



Airborne

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

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ABACE 2015 - “This was a big and exciting week”

This year's Asian Business Aviation Conference and Exhibition (ABACE), held in Shanghai from 14/16 April, was the largest ever with 183 exhibitors (40% from the Asia Pacific region) and 8,000 attendees. Ed Bolen, NBAA president and CEO summed up ABACE 2015 by saying that it: “once again put China at centre stage of the Asian and global business aviation community ... it is clear that a high-water mark has been reached, not only for ABACE, but for business aviation in China and across Asia.”

Now in its 10th year, ABACE was held at the Shanghai Hawker Pacific Aviation Service Centre and was co-hosted by the NBAA, the Asian Business Aviation Association and the Shanghai Exhibition Centre. The static display featured most of the principal manufacturers keen to exploit what they still view as a market with huge potential.

Bombardier, which displayed both the Challenger 350 and Global 6000, has issued a forecast that the Chinese market will require 950 corporate jet deliveries by 2023. Of this total up to 285 are predicted to be large-cabin aircraft with a value of \$15.5 billion. Other highlights included Embraer with the Chinese debut of the Legacy 500, Gulfstream with the G280 and flagship G650, and Dassault with the Falcon 7X and 2000S.

Although market forecasts are optimistic there remain significant challenges, for the Chinese market in particular. Airspace restrictions, overcapacity in the charter market and austerity measures were flagged during the event as potential impediments to growth.

New Irish registration marks

The Republic of Ireland has introduced, with effect from 1 June 2015, changes to registration marks for Irish registered aircraft. The Irish Aviation Authority (Nationality and Registration of Aircraft) Order, 2015 (S.I. 107/2015) allows for the use of registration prefix “EI” with four letters following – such use will be at the discretion of the Irish Aviation Authority. Although both “EI” and “EJ” have been allocated to the Irish Republic for many years, it is only now that the use of “EJ-xxxx” has been specifically permitted. There has been much speculation over the reason for the change – especially as the “EI” register retains a lot of unallocated space. It is possible that the new prefix could be used for a much-rumoured private corporate jet register or to satisfy the Republic's extensive aircraft leasing business. The industry awaits developments with interest.

ACASS granted AOC in San Marino

ACASS, the Montreal-based aircraft management and crew specialist, has been awarded an air operator certificate (AOC) by the government of San Marino. The tiny republic's aircraft registry is expanding and this is the first commercial AOC that it has granted. ACASS managed aircraft will be able to operate on a commercial (i.e. hire and reward basis) under ‘T7-’ registration. According to the company press release ACASS “pursued this registration in response to the growing demand for a safe, fiscally responsible and advantageous registration jurisdiction that had a complete set of commercial regulations compliant with the highest standards.”

The Maltese century

The publication of the latest Maltese aircraft register on 27 April marked a significant milestone for the island's expanding aircraft registry. According to the latest figures, there are now 101 corporate jets registered in Malta listed under a total of 23 operators. New legislation was enacted in October 2010. The legislation was designed to broaden the criteria for acceptance in terms of both aircraft and operators. The government's stated intention was to aim to attract operators looking to use corporate aircraft on a commercial basis. As a full member of the European Union, the island's government considers that it is ideally placed to attract new operators to the region and has introduced a number of incentives to ease the registration process.

In 2010, just prior to the introduction of the legislation, the register hosted just 16 corporate jets listed against just six entities holding AOCs (Air Operator Certificates). The numbers grew steadily for the first couple of years with a significant increase from February 2014, when the total stood at 55, to the current 101. This increase was due in large part to the rapid expansion of one operator in particular. Austrian charter/block time specialist VistaJet established a Maltese operation in 2012 with four locally registered aircraft. It now boasts a total of 34 aircraft (all of which are Bombardier models) – nine each of the Challenger 350 and 604, three Global 5000 and no less than 13 Global 6000. The other principal corporate operator is Comlux, which has a varied fleet of ten registered aircraft ranging in size from the ACJ319, ACJ320 and and Gulfstream G650, to the Hawker 900XP and Challenger 604.

RANA SERVICE CENTRE:

Aviation consultancy

Sound and comprehensive information is a key requirement for making the right decisions in respect of owning, registering and operating an aircraft. RANA's specialist aviation consultancy service can draw upon a considerable breadth of knowledge across both the corporate and commercial aviation markets, which is coupled to our established links with authorities and operators across the globe.

The wide spectrum of our expertise encompasses: technical and performance specifications of competing aircraft models – from small pistons and turboprops through the whole range of corporate jets to commercial airliners; research and detailed reporting on the operational history of individual airframes and operators both private and commercial; the registration and ownership requirements of registries worldwide; and the most suitable and efficient corporate structures for holding aviation assets. In a nutshell, we can add real value to the decision-making process. Contact our team to find out what you need to know.

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Luxaviation continues rapid growth

In a major consolidation of the market, corporate aviation services group Luxaviation announced, on 5 May, that it had acquired Swiss operator ExecuJet Aviation Group AG. The purchase creates what is claimed to be the world's second largest corporate aircraft operator.

ExecuJet, which was founded in 1991, employs just over 1,000 staff and boasts a fleet of some 165 aircraft covering a range from the BBJ to Pilatus PC12. It operates from hubs in Europe, Africa, Asia, Latin America, the Middle East and Australasia and specialises in management, charter and aircraft completions as well as maintaining a network of 19 FBOs. The Luxaviation Group includes Luxaviation (Luxembourg and Germany), Unijet in France, Abelag Aviation in Belgium, Portugal's Masterjet and UK-based London Executive Aviation.

Patrick Hansen, Group CEO of Luxaviation, will serve as ExecuJet's new chairman. As with previous acquisitions, ExecuJet will continue to trade as a separate entity and retain much of its existing management.

New Cyprus VAT scheme

As part of a wider plan to attract corporate aircraft to Cyprus, the island's government has established new guidelines covering VAT on private aircraft under lease. The scheme is similar to one launched by Malta in 2012 which applies to privately operated aircraft above 5,700kg. At the end of an operational lease period, an aircraft (leased to a Cypriot individual or corporate entity) will have a certificate allowing free circulation for VAT purposes within the EU at a rate potentially considerably lower than the prevailing national rate of 19%. The new rules cover aircraft in excess of 1,000kg MTOW (piston, turboprop and jet) under any worldwide registration. Calculation of the VAT due in Cyprus is made using a formula based on an assumption of time spent within EU airspace.

Corporate Aircraft News

US manufacturer Piper Aircraft launched three new piston and turboprop models – the M series – in a major announcement on 13 April. Each of the new models feature Garmin glass cockpits, digital pressurisation and electronic stability control. The M500 (formerly the Meridian) is a single engine turboprop seating up to six. The M350, a smaller six-seat single piston was granted FAA certification on 13 April. Finally, the M600 is a "clean sheet" single-engine turboprop design offering a new wing, powerplant and increased range. FAA certification is planned for Q4 2015. In a significant move announced on 14 April, Kestrel Aircraft and Eclipse Aerospace confirmed that they are to merge. The new One Aviation Corporation – stylised as ONE Aviation – will be headquartered in Albuquerque, New Mexico, and plans to develop a family of aircraft based around the Kestrel K350, a high-performance single turboprop-engined all-composite six-seat aircraft that is currently under development, and the Eclipse 550 entry level jet.

On 21 April Cessna Aircraft unveiled new interiors for the Cessna 208B Grand Caravan at the Sun 'n' Fun International Fly-In and Expo in Lakeland, Florida. The company recently celebrated the 30th anniversary of the first Caravan delivery and expects the 2,500th example to be handed over by the end of 2015. It has also received EASA certification for a 14-seat high-density configuration of the single engine turboprop workhorse.

Italian manufacturer Piaggio Aerospace has begun deliveries of the new generation P180 Avanti Evo. The upgraded design features a redesigned wing, winglets, five blade propellers and avionics enhancements.



AIRCRAFT FACT FILE \\\

HondaJet



CATEGORY

Very Light Jet

MANUFACTURER

Honda Aircraft Company, Japan

ENGINE

2x GE Honda HF120 turbfans

LENGTH

12.99 m

WINGSPAN

12.12 m

RANGE

2,185 km

MAX. SPEED

778 kmh

SEATING CAP.

6

NO. OF CREW

1

MAXIMUM TAKE-OFF WEIGHT (MTOW)

4,173 kg

DESCRIPTION

The HondaJet represents "the ultimate balance of innovation and inspiration" according to the marketing hype of its manufacturer. The HondaJet HA-420 is the first aircraft to be designed and produced by the Japanese company and its development has been chequered and lengthy. Approval for commercial development of the project was given in 2004, with the aircraft being officially unveiled in 2005. The first conforming prototype took to the skies in December 2010. The design received provisional FAA certification in March 2015, with full approval finally due in the coming months. Project delays have been due in part to the development of the new HF-120 turbfans. The design is innovative and features a distinctive "Over the Wing Engine Mount", a fully composite fuselage and glass cockpit avionics suite.