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‘No stress’ wheel and brake solution from World Aero

Peace of mind is a strong driver for preventive maintenance, and nowhere more so than in corporate aviation.

First-time MEBAA exhibitor, World Aero (stand 766), applies this principle to wheels and brakes with a winning formula of fast, friendly and efficient service that’s making inroads in the Middle East.

Chief executive, Phil Randell, says the normal practice in commercial aviation, where replacement parts are strategically stockpiled, is to leave wheels and brakes on the wing until they have only a day or two of operational life remaining.

In corporate aviation, operators more often take advantage of scheduled downtime to replace parts. “Rather than leaving a wheel on the aircraft until it’s worn out, they get the work done in good time and, for the rest of the year, don’t have any issues,” said Randell.

“Business jet operators don’t want the hassle of a leaking brake or worn-out tyre when they’re down-route, so owners are happier to carry out preventive maintenance. They sacrifice a little value for no stress further down the line.

“I’m not saying money is no object in business aviation, it’s just less cost-sensitive than civil aviation.”

Randell says customers e-mail World Aero with when and



World Aero CEO Phil Randell

where their aircraft will be undergoing maintenance, giving him time to ship units in for swap-out.

The units replaced are refurbished at the MRO’s shop in Sussex, UK, ready for re-use. Its capabilities cover a huge swathe, including products from Goodrich, Honeywell, Meggitt and Messier-

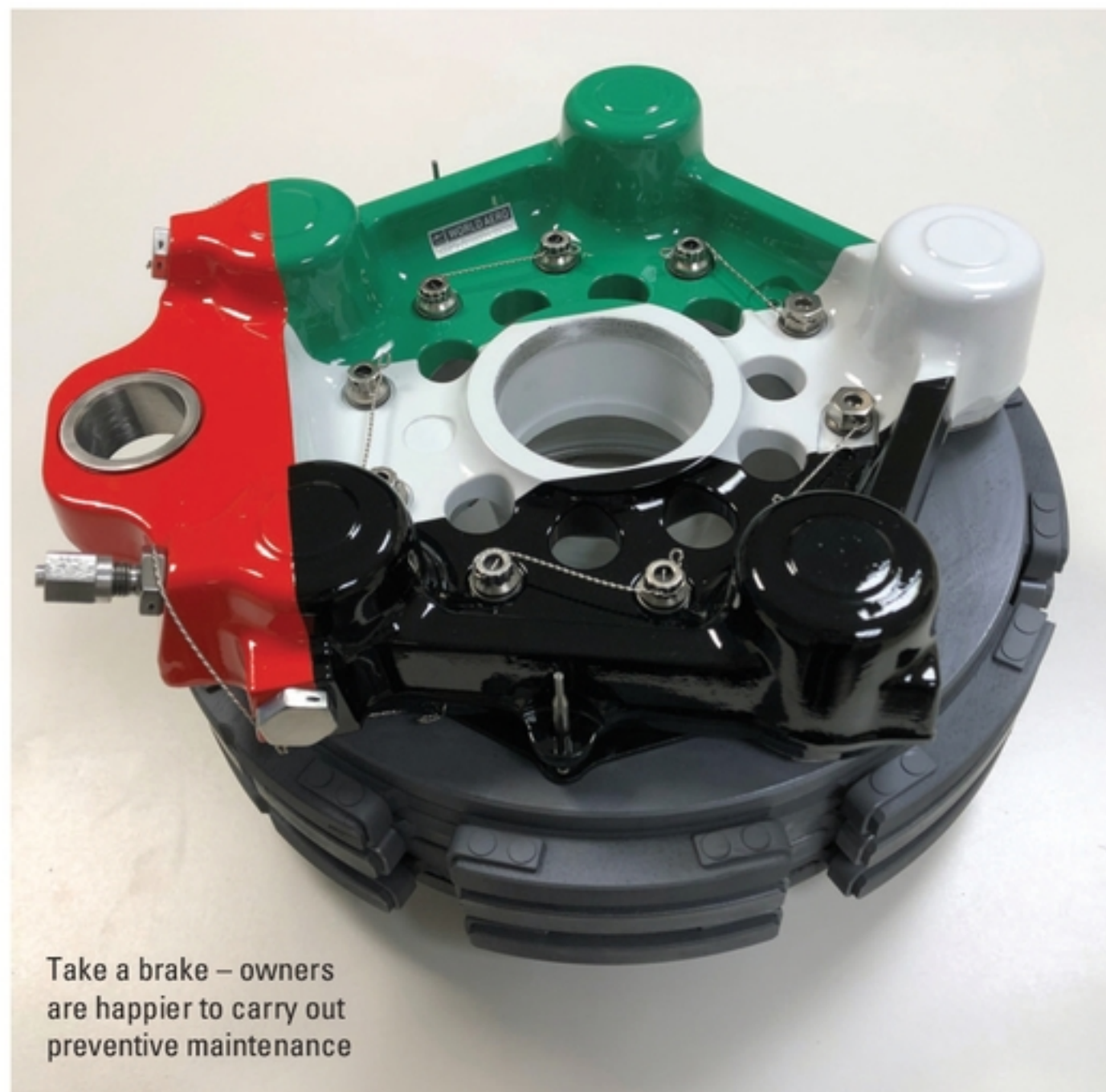
Bugatti-Dowty.

For corporate aviation, this is not a service that needs to be done on the doorstep, he said. That’s something he’s keen to explain to

show-goers. “The feedback we hear is that business jet operators can’t always get the wheel and brake service they need in-region. Our clients find that sending their wheels and brakes to us is efficient, even with the cost of delivery.

“For smaller corporate aircraft – the Gulfstreams, Globals and others – the product travels surprisingly well,” he said.

Randell pointed out World Aero does “quite a bit of business” in the Middle East already, and although he’s not actively looking, he’s open to opportunities to partner with operations in the region, potentially leading to setting up another facility here.



Take a brake – owners are happier to carry out preventive maintenance

City shuttle at the double

London’s Biggin Hill, (stand 437), is at MEBAA to reinforce its reputation as the fast-track gateway for London and the City district.

The rapidly growing business aviation airport offers the London Heli Shuttle, operated by Castle Air, which is extending its fleet to 10 helicopters with the addition of a new AgustaWestland AW139.

Andy Patsalides, Biggin Hill’s marketing manager said: “Taking just six minutes to the centre of London, our Heli Shuttle service has proved a real boon to our clients. In particular, those travelling long-distance from the Middle East, Asia Pacific and North America are benefitting from the fastest transfer to the City. With our extended operating hours, you can land from 6:30am and be in London in time for an early breakfast meeting.”

The London Heli Shuttle was established in 2015. The service has been in high demand ever since.

The latest addition of the twin-engine AW139 to Castle Air’s current fleet of AW109 Grands will further boost the number of transfers available at short notice, Patsalides said. “With a larger cabin, it will also provide a more comfortable journey into the capital and enable Castle Air to keep up with the soaring demand for the service.”



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