



# AIRBORNE

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## Huge demand for aviation professionals by 2033

There is predicted to be a global requirement for 1.3 million new aviation professionals over the next decade, according to Canadian aviation training specialist, CAE. This significant demand will be driven by expected growth in commercial and business aviation markets, retirements, attrition and industry expansion.

In its 2023 Aviation Talent Forecast, CAE projects that more than half of the total figure – 599,000 – will be cabin crew required by the commercial airlines but bizav will also have a substantial requirement. CAE projects an 18% growth in the bizav fleet over the next nine years – from 22,000 to 26,000 aircraft.

This expansion in business aviation will require an additional 106,000 staff to join the sector – 32,000 pilots and 74,000 maintenance technicians. The growth clearly reflects continued growth in the sector compared to pre-pandemic levels and combines with an 'ageing workforce', particularly pilots where a sizeable percentage of the workforce is over 50 years of age.

## Honda follows Bombardier's CPO lead

Canadian OEM Bombardier launched its Certified Pre-Owned (CPO) programme providing a 'like new' offering to clients for re-marketed examples of its aircraft family in July 2021. Two year later, Japanese manufacturer Honda Aircraft is doing the same. Its CPO offers an OEM route to clients in Asia, Europe and the Americas looking to purchase a used Honda aircraft. Covering its very-light HondaJet aircraft, to qualify for the accreditation each HondaJet must first pass a full, pre-purchase inspection covering more than 208 points on the aircraft. All CPO aircraft will also be included on the manufacturer's FlightReady and Engine Maintenance Care programmes, which are transferable to the purchaser. Honda Aircraft COO Amod Kelkar said: "As demand for the HondaJet continues to rise, pre-owned aircraft has become an increasingly important entry point into the HondaJet community."

## Flexjet floats expansion plans

Specialist operator Flexjet is again, like NetJets, emphasising the growth and resilience of the fractional sector. The operator intends to add 22 aircraft to its mid- and super-midsize fleets by the end of this year. The company also intends to hire an additional 338 flight crew by the end of 2023.

## Hamish Harding lost in submersible implosion

Universally described as an 'aviation legend', British billionaire businessman Hamish Harding was one of five people killed aboard the Titan submersible when it imploded during an expedition to view the wreck of the Titanic in the North Atlantic. Harding, the 58-year-old chairman of Dubai-based aircraft broker Action Aviation, was well-known as a pilot and adventurer. In July 2019, to celebrate the 50th anniversary of the Apollo 11 Moon landing, Harding co-led a team of aviators on the 'One More Orbit' mission that circumnavigated the world via the North and South Poles in 46 hours and 40 minutes aboard a Gulfstream G650ER.

## Bizav traffic - the 2019 comparison

The latest data compiled by specialist analyst WingX and published in their weekly Global Market Tracker clearly displays the difference between global bizav traffic levels now and those prior to the pandemic in 2019. Global bizav traffic (jets and turboprops) in June was 3% down on the same period last year, but 21% higher than June 2019. YTD figures for the first six months of this year are 5% lower than last year but 19% ahead of H1 2019.

In terms of region, North America is by far the largest market and as such mirrors the global trend very closely, remaining on par with 2022 and 20% ahead of 2019. Traffic levels in Europe reflected a similar trend with bizjet traffic in June 2023, down 7% down on June 2022 but 10% higher than 2019 levels.

## JETNET acquires WingX Advance

Instead of providing the data for the headlines, Hamburg-based specialist data analyst WingX Advance is itself in the news. US-based JETNET – which promotes itself as the "world leader in aviation market intelligence" has agreed to acquire the German bizav data firm. JETNET CEO Derek Swaim said: "WingX offers innovative solutions for aggregating and visualising flight activity and operational performance insights. WingX's configurable product offering, industry expertise, and strong international presence make WingX an ideal addition to JETNET"

## AVIATION SERVICES HUB:

Aviation finance

The new and used corporate aircraft market continues to function despite Russia's invasion of Ukraine and the continuing impact of the Covid pandemic. There has been a huge growth in demand in some sectors and geographical areas, and buyers continue to seek finance for these transactions. RANA has built up relationships with a number of banks, finance houses, leasing companies and groups of individual investors that have demonstrated an appetite for investment in the corporate aviation sector.

Lenders will look at a number of different factors and each has its own criteria for acceptance, in addition to loan to value ratios and the length of term of any potential deal. These criteria may include: the maximum age of the aircraft; whether it is new or pre-owned; the book value of the aircraft; the jurisdiction of the aircraft's registration; the proposed operational plan for the aircraft or the type and nationality of the client. Any such financing is of course viewed on a strictly case-by-case basis with tailored terms and conditions.

## Paris Airshow 2023 - French OEMs' green focus

While both Boeing and Airbus were announcing huge commercial airliner orders at the Paris Airshow in the third week of June, bizav's focus was on the challenge of delivering on its aim to achieve net zero carbon emissions by 2050.

Sustainable Aviation fuel (SAF) is regarded as one of the key means of achieving net zero. Home grown manufacturer Dassault Aviation displayed examples of its Falcon 8X, 6X and 2000XLS in the static along with a full cabin mockup of the Falcon 10X. The 10X will be the first Falcon to be 100% SAF compatible when it enters service in 2026. The 6X took to the skies to display during the show powered by 30% SAF.

In a move to grab the headlines on the first day of the show, another French manufacturer, Beyond Aero, unveiled its plans for a hydrogen-powered bizjet. Toulouse-based Beyond Aero was established in 2020 and is developing a four-seat BYA-1 that would offer a range of more than 1,500km (800nm). The aircraft could enter service in 2030 and the OEM claims to have secured letters of intent covering 72 aircraft, collectively valued at USD580 million.

## Sweden's world first

Sweden's Trollhättan-Vänersborg – located 76km northeast of Gothenburg – is the first airport in the world to offer only sustainable aviation fuel (SAF) for all aircraft fuelling. This includes general aviation, commercial airliner services and business jets and turboprops. The fuel is supplied by Neste and offers a 30-40% blend ratio. Anna Petre, CEO of Swedish airliner Västflyg, said: "By using a high blend of SAF, we will immediately reduce our emissions for all flights."

## Piaggio Aerospace - the drama continues

Italian OEM Piaggio Aerospace, which includes Piaggio Aero Industries and Piaggio Aviation, has been under extraordinary administration since 2018 and has declared bankruptcy on numerous occasions since 1995. In the latest twist to the eventful story of the manufacturer of the iconic P180 Avanti, amongst others, the government-appointed extraordinary commissioners in Italy confirmed they had received 18 expressions of interest (EOIs) and hope to have identified a buyer by the end of this year. Piaggio claims that it holds a backlog of 17 orders for the latest P180 Avanti EVO, worth some USD609 million.

## Corporate aircraft news

Japanese OEM Honda Aircraft Company introduced a new light-jet concept – the HondaJet 2600 – during the NBAA-BACE in 2021. The OEM has now announced that it has decided to "commercialise" the aircraft and take it to manufacture and service entry. It is expected that the 2600 will achieve regulatory certification in 2028. The 2600 will be produced alongside the smaller very light-jet HondaJet Elite II. The aircraft will accommodate up to 11 passengers and will be designed for single pilot operation. When it enters service, the 2600 will be the first aircraft in its class to have the range to fly transcontinental in the US non-stop.

The Gulfstream G700 is on course to receive certification by the end of Q4 this year. Adding to the press coverage, a G700 in the colours of overseas launch customer Qatar Executive, which has ordered ten examples, was on display at the recent Paris Airshow. The G700 also set a new city speed record covering the OEM's plant in Savannah, Georgia, to Paris Le Bourget in seven hours and 19 minutes at mach 0.90 (1,103kmh).

French OEM Dassault Aviation has chosen the Aspire 350 satellite communications system manufactured by Honeywell for its family of Falcon aircraft – for the 6X, 7X, 8X, 10X, 900 and 2000. The system will be featured on new aircraft and will also be available as a retrofit. Honeywell V-P and General Manager for Services and Connectivity Steve Hadden said: "We are confident that the users of the business aircraft will appreciate the seamless connectivity the Aspire 350 will provide. The experience will be like using your broadband at home."



## AIRCRAFT FACT FILE \\\

### GippsAero GA8 Airvan



#### CATEGORY

Single engine piston

#### MANUFACTURER

GippsAero, Australia

#### ENGINE

1 x Textron Lycoming IO-540-K1A5 piston

#### LENGTH

8.95 m

#### WINGSPAN

12.28 m

#### RANGE

1,352 km

#### MAX. SPEED

241 kmh

#### SEATING CAPACITY

7

#### NO. OF CREW

1

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

1,814 kg

#### DESCRIPTION

GippsAero's GA8 Airvan was designed in Australia with two niche markets in mind. The aircraft was aimed to fit a capacity between two Cessna models – the 206 and the fourteen seat 208B Grand Caravan. It was also marketed for operation in remote areas from unpaved airfields and to cope with challenging operating conditions. The prototype GA8 Airvan made its first flight on 3 March 1995 from the Gippsland Aeronautics facility at Latrobe Valley Airport in Morwell, Victoria. The aircraft entered service some five years later. GippsAero was purchased by the Indian Mahindra Group in 2014. Mahindra announced that production would cease in 2020 as a result of financial pressures brought about by the Covid-19 pandemic.

In the 20-year production run, some 250 examples of the GA8 were produced. During that period, the original design was refined and, in 2009, a turbocharged version – the GA8-TC320 – entered service, powered by the TIO-540-AH1A turbocharged fuel-injected engine.