

# BUSINESS JET TRAVELER

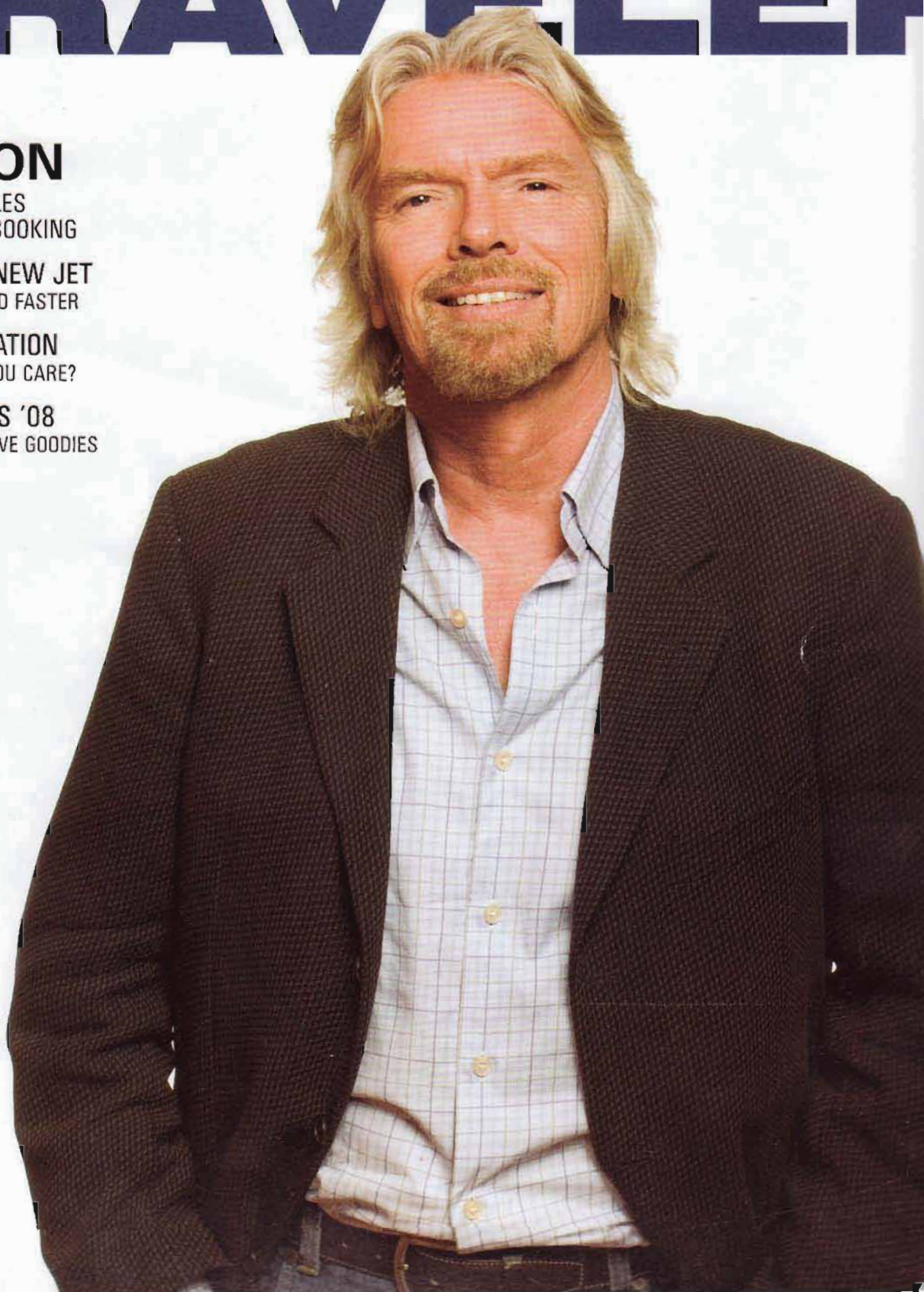
## SIR RICHARD BRANSON

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## CARIBBEAN'S LONGEST PRIVATE AIRSTRIP OPENS

The Turks and Caicos Sporting Club at Ambergris Cay has completed a 100-foot-wide, 5,700-foot-long runway, which it claims is the Caribbean's longest lighted, paved private airstrip. An adjacent facility houses customs and immigration services. The airstrip operates from sunrise to sunset and after dark by prior arrangement.



RUNWAY AT AMBERGRIS CAY IS 5,700 FEET LONG.

## PANAMANIAN RESORT BREAKS GROUND FOR PRIVATE AIRPORT

Cuna de Vida, a new brand of luxury resort, has announced the start of construction of Del Rey Airport, which it said will be the world's first full-service, private international airport. It will be located on Isla Del Rey in the archipelago of Las Perlas in Panama and will accommodate aircraft as large as the Boeing Business Jet. The terminal will house a lounge and customs and immigration services, and fueling and resort ground transportation will be available. The airport represents the first development phase of Cuna de Vida, which will include luxury resorts, a marina, spas and a restaurant.

## FEDS CALL FOR MORE STRINGENT TRAINING FOR MU-2 PILOTS

The FAA has issued a Special Federal Aviation Regulation that mandates pilot training in the Mitsubishi MU-2. The move came more than two years after the agency completed its latest evaluation of the aircraft's relatively high accident rate, which has nevertheless fallen in recent years below rates for other popular turboprops such as the Cessna 441 and Turbo Commander. *(See Used Jet Review in our February/March 2008 issue. —Ed.)*

## HOUSE AVIATION SUBCOMMITTEE PROBES RUNWAY SAFETY

During a House aviation subcommittee hearing in February, DOT Inspector General

Calvin Scovel noted that aviation stakeholders are expressing growing concern about the rise in the number of severe runway incidents. Scovel emphasized that the FAA and aviation users should implement FAA systems to alert controllers and pilots to potential runway incursions; improve runway signage and markings; reinvigorate the agency's program for improving runway safety; identify and correct root causes of runway incursions; and address air traffic controller issues, such as fatigue, through improved training.

## BUSINESS AVIATION ACCIDENT STATS SHOW A MIXED PICTURE

Business aviation accidents and incidents declined from 60 in 2006 to 56 in 2007, but fatal accidents involving U.S.-registered business jets and turboprops increased to 18 from 17, according to the latest annual report by aviation safety analyst Robert E. Breiling Associates. Fatalities also increased, from 38 to 53. These numbers include 31 Part 135 charter accidents last year (10 fatal accidents and 27 fatalities), compared with 21 accidents the year before (seven fatal accidents and 10 fatalities).

## ENTREPRENEUR DIES IN CITATIONJET CRASH

The Cessna 525 CitationJet that crashed in West Gardiner, Maine, on February 1 was owned and flown by Silicon Valley entrepreneur Jeanette Symons, an instrument-rated private pilot. The crash killed Symons and her 10-year-old son. According to the National Transportation Safety Board, the weather turned from light snow to freezing rain before the flight of the CitationJet, which reportedly was not de-iced. The NTSB said Symons did not turn on the pilot-controlled taxiway and runway lights, and the airplane reportedly went through an ice and snow-covered ditch while taxiing. Two minutes after takeoff, Symons declared an emergency and said, "We've got an attitude indicator failure." Radar contact was lost shortly after this transmission, and the wreckage was found six miles from Augusta State Airport.