

The monthly newsletter of RegisterAnAircraft.com – the Aviation Division of The Sovereign Group

## “2-REG” to launch by year end

In May last year it was announced – and indeed reported in *Airborne* – that Guernsey was to press ahead with plans for its own private aircraft registry. These plans are now much clearer and it is expected that the registry, which is now describing itself as “the 2-REG – the registry of the Channel Islands”, will commence operations by the end of 2013. The register will be based and administered from Guernsey but will represent both Guernsey and its neighbour Jersey. Aircraft registered in the Channel Islands will use the ICAO registration prefix “2” followed by four letters.

The Guernsey authorities have signed a public-private partnership with Dutch company SGI Aviation whose Guernsey arm will be responsible for the day-to-day running of the registry. This will include safety and airworthiness inspections along with operational oversight and management. It is understood that SGI and Guernsey’s Director of Civil Aviation are currently undertaking the necessary works – including the formulation of a scheme of charges – in advance of final approval of the enabling legislation by Guernsey’s parliament (The States) and then by the UK.

Three pieces of legislation have been placed before the States, with two – *The Air Navigation (Bailiwick of Guernsey) Law, 2012* and *The Aviation (Amendment) (Bailiwick of Guernsey) Law, 2012* – having already received from the UK Privy Council in early July. *The Aviation Registry (Guernsey) Law, 2013* is due to be approved by November 2013.

The Channel Islands register’s requirements will be based, with adaptations, on those of other British Overseas Territories. Like the very successful Isle of Man registry, established in May 2007, this register will be a sub-registry of the UK Civil Aviation Authority because the UK is the signatory to the “Chicago Convention” on Civil Aviation. Like the Isle of Man, the Channel Islands’ register will be limited to non-commercial operators.

Authorities are keen to promote the benefits of the new register. Marketing material focuses on the strength of both islands’ financial services sector, government commitment to the venture along with the wider advantages of the Channel Islands.



## Beechcraft goes Wheels Up

The Beechcraft Corporation, having recently emerged in its new form from Chapter 11 bankruptcy protection, received a major boost in July with the announcement of an order for 105 King Air 350i twin turboprop aircraft worth some \$788 million. The aircraft will be used by Wheels Up, a private flight membership programme headed by Kenny Dichter, who also launched the Marquis Jet card operation. Members will pay an initial membership fee of \$15,750, an annual fee of roughly \$10,000 along with per hour flight costs.

## RANA SERVICE CENTRE:

### Insurance service takes off

The Sovereign Group’s repertoire has grown further recently, with the news that the range of aviation insurance products provided by our colleagues in Sovereign Insurance Services (SIS) has been extended to include bespoke coverage for owners of private aircraft and helicopters.

The strength of the Sovereign brand combined with the expertise and experience of the team at SIS has enabled them to secure relationships with leading insurers throughout the world, thereby providing real peace of mind, professionalism as well as an efficient and specialist claims handling service. Bespoke insurance protection can be further supported by risk management and loss prevention programmes, thereby ensuring that clients can obtain the necessary advice to reduce the chance of a loss and help them to contribute towards their own safety initiatives.

Other SIS insurance products for Private Clients include the provision of tailored policies covering high value homes, contents and collections, cars, yachts and kidnap and ransom insurance. For a private consultation, quotation or further information, call Neil Entwistle on 00350 20052908 or email [enquiries@sis.gi](mailto:enquiries@sis.gi)



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## FAA to ban Stage 2 corporate jets from 2015

On 2 July 2013, the US Federal Aviation Administration (FAA) issued a Final Rule that is expected to have a significant impact on the operation of older corporate jets within the USA. The “Adoption of Statutory Prohibition on the Operation of Jets Weighing 75,000 Pounds or Less That Are Not Stage 3 Noise Compliant” will do just that as it suggests – prohibit the operation of aircraft that are currently compliant to Stage 2 only. Aircraft that have been modified to Stage 3 requirements using hushkits will be permitted to continue flying. The FAA estimates that 599 aircraft (or 60% of the world fleet) will be affected. With the cost of modification – where available for particular models – ranging from \$850,000 to \$1.5 million, it is anticipated that many such aircraft will be retired and scrapped.

## EBAA enquiry into illegal flights

The European Business Aviation Association (EBAA) has announced that it has commissioned a report into “illegal flights in business aviation”. The study, to be carried out by German companies (Roland Berger Strategy Consultants and WingX Advance) will try to obtain a clearer picture of the extent of what the association calls operations which “discredit the sector and impact the bottom lines of BizAv operators.”

The EBAA has launched a number of initiatives in recent years designed to publicise the dangers for both operators and passengers of using illegal charter flights on corporate aircraft. This latest study will interview industry players across Europe.

## Corporate Aircraft News

Brazil’s **Embraer** delivered the first Phenom 100 in December 2008. On 8 July 2013 it confirmed that it had delivered the 400th aircraft – a Phenom 300 – to a German corporate client at the end of June. Ernest Edwards, president of Embraer Executive Jets, said that “delivering the 400th Phenom is a major milestone and illustrates the success of this programme in setting a new standard for entry-level and light business jets.”

Despite announcing that software problems would delay deliveries of its new models by several months, US manufacturer **Cessna** was also able to mark significant stages in two programmes. The end of July saw the roll-out of the first production Citation M2. Deliveries are expected to begin by the end of 2013. The initial production unit of the new Citation X also made its first flight the same week. Deliveries of this new model are due to begin in early 2014.

In a significant marketing move, Japan’s **Honda** displayed two FAA-conforming HondaJet aircraft at the EAA AirVenture event held in Oshkosh, Wisconsin, at the end of July. One of the aircraft featured a full service interior. The manufacturer is hoping for FAA certification by the end of 2014.

### AIRCRAFT FACT FILE:

## Gulfstream G150



### CATEGORY:

Mid-Size Jet

### MANUFACTURER:

Gulfstream Aerospace, USA

### ENGINES:

2x Honeywell TFE731-40AR turbofans

### LENGTH:

17.30 m

### WINGSPAN:

16.94 m

### RANGE:

5,556 km

### MAX. SPEED:

902 kmh

### SEATING CAPACITY:

Up to 8

### NO. OF CREW:

2

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

11,839 kg

### DESCRIPTION:

Gulfstream promotes the G150 as providing “the best value in its class ... with the longest range at the fastest speed.” In 2012, the manufacturer was able to point to the roll out of the 100th example of this mid-size aircraft as evidence of its popularity. The G150 programme was announced in 2002 with the first flight occurring some three years later. The design received FAA and Israeli certification at the end of 2005. The Israeli link is important because the aircraft was developed from the 1125 Astra and the G100, the latter a collaboration between Gulfstream and Israel Aircraft Industries.

The latest G150 features a wider cabin than its predecessor, along with fuel efficient and quiet turbofans and enhanced range and avionics.