



**PROJECT PHOENIX**

EXPERIENCE. THE DIFFERENCE

**EXECUTIVE SUMMARY**

***PHOENIX***<sup>CRJ</sup>

## About Project Phoenix Ltd.

Project Phoenix Ltd. specializes in the acquisition, modernization, conversion and refurbishment of airliners to VIP/Executive aircraft. All aircraft chosen for conversion are carefully selected and undergo an extensive maintenance program before a new, custom designed VIP interior is installed and custom exterior paint applied. The aircraft can be equipped to meet the certification requirements of the FAA, Canadian DOT, UK CAA or Europe's EASA authorities.

### The *Phoenix*<sup>CRJ</sup>



The *Phoenix*<sup>CRJ</sup> is a converted, modernised and upgraded Bombardier CRJ-200. The CRJ-200 is one of the world's most popular 50 seat commuter airliner with an excellent safety record, multiple redundancy systems, a large wide-body, three-zone cabin and transcontinental range. It is particularly suitable for conversion as the basic airframe is still in production (as the Bombardier CL850) and spares are plentiful.

The 2,300nm range of the aircraft can be extended to over 3,000nm by the addition of a fuel tank via an existing Supplemental Type Certificate (STC) provided by our completion partner, Flying Colours Corp. of Peterborough, Ontario, Canada.

<b>BASIC AIRCRAFT DATA</b>	
MANUFACTURER:	BOMBARDIER
MAKE:	CRJ
MODEL:	-200
ENGINES:	GE CF34-3B1
CREW:	2-4
PASSENGERS:	12-19
RANGE: Maximum (with optional LR tank) Maximum (no LR tank)	3,100 nm 2,300 nm
SPEED: MMO (V <sup>NE</sup> ) High speed cruise Normal cruise Long range cruise	M0.85 M0.80 M0.77 M0.74
AVIONICS:	Collins ProLine IV

## Maintenance Program

Project Phoenix acquires CRJ's from the secondary market following a comprehensive pre-purchase inspection to ascertain the suitability of the aircraft for the conversion program. A specific maintenance work scope is designed for each aircraft to ensure it will meet the minimum certification and maintenance status at completed delivery as described below:

<b>MAINTENANCE STATUS AT DELIVERY</b>
<ul style="list-style-type: none"> <li>• Minimum 4,000 cycles remaining on major components               <ul style="list-style-type: none"> <li>- Engines, APU and Landing Gear</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• All checks up to and including 96 month check completed</li> </ul>
<ul style="list-style-type: none"> <li>• All AD's and SB's up to date at delivery</li> </ul>
<ul style="list-style-type: none"> <li>• Cosmetic items renovated, repaired or replaced</li> </ul>
<ul style="list-style-type: none"> <li>• New wiring and plumbing as required</li> </ul>
<ul style="list-style-type: none"> <li>• Avionics upgraded for long-range, over-water operations</li> </ul>
<ul style="list-style-type: none"> <li>• On Low Utilisation Maintenance Program (LUMP)</li> </ul>
<ul style="list-style-type: none"> <li>• New exterior paint</li> </ul>
<ul style="list-style-type: none"> <li>• New customized interior</li> </ul>
<ul style="list-style-type: none"> <li>• Optional equipment as per customer requirements</li> </ul>
<ul style="list-style-type: none"> <li>• Appropriate Certificate of Airworthiness for export</li> </ul>

The avionics are upgraded, replaced or supplemented depending on operational requirements of the owner. Major components such as engines, APU and landing gear are removed and overhauled. All plumbing and wiring are inspected and replaced as necessary. All other systems are inspected and repaired or replaced as required. Cosmetic damage is repaired or replaced (such as crazed windows) prior to painting.

As a value-added service, Project Phoenix provide, free of charge, a one year subscription to Medaire/Medlink, a remote medical assistance program. This program includes on-board equipment, training for three crew and an HF and SATCOM link to a 24 hour, ground-based medical unit with access to qualified medical staff for advice and real time diagnostics.

## The *PHOENIX*<sup>CRJ</sup> Interior Completion

The base line specification for *Phoenix*<sup>CRJ</sup> provides for a well appointed 15 passenger VIP cabin. However, the flexible interior can be customized to the exact requirements of the buyer allowing changes to the main cabin layout, the galley, the exclusion of the forward lavatory and, of course, the materials and colours of the soft furnishings.

The baseline interior specification includes the following:

### **GALLEY:**

The well equipped main galley is positioned between the forward cabin and the cockpit on the starboard side. There is a galley annex on the port side providing for additional storage and equipment.

### **FORWARD LAVATORY:**

A forward lavatory is available for both crew and passengers. It is positioned between the main galley and the cockpit.



### **MAIN CABIN:**



The main cabin consists of a club-four arrangement forward with extra wide seats and a conference/dining grouping of six to the rear.

All seats have full-recline capability, with single seats also having forward, aft and sideways tracking.

Two 22" flat screen monitors are installed as standard; one on the forward bulkhead and one on the rear bulkhead. All seat positions have PSU's and individual controls for the in-flight entertainment system, reading lights and air gaspers.

**AFT CABIN:**

The aft cabin is separated from the forward cabin by a pocket door to provide privacy if required. This area consists of a berthable, four-place divan opposite two extra-wide seats.



**AFT LAVATORY:**

The aft lavatory is available to all passengers but can also be used as a private lavatory by the Principal if desired. It is large and well appointed and includes a hanging closet. It also has access to the interior baggage area to the rear.

**IN-FLIGHT ENTERTAINMENT AND OTHER FEATURES:**



A state-of-the-art in-flight entertainment system is provided with 2 x 22" flat panel monitors with remote sensors positioned on the forward left-side bulkhead and the aft cabin bulkhead served by DVD and CD units with a high quality sound system. Each seat has its own headphone jack and plug-in monitor port for private viewing.

## After Sales Support

Critical to the success of any aircraft is the after sales support once the aircraft enters service. Project Phoenix has addressed this important issue in a number of unique ways:

- On delivery, Project Phoenix provides a suitably qualified engineer to accompany the aircraft to its operating base. The engineer stays with the aircraft for the first month of operations to ensure a smooth and trouble free entry-into-service.
- A comprehensive nose-to-tail maintenance support program is provided by **eJet Aviation Holdings** as an option to **Phoenix<sup>CRJ</sup>** owners. **eJet** is a joint product with **Lufthansa Technik**, one of the world's foremost aircraft maintenance providers. The program includes a 24/7 technical hot line, loaner engines and airline type AoG spares back up.

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