Jinggong Global Adds a Second Jet
精功高杰公务机迎来第二架喷气式公务机

Jinggong Global Captains Anthony Leveil and Qi Yong.

Jinggong Global Jet Co. Ltd reports strong demand for its first aircraft fully available for charter, a Falcon 2000EX EASy that it began operating with the launch of the company last year.

It has now expanded into aircraft management with a Falcon 7X that has been added to its AOC (Air Operator Certificate).

Flexibly-based in Hangzhou International Airport, the 2000EX operates in the Asian Region and internally in China, and is expanding its availability to long-range trips worldwide.

"The aircraft is flying almost every day; we are quite amazed by the continuous demand," says Bjorn Naberhuis, Vice President for Business Development.

"We are also seeing a large variety of clients: alongside the Chinese market, the U.S. and Asia-Pacific region are large consumers of flight hours today."

With two offices in China and one in Hong Kong, a true understanding of the local market mechanisms and an extensive knowledge of the country's culture and expectations, Jinggong Global Jet has been able to approach VIP clients and increase its visibility on a large scale," says Jenny Chen, General Manager Assistant. "When targeting a specific niche clientele like ours, the best promotion remains word of mouth, and even more so in this region."

The company is here at **Booth P602**, and is showing its Falcon 2000 in the static display.

精功高杰公务机公司表示，自去年引进的首架喷气式公务机“猎鹰”2000EX EASy并进行运营以来，公司的包机市场就存在着强劲的需求。

现在凭借一架具有AOC证书的“猎鹰”7X，精功高杰的业务已经扩展到飞机管理。

这架“猎鹰”2000EX驻在杭州国际机场，主要在亚洲地区和中国内地运营，并正在研究扩展其在世界范围内长途飞行的可行性。

“飞机几乎每天都在飞行，我们对需求的持续性感到惊讶。”精功业务发展副总裁Bjorn Naberhuis说，“我们也看到了很多客户，除了中国市场，美国和亚太地区的飞行需求也很强烈。”

精功在中国大陆和香港有两个办事处，而且很了解当地的市场机制，也对相关的文化和客户期望有着深入了解。精功高杰公务机公司已经能够接触到贵宾级的客户，并大幅增加了公司的知名度，总经理助理Jenny Chen说到。“当我们瞄准特定客户时，最好的促销手段依然是公司良好的口碑，在这个地区更是如此。”

精功高杰公务机公司的展位在P602，并在停机坪展示了“猎鹰”2000EX EASy公务机。

New Beijing Airport Will Help Bizav—Dassault
北京新机场将为达索公务机带来帮助

达索公司表示，北京新机场于2019年开放，届时应该为中国的公务航空业提供一些“救济”资源，因为公务航空运营商在稳步增长的商用航空流量中很难争取到跑道资源。虽然中国政府可能会考虑把北京所有的公务航空航班整合到新机场，但公务航空业更倾向于留在更靠近市中心的北京首都国际机场，达索猎鹰亚太区总裁让·米歇尔·雅各布表示。

跑道使用权正成为中国公务机用户进一步享受便利的障碍，离港和到达时刻安排越来越困难。北京首都机场是中国最拥挤的机场，公务机用户有很多工作要做，而正在建设的新机场在开放以后，将释放目前首都机场的压力。雅各布对此表示，北京新机场的开放将对行业有很大的帮助。

The opening of Beijing's new airport in 2019 should offer some relief for Chinese business aviation as operators struggle for runway access amid healthily growing commercial traffic, says Dassault Aviation.

Although the government may consider consolidating all Beijing business aircraft operations at the new airport, the industry would much prefer to stay at Beijing Capital International Airport, which is closer to the city center, says Jean-Michel Jacob, Asia-Pacific president of Dassault Falcon.

The opening of the Daxing facility, which is under construction, will free up capacity at the current airport.

Access to runways is meanwhile becoming a further obstacle for users of business aircraft in China, and getting departure and arrival times is increasingly difficult.

Beijing Capital is the most congested of Chinese airports and also the one serving the national capital, where business aircraft users have much work to do. The opening of the airport at Daxing will be a considerable help to the industry, says Jacob.

—Bradley Perrett