

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

Aruba Registry announces major changes

The Registry of Aruba announced major changes to the legislation governing aircraft registration in Aruba at the recent International Corporate Jet & Helicopter Finance conference in London, organised by Corporate Jet Investor.

Jorge Colindres, president and CEO of the Registry, said the revisions were intended to provide increased flexibility in line with demands from the corporate jet market. The principal changes are as follows:

- The registry has expanded the definition of qualifying companies/special purpose vehicles (SPV) – previously open only to Aruba citizens or legal entities – to include those registered in the EU, EEA, British Commonwealth, USA and the UAE. Legal entities from these areas can now apply for registration provided that they have suitably qualified local representation;
- Registration is permitted by US Owner Trustees, which are now classed as qualified entities;
- A new Aruba domestic register of Irrevocable De-registration and Export Request Authorisation (IDERA) has been created to give added assurance to a lessor in the event of a default;
- An additional register has been established to record any other acts or legal rulings relevant to the status of the aircraft. This is aimed to include the filing of an Aruba right of first pledge or an Aruba right of first mortgage;
- It is now possible to register other rights including details of engine ownership, fractional ownership arrangements and the rights conferred on a US Owner Trustee.

The Aruba registry currently hosts 46 corporate jets with a further nine commercial airliners converted for executive use. The majority of Aruba registered aircraft operate on a private (i.e. non-“hire and reward”) basis but the registry has also entered into several 83bis agreements allowing aircraft to be operated commercially in Kazakhstan and Russia.

The Aruba Registry is operated on behalf of the government by International Air Safety Office Inc. *Airborne* would like to thank Lincoln D. Gomez of Gomez & Bikker for providing details of the legislative changes.

Disagreement over Non-Citizen Owner Trusts

In July 2013 we reported that the FAA had issued what was described as a “policy clarification” relating to non-citizen owner trusts. These guidelines laid down the information that trustees would be required to hold in relation to the beneficial owners and operators of the aircraft.

A recent memo issued by the Office of Inspector General at the US Department of Transportation (DOT) sets out a number of concerns over this FAA guidance. The memo notes that the FAA still does “not have the information it needs on numerous aircraft owned under non-US citizen trusts, or that this information may not be readily available”. At an NBAA conference in early February the FAA deputy chief counsel cited a “fundamental difference” of opinion with the DOT on the scope of the current/historical aircraft for which data is required along with potential timing flexibility permitted under the guidelines.

RANA SERVICE CENTRE:

Aviation Insurance

Sovereign Insurance Services (SIS) is a fully licensed independent general insurance intermediary based in Gibraltar with direct links to specialist underwriters based in London and elsewhere. The team offers world class brokerage, competitive quotations and high levels of service to aircraft owners, operators and advisers. 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, general aviation aircraft and helicopters to FBOs, flying schools or commercial passenger or freight operators. SIS also specialises in areas such as kidnap and ransom insurance that may also be of interest to aircraft owners and operators.



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Soaring Al Bateen hosts Abu Dhabi Air Expo

Abu Dhabi's Al Bateen Executive Airport registered an 18% increase in visiting corporate aircraft in 2013 compared to the previous year. The high point for movements was once again the period around the Abu Dhabi F1 Grand Prix in early November, during which the airport handled more than 100 aircraft.

From 25 to 27 February, Al Bateen also played host to the third annual Abu Dhabi Air Expo – billed as an “International Exhibition of General Aviation”. The event attracted 175 exhibitors, 17,000 visitors and over 100 aircraft in the static display. Although considerable emphasis was placed on general aviation, business aircraft, FBOs and operators were much in evidence. The Gulfstream G650 joined the Bombardier Global 6000, ACJ320 and Boeing BBJ among the lighter craft available in the static park.

Corporate Aircraft News

Beechcraft is moving forward with its Hawker 400XPT upgrade programme. The first three aircraft are in the process of receiving winglets and new Williams FJ44-4A-32 engines along with new avionics. The modifications to these aircraft are due to be completed by the summer of 2014.

During the first week of February **Boeing Business Jets** delivered two BBJ 787s to undisclosed customers. These two aircraft, the second and third of the marque to be handed over, were delivered “green” for interior completion to customer specifications. Eventual delivery and service entry will take some time. A total of 13 BBJ 787s have been ordered.

On 11 February, Kansas-based **Cessna** announced “an accomplishment unmatched in general aviation” as the worldwide Citation fleet logged 30 million flying hours. The first Citation 500 entered service in 1972 and has been followed by over 6,600 more. The manufacturer has a range of eight Citation models currently in production. In a further milestone, the company confirmed that a prototype of its new Citation Latitude had flown for the first time on 18 February. Just a few days later, and on only the aircraft's third test flight, the Latitude successfully achieved full envelope performance for maximum speed (814.3kph), Mach speed (0.80) and altitude (13,716m). The aircraft is expected to receive FAA certification in the second quarter of 2015.

Canada's **Bombardier** expects service entry for its new Challenger 350 by the middle of this year. The improved version of the Challenger 300 offers a new powerplant, a new interior, larger windows and a new wing. The manufacturer is also anticipating the long-awaited first flight of the Learjet 85 later this month. The FAA issues the design's first-flight test permit at the end of February. The Learjet 85 is the first Bombardier to design to feature a fully composite structure.

AIRCRAFT FACT FILE:

Cessna 650 Citation III



CATEGORY:

Mid-Size Jet

MANUFACTURER:

Cessna, USA

ENGINES:

2x Garrett TFE731-3B-100S turboprops

LENGTH:

16.92 m

WINGSPAN:

16.31 m

RANGE:

3,774 km

MAX. SPEED:

875 kmh

SEATING CAPACITY:

Up to 11

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

9,979 kg

DESCRIPTION:

Cessna first started development of the Citation III in 1978, with the first flight following in May 1979. The aircraft received FAA certification three years later. The concept behind the Citation III was a requirement for a mid-size, long range corporate jet to complement the smaller Citation I and II. The aircraft's design was completely new, with key elements including a swept supercritical wing, a t-tail, a longer fuselage and new powerplant.

The US manufacturer delivered a total of 202 Citation in the years to 1992 when production ceased. The design was further developed with the Citation VI, a low-cost version of the aircraft with different avionics and standard interior and the Citation VII, which offered new engines.