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Airborne

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

Malta VAT changes

The Maltese government is to simplify and optimise the VAT treatment of privately operated aircraft in a move that will dramatically improve the competitive position of Malta's aircraft registry. The new rules apply to aircraft with a maximum take-off weight above 5,700kg that are purchased by a Maltese company and then leased to a third party. Lease periods are permitted up to a maximum 36-month period but VAT will apply only to the period of the lease during which the aircraft is in EU airspace. A VAT-paid certificate, providing for free movement around the EU, will be issued at the end of the lease period.

As reported in last month's Airborne, Malta is keen to promote its registry and make the island an attractive jurisdiction for owners and operators of corporate aircraft. The Maltese register has attracted 35 additional aircraft since the new legal and regulatory



framework was launched in January 2011, bringing the total to 111.

Guernsey register to go it alone

Exactly a year on from the decision of the Guernsey parliament (The States) to establish an aircraft registry in the UK Channel Island, local media has been awash with speculation and lobbying by groups keen to see the involvement of Jersey in the project. It is understood however that the island's Department of Commerce and Employment will provide The States with a progress report on the project later this month that will confirm that agreement has not been reached with its larger neighbour and that Guernsey will proceed alone.

Guernsey has been working with private partner SGI Aviation, the Dutch-headquartered aviation service provider, to establish the regulatory framework for the new register, which is set to go live next year. SGI will be responsible for running the register on the

government's behalf. Some Jersey politicians have expressed concern that Jersey will have "missed the boat" on a scheme designed to generate considerable income for the financial services sector and wider economy and benefits to local aircraft owners.

EU-ETS Developments

The inclusion of international aviation under the EU Emissions Trading Scheme (EU-ETS) from 1 January 2012 attracted, as we reported in November last year, fierce opposition from operators and governments worldwide. As clear evidence of this, the US Senate passed a bill at the end of last month that blocks operators of US-registered aircraft from taking part in the scheme. This measure follows a similar move by the House of Representatives earlier this year. Both pieces of agreed legislation must now be consolidated into a single measure and presented to the two houses. Powerful advocacy groups, including the NBAA, have been lobbying heavily against what they see as a unilaterally imposed carbon tax on aircraft.

RANA SERVICE CENTRE:

Aviation Insurance

On 6 February 2010, 90.2cm of snow fell on Washington Dulles International Airport. Three of the four hangars at the recently completed Dulles Jet Center collapsed and 14 corporate jets were crushed as a result. All were declared insurance write-offs with reported payments in excess of \$300 million. What this shows is that things can always go wrong and that aviation insurance is a vital consideration for any owner.

World-class brokerage and competitive quotations are available through the Gibraltar-based team at Sovereign Insurance Services (SIS). With direct links to specialist underwriters at Lloyd's of London and elsewhere, SIS can cover the full range of aviation risk from public liability through to hull insurance for new and used airframes. Contact us for more information.



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San Marino registry going for the corporate market

San Marino's Civil Aviation and Maritime Navigation Authority (CAA-MMA) signed an agreement in September with US-based Aviation Registry Group (ARG) to promote the tiny Italian enclave as a jurisdiction for aircraft registration. ARG will also run a number of registry functions. The registry will be launched officially at EBACE in Geneva in May next year but will see its first promotion at MEBA in Dubai in December.

The San Marino Aircraft Registry currently contains only two corporate jets – a CitationJet CJ1+ and a Mustang. Both wear the 'T7' prefix but are based outside San Marino. However agreements are in place with the Italian government to allow Sammarinese aircraft to operate from Federico Fellini Airport, which is located at Miramare, just outside Rimini, and only 16 km away from the City of San Marino.

JETExpo Moscow 2012

JETExpo, the annual business aviation exhibition, now in its seventh year, was held from 27-29 September in Moscow. Now established in a single venue at Moscow's Vnukovo-3 Business Aviation Centre, this year's event was marketed as "The gateway to success in Russia and the CIS". An increase in visitors, close to 100 exhibitors and an expanded static aircraft park suggested that this would be the biggest event yet. A strong presence from manufacturers illustrated the importance of the Russian market, alongside that of China. Gulfstream in particular, following FAA certification of the G650 and G280 designs, was bullish about the prospects. It expects to deliver the first G650 to a Russian client in early 2013.

Corporate Aircraft News

A **Boeing** Business Jet (BBJ) established a new speed record between two points when it flew non-stop from Los Angeles to Auckland (10,479km) in 13 hours, 7 minutes and 54 seconds. The aircraft was on its way across the Pacific to have its interior fitted by Altitude Aerospace Interiors.

The first production Learjet 75 was powered up at **Bombardier's** Wichita plant recently. The new version is expected to enter service next year. In widely reported remarks, the company's Vice President and General Manager Ralph Acs also suggested that the manufacturer may be looking at launching a smaller new derivative to sit between the Learjet 75 and 85.

The **Gulfstream** G550 has received type certification from the South African Civil Aviation Authority. In another important move signalling the widening of aircraft levels available in the market, **Embraer** has received certification for the entry-level Phenom 100 from the Civil Aviation Administration of China (CAAC).

AIRCRAFT FACT FILE: **Embraer Phenom 300**



CATEGORY:

Light Jet

MANUFACTURER:

Embraer, Brazil

ENGINES:

2x Pratt & Whitney Canada PW535E turbofans

LENGTH:	WINGSPAN:
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15.64 m	15.91 m
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RANGE:	MAX. SPEED:
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3,650 km	834 kmh
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SEATING CAPACITY:	NO. OF CREW:
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Up to 9, typically 7	1
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MAXIMUM TAKE-OFF WEIGHT (MTOW):	
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7,951 kg	
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DESCRIPTION:

Like its smaller entry-level lighter sister-ship the Phenom 100, the 300 was officially launched in 2005. The aircraft first flew in April 2008 and received FAA certification in late December 2009, with EASA approval following shortly thereafter. According to industry analysts, the programme has been marked by a succession of performance targets which have been exceeded. The aircraft's climb performance, range, operational capability from "hot and high" runways and fuel consumption were all better than initial estimates.

As this article is written, a total of 122 Phenom 300 aircraft have rolled off the Brazilian production line. The vast majority have been registered in either Brazil or the USA. From the first quarter of 2013 the aircraft will also be manufactured in Melbourne, Florida, alongside the Phenom 100.