Much as business aviation might like to see itself as in some ways the Cinderella of the aviation industry, business aviation continues to be constrained by airspace constraints and inadequate infrastructure in terms of navigational ground support, aircraft maintenance and training.

In addition to actively engaging with civil aviation authorities in the United States, Honeywell has reached out to civil aviation authorities in Russia, the Middle East, Brazil and China to help them better appreciate the needs of business aviation.

For example, in Russia, the Civil Aviation Administration, which regulates not only civil aviation but also military aviation, has been impounded over unresolved tax issues. In addition, it continues to face some serious obstacles to the expansion of its charter business, such as the public perception of business aviation.

It is much simpler to file a flight plan in the United States than it was even two years ago. Airspace is open to private flying up to 4000 ft above ground level and 100 nm from any military installation. However, a number of operators reported that civil airspace over Russia is still fragmented and that it is much simpler to file a flight plan in the United States.

In Africa, aviation authorities have encountered a number of challenges in embracing business aviation. For instance, in Nigeria, the Civil Aviation Administration is still trying to resolve security-related issues to support business aviation.

In addition, there are challenges in the Middle East and China. In China, for instance, there are still impeded access to airspace.

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**Latin American bizav sector flexes muscle**

**By Kirk Dryden**

While Iran and the US conclude on how to strengthen through economic sanctions and a looming recession, Latin America is apparently supporting a healthy and growing demand for business aircraft. According to the Western Hem.

**Business Aviation's**

During Airshow China, business jet registrations in Latin America were up 37 percent from the previous year, and several high-end operators are now planning to shift their focus from the US to the region. According to King’s Aviation, admitted that although the US was still its largest market, the region has “seen a growing demand for business aircraft and will depend on political will on the part of the government.”

The Parthenon Indonesia Aircraft, Inc. (PIA) will continue to grow throughout the year. According to PIA’s CEO, the market in Indonesia is “very similar to the US market in terms of demand for business jets.”

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**Economic diversification drives growth of bizav in Africa**

**By Kirk Dryden**

Arguably, no country has a more diverse economy or a more dynamic market for business aviation than South Africa. According to AIN’s 2012 Market Forecast, South Africa’s bizav market grew 7.6 percent in 2011, with sales growing 10 percent. That’s why South Africa’s Bizav sector is expected to grow 11 percent in 2012, with sales growing 14 percent.

While some aircraft manufacturers and operators are looking to South Africa as a potential market for new aircraft, others are exploring the region’s existing infrastructure and market potential. Some are even considering establishing permanent facilities in the country.

**India Government launches new bizav aircraft parks**

India’s government has launched new bizav parks in both Mumbai and Chennai to promote the growth of the bizav industry in the country. The parks are designed to attract foreign direct investment and encourage the development of new bizav projects in the region.

**Charter sector leads dash into lands of opportunity**

**By Kirk Dryden**

The charter sector is leading the way into new lands of opportunity. In the past year, charter operators have been expanding their operations into new markets and offering new services. This growth is driven by the increasing demand for flexible and cost-effective travel options.

One example is VistaJet, a UK-based charter operator, which has expanded its operations into the US and Europe. VistaJet has also been offering new services, such as same-day delivery, which has been a hit with customers.

**Bizav in China leads the way**

**By Kirk Dryden**

While Latin America and the Caribbean are seeing a surge in bizav registrations, China continues to lead the way. According to AIN’s Market Forecast, China’s bizav market grew 9.3 percent in 2011, with sales growing 12 percent. That’s why China’s bizav sector is expected to grow 10 percent in 2012, with sales growing 13 percent.

China’s bizav market is driven by a growing demand for private and corporate travel, as well as a desire for luxury and status. The Chinese government is also supporting the growth of the bizav industry, with the government’s National Business Aviation Development Plan setting a goal of doubling the number of bizav aircraft in the country by 2020.