

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

National Business Aviation Association 2011

Las Vegas played host to the 64th NBAA Annual Meeting & Convention from 10 to 12 October. This year's event was described by Ed Bolen, the organisation's President and CEO as "a highly successful show". A total of 26,077 visitors represented a 7% increase on 2010, while the figure of 1,106 exhibitors was 2% up on last year. In addition, 101 aircraft were on static display.



While commentators scramble each year to decide what the NBAA's meeting says about the state of the corporate aircraft market, there were some significant headlines and announcements. Following on from the launch of its new Citation M2, Cessna unveiled the mid-size Citation 680A Latitude which will compete directly with the new Embraer Legacy 450. Seating up to eight passengers, the new aircraft is expected to receive FAA certification in 2015.

Eclipse Aerospace launched the Eclipse 550. Using the airframe of the existing 500, the new aircraft will feature auto-throttles and enhanced avionics and is expected to see deliveries to customers in 2013. Embraer, Sukhoi, Dassault and Hawker

Beechcraft collected significant orders. Additionally, in a major announcement, Aviation Partners revealed its new design for a split winglet. It is claimed that the new winglet will be 40% more efficient than the current blended design.

Maintaining tradition, Honeywell Aerospace published its highly respected annual "Business Aviation Outlook" at the show. The bot-



tom line prediction is that although the industry has suffered four years of decline, 2012 should begin to see moderate recovery. The survey estimates that 10,000 corporate jets, at a value of \$230 billion will be delivered over the next ten years. This 10,000 aircraft will mean that the overall fleet of aircraft will double from current numbers.

In 2012, the NBAA will return to Orlando, Florida, from 30 October to 1 November.

Boeing's Flying Palaces

Despite comparatively limited commercial success, the Boeing 747-8 – Boeing's new version of the 747 – has proved popular as a VVIP aircraft with a number of governments. It is understood that Boeing holds orders for nine aircraft and in fact three appear among the early production positions within the manufacturer's lists. Aircraft noted and registered to the royal flights of Abu Dhabi, Qatar and Kuwait are scheduled for delivery as 'green' airframes over the next year. None of these aircraft are likely to be delivered to their owners for several years however. These aircraft will undergo extensive interior fitting to customer specifications at specialist plants around the world.

RANA SERVICE CENTRE:

Non-Citizen Owner Trusts

For US owners, registering an aircraft in the US is the obvious choice. But even where the owner of the aircraft is a foreign individual or corporation, placing an aircraft under 'N' marks can offer advantages. Physical base, maintenance requirements and proposed area of operation are all factors to bear in mind when choosing the registration jurisdiction. Current regulations allow non-US citizens to register an aircraft in the US (or permit them to continue such registration) by settling a trust using a domestic trustee. This is known as a Non-Citizen Owner Trust. RANA has established links with an experienced practitioner based in Texas and is now able to offer this facility to its clients. Contact us for further details at info@RegisterAnAircraft.com.

Backlash against EU Emissions Trading

From 1 January 2012, international aviation is to be included in the EU Emissions Trading Scheme (EU-ETS). This new regime will levy a carbon tax on all operations of aircraft landing or overflying EU member states. The amount charged will depend upon the distance flown and the type of aircraft involved. The inclusion of aviation follows the original introduction of EU-ETS to other sectors in 2005.



In two recent moves, non-EU governments and operators have recorded opposition in the strongest terms to Europe's plans. At the end of October the US House of Representatives passed "The European Emissions Trading Scheme Prohibition Act of 2011", which forbids all US airlines and other aircraft operators from participating in the scheme if it is applied to them after 1 January. The US government view, given the full support of the NBAA, is

that international aviation comes under the authority of the International Civil Aviation Organisation (ICAO) and should not be subject to the arbitrary imposition of new taxes in this way.

In a related move, the Director General of the International Air Transport Association (IATA), Tony Tyler, strongly condemned the EU move by demanding that a global scheme be placed under the leadership of ICAO. Tyler cited more than 20 governments (including the US, Russia, China, India and Japan) which had declared their opposition to the EU-ETS.

Corporate Aircraft News

During the run-up to the NBAA, SuperJet International – a joint venture between Italy's Alenia Aeronautica and Russia's Sukhoi – announced the firm sale of two **Sukhoi Business Jets (SBJ)** to the Comlux Group. With an additional two options, this order represents the launch contract for the VIP version of the Sukhoi Superjet 100 airliner. The new aircraft will enter service with Comlux in 2014.

Despite exhibiting a mockup of the aircraft at the NBAA, **Piper Aircraft** announced in late October that it was to suspend any further development of the Altaire very light jet. The company made it clear that market projections for the entry level jet market had led to this decision even though the

project was on budget and at an advanced stage of development. FAA certification of the four-seat aircraft had been planned for 2013.

Gulfstream's flagship G650 looks set for FAA certification by the end of the year and initial deliveries in 2012 following more than 2,000 hours of testing.

AIRCRAFT FACT FILE:

Cessna Citation CJ3



CATEGORY:

Light Jet

MANUFACTURER:

Cessna, USA

ENGINES:

2× Williams FJ44-3A turbopfans

LENGTH:

15.59 m

WINGSPAN:

16.26 m

RANGE:

3,475 km

MAX. SPEED:

771 kmh

SEATING CAPACITY:

Up to 8

NO. OF CREW:

1 or 2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

6,291 kg

DESCRIPTION:

The original Cessna Citation CJ first flew in 1991 and the CJ3 is one of seven versions of the aircraft currently in service. The manufacturer's original project was to design a light jet as a replacement for the Citation and Citation 1. Each enhancement of the original CJ has added updated avionics, improved performance, increased take-off weight, fuselage stretch – or a combination of these benefits.

The CJ3 was announced at the NBAA in 2002 and achieved FAA certification in October 2004 with initial customer deliveries at that end of that year. A stretched version of the CJ2, with new engines, enhanced avionics and higher take-off weight, the CJ3 can be flown by one or two crew.