



JET AVIATION PERFORMS ITS FIRST BBJ SPLIT SCIMITAR™ WINGLETS RETROFIT IN BASEL

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Jet Aviation is pleased to announce that its maintenance facility in Basel has successfully concluded its first retrofit installation of Split Scimitar Winglets (SSWs) on a BBJ1. The SSW retrofit was completed with EASA-approved Supplemental Type Certification (STC).

Split Scimitar Winglets (SSW) technology is unique in that it builds on the existing Blended Winglet design to provide a range increase of more than two percent, further providing a striking new appearance without increasing the wing span. The retrofit relies on a patented design from Aviation Partners®, Inc. (API) that involves adding a new Scimitar-tipped large Ventral Strake, reinforcing the internal wing and winglet structure, and replacing the winglet tips with new aerodynamically shaped Scimitar tips. API is the exclusive provider of SSWs for all BBJ, BBJ 2 and BBJ 3 aircraft.

“One of our top priorities at Jet Aviation is to promote our employees’ understanding of and training in advanced aviation technology,” says Neil Boyle, Jet Aviation senior vice president and general manager of its operations in Basel. “We have been working closely with personnel from Aviation Partners to gain experience and proficiency with the SSW retrofit to ensure we meet

customer requirements and the highest business aviation standards. We look forward to supporting more Boeing aircraft owners and operators with SSW retrofits in the future — whether in conjunction with routine maintenance, an interior refurbishment, a green completion or as a standalone installation.”

Currently equipped on all new delivery Boeing 737 NG BBJs, the Supplemental Type Certification (STC) for the SSW retrofit is both FAA and EASA approved for all in-service BBJ, BBJ 2 and BBJ 3 aircraft.

According to Jet Aviation’s Large Aircraft Maintenance Director, Estelle Thorin, the company has been busy adding many new capabilities to its site in Basel. “Our new Honeywell APU Overhaul system went live last year, and our Refurbishment, Modifications and Upgrades (RMU) division has also been very active, particularly in regard to new avionics upgrades and connectivity developments,” says Thorin. “Time is paramount to our clients and we continually strive to expand our capabilities to ensure the latest technologies are available as quickly as possible.”

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