

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

The Channel Islands Register takes off

The Channel Islands Aircraft Register (CIAR) was officially launched, along with the new “2-REG” brand, at the ASG hangar at Guernsey Airport on 9 December. The registry’s website – www.2-REG.com – also went live just before the start of the event.

Four locally-owned general aviation aircraft that were selected to test procedures and are the first to wear the new international prefix “2-” were on show at the launch. The four aircraft – registered “2-HIGH, 2-KOOL, 2-OFUS and 2-PLAY” – clearly demonstrated the facility afforded by the new prefix to purchase personalised registrations.

The CIAR is to be run as a public-private partnership between the Guernsey government and Dutch company SGI Aviation. Commerce and Employment Minister Deputy Kevin Stewart welcomed the project and its potential benefits to fiduciary, finance and legal sectors of the economy. He also presented the owners of each of the four aircraft with registration documents to go with their freshly painted aircraft. SGI Aviation was represented by a number of senior executives along with John Luth, chairman, president and CEO of Seabury, its New York-based parent company.



Jersey opts to go it alone

Just three days before the launch in Guernsey, Jersey’s Economic Development Department announced that Jersey is to press ahead with plans for its own aircraft registry. The proposal schedules the new register to launch by the end of summer 2014. In a surprise move, the statement also confirmed that Brian Johnson, currently Operations Director for Appleby Aviation and formerly Director of Civil Aviation in the Isle of Man, has been recruited to act as a part-time consultant on the project.

Negotiations for a joint registry with Guernsey failed to reach agreement and ended in September this year. Press reports just ahead of the Guernsey launch suggested that Jersey authorities are unhappy with Guernsey using the “Channel Islands Aircraft Register” and are contemplating legal action to stop its use.

China eases restrictions

The Chinese government has lifted many of the airspace restrictions for GA flights which have often been cited as a major barrier to growth of general and corporate aviation in China. The revised policy, was brought into effect as of 1 December 2013.

Previously, any GA flight operating within China had to be reviewed and approved by the military, which controls all Chinese airspace. Under the new policy, while flight plans will still have to be filed, GA operations will only require approval from the Civil Aviation Administration of China (CAAC). In practical terms, waiting times look set to be reduced from several days to just a few hours.

Certain restrictions remain. Flights over restricted areas will continue to require prior approval and the use of transponders. The operation of foreign-registered aircraft will also still require military approval co-ordinated with CAAC.

RANA SERVICE CENTRE:

The wider Sovereign Group

Sovereign’s core business is setting up and managing companies, trusts and other structures to meet the specific personal or business needs of its clients. Typically these needs would include tax planning, wealth protection, property ownership and facilitating cross border business.

We have also developed a wide range of supporting services such as wealth management, yacht and aircraft registration, credit cards, fund formation, pension services, residence and citizenship, as well as trademark and intellectual property registration and protection.

The first Sovereign office opened in Gibraltar in 1987 and we now have offices or agents in all the major international finance centres..



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Dubai Airshow 2013

While the commercial airlines and manufacturers grabbed the headlines at this year's Dubai Airshow (17 – 21 November) with huge orders for the Airbus A380 and the launch of the Boeing 777X, there was also a significant corporate market presence. The show, held for the first time in a purpose built venue at Al Maktoum International Airport Dubai World Central (DWC), boasted over 150 aircraft in static display and more than a third were corporate jets and turboprops.

Royal Jet, the large charter operator based in Abu Dhabi, confirmed at the show that it is to replace its entire fleet by 2020 with a total of seven new or pre-owned aircraft. The carrier is actively talking to Boeing, Airbus and Bombardier and plans to finalise a contract early next year. Also based in Abu Dhabi, Falcon Aviation Services signed a letter of intent with Pilatus for the new PC-24 although the order book will not officially open until EBACE 2014.

Reflecting what many commentators characterise as a flourishing business aviation market in the Middle East, Jetex announced that it has launched a full-service FBO at DWC. The new facility is expected to expand as more and more corporate aircraft move away from the overcrowded Dubai Airport (DXB).

Corporate Aircraft News

Having stolen the limelight at this year's NBAA convention in October by taking the wraps off the Falcon 5X, French manufacturer **Dassault Aviation** confirmed that it plans to launch another aircraft in 2014. President and CEO John Rosanvallon revealed at the Dubai Airshow that the new aircraft will not replace an existing model and will be positioned at the top end of the product line. In a significant milestone, the firm performed the first "virtual simulated" flight of the 5X on 13 November. This session provided crucial information on the aircraft's performance in flight. The 5X is due to fly for the first time in early 2015.

On 14 November, **Bombardier** received FAA certification for the Learjet 75. The new design, a version of the Learjet 45, offers enhanced range, new interior, improved hot-and-high field performance, increased fuel efficiency and new avionics.

Gulfstream delivered a total of seven G650 aircraft in one week (from 15 – 21 November) and expects to have handed over a total of 45 aircraft by year end. On 15 November, *en route* to the Dubai Airshow a G280 established a new city-pair speed record when it flew from Kuala Lumpur to Dubai World Central in 7 hours 34 minutes at an average speed of Mach 0.80.

The team at RegisterAnAircraft.com and The Sovereign Group would like to send all 'Airborne' readers Season's Greetings and our best wishes for 2014

AIRCRAFT FACT FILE:

Dassault Falcon 10



CATEGORY:

Light Jet

MANUFACTURER:

Dassault Aviation, France

ENGINES:

2x Garrett TFE731-2 turbofans

LENGTH:

13.86 m

WINGSPAN:

13.08 m

RANGE:

3,560 km

MAX. SPEED:

912 kmh

SEATING CAPACITY:

Up to 8

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

8,500 kg

DESCRIPTION:

When production ceased in 1989, a total of 226 Falcon 10 and 100 aircraft had been built. Of these, 174 remain in service. The Falcon 10 is an early generation corporate jet offering medium range, which entered service in 1971. Dassault's first jet, the larger Mystère 20, had received French and FAA certification in June 1965. The Falcon 10 was a totally new design with a non-circular fuselage, a new wing and a split passenger door.

The Falcon 100, an upgraded version with an Electronic Flight Instrument System (EFIS) glass cockpit, increased take-off weight, an extra cabin window and larger luggage compartment, was introduced in 1983. A total of 37 of this marque were produced.