

Forty minutes across the bay.

A 12-seat electric lift + cruise aircraft, border-integrated vertiports and scheduled corridors — designed as one system.

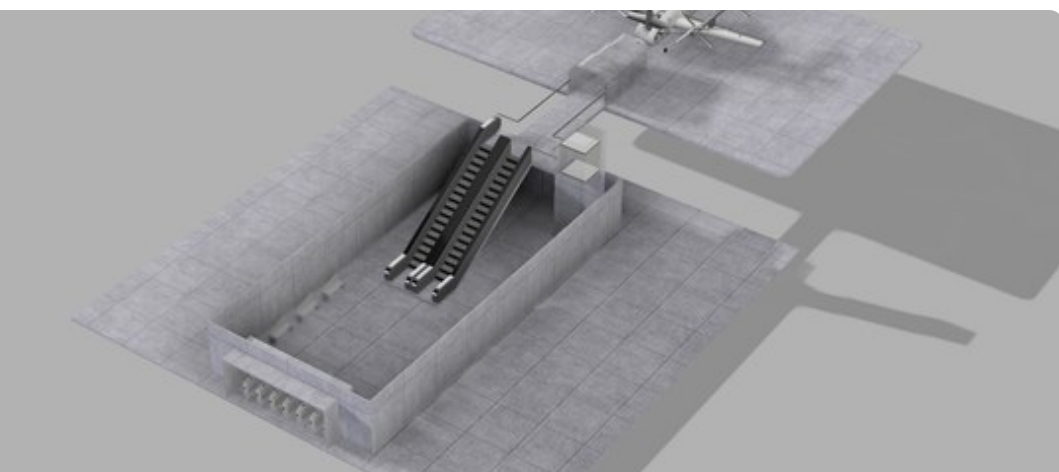
- 9
trunk routes
- 10
vertiports
- <20 min
any flight, in the air
- 10 min
peak headway
- 1/9
the helicopter fare

THE PROBLEM

Too far for the metro, too close for high-speed rail — with sea, a border, or a jammed bridge in between. 40–60 km is where Bay Area transport breaks.

BRANCH • THE STATION

The vertiport is the border post



- 01 Street entry — lift straight to the roof pad
- 02 Security — face scan3'
- 03 Immigration — both jurisdictions at once4'
- 04 Gate — closes T-51'

Co-located dual inspection: cleared once here — on arrival you simply walk out.

BRANCH • THE AIRCRAFT

SkyBus-CW3 • lift + cruise



- 12
SEATS
- 250 km/h
CRUISE
- 20.4 m
SPAN • FOLDS TO 15.6
- SWAP
ELECTRIC • BATTERY

Coaxial rotors lift it straight off the pad; the wing then carries it in cruise at half a multirotor's energy per kilometre. Boarding is by the rear ramp you can see above.

Shekou → Sheung Wan
34 km straight • ground 100 min • SkyBus 39 min

Futian CBD → Songshan Lake
45 km straight • ground 82 min • SkyBus 40 min

Humen → HK Int'l Airport
61 km straight • ground 180 min • SkyBus 46 min

FOLLOW ONE FLIGHT ▾

8 MIN • street → vertiport

SHEKOU
VERTIPORT = BORDER POST

+8 MIN • security + both borders — cleared once

LIFT-OFF • 0 M

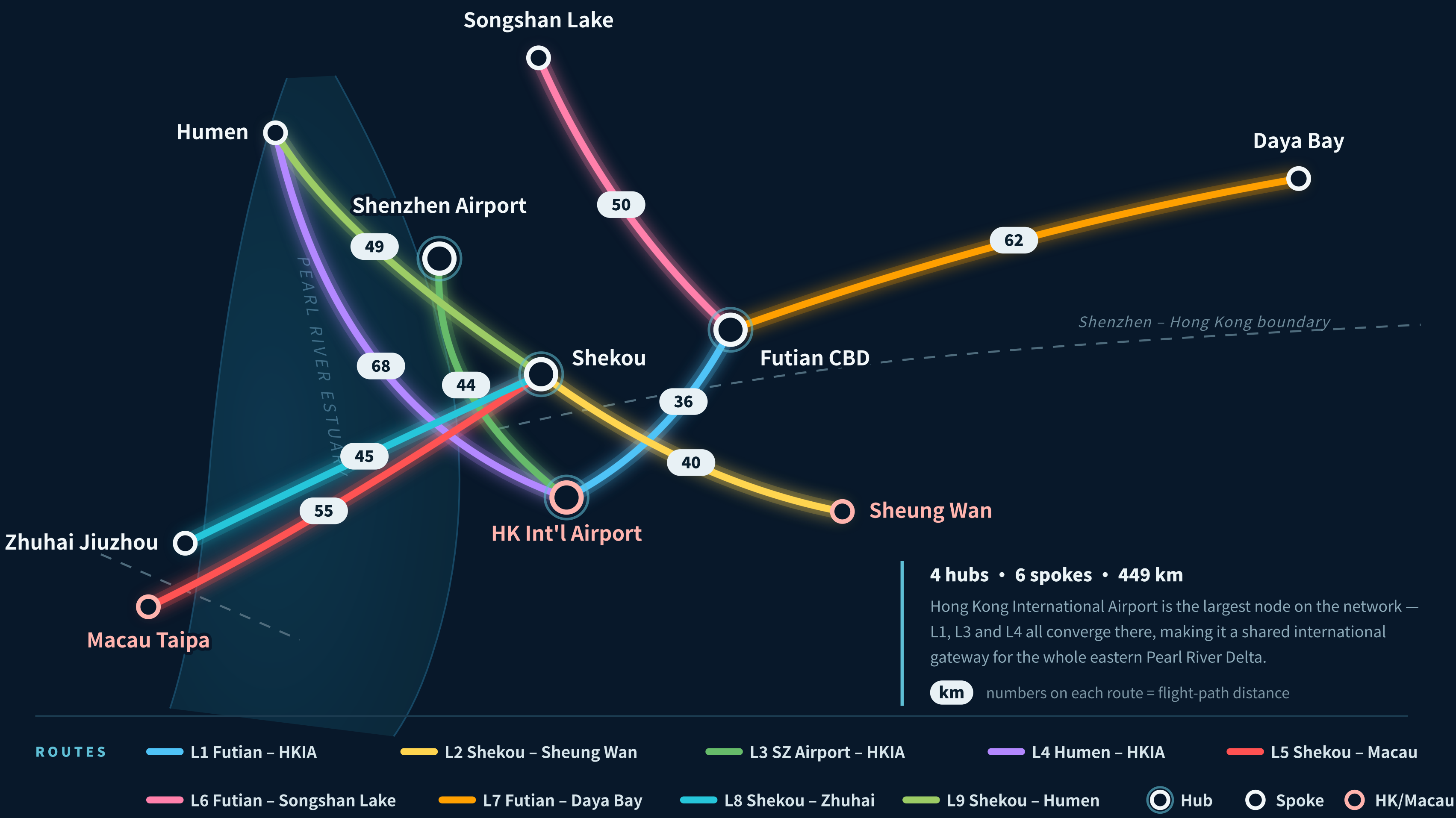
TRANSITION
wing takes over

WING-BORNE CLIMB • 0 → 600 M

600 M

CRUISE • 600 M • 250 KM/H • 13 MINUTES

time enough to look at the map — nine routes, ten vertiports, every flight under 20 minutes



FAIL-SAFE BY DESIGN

- All power lost at 600 m — the wing glides 7–8 km to a pad
- Over water: floats, life vests, locator beacon
- An alternate landing site within 8 km of any point

BRANCH • THE TURNAROUND

On the ground: 10 minutes

- 1' Shutdown • rotor spin-down • door check
- 2' Deboard — 12 people via the aft ramp
- 6' Robotic battery swap — runs during boarding
- 2.5' Board — passengers already queued
- 2.5' Doors, self-check, departure clearance

Steps total 14' — the swap overlaps boarding. Out-and-back on one charge → 6-minute turn.



DESCENT • 600 → 0 m • pad reserved in-flight

SHEUNG WAN
HONG KONG • ARRIVAL

+2 MIN • cleared at departure — walk straight out

8 MIN • to destination

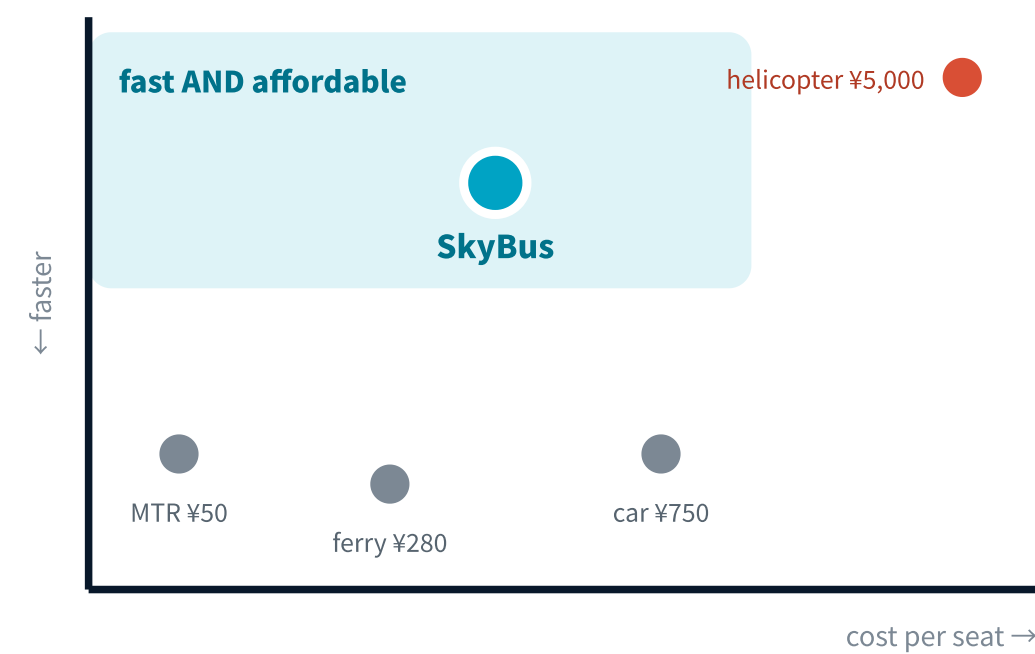
39 MIN

DOOR TO DOOR • SHEKOU → SHEUNG WAN

the same trip on the ground: 100 – 110 min

BRANCH • THE FARE

What a seat costs

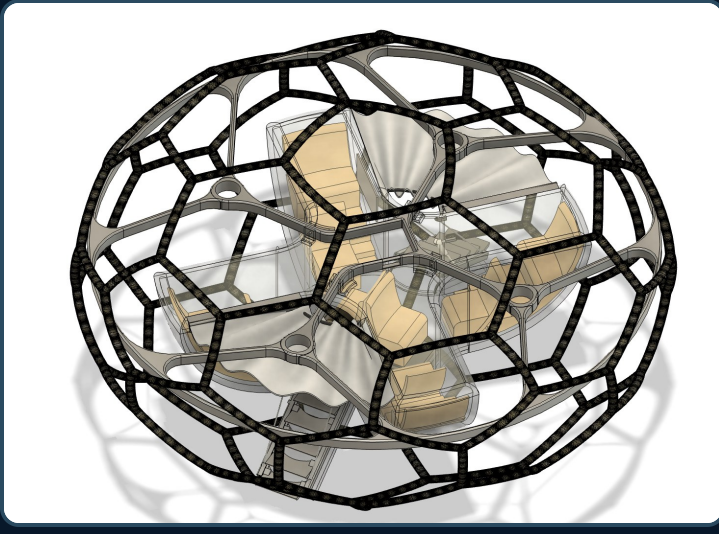


¥530 • 39 min vs helicopter ¥5,000 • 35 min

Twelve seats and a straight line put an aircraft at premium-taxi money — in half the time.

FIVE ITERATIONS TO ONE AIRCRAFT

every step built, simulated, or flown



01 • Coanda sphere concept study



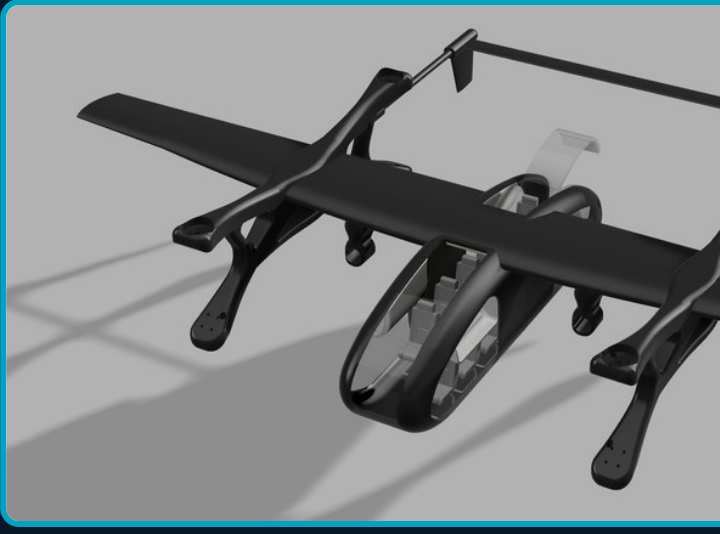
02 • Coanda disc concept study



03 • Ring-cage quad scale prototype



04 • Ducted quad + ramp scale prototype



05 • SkyBus-CW3 lift + cruise • current design

The worst congestion in this bay isn't the roads — it's the sea, the border, and one bridge.

If you can't go around it, fly over it.

Beverly Wang • Che Li • Robin Huang — SkyBus Team • August 2026

Figures from the SkyBus V3 operations model and aircraft energy simulator • screening-level certification, airspace and border arrangements pending. Full data & methods in the accompanying slides • 60 × 160 cm • print at 100%.