

## World Economic Forum 2012

The annual meeting of the World Economic Forum (WEF) can be viewed from many perspectives – political, diplomatic, financial, business, media... and aviation. The five-day conference in the Swiss town of Davos during the last week of January brings together the world's "movers and shakers" and most of these high profile visitors use Zurich airport; the closest airfield to the mountain resort at just 30 minutes by helicopter. During the WEF, it is easy to get an admittedly totally unscientific picture of the popularity of corporate jets and the strength in numbers of aircraft from particular registries.

In terms of pure numbers, fixed base operator (FBO) Jet Aviation reported that it handled 361 of the 462 corporate and government aircraft which used Zurich airport during WEF 2012 (25 – 29 January). It also noted small increases in the use of light and mid-size aircraft alongside the ACJs and BBJs this year. Owing to the sheer volume of aircraft and limited parking positions at Zurich airport, this year once again saw legions of aircraft arriving early in the week to drop passengers and then relocate to other airports before returning at the weekend. FBOs in Geneva, Basle, Dubendorf, Bern and Munich benefitted from this significant logistical challenge.

RANA's senior consultant, aviation photographer and veteran



WEF watcher Brian T Richards, commented: "2012 once again saw significant numbers of Isle of Man-registered aircraft and an increase in Austrian jets, particularly those of charter operator VistaJet. Global Express and Gulfstreams continued to dominate."

Aircraft registered to large US corporations such as JPMorgan



Chase and Coca Cola were once again in Zurich in force, rubbing winglets with an increased number of aircraft from Brazil, China and India. Absent from WEF 2012 were head of government delegations from Russia and Japan but this in no way diminished the continued popularity of the event.

## Bahrain Air Show

In the wake of recent political upheaval, the second biennial Bahrain International Air Show was held from 19 – 21 January. Trade visitor figures for the three days exceeded 20,000, doubling the numbers of the inaugural event in 2010. One of the major features of the show was the extensive static display which included Comlux Aruba's new Boeing 767-200 – featured in December's Airborne – together with one of the group's ACJ319 aircraft, along with corporate jets from Gulfstream, Embraer and Hawker Beechcraft. The display also featured a mock-up of Bombardier's CS100 aircraft for which a significant order from Swiss-based corporate charter operator PrivatAir was announced during the show (see page 2).

### RANA SERVICE CENTRE:

## Aircraft Registration

The choice of aircraft register will depend on a number of vital questions. What will be appropriate for one client will not work for another. Certain registries, for instance, will not permit their aircraft to be used for "hire and reward," placed on an AOC and chartered to third parties. It is also vital to consider the proposed geographical base of the aircraft, its intended sphere of operation and the acceptability of crew and maintenance standards. The advantages of "offshore registries" – neutral registration marks, confidentiality and potential tax savings – also need to be considered.

RANA's specialist aviation team benefits from having established links with many of the world's major registries and is well placed to offer advice on all these issues.



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## 2011 – How was it for the manufacturers?

By all accounts, 2011 was a difficult year for the corporate aircraft business. How did the manufacturers reported figures reflect this? Brazilian **Embraer** delivered a total of 99 corporate jets in 2011, down from 115 in the previous year. Of this total, 83 were light jets (Phenom 100 and 300) along with 16 of the larger Legacies.

In contrast, **Bombardier** delivered a total of 163 jets during the year compared to 155 in 2010. In addition, the manufacturer received a net total of 191 orders compared to 107 in the previous year.

**Gulfstream** delivered 107 aircraft in 2011, an increase of eight over 2010. It also reported that it has an order backlog of US\$17.9 billion, including its new flagship G650 and the G280. Indeed, the company had chalked up over 200 orders for the G650 by year-end.

## Isle of Man Register Update

Established on 1 May 2007 the Isle of Man register, open only to aircraft not used for “hire and reward,” continues its impressive performance. The latest figures, published on 1 February 2012, show that a total of 446 aircraft have received Manx marks to date. The bulk of these registrations have been by corporate jets and turboprops, along with a small number of helicopters and small aircraft registered to Manx residents. Since 2009 the register has also specialised in the lucrative registration of “dormant” commercial airliners; those between operating leases or those recently repossessed.

## Corporate Aircraft News

On 17 January, the prototype of **Cessna's** new Citation Ten made its first flight from the company's plant in Wichita, Kansas. The company expects FAA certification of the new mid-size jet by the middle of 2013 with initial customer deliveries following shortly thereafter. The new design, based on the Citation X, offers increased performance, fuel efficiency and improved range. In another landmark, **Cessna** has also confirmed that the 400th Citation 510 Mustang very light (or “entry level”) jet has rolled off the production line. First customer delivery took place in late 2006.

In a significant order for **Bombardier**, Geneva-based operator PrivatAir announced the purchase of five CS100 aircraft with options for a further five, valued at US\$309 million and up to US\$636 million if options are exercised. The company operates a mixed fleet of Falcon 900, BBJ, Boeing 757 and 767 airliners on extensive corporate charter flights and business class services for several airlines including Lufthansa and Swiss.

### AIRCRAFT FACT FILE:

## Hawker 4000



### CATEGORY:

Super Mid Size Jet

### MANUFACTURER:

Hawker Beechcraft, USA

### ENGINES:

2x Pratt & Whitney Canada PW308A turbopfans

### LENGTH:

21.08 m

### WINGSPAN:

18.82 m

### RANGE:

6,038 km

### MAX. SPEED:

870 kmh

### SEATING CAPACITY:

Up to 12, typical 8

### NO. OF CREW:

2

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

17,917 kg

### DESCRIPTION:

The flagship of the Hawker Beechcraft range, the 4000 was subject to lengthy production delays throughout the programme. Originally announced in 1996 as the Hawker Horizon, the type finally received FAA certification in November 2006, with first customer delivery taking place 18 months later. The reason for this protracted development time lay in the aircraft's groundbreaking composite structure and wing design.

It is generally acknowledged that the Hawker 4000 is currently the most advanced corporate jet on the market. The aircraft's range, rate of climb and speed, coupled with unrivalled short field and “hot and high” performance show, that this title is well deserved. A total of 78 aircraft have been produced as of the beginning of 2012.