

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

MEBA 2012

The 2012 Middle East Business Aviation exhibition (MEBA) was held, for the first time, at Al Maktoum International Airport on the Dubai World Central development in Jebel Ali from 11 to 13 December. MEBA's permanent home is to be a purpose built exhibition centre at the airport complex but this has not yet been completed, so the unopened passenger terminal was pressed into service as a temporary venue.

A biennial event, the fifth MEBA featured 385 exhibitors and registered over 7,000 visitors – a substantial increase over 2010 figures. By comparison, the static display was noticeably smaller with just 34 aircraft, compared to 53 two years ago. This year's MEBA conference, held on the first day of the show, focused on the challenges posed by 'grey charters' – unlicensed charter flight operations – in the Middle East.

While the show did not headline with significant new aircraft orders, each of the major manufacturers was well represented in the static park. A week prior to the G650's first handover, neither Gulfstream's new flagship nor the G280 made it to the static display at MEBA because the firm was focusing on delivery to clients. However it underlined its commitment to the Middle East market by showcasing both its G450 and G550 aircraft.



The new San Marino aircraft registry, making its official launch at the show, generated much interest. So too did Malta, whose recent legislative and fiscal initiatives designed to attract operators were the focus of a fringe seminar and wider discussion.

RANA Director Brian T Richards, who attended the show, said: "The number of attendees and the range of exhibitors was clear testament to the importance of the corporate market in the Middle East. The temporary venue seemed to work well, although many visitors and exhibitors were caught out by its distance from the city. The Sovereign Group has built a substantial presence in the Middle East and regards it as a marketplace with huge potential for growth. As such MEBA is a key date in our calendar."

Gulfstream Delivers First G650

Gulfstream's all-new flagship G650 business jet, which received its US Federal Aviation Administration (FAA) type certificate on 7 September, gained its Production Certificate (PC) from the FAA on 20 December. Just two days later the aircraft also received type certification from the European Aviation Safety Agency (EASA), permitting registration in the 27 states of the European Union.

With the granting of the PC, the company handed over the first production aircraft – aircraft number 6007, which was registered as N711SW – to its new owner, Las Vegas-based Wynn Resorts. It replaced a G450. A further three aircraft were delivered before the year-end, all to US recipients. Gulfstream markets the G650 as the fastest purpose built corporate jet with the largest cabin and the longest range.

RANA SERVICE CENTRE:

What We Can Do

For those readers new to *Airborne* we thought we would take this opportunity to outline the principal services that RANA and the wider Sovereign Group can provide to clients with aviation assets:

- Aircraft registration in jurisdictions worldwide, including Europe, the Caribbean and the US;
- Sovereign provides ownership structures for all categories of assets, including aircraft and helicopters;
- Competitive quotations for aviation insurance through our dedicated team ;
- Well-established links with potential sources of funding for aviation transactions in what remains a difficult financial climate;
- A consultancy service to the corporate and commercial aviation sectors offering tailored market information and insight.



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The Market According To JetNet

The latest market update produced by JetNet makes interesting reading. The company, which claims to be 'The world leader in Aviation Market Intelligence', produced analysis of the first ten months of 2012 that concluded: "A strong recovery of the pre-owned business jet market full-sale transactions is underway in 2012 and should result in a new record peak activity, surpassing that last seen in 2007." The compounded annual growth rate for pre-owned business jets was 12.2% with a parallel modest fall in the inventory of aircraft in the marketplace. A similar shrinking in the number of available corporate turboprops and piston/turbine helicopters was also reported.

The news however was not all positive. The average length of time that corporate jet aircraft are unsold remained at over a year and, while the asking prices for corporate jets and turbine helicopters increased, those of turboprops and piston helicopters showed a marked decline.

Hawker Beechcraft - The Saga Continues

Embattled Hawker Beechcraft expects to seek court approval to emerge from Chapter 11 bankruptcy protection as Beechcraft Corp by 31 January. As part of this process the company filed a sales forecast of \$1.9 billion for 2013. The Kansas-based firm was also given court permission to sell its inventory of 20 Hawker 4000 jets at a heavily discounted price. This move had been greeted by protests from existing owners worried at the impact on the market and by the threatened rejection of warranty and support obligations by the company on previously sold aircraft.

Corporate Aircraft News

Brazilian manufacturer **Embraer** announced that it had delivered the 200th aircraft in the Legacy 600 and 650 class. The aircraft in question, a Legacy 650, was delivered to China's Minsheng Financial Leasing Company Ltd and is part of an order for 13 placed in late 2011. Ernest Edwards, President of Embraer Executive Jets, noted: "The delivery of the 200th aircraft of the Legacy family within a decade eloquently reflects the success of the Legacy programme."

In news from the company's US operation, **Embraer** confirmed the maiden flight of the first Phenom 300 to have been assembled at its plant in Melbourne, Florida. It also broke ground on a new 6,225m² technology and engineering centre at the US plant, which is scheduled to open in 2014.

Eclipse Aerospace has confirmed the completion of the first 'Total Eclipse' aircraft. The firm used two airframes remaining from the Eclipse 500 project of Eclipse Aviation.

AIRCRAFT FACT FILE:

Boeing BBJ2



CATEGORY:

Heavy Jet

MANUFACTURER:

Boeing, USA

ENGINES:

2x CFM Int'l CFM56-7 turbofans

LENGTH:

39.50 m

WINGSPAN:

35.80 m

RANGE:

8,797 km

MAX. SPEED:

870 kmh

SEATING CAPACITY:

Up to 78

NO. OF CREW:

4

MAXIMUM TAKE-OFF WEIGHT (MTOW):

79,016 kg

DESCRIPTION:

The Boeing Business Jet 2 (BBJ2) is based on the airframe design of the commercial Boeing 737-800 airliner. The original BBJ, based on the 737-700 first entered service in 1998. The BBJ2 followed in 2002 having been launched to the market in October 1999. The 'new generation' 737-800 itself offered better range, payload, speed, lower emissions and noise levels than earlier members of the 737 stable.

Boeing markets the BBJ2 to corporate clients looking for a larger cabin and greater cargo volume than the BBJ1. The corporate 737 suite was completed in 2010 with service entry of the BBJ3 – the executive version of the larger 737-900ER. The BBJ2 has enjoyed more limited success than the BBJ1 with 21 examples currently in service.