

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

EBACE 2014 - Manufacturer launch pad

Manufacturers often use corporate aircraft trade shows as a platform to launch new designs, open order books or announce major upgrades to existing programmes. In this respect EBACE 2014 – the 14th annual European Business Aviation Conference and Exhibition held in the Palexpo Centre at Geneva International Airport from 20 to 22 May – did not disappoint.

French manufacturer Dassault Aviation used EBACE to formally launch the Falcon 8X, which will be the largest Falcon corporate jet. The new aircraft, a stretched version of the popular 7X, will offer increased fuel capacity, providing a range of some 6,450 nautical miles (11,945km) and boast a larger cabin area. The first flight of the 8X is planned for the first quarter of 2015 with certification following by the middle of 2016. The aircraft is expected to sell for \$58 million – 10% more than the 7X.

Not to be outdone, Gulfstream used EBACE to launch an extended range version of its flagship G650. Marketed as the “G650ER”, the new aircraft will offer a maximum range of 7,500nm (13,890km) with 6,400nm (11,853km) at Mach 0.90. This increase means that the aircraft will be the world’s longest-range corporate jet when it enters service in 2016.

Italy’s Piaggio Aero Industries unveiled its new Avanti EVO, based on its distinctive and very popular turboprop P.180 Avanti. The new version, the world’s fastest turboprop, will offer new winglets, aerodynamic enhancements, system upgrades, new quieter propellers and a completely redesigned cabin.

Local Swiss manufacturer Pilatus launched its first jet – the PC-24 – at EBACE 2013. The 2014 event saw it open the order book for the new aircraft. By the end of the show, it had taken orders for 84 aircraft with production sold out until the end of 2019.

From a purely statistical point of view, this year’s event also broke records – the total of 320 exhibitors was an 8% increase on 2013; total booth space sold was up by 4%; visitor numbers increased by 7% to over 13,200; and the static park (of 55 aircraft) was completely sold out.

The 15th EBACE will be held once again in Geneva from 19 to 21 May next year.

EU’s Third Country Operators regulation now in force

The new so-called Third Country Operators regulation (Regulation (EU) No. 452/2014) came into effect on 26 May. It places significant new obligations on all commercial operators from outside the EU that plan to operate within the 28 EU member states, the EU’s overseas territories as well as members of the European Free Trade Association (EFTA).

While not required for over flights, all commercial air transport (CAT) entities classed as “third country operators” (TCO) must obtain an EU-wide safety authorisation to fly to, from or within the European Union. In addition to airlines, the ruling also covers operators of corporate aircraft for “hire and reward” and, of course, includes US operators flying under FAA Part 135 operations.

Operators are now required to register with (EASA), the European regulator, and demonstrate compliance with standards laid down by ICAO.

RANA SERVICE CENTRE:

Aircraft Registration

What may be considered an appropriate registration jurisdiction for one client may not work for another. Certain registries, for instance, will not permit their aircraft to be used for “hire and reward”, placed on an air operator’s certificate (AOC) or chartered to third parties. It is also vital to consider the proposed geographical base of the aircraft, its intended sphere of operation and the acceptability of crew and maintenance standards. The advantages of “offshore registries” – neutral registration marks, confidentiality and potential tax savings, together with lower cost, ease of process and customer service – should be considered. RANA benefits from having established links with many of the world’s major registries and is well placed to offer advice on all these issues.



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Luxaviation acquires LEA

London Executive Aviation (LEA), the UK's largest corporate aircraft charter operator, was snapped up last month by Luxembourg-based business aviation services group Luxaviation for an undisclosed sum. The operator, which was founded in 1996 and operates a mixed fleet of 26 jet and turboprop aircraft, now joins one of Europe's largest aviation groups, which has absorbed France's Uni Air, Belgium's Abelag and Germany's FairJets over the last three years. The combined operation boasts some 90 aircraft across five bases and just under 500 employees. LEA, like its sister companies, will retain its own brand and operational control with its current CEO and managing director retaining their roles.

Guernsey registers first corporate jet

2-REG, the Channel Islands Aircraft Register based in Guernsey, announced on 19 May that it had registered its first corporate jet following its launch in December 2013. The first aircraft, a Gulfstream IVSP, was formerly on the Isle of Man register and has taken up the registration "2-TRAV". It is understood that the aircraft is operated by Execujet Aviation and owned by a Channel Islands-based company. The aircraft is not the first jet to wear the "2-" prefix however as two Airbus A319 airliners have already been registered between operational leases.

Corporate Aircraft News

Bombardier announced at EBACE that it has begun constructing principal structures for the First Flight Test Vehicle (FTV1) for the new generation of Global aircraft. The first Global 7000 is expected to enter service in 2016, with the ultra-long range Global 8000 to follow a year later. The manufacturer displayed a full size mock-up of the Global 7000 in Geneva.

Cessna launched the Citation CJ3+ on 20 March. Just over two months later, on 29 May, the manufacturer rolled out the first production example from its plant in Wichita, Kansas. FAA certification of the nine-seat design is planned for the second half of this year. In another development, the first production Citation Latitude has entered Cessna's flight test programme. Certification is expected by the end of June 2015.

In a series of company briefings at EBACE, Japan's **Honda Aircraft** confirmed that its first production aircraft is in the final stages of assembly after delivery of the first set of GE Honda HF120 engines and is set for its first flight this summer. The company expects certification in the first quarter of 2015 and hopes to deliver 50 to 55 aircraft in the first year.

Dassault has announced that the Falcon 5X main centre fuselage subassemblies have been joined together.

AIRCRAFT FACT FILE:

Dornier 328JET



CATEGORY:

Super Mid-Size Jet

MANUFACTURER:

Fairchild Dornier, Germany & USA

ENGINES:

2x P&WC PW306B turbofans

LENGTH:

21.23 m

WINGSPAN:

20.98 m

RANGE:

3,519 km

MAX. SPEED:

756 kmh

SEATING CAPACITY:

Up to 14

NO. OF CREW:

2+1

MAXIMUM TAKE-OFF WEIGHT (MTOW):

15,660 kg

DESCRIPTION:

The Dornier328JET has had something of a turbulent history. The design was first launched at the 1997 Paris Air Show as a turbofan version of the 328-100 turboprop airliner manufactured by German company Dornier Luftfahrt. The aircraft first flew in January 1998 with the VIP version, the Envoy 3, receiving certification in July 1999.

The 328JET design was built in Europe but marketed in the US following Dornier's acquisition by Fairchild Aircraft in 1996. Fairchild Dornier entered administration in 2002 and the production line was eventually purchased by Avcraft which itself collapsed four years later. 328 Support Services currently owns the type certificate and is marketing a 12-seat corporate conversion of the turbofan airliner known as the 328DBJ.