

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

China and ABACE 2012

The National Business Aviation Association (NBAA) and the Asian Business Aircraft Association (AsBAA) – co-hosts of the Asian Business Aviation Conference and Exhibition (ABACE) – announced in early February that exhibitor space had been sold out well in advance of the three-day show due to be held from 27 – 29 March. To be staged at the Hawker Pacific Business Aviation Center at Shanghai's Hongqiao International Airport, the exhibition will showcase the Chinese and Asian corporate aircraft market. Although the event was inaugurated in 2005, the 2012 exhibition is the first to be scheduled since the 2009 show was abruptly cancelled at short notice due to "economic turmoil".

The importance of ABACE 2012 and the Chinese market – both to the hosts and the US government – is perhaps shown by the planned attendance of Li Jiaxiang, Administrator of The Civil Aviation Administration of China (CAAC), as well as John Porcari, US Deputy Secretary of Transport. All of the corporate market's manufacturers will be exhibiting along with a wide selection of operators and service providers. The show will also feature a static display of more than 25 aircraft with the emphasis very much on the larger cabin jets said to be favoured by Chinese buyers.

Don Spruston, Director General of the International Business Aviation Council, noted: "ABACE 2012 will be an ideal opportunity for the global business aviation community to showcase the products, services and safety programmes that have made

business aviation one of the fastest-growing aviation sectors in the world."



Much has been written about the potential for the Chinese corporate aircraft market, often with huge estimates for the numbers of aircraft required over the next couple of decades. In reality however, not only is the Chinese market starting from a very low base but it has to contend with what may be described as draconian operating restrictions, combined with high costs and an ingrained official wariness of the concept of private aviation. These restrictions and mindsets are slowly changing. ABACE 2012 will hopefully do much to assist.

Non-Citizen Trust Update

On 9 February, the US Federal Aviation Administration (FAA) confirmed that it would continue to permit non-citizen owner trust registration of aircraft when it released a "Notice of Proposed Policy Clarification". The release of the document follows a much-publicised review of policies regarding the use of such trusts by non-US citizens to register aircraft. The FAA's main cited concern was to ensure that it could obtain accurate operator and maintenance data from trustees thus complying with its obligation to maintain oversight of all registered aircraft. Regular readers will recall that a public review meeting was held in June 2011 and, as the FAA makes clear in this notice, this informed its approach to non-citizen trusts.

RANA SERVICE CENTRE:

Aviation Insurance

World class brokerage and competitive quotations are available to our aviation clients through the team at Sovereign Insurance Services (SIS). A fully licensed independent general insurance intermediary, the firm offers direct links to underwriters based in London and elsewhere. Geoff Trew and his Gibraltar-based team offer an outstanding service to owners and advisers, often in time-critical situations.

Aviation insurance covers the full range from public liability through to hull insurance for new or used airframes. The SIS team can quote on all types of aviation asset – from corporate jets and turboprops to flying schools or commercial freighters. SIS also specialises in areas such as kidnap and ransom insurance that may also be of interest to aircraft owners and operators. Contact us for an application form.



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Indian Business Aviation Expo 2012

The third annual Indian Business Aviation Expo (IBAE), held in New Delhi from 21 – 22 February, provided a forum for operators and manufacturers to meet with government to discuss the future of the corporate aircraft market. This year's event saw a 40% increase in delegate numbers over the 2011 conference. Among other predictions, it was noted that the Indian aviation market (including commercial operators) is expected to become the world's third largest by 2017. By then, it is predicted the sector will have added 300 corporate jets, 300 general aviation aircraft and 250 helicopters. One manufacturer, Brazil's Embraer, estimates that the Indian corporate market will be worth in excess of \$9 billion by 2020.

These rosy predictions were tempered by many attending the conference who pointed to the very real challenges affecting the Indian corporate market. There was a call to improve and update infrastructure at airports to allow for business and general aviation operations, as well as to increase the number of heliports and establish a wider network of FBO facilities. In addition, many

attendees stressed that the Indian market was being held back by excessively bureaucratic restrictions and by a punitive tax burden. Several speakers criticized the government's perceived inaction on promises made at IBAE in 2011 to simplify regulation to make it easier to purchase corporate jets or to apply for flight plans and landing permits.

Corporate Aircraft News

February witnessed a number of significant milestones for several manufacturers. **Bombardier** announced the delivery (to a Mexican customer) of the 400th Learjet 60XR. The aircraft first entered service in 2007. **Embraer** also delivered the 300th Phenom to a US customer. Having entered service in 2008, the original Phenom 100 and the larger 300 model have enjoyed success particularly with North American customers. In another significant landmark, the Brazilian manufacturer delivered its 100th corporate jet in its home market – a Medevac version of the Phenom 300. Finally, on 28 February, **Boeing** delivered the first 747-8 Intercontinental to a VIP customer. After cabin outfitting the aircraft will enter service in 2014.

In rotary news, **Bell Helicopter** announced the launch of its new 'super-medium' Bell 525. Capable of seating up to 16 passengers, the helicopter will be offered in a VIP/

corporate version. The **Reuben Brothers**, owners of London Oxford Airport, have acquired the London Heliport in Battersea, the only CAA-licensed facility in central London.

AIRCRAFT FACT FILE:

Eclipse 500



CATEGORY:

Very Light Jet

MANUFACTURER:

Eclipse Aerospace, USA

ENGINES:

2x Pratt & Whitney Canada PW610F turboprops

LENGTH:

10.20 m

WINGSPAN:

11.60 m

RANGE:

2,084 km

MAX. SPEED:

685 kmh

SEATING CAPACITY:

Up to 5, typical 3

NO. OF CREW:

1

MAXIMUM TAKE-OFF WEIGHT (MTOW):

2,722 kg

DESCRIPTION:

The term 'Very Light Jet' was born with the arrival of the Eclipse 500. The aircraft, originally produced by Eclipse Aviation received type certification in 2006 but production stalled in early 2009 when the manufacturer was liquidated. The new owner, Eclipse Aerospace, took over production in September 2009 and announced a new version, the Eclipse 550, which is slated for delivery from 2013. In 2010, the company also unveiled the 'Total Eclipse' package of upgrades for the 500 model.

Designed for a single pilot, the enhanced Eclipse 500 is claimed to offer lower purchase and operating costs than any other twin jet aircraft. It is aimed at general aviation owners who had never previously considered the purchase of a corporate jet.