

More eco-protests target bizav

Eco-protesters have targeted another European business aviation venue. Campaigners from a Portuguese group called Climáximo broke into Cascais-Tejo Regional Airport on 6 December, damaging a Bombardier Global Express with paint and chaining themselves to its wheels.

In a statement, the group said it denounced “the luxury flights of the super-rich and the criminal hypocrisy of world leaders travelling to the COP28 (climate change conference) in a mode of transport that is the pinnacle of climate injustice.”

Business aircraft owners and operators in and around Brussels are bracing for more protests after a collective of political groups, calling itself ‘Code Red’, called for a “weekend of mass action against aviation” in the Belgian capital from 15 December.

Farnborough applies to increase aircraft movements

Farnborough Airport in Hampshire has finally submitted an application to the local authority to increase the maximum permitted number of annual aircraft movements from 50,000 to 70,000 per year by 2040, including an increase in non-weekday aircraft movements from 8,900 to 18,900 per year. The application further seeks an increase in aircraft weighing between 55 and 80 tonnes to allow for the operation of quieter and more efficient models. However, following a consultation with local residents, the airport withdrew a proposal to extend weekend operating hours and will stick to the existing window of 08.00 to 20.00 hours.

Eindhoven to ban bizjets from 2026

Royal Schiphol Group, the Dutch airport management company, has announced it is to ban flights by private jets from Eindhoven airport, the third busiest in the Netherlands, as of 2026. It will also introduce a cap on the number of yearly flights and a requirement to use a higher Sustainable Aviation Fuel (SAF) blend than that mandated by the EU. The measures are aimed at reducing carbon emissions and noise by 30% by 2030.

Amsterdam postpones capacity cuts

Under pressure from the EU and US, the caretaker Dutch government has announced the indefinite postponement of capacity cuts at Amsterdam Schiphol, which had been due to come into effect from 31 March 2024. This initial phase of capacity cuts would have reduced the number of ‘small business traffic flights’ by some 40%. The future of these capacity cuts will be left to be decided by the new Dutch government, which has yet to be formed by coalition following the recent general election.

Jersey ponders tax on private jets

The Channel Island of Jersey is considering the introduction of a tax on private jet operators as part of a proposal to raise funds to achieve carbon neutrality. The Jersey government is looking to raise £300 million over the next 30 years to achieve net zero. It is not yet clear whether the proposed tax would fall on aircraft owners or passengers, or both. Government papers state that Jersey would look at a “proportionate tax or charge” to balance the “significant environmental impact” of private aircraft travel against the “important role” it plays in “servicing the island as a hub for business and leisure”.

Global bizav traffic sets records, despite European decline

Overall global bizav traffic reached record breaking levels in November 2023, according to the latest data produced by specialist analyst WINGX. Bizjet and turboprop activity was 2% greater than last year and a full 20% higher than pre-pandemic levels of November 2019. Turboprop traffic levels were at an all-time high, eclipsing the previous record set in 2021 by 7%. Bizjet activity was 3% lower than November 2021, but 23% higher than before the pandemic.

Despite overall global positivity, it is clear that bizav traffic in Europe is in decline largely due to the economic pressures exacerbated by continuing war in Ukraine. In November, traffic fell by 6% over the same period last year. Some markets are suffering particularly badly, with traffic levels in Austria, the Netherlands, France and Germany all lower than before the pandemic.

A crown losing its lustre...

Netflix drama *The Crown* has garnered considerable criticism for questionable accuracy since it first aired in 2016. The sixth (and final) season seems to have continued that trend. In the first episode of the season – set in 1997 – Elizabeth Debicki, playing Diana, Princess of Wales, is clearly seen boarding Isle of Man-registered Sikorsky S76A+ M-LIFT. Unfortunately, the Manx register did not become operational until 1 May 2007. Diana is then seen disembarking from a helicopter and boarding Gulfstream G450 G-TAYC, which was not delivered until January 2007 ...

AVIATION SERVICES HUB:

Aviation finance

The new and used corporate aircraft market continues to function well, despite the twin shocks to the global economy from the pandemic and the invasion of Ukraine. Buyers continue to seek finance for these transactions, with growing demand in some sectors, business models and geographical areas. RANA has built up relationships with a number of banks, finance houses, leasing companies and groups of individual investors that have demonstrated an appetite for investment in the corporate aviation sector.

Lenders will of course look at a number of different factors and each has its own criteria for acceptance, in addition to loan-to-value ratios and the length of term of any potential deal. These criteria may include: the maximum age of the aircraft; whether it is new or pre-owned; the book value of the aircraft; the jurisdiction of the aircraft’s registration; or the type and nationality of the client. Any such financing is of course viewed on a strictly case-by-case basis with tailored terms and conditions.

Bizav OEMs out in force in Dubai

All the major bizav OEMs displayed their wares at the Dubai Airshow from 13-17 November. Although not a dedicated bizav trade show, the event was seen as a key venue to promote new aircraft to buyers in the Middle East. According to analysis by Honeywell Aerospace, the region will account for 6% of all new bizjet deliveries over the next five years and is the area with the highest rate of growth this year. The range of aircraft on show – including the Gulfstream G700, Bombardier Global 7500 and Dassault's full cabin mock-up of the Falcon 10X – emphasised the importance of large cabin models to this particular market.

Aviation moving slowly to decarbonise

A whole host of industries, including aviation, will fail to meet legally binding commitments to decarbonise by 2050, according to a wide-ranging report produced by KPMG. The reason for such a pronounced failure, the report claims, is government and industry reliance upon incremental changes that only take effect over a number of years.

The NetZero Readiness Report 2023 makes it clear that “the goal of achieving net zero by 2025 hinges on significant increases in the production of sustainable aviation fuel, as well as government incentives.” In a stinging rebuke, KPMG aviation strategy partner Christopher Brown said: “2050 as the net-zero target is pretty much tomorrow for this sector.” One of the principal reasons is the lengthy periods required by OEMs for development and production of fuel efficient and decarbonised aircraft.

The report was published prior to the opening of the United Nations COP28 climate change conference in Dubai. It also came as Virgin Atlantic flew the first transatlantic commercial flight using 100% SAF when a 787-9 aircraft (registered G-VDIA) flew from London Heathrow to New York JFK on 28 November. The flight was designed to emphasise aviation's commitment to net-zero despite a wealth of negative publicity exemplified by the KPMG report.

Corporate aircraft news

French OEM Dassault confirmed that the first example of the Falcon 6X had entered service with a yet, undisclosed owner on 30 November. The twin-engine Falcon 6X was announced in February 2018 following the cancellation of the troubled Falcon 5X programme and received EASA and FAA certification on 22 August.

Savannah-based Gulfstream Aerospace has confirmed that it hopes to receive FAA certification for its new flagship Gulfstream G700 by the end of this month. There is a chance however that this may slip owing to what is described as “FAA resource availability”. Certification will allow for initial customer deliveries to begin in the early part of 2024. The OEM is understood to have had 15 completed units ready for delivery as soon as regulatory approval is granted since October. In September, the US OEM announced improvements to a whole host of performance and speed parameters in advance of certification.

The G700 made its debut at the Dubai Airshow, as part of a targeted marketing push in the Middle East and Asia Pacific. Two prototypes were on display in Dubai. A single aircraft will then undertake a six-week promotional tour that will take in Australia, Thailand, New Zealand, South Korea, Japan and Singapore.

Boeing and Lufthansa Technik have been co-operating in the production of a cabin design concept for the BBJ 777-9 aircraft. The concept will be “tailored to the requirements of a new generation of VVIP and head-of-state aircraft.” The CelestialStar has clearly been developed with Middle East clients in mind as it “combines traditional influences from the Middle East's cultural heritage with a modern twist”. The BBJ 777-9 will be aimed at countries currently using BBJ 747 aircraft of various marques, from the 747-300/400 through to the newer 747-8 alongside 777-300 and 787-8/9.

The team at Sovereign's aviation division and the worldwide Sovereign Group would like to send seasonal greetings to all readers of Airborne, as well as our best wishes for 2024



AIRCRAFT FACT FILE \ \

Tecnam P2006T



CATEGORY

Light twin piston

MANUFACTURER

Costruzioni Aeronautiche Tecnam, Italy

ENGINE

2 x Rotax 912S3 piston

LENGTH

8.70 m

WINGSPAN

11.40 m

RANGE

1,204 km

MAX. SPEED

287kmh

SEATING CAPACITY

3

NO. OF CREW

1

MAXIMUM TAKE-OFF WEIGHT (MTOW)

1,230 kg

DESCRIPTION

The distinctive Tecnam P2006T holds the award for being the lightest certified twin-engine aircraft on the market. The P2006T made its first flight from the OEM's plant in Capua, near Naples, on 13 September 2007 and received certification from EASA just under two years later.

The P2006T is powered by two Rotax 912S3 piston engines, which, unusually can be fuelled by either Avgas 100LL or by 92 octane unleaded automotive petrol. The distinctive design features a high wing with winglets and a fully retractable tricycle landing gear.

According to publicity material provided by the manufacturer, the P2006 is “in a class of its own. With this aircraft you get more than a twin for less than a single.” The aircraft is aimed both as a low operating cost trainer for which the twin-engine configuration is promoted as a distinct advantage and as a versatile general aviation aircraft. It has also found a home with air arms in Italy, Spain and the Dominican Republic.