of textures: matte with gloss finishes and interesting designs on dinnerware.

## Careful design extends to EMS

Swiss EMS and search and rescue avionics and electrical systems design company Kuerzi Avionics has fitted out EMS/HEMS equipped aircraft and defines three categories of equipment: special EMS equipment such as stretchers, cabinets, drawers, stowage and

oxygen bottles; medical instruments and medicine required for intensive care and life saving such as defibrillators and patient monitoring; and electrical systems for the distribution and supply of power to medical instruments.

These categories must be designed in common in order to harmonise in function and coordination, and the equipment needs to be flexible, modular, lightweight, robust, easy to handle, reliable, versatile, safe and easy to clean for multi-mission flights, and easy to install and remove. Much thought even goes into the mattress which must be comfortable and ergonomic, and as with all equipment on board, the edges need to be protected in order to avoid injury to crew and patient.

Kuerzi Avionics has designed a modular multi-mission system where the goal is to reduce the workload of the medical crew and pilots while being robust enough for every day air ambulance operation. The electrical system has to accommodate the power requirements in different voltages, power consumption and stability, and the correct outlet plugs for the different medical instruments need to be installed.

LEDs are operating theatre-effective, yet dimmable for ambient light conditions, and during night flights the pilots use night vision goggles so the cabin needs to be illuminated with special NVG lights. Oxygen bottles must be pressure controlled with remaining levels displayed on a control panel, and there should be a heated medical drawer for blood conserves with an electrical control circuit to assure and control a constant temperature. App control for the lighting system is available now, and will eventually extend to cover oxygen pressure and medical instrument monitoring as well as sending real-time signals ahead to the hospital or ground station.

Flying Colours has had requests to combine medevac layout in the front of the cabin with business class seating in the rear, which they suggest comes down to owners looking at options for offsetting the cost of operating the aircraft. Seeking specialised treatment will often require a mid- or long-range flight to access a leading medical expert, hence the charter of medevac aircraft is on the rise. The company also considers that, as the global travelling population increases, so the need for repatriation during a medical incident has grown.

## Incorporation of technology

Much thought is given to different galley styles, floor plans and materials. Business aircraft owners have become increasingly knowledgeable and more interested in the details and this trend benefits the entire industry by accelerating design innovation while allowing for greater understanding of how far one is able to push the limits of aircraft interior design.

Cabin pressurisation is paramount for comfort and this has undergone profound improvement in recent years. As aircraft fly higher to gain more performance, technology has followed suit to keep cabin pressurisation at significantly lower levels.

From a regulatory perspective, Zenith Jet is closely watching the lobbying efforts by OEMs to have fortified cockpit doors installed on aircraft with an MTOW greater than 100,000lbs such as ACJs, BBJs, Lineages and G650s. "Depending on how this process advances," says Tsopeis, "there could be a significant impact on many business aircraft owners and operators." ■

## MARKETPLACE

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The first production Longitude at Textron Aviation's Plant IV manufacturing facility.

# Textron Aviation's first Longitude rolls off the production line

Textron Aviation has rolled out the first production unit of its clean-sheet super midsize Citation Longitude. FAA certification is expected by the end of this year, with EASA approval set to follow in 2018. The first European customer has been named as Travel Service, as reported in *EBAN* last month. VP of sales for the EMEA region Tom Perry says that the operator is a 'classic' customer, and he expects to see uptake from the Middle East and Moscow too: "Travel Service is a public transport operator and currently operates Sovereigns. The Sovereign has served customers well, but what the Longitude will offer is that extra range and cabin comfort for passengers. They will be used to the double club configuration but they are really going to enjoy the wide body cabin experience. The aircraft is flying further so it has more amenities on board, including an inflight accessible baggage compartment.

"I haven't flown on it myself but I know a number of people that have who say it is the quietest Citation that they have ever experienced, and in many cases the quietest aircraft they have ever been on. That was a target we had in mind when we designed the aircraft, so it is great to get that customer feedback."

The first production aircraft, dubbed P7, is due to enter service in



According to Tom Perry, early customer feedback indicates that the Longitude is the quietest Citation that Textron has ever built.

the summer months. This aircraft will join the company's demonstration fleet imminently and will travel the world to showcase its performance and interior. "We will be starting demo tours initially in the United States, but any European customers that would like to come over and see the aircraft will be very welcome," says Perry. "The P3 model came to EBACE and there was a long line of people to see it; it was one of the stars of the show."

The Middle East and Moscow are markets with great potential for Textron, as the Longitude is a wide body and, with a range of 3,500 nm, can connect London and Dubai. "The X+ could do it in the right conditions, whereas the Longitude will lap that

up," he adds. "Moscow is typically a large cabin market, and up to now Russian clients have only been used to the more expensive and heavier ranges of aircraft, so this will be a cost-effective opportunity for them. But Malaga, Marbella and Palma will also be frequented, there is no doubt about it."

The Longitude production programme has used monolithic machining, whereby major assemblies are milled from a single piece of metal rather than assembled from smaller pieces. This reduces the number of parts and is designed to improve assembly efficiency.

The first Longitude flew in October 2016 and, to date, four test aircraft have accumulated more than 550 hours. A fifth aircraft will join the flight test programme this summer after which it is slated to enter service.

"The dedication of our team and the early success of our development programme demonstrates that we are not entering this super midsize space lightly," says senior VP of sales and marketing Rob Scholl. "We are confident that the Longitude will raise the bar in business aviation with its cabin comfort, low operating costs, long maintenance intervals and combination of speed and range."



Carl Ebdale is expanding RAS Interiors' approvals and interior certifications.



Zenith Jet president George Tsopeis highlights current efforts to improve the security of cockpit doors.

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## FBO News

### Multiflight lounge receives a facelift

Multiflight's executive lounge facility at Leeds Bradford airport in the UK has undergone a major refurbishment, and the company says that feedback has been overwhelmingly positive. "It is always our aim to be professional and friendly, providing a superior level of facilities and services and always going the extra mile for clients," says security and FBO manager Heather Borrowdale. "Yorkshire hospitality and a personal touch are the cornerstones of the Multiflight philosophy."

Multiflight, established in 1994, has invested millions of pounds in developing the south side of Leeds Bradford airport, and offers aircraft handling, security screening, VIP catering, accommodation, transfers, refuelling, hangarage and engineering.



The Air Service Basel facility often experiences a spike in traffic during the Art Basel international art fair.

### ASB celebrates successful week during Art Basel

Air Service Basel (ASB) recently welcomed guests from all over the world attending the Art Basel exhibition, which took place in the city from 13-18 June. The annual exhibition featured more than 4,000 artists from 34 countries, showcasing modern and contemporary works, in almost 300 galleries.

During the event ASB's VIP handling services, which include direct ramp access, limousine transfers and pilot and crew facilities, successfully supported more than 750 customers in a range of private and business aircraft, including six arrivals from China.

FBO manager Sandrine Schmidlin says that teamwork was crucial: "For us Art Basel is one of the busiest times of the year when even the CEO sometimes comes down on the tarmac to lend a hand. That's one of our strengths as a small FBO; we really take pride in giving every one of our guests a perfect experience and every member of the ASB team is involved in that."

"I'm incredibly proud of the team for its hard work this year and I am also grateful to our partners and the authorities involved at the EuroAirport."