

Greater Bay Area Air Shuttle

A 12-seat electric aircraft that turns the hardest 40–60 km in the Greater Bay Area from two or three hours into **40 minutes**.

9

trunk routes

10

vertiports

<20 min

flight time between any two
points

10 min

peak headway

1/9

the price of a cross-border
helicopter seat

Millions of people a day are stuck between cities

Shenzhen, Dongguan, Huizhou, Guangzhou, Zhuhai, Hong Kong and Macau are packed around one bay. Working in one city and living in another has been normal for millions of people for years. What connects those cities, though, is still the old kit: bridges, tunnels, ferries — and border crossings with long queues.

1.21_M

daily cross-city trips
between Shenzhen and
Dongguan

Guangzhou Transport Annual Report

825_K

daily border crossings
through
Shenzhen's ports of entry,
2026

Shenzhen Immigration Inspection,
May 2026

89_K

vehicles a day on the
Shenzhen–Zhongshan Link

Guangdong Transport, full-year 2025

64%

of intercity commutes are
"edge-to-edge": neither end
downtown

China Urban Transport Report

That last number is the killer. **"Edge-to-edge" means neither end of the trip is downtown** — and every high-speed and intercity rail station is built downtown. You spend half an hour getting into the city, 20 minutes on the train, and half an hour getting back out. **The more your commute crosses cities, the less useful intercity rail is to you.**

40–60 km is a black hole in Bay Area transport

Shorter than that, the metro works well. Longer than that, high-speed rail works well.

It is exactly the middle — too far for the metro, too close to justify the trip to a rail station — where nothing works.

Futian CBD → Songshan Lake

45 km straight line • 65 km by road

Car / ride-hail at peak: 75–90 min

SkyBus 40 min

Shekou → Sheung Wan, Hong Kong

34 km straight line • one stretch of sea

Ferry or land crossing: 90–110 min

SkyBus 39 min

Humen → HK Int'l Airport

61 km straight line • sea plus a border

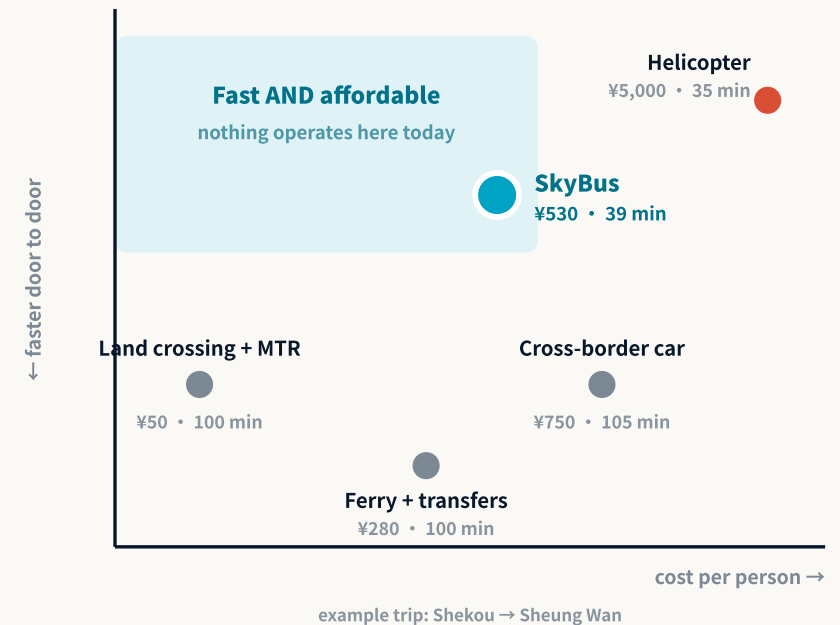
Land crossing + transfer inside Hong Kong: 180 min or more

SkyBus 46 min

All three trips are **34–61 km** in a straight line — under 20 minutes of flying. The ground takes two to three hours not because the distance is long, but **because there is sea, a border, or a permanently congested bridge in the way.**

The fast options are too expensive. The affordable ones are too slow.

OPTION	WHAT IT'S GOOD AT	WHERE IT BREAKS DOWN
Metro	Cheap, punctual, frequent	Stops at the city line. Cross-city means several transfers, and edge-to-edge trips aren't covered at all
High-speed / intercity rail	Fast, very high capacity	Stations are fixed downtown — half an hour of access at each end
Car / ride-hail	Door to door, leave any time	Congested at peak; bridges and river crossings jam, so journey time is wildly unpredictable
Cross-border ferry	No traffic, good views	Only 4–5 sailings a day, and the crossing itself takes 50–60 minutes
Cross-border coach	Cheap and direct	40–90 minutes queueing at the border, entirely down to luck
Cross-border helicopter	20 minutes — genuinely fast	¥5,000 a seat, and only four seats



Every one of them is good at something, and every one solves only half the problem: either it is slow, or it is priced so that almost nobody can use it. The space in the middle — **fast and affordable** — has simply been empty.

Filling that gap

SkyBus is an **intercity low-altitude commuter system**. We designed a 12-seat electric aircraft, and then designed the whole operation around it: how the routes are laid out, where the vertiports go, how often it departs, how long it stops, and what a ticket costs.

AIRCRAFT SkyBus-CW3

It lifts off vertically like a helicopter, so it needs no runway. Once airborne, the wing takes over and it cruises like a fixed-wing aircraft — more than twice the speed of rotor mode, at half the energy per kilometre of a pure multicopter.

Seats	12
Cruise speed	250 km/h
Cruise altitude	600 m
Wingspan	20.4 m (folds to 15.6 m)
Power	All-electric, battery swapped on the ground
Key safety feature	Glides 7–8 km on the wing after total power loss

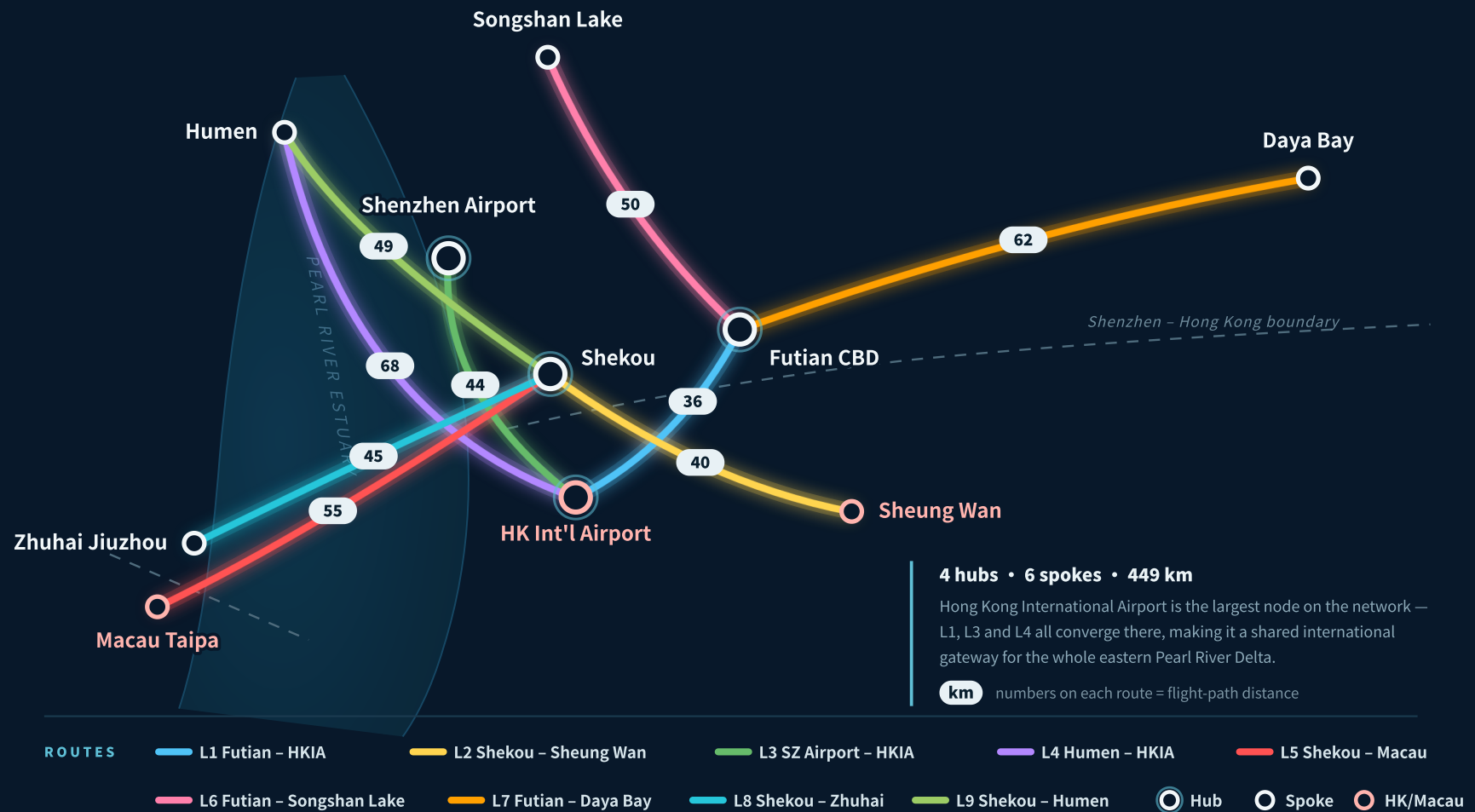
OPERATION A bus service, not a charter

No booking a charter, no waiting for enough passengers to fill the cabin. **It runs to a timetable and leaves on schedule** — every 10 minutes on trunk routes at morning and evening peak, about the same as an airport express.

Route form	Point to point, no intermediate stops
Stage length	36–68 km
Flight time	12–20 minutes
Door to door	38–46 minutes
Service hours	06:30 – 23:00
Vertiports	On piers, airports, border crossings, industrial parks

In one line: the places the metro can't reach, driving takes two hours, and a helicopter costs too much — SkyBus flies there in 20 minutes.

Nine routes, putting both banks of the estuary 20 minutes apart



Nine routes — and why these nine

	ROUTE	DIST.	FLIGHT	DOOR-TO-DOOR	PEAK HEADWAY	FARE	WHAT IT SOLVES
L1	Futian CBD ↔ HK Int'l Airport	36 km	12 min	38 min	10 min	¥490	Central Shenzhen straight to HKIA; 2–2.5 h on the ground
L2	Shekou ↔ Sheung Wan	40 km	13 min	39 min	15 min	¥530	Replaces a ferry that sails only 4–5 times a day
L3	Shenzhen Airport ↔ HK Int'l Airport	44 km	14 min	40 min	10 min	¥570	Airport-to-airport connection with through-checked baggage
L4	Humen ↔ HK Int'l Airport	68 km	20 min	46 min	15 min	¥820	Dongguan has no airport — HKIA is its international gateway
L5	Shekou ↔ Macau Taipa	55 km	17 min	43 min	10 min	¥680	No direct link exists; the ground route detours for 2.5 h
L6	Futian CBD ↔ Songshan Lake	50 km	16 min	40 min	15 min	¥350	The manufacturing corridor; 75–90 min by car at peak
L7	Futian CBD ↔ Daya Bay	62 km	19 min	43 min	15 min	¥420	Commuter belt and petrochemical cluster, no direct rail
L8	Shekou ↔ Zhuhai Jiuzhou	45 km	14 min	38 min	20 min	¥310	No fixed link between the two cities — only a boat
L9	Shekou ↔ Humen	49 km	15 min	39 min	20 min	¥340	Bypasses the chronically congested Humen Bridge

Routes were selected on three rules

01 Stage length must be 36–68 km. Shorter, and the fixed overhead of access and security eats the whole advantage. Longer, and rail wins again.

SKYBUS • GREATER BAY AREA AIR SHUTTLE

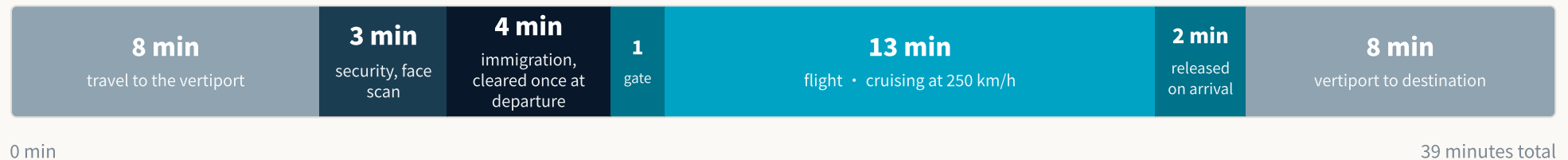
Routes we deliberately cut

Shenzhen ↔ Zhongshan The Shenzhen–Zhongshan Link opened in 2024; it is a 30-minute drive. Flying adds nothing

Shenzhen ↔ Guangzhou The express rail link does it in 56 minutes, with very high frequency

What one SkyBus trip actually looks like

Take Shekou to Sheung Wan. The whole trip is 39 minutes, of which only 13 are in the air — everything else happens on the ground, and that is the part we have squeezed hardest.



Why you don't arrive two hours early

Membership whitelist plus an online declaration filed 60 minutes before departure, so all documents are pushed to both jurisdictions in advance. On site it is a face scan — **30 seconds per person**. The gate closes 5 minutes before departure; arriving 20 minutes ahead is enough.

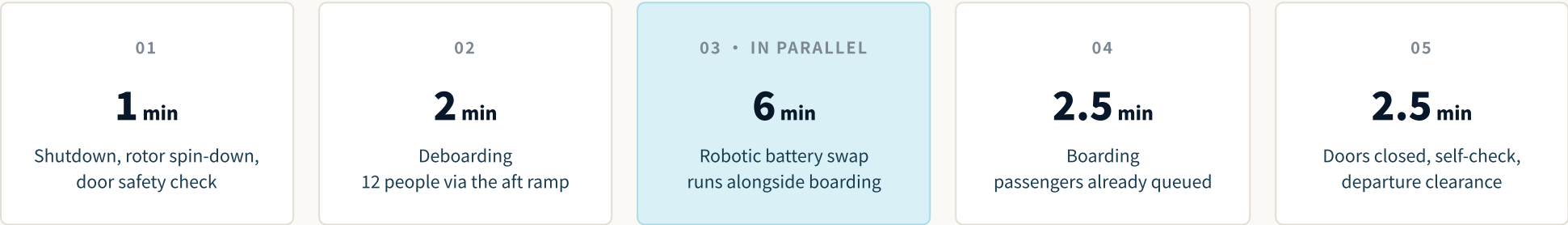
Why you don't queue again on arrival

Cross-border routes use **co-located dual inspection**: both jurisdictions clear you once, at departure, and you walk straight out on landing. If you had to queue again at the far end, the hour saved in the air would be handed straight back in the arrivals hall.

How long it stops, and how often it comes

The aircraft sits for 10 minutes, then flies straight back

Every route is point to point with no intermediate stops, so only the two end vertiports need a turnaround. Here is where those 10 minutes go:



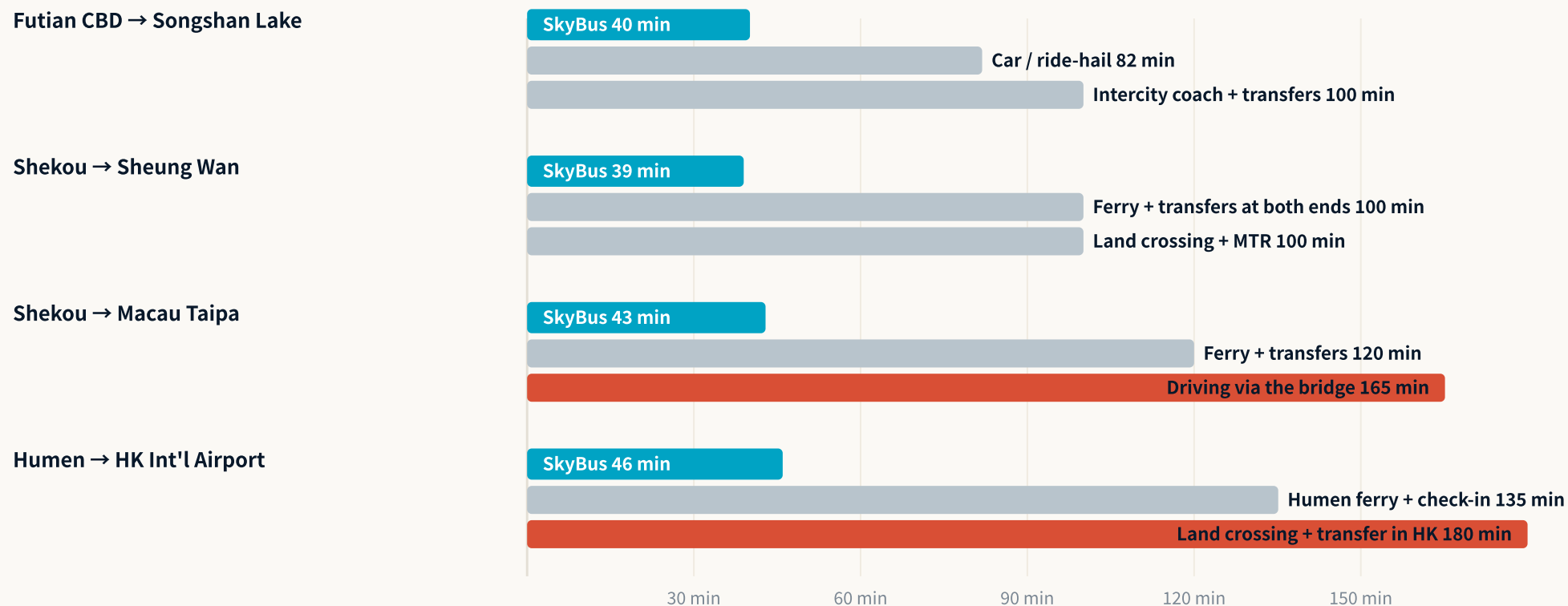
The steps add up to 14 minutes, but the battery swap runs in parallel with boarding, so the stand is occupied for **10 minutes**. Most routes can fly out and back on a single charge, in which case the turnaround is only 6 minutes.

Departures run to a timetable — nobody waits for the cabin to fill

TIME BAND	TRUNK L1 / L3 / L5	CORE L2 / L4 / L6 / L7	FEEDER L8 / L9
First departures 06:30–07:00	every 20 min	every 30 min	every 40 min
Morning peak 07:00–09:30	every 10 min	every 15 min	every 20 min
Off-peak 09:30–17:00	every 20 min	every 30 min	every 40 min
Evening peak 17:00–20:00	every 10 min	every 15 min	every 20 min
Evening 20:00–23:00	every 20 min	every 30 min	every 40 min

Cross-border routes run until 22:30, limited by border-post staffing hours; domestic routes until 23:00. The network operates 886 flights a day with a fleet of 44 aircraft.

How long the same trip takes any other way



Every figure is **door to door** — walking to the vertiport, security, waiting and transfers are all included, not just time in the air.

So what does it cost?

Domestic: Futian CBD → Songshan Lake

OPTION	DOOR TO DOOR	PER PERSON
Metro + cross-city bus	~100 min	~¥30
Intercity coach + transfers	~100 min	~¥62
DiDi Express	75–90 min	~¥210
Taxi	75–90 min	~¥270
DiDi Premier	75–90 min	~¥350
SkyBus	40 min	¥350

Exactly the price of a premium ride-hail car, in half the time.

Taxi figure derived from Shenzhen's published tariff (¥10 flagfall / 2 km, ¥2.7 per km thereafter, long-distance surcharge above 20 km) over the 65 km road route; ride-hail estimated on the same basis. Note: four people sharing one car still comes out cheaper — SkyBus sells seats, not vehicles.

We are not trying to undercut the metro, and we couldn't. What SkyBus sells is time — the price of one premium car ride, in exchange for an hour of your day.

All fares in Chinese yuan (CNY). ¥100 ≈ US\$14.

Cross-border: Shekou → Sheung Wan

OPTION	DOOR TO DOOR	PER PERSON
Land crossing + MTR	90–110 min	~¥50
Ferry + transfers only 4–5 sailings a day	90–110 min	~¥280
Cross-border private car	90–120 min	¥600–900
Cross-border helicopter	~35 min	¥5,000
SkyBus	39 min	¥530

Cheaper than a cross-border car and twice as fast; almost as quick as the helicopter at under a ninth of the fare.

The reason is plain: swap a 4-seat helicopter for a 12-seat electric aircraft and kerosene for electricity, and the cost per seat drops by an order of magnitude. Cross-border routes carry most of the network's margin.

What one flight actually costs to run

"How can an aircraft cost about the same as a taxi?" is a fair question. The answer is not that aircraft are cheap. It is that **one aircraft carries 12 people at once, and it flies in a straight line.**

Cost per flight • example: L6 Futian → Songshan Lake

COST ITEM	PER FLIGHT	BASIS
Maintenance and spares	¥534	¥2,000 per flight hour
Vertiports and ground ops	¥720	Amortisation, rent, landing fees, staff
Insurance, ATC, control centre, admin	¥505	Includes cross-border systems
Aircraft depreciation	¥292	¥30 M each, over 15 years
Contingency and ramp-up reserve	¥270	Weather cancellations, early-year subsidy
Pilot	¥227	One pilot plus remote supervision
Electricity	¥127	159 kWh at ¥0.8
Battery depreciation	¥60	Pack replaced roughly every 4 years
Total	≈ ¥2,735	≈ ¥10,500 per flight hour

Divide by the passengers, and you're back at taxi prices

Cost per flight **¥2,735**

Passengers per flight (12 seats at 70% load) **8.4**

Cost per passenger ≈ ¥326

Why it doesn't end up far above a taxi:

A 12-seat aircraft burns about ¥10,500 an hour; a ride-hail car costs about ¥60 an hour — the aircraft is **170 times more expensive to run**. But it is four times faster and carries twelve people, so **the cost per passenger-kilometre lands at roughly 1.6× a taxi.**

Then add the straight line: on the same trip a taxi drives 65 km while SkyBus flies 50 km, cutting 15 km of detour. **Over the whole journey, it works out about 20% more than a taxi.**

Network-wide: average fare ≈ ¥520 against ≈ ¥322 cost per passenger, a gross margin near 35% — falling to roughly 20% at a 55% load factor. **Domestic short routes essentially run at cost; the margin comes from the cross-border routes.**

None of this is science fiction — it is already happening

Every single thing SkyBus needs has already been done by someone, somewhere in this region. What we are doing is joining those pieces into one system that runs every day.

Cross-sea, cross-city flight: already flown

In 2024 a 5-seat eVTOL flew from Shekou Cruise Terminal in Shenzhen to Jiuzhou Port in Zhuhai, compressing a 2.5–3 hour drive into **20 minutes** at a 200 km/h cruise. The operator described it explicitly as a point-to-point shuttle.

Border post and vertiport in one: already built

In November 2025 Shenzhen Cruise Home Port became China's first facility combining international cruise, HK/Macau ferry, harbour tourism and **cross-border helicopter** operations in a single port of entry, with 20-minute links from Shekou to Hong Kong and Macau.

Cross-border low-altitude routes: already running

The cross-border helicopter service between Shenzhen Bao'an International Airport and Hong Kong International Airport takes **15 minutes**. Airspace coordination, immigration clearance and bilateral handover have all been run through in practice.

Government policy already calls for it

Dongguan's low-altitude economy plan explicitly calls for intercity low-altitude routes **across the Pearl River estuary and to neighbouring cities**, using eVTOLs for air commuting, shuttle services and cross-border flight — with 150+ new landing sites in 2026.

So what's missing? **Nobody has turned it into public transport that runs to a timetable, every day.** There are routes but they're charters, aircraft but no network, border posts but no scheduled service. The worst congestion in this bay isn't the roads. It's the sea, the border, and that one bridge. **If you can't go around it, fly over it.**