


## AIRBORNE

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## The Gulfstream family continues to expand...

Gulfstream Aerospace has certainly stolen the headlines in advance of this month's 'in person' NBAA-BACE event in Las Vegas, despite choosing not to exhibit the show. At a ceremony at the firm's headquarters in Savannah, Georgia, on 4 October, the OEM unveiled two all-new twinjets – the G400 and the G800. These new models bring the company's new generation stable to six models and demonstrate a huge commitment to continued spending on research and development. The launch comes a year before entry into service of the manufacturer's new flagship G700.

The G400, which shares the same tail and fuselage section as the G500 and G600, will offer a range of 7,778km (4,200nm) and seat 12 passengers in three zones. Powered by the Pratt & Whitney PW812GA, the G400 is designed to fill a gap between the super mid-size G280 and the large cabin G500. At 3.05m (10ft) shorter than the G500, it will in effect be the 'entry level' large cabin Gulfstream model. It is expected to enter service in early 2025.

The G800 will offer the longest range of any in-service or announced business jet – at 14,816km (8,000nm) – when it enters service in 2023. It will seat 19 passengers and is designed to eventually replace the G650ER with which it shares the same fuselage and interior dimensions. The G800 will share a tail, wing, fuselage cross-section, cabin seats, Symmetry flight deck with the G700 and will also use the Rolls-Royce Pearl 700 powerplant. The Pearl 700 is 18% more fuel-efficient than the G650's current BR725 engines.

## The spotlight continues to highlight illegal charters

As US traffic and demand for private charter has increased exponentially during the pandemic, so too has the volume of calls to the confidential FAA Hotline, which accepts reports concerning aviation regulations, aviation safety, and FAA employees or facilities. Calls to the hotline have increased by some 40%, which has underlined the need for improved education for private charter operators, passengers and airport officials. The FAA said its emphasis was to ensure that operators hold the correct licensing and permits to carry fare paying passengers – and for passengers to be aware of the serious legal implications for insurance and other obligations should these not be in place. Since January 2020, the FAA has levied more than USD13 million in civil penalties and has acted against the operating certificates of three carriers. It has also recently announced action against a further five operators and fines of USD1.23 million in civil penalties.

The message is the same in Europe, especially after the high-profile fatal crash involving Argentine soccer star Emiliano Sala in January 2019. Speaking at the Air Charter Expo (ACE) at London Biggin Hill Airport, the Air Charter Association CEO Glenn Hogben said it would continue to campaign hard to raise awareness of the dangers of grey charter. He divided the law breakers into three groups: "The clueless, the careless, and the criminal. The first two parties either don't understand that they operate illegally or are not paying attention to the specificities of their flight. This is the group that we try to educate on an ongoing basis." Combatting the criminal group, meanwhile, required the assistance of aviation authorities to bring prosecutions. "We must remain vigilant," he said. "This is an ongoing activity, and a global effort."

## New US travel rules to boost bizav

The US government announced that it is to permit fully vaccinated foreign nationals from 33 countries to enter the USA from November, although the exact implementation date has yet to be confirmed. It was anticipated that the relaxation would apply from the beginning of the month, but it is now hoped to be in place for the Thanksgiving holiday on 25 November. The exact requirements are being ironed out, but travellers will have to provide carriers (expected to include bizav operators) with evidence of vaccination status and contact information, along with a negative test result taken within 72 hours of departure. The relaxation will give a huge boost to both commercial and business aviation transatlantic travel after nearly 18 months of restrictions.

## Oxford airport busiest since 2006

James Dillon-Godfray, head of business development for London Oxford airport, described traffic levels at the facility as "completely mad", with a surge in movements driven by business aircraft, corporate charters, leisure travel and pilot training because of the pandemic. Speaking at a media event, he noted: "In August, we recorded 7,180 movements – our highest monthly activity level [since 2006], while fuel uplifts in July were the largest they have ever been." London Oxford was the second-busiest airport in the UK, after London Heathrow, in March 2021 – before the Covid-19 outbreak it ranked only 15th.

## AVIATION SERVICES HUB:

### Corporate ownership

Leveraging the Sovereign Group's wealth of experience in the provision of corporate services, RANA offers ownership solutions that are tailored specifically to aviation assets. We can recommend appropriate jurisdictions and corporate structures to provide asset protection, including tax and succession planning, as well as advising on the requirements and restrictions of particular registries.

The carefully planned use of a company structure – or special purpose vehicle (SPV) – can provide a number of distinct advantages to the owner of private aircraft or other types of aviation asset. Access to corporate limited liability and enhanced levels of confidentiality are the most obvious, but a company structure can also provide significant potential benefits in respect of estate planning, as well as simplifying any future sale of the asset, resulting in savings of time and cost. Sovereign will establish structures in jurisdictions worldwide that are best suited to the owner's place of residence or domicile and the aircraft's registration and intended usage.

## UK charter operators bemoan post-Brexit challenges

ACE 2021 (the Air Charter Expo), the first 'in-person' business aviation show to be staged in the UK since the lockdown, was held at Biggin Hill Airport on 14 September. Featuring over 60 exhibitors, one of the main talking points was the raft of changes facing operators since the UK formally left the European Union and became a foreign operator within the EU. One of the principal changes has been the requirement, from January this year, for UK operators to obtain individual country-specific charter flight permits. While block permits have been forthcoming from some of the 27 member states (such as Italy, France and Ireland), dealing with other member states has been far more difficult and time-consuming. The consensus at ACE 2021 was that the issue was slowly improving, but it is still difficult to obtain short notice permits to allow operations to some member states.

## Annual bizjet deliveries to hit 900 by 2024/5

Industry 'guru' Brian Foley has confidently predicted that new bizjet deliveries are on course to reach 900 units per annum by 2024/5, a level not seen since the previous peak of 2007/8, due to the demand for private aircraft because of the pandemic. OEMs have seen their orders grow and their backlogs continue to increase. This has been exacerbated by the demand for pre-owned aircraft and the lack of inventory. Foley noted that: "By the first half [of 2021] most OEMs were reporting new jet orders outpacing shipments by a two-to-one margin, fattening depleted backlogs, and giving hope that the long-lost go-go days of the early 2000s may finally be returning."

## Corporate aircraft news

Bombardier launched a major upgrade to its Challenger 350 super mid-size twinjet on 14 September. The Canadian manufacturer unveiled the new Challenger 3500, which will eventually replace its predecessor on the production line, in an event at its facility in Montreal. The 3500, which now echoes the nomenclature of the larger cabin Global family, features significant enhancements. It offers new Nuage seats, installed on the Global 5500 and 6500, in several configurations including a divan, which will allow wider aisles and a 'more natural' seating configuration. The 3500 will also feature a redesigned galley, a voice-controlled cabin management system and wireless charging. The cockpit will feature the new Safe flight autothrottle and the cabin altitude has also been reduced by 31% at FL410.

Bombardier CEO Éric Martel said: "The 3500 features all the bestselling elements of the Challenger platform – impressive performance, consistent reliability, exceptional smooth ride – while elevating the cabin experience." Just over two weeks after the launch, Bombardier announced that it had received an order for 20 Challenger 3500 from an unidentified client. At list prices this order is worth more than USD500 million and is the manufacturer's largest order of the year. Deliveries are expected to commence during H2 2022.

At the beginning of October, Bombardier sent its Global 7500 and Challenger 350 on a European demonstration tour featuring stops in Germany, the Netherlands, Spain, Belgium, Sweden and Denmark. The tour was designed to showcase the aircraft as interest – and business aviation traffic – picks up in Europe and Covid restrictions ease.

Gulfstream Aerospace has delivered the 50th example of its large cabin G600 twin. The first aircraft entered service in August 2019 and since then, examples have been registered in the UK, the Isle of Man, the US, Austria, San Marino, Bermuda, the Cayman Islands and Mexico.

Airbus Corporate Jets (ACJ) has joined forces with French painter and graffiti artist Cyril Kongo, known as 'Mr Colorful', to design a special edition cabin for the ACJ TwoTwenty. The main lounge of the bizliner will be partly painted by Kongo and, according to the manufacturer, will feature fabrics and textures designed "to kindle the sumptuous comfort, space and luxury of your own private art gallery". The first ACJ TwoTwenty is expected to enter service following cabin outfitting in 2023.



## AIRCRAFT FACT FILE \ \

### Lockheed L-749/C-121 Constellation



#### CATEGORY

Classic airliner/transport

#### MANUFACTURER

Lockheed Corporation, USA

#### ENGINE

4 x Wright R-3350-75 Duplex-Cyclone piston

#### LENGTH

29.01 m

#### WINGSPAN

37.00 m

#### RANGE

8,039 km

#### MAX. SPEED

538 kmh

#### SEATING CAPACITY

44

#### NO. OF CREW

5

#### MAXIMUM TAKE-OFF WEIGHT (MTOW)

48,534 kg

#### DESCRIPTION

This month's aircraft in profile is another 'blast from the past'. The aircraft pictured was delivered to the USAF in December 1948 as a C-121A and operated in support of the Berlin Airlift. In 1950, it was converted for VIP use (as a VC-121A) and served in this role until retirement in March 1968. Following restoration, it displayed on the European airshow circuit in 1998 where it was photographed at RAF Fairford. It finally retired to display in a museum in South Korea, where it remains.

The Lockheed L-749 Constellation takes a prominent place among iconic post-war piston airliners. The L-749 first flew in 1947 and was the first Constellation to regularly cross the Atlantic non-stop. It saw early commercial service with Air France, Pan American, Trans World Airlines and KLM. The manufacturer received a substantial order for the L-749 from the USAF in 1948 and the aircraft entered military service as the C-121. 119 examples of the L-749 were built, along with a further 332 of the C-121 version.