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INTRODUCING THE Ae270:

Ibis Aerospace's new propjet will deliver powerful productivity and compelling economics for the business traveler. by Mike Taylor

Two things drive today's businesses: Productivity and Economics. You will already have heard from any number of sources how business aviation plays a crucial part of a company's success or failure. But how can the utilization of an aircraft for business give you an added measure of productivity, while economically allowing you to take full advantage of opportunity?

A solution is rapidly making its way onto the scene.

In the global business environment of today, any company that stays put today won't be around tomorrow. To prevail you must stay connected, communicate face-to-face, and most importantly, be flexible. The solution being proposed, by a new company with seasoned international business partners, is to own and operate a personal aircraft. But this is not just another compact jet or $1000-per-hour multi-engine aircraft.

Joint-venture Company Ibis Aerospace Ltd introduced its flagship product, the Ae270 Propjet, in 1999. And for the last three years the aircraft has evolved into a state-of-the-art, cabin class transport aircraft that offers unrivalled flexibility. With this flexibility the new Ae270 Propjet from Ibis Aerospace offers a wealth of productivity advantages. When compared to other aircraft, equal in size and often smaller, it can be acquired and operated with economy. Indeed, while travel today is a necessity of doing business, it doesn't have to be a hassle. ✈

The companies most likely to take advantage of its productivity and economics are small- to medium-sized businesses.

STANDING FOR...

First and foremost, this new aircraft is all about flexibility in terms of performance and utility. The aircraft will fly at up to 30,000 feet like most business jets. It will be capable of speeds of over 270 knots. The real benefit over commercial flight will be in its doorstep-to-destination capability. Alleviating the frustrations of traversing large airport terminals and stopover flights, the Ae270 really excels. For businesses and their suppliers that are increasingly locating in smaller communities, a personal aircraft has no match.

The benefits are also about more than simply flight performance. This new aircraft offers unrivalled capability in its ability to transport people, cargo or any combination of both. One of the Ae270's greatest assets is its large cabin. For aircraft in this class there are very few choices. The Ae270 offers all of the features of an executive aircraft, but with ample elbow room. Moreover, the Ae270's spacious cabin doesn't leave you wishing you could bring along those bulky items to make your trip complete. This aircraft provides more payload space than any light jet on the market today, all in its pressurized cabin.

MEET THE PARENTS

So what about the company behind the product? The Ae270 is, in fact, being designed and built by a team of international companies. Combined, they represent the experience of well over a century of powered flight. For example, the Ae270's primary contractor, Aero Vodochody, will engineer, certify and assemble the airframe. This is the same company that designed and built the venerable L59 light combat and L39 jet fighter trainer aircraft prevalent around the world. Major components will be supplied from as far as Taiwan. Interior finishes for the executive model will be completed in the United States.

This is a project with true international roots, hence its international appeal. Orders for the aircraft have come from around the world including Europe, Asia, Australia and Africa. The U.S. will likely see the highest population of Ae270s. Additionally, Canada and Central and South America will benefit from the strong U.S. presence.

FINISH LINE IN SIGHT

The Ae270 program has made significant strides in its development and certification. Much of the ground testing is completed. This includes static and dynamic structural analyses. Meanwhile, prototype Ae270 aircraft have flown over 450 hours on more than 420 flights. Three aircraft are presently being used in flight testing, two airframes continue to undergo life cycle testing and several eager new builds are moving down the production line.

In addition to certifying the aircraft, Ibis has been working passionately to build a world-class product support infrastructure. Its mission is "to provide Ae270 customers with timely, accurate responses. Ibis is committed to implementing a superior global support system to enhance flight operations and ownership value." But no support network would be complete without its representatives. Ibis has assembled a worldwide distribution and sales network second to none. Its authorized distributor list is comprised of the top names in the industry.

An airplane is only as good as its perception among operators. For this reason Ibis has been working diligently to market the Ae270. One area of focus is on product improvement. Many such improvements have been the direct result of feedback from prospective customers. This is an aircraft that has been designed by the market for the market. In this respect the program has been visible since its public rollout in December 1999.

SHOWING OFF

The Ae270 is already a veteran of airshow performances during its brief history. In June 2001, the prototype Ae270 ventured across Europe to perform for spectators at the Paris Air Show. A number of flight routines won the accolades of the crowd. These included short field takeoffs and landings. A high-speed pass, followed by a low speed pass, highlighted the aircraft's finesse and agility.

From discussions on the ground, many pilots are waiting anxiously to fly the Ae270 for themselves. That is an experience thus far known only by a few test pilots. These pilots are seasoned veterans of jet fighter training aircraft.

GREAT EXPECTATIONS

One of the expectations of the market for the Ae270 is to integrate the latest technology with proven systems. First deliveries of the aircraft will feature a state-of-the-art glass cockpit. Pilot side EFIS will be provided by Chelton and industry leader, Meggitt/S-TEC, will provide autopilot.

With its PT6 powerplant, the Ae270 will be viewed as a highly reliable and cost-effective aircraft. The popularity of this engine over its long history gives the assurance that maintenance services are widely available.

The PT6 engine has evolved with the Ae270 program since its inception. A decision was made by Ibis in 2002 to focus production on the higher performance Ae270, now dubbed the *Spirit* in its executive configuration. Until that time, two other engine options were being considered for production aircraft. The current *Spirit* will include the PT6A-66A delivering 1583 ESHP thermodynamic. This higher performance turbo-prop engine helps the aircraft to achieve a higher rate of climb and ultimately provides better fuel efficiency.

Being efficient and productive will help your business succeed. The future of your business depends on your mobility. By operating an aircraft like the Ae270, you can solve those critical issues of productivity and economics. The Ae270 allows you an added measure of flexibility, delivering both powerful productivity and compelling economics; judge for yourself.

AIRCRAFT DESCRIPTION

The Ae270 Propjet is a large-cabin, pressurized aircraft designed to carry up to ten people—two crew plus eight passengers. It will cover stage lengths of up to 1,610 NM with fuel reserves. The Ae270 can also be configured for bulk cargo. As a six to seven passenger executive transport it provides ease of operation, safety, economy and comfort only available in larger, more expensive aircraft. The Ae270 Propjet is redefining mission capability and economics of general aviation aircraft for today's travel needs.

■ More information from Ibis Aerospace; Website: www.Ae270.com

Ae270 SPIRIT

Pratt & Whitney Canada Engine:	PT6A-66A	
Rated Take-Off Power	850 SHP	
Thermodynamic Power	1583 ESHP	
Weights:	**Pounds**	**Kilograms**
Empty Weight	5070	2300
Maximum Takeoff Weight	8380	3800
Maximum Landing Weight	8160	3700
Fuel, Maximum	309 US Gal	1170 Liters
Maximum Wing Loading	37.1 PSF	181 kg/m2
Maximum Power Loading	9.9 lb/SHP	4,5 kg/SHP
Performance:	**KTAS**	**km/h TAS**
Maximum Cruise Speed @ Sea Level	220	407
Maximum Cruise Speed @ 25,000 ft	270	500
	KEAS km/h	**EAS**
Stall Speed – Flaps Down (36°)	66	122
Stall Speed – Flaps Up	85	158
Rate of Climb MTOW @ Sea Level	1710 FPM	8,7 m/s
	Feet	**Meters**
Certified Maximum Operating Altitude	30,000	9150
Takeoff Run @ MTOW	903	275
Takeoff Distance to 50 ft @ MTOW	1805	550
Landing Run @ LW=6615 lbs./3000 kg	545	166
Landing Distance from 50 ft @ LW=6615 lbs/3000 kg	1640	500
Maximum Range with 30-minute Fuel Reserve	1610 NM @ 30,000 ft	2980 km @ FL=30000
Maximum Range with NBAA Fuel Reserve	1420 NM @ 30,000 ft	2630 km @ FL=30000