

【IFLY Focus】 Business Aviation in Guangdong-HK-Macao Bay Area

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The development of Guangdong-HongKong-Macao Greater Bay Area has been officially incorporated into our national strategy. This huge city cluster, covering an area of 56,000 square kilometers, with a population of 68 million and an economy of 10 trillion yuan, represents one of the most vibrant and promising regions for economic development. Economists believed that by 2030, the Greater Bay Area will become the one among world bay areas with the largest economy and largest population.



International experience in the development of world renowned New York Bay Area and Tokyo Bay Area shows that rapid growth of regional economy is closely connected with high density air transport system with multi-layer.

As world class airport cluster are being built based on the transport airports in the Greater Bay Area, general aviation that encompasses business aviation is also being developed. In this way, new requirements of efficient and individualized travel posed by regional economic integration and globalization can be accommodated.



In the early days, the Greater Bay Area was a "virgin ground" for business jet operators with only two or three jets. And now, it has become the third pole of Chinese business aviation with 180 aircraft and nearly 30 operators. The development of business aviation in the Greater Bay Area reflects strongly the mutual motivation and win-win results of regional economy and business aviation.

In fact, when the purchase boom of business jets started 10 years ago in the Chinese markets, the Pearl River Delta represented by Shenzhen and Guangzhou was almost as robust as Beijing and Shanghai. In terms of the current number of business jets in various places, Shenzhen and Guangzhou are second only to Beijing and Shanghai, ranking third in the mainland market.



However, in contrast to the rapid market development in Beijing and Shanghai in the early stage, the business jet in the Pearl River Delta region started early, but the initial development is relatively slow.

Although businessman from Chaoshan and Guangdong are generally positive in accepting new things, and they are also pragmatic and prudent. Only when they are knowledgeable about aviation, will they purchase and use business jets base on their needs.



The slow progress at the beginning has provided sufficient motivation for future development. The Greater Bay Area has all the necessary conditions and is ready for developing business aviation. Especially when it comes to purchasing power and geographical advantages, northern markets have been fully tapped, while the southern market still has much room.

From 2011 to 2013, the business aviation in the Pearl River Delta skyrocketed and the fleet size increased rapidly. Operators sprang up as well. This was also consistent with the other markets across the country.

By 2014, in addition to Hong Kong and Macau, the number of business jets in the Pearl River Delta, mainly in Shenzhen and Guangzhou, exceeded 40, and the fleet size exceeded Shanghai, second only to Beijing.



By 2018, according to the statistics of Hong Kong Asian Sky Group, the Greater Bay Area has nearly 30 business jet operators, with a fleet size over 180.

At present, the business jet fleet in the Greater Bay Area accounts for 35% of the total in the Greater China region. 135 jets are in Hong Kong, 10 in Macau, and the rest are distributed mainly in Shenzhen and Guangzhou.

The statistics show that Guangdong-HongKong-Macao Greater Bay Area has truly become the third pole of business aviation in China.

Translation by Zhou Mingwei