



## AIRBORNE

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## WEF 2020 - Highlighting bizav's commitment to sustainability

Flying in the face of flygskam – the Swedish term for 'flight shaming' – the world's business, political, academic and other leaders, once again descended on the Davos Klosters resort in the Swiss Alps for the annual World Economic Forum (WEF). This year's event was the 50th and took place from 21-24 January in the highly fortified conference venue at the centre of Europe's highest town.

Most attendees elected to eschew flygskam and arrived in their droves in bizjets of all shapes and sizes, which thronged ramps in Zurich and nearby Dubendorf along with fields as diverse as Munich, Basle, Turin, Altenrhein and Friedrichshafen. FBOs saw no reduction in requests for their services and the world's aviation photographers took advantage of some unseasonal sunshine to capture many exotic arrivals. Star of the show for many was the arrival of the two VC-25A aircraft of the US Aircraft, one of which used the call sign 'Air Force 1' with President Trump aboard.

This year's event saw notable commitments from the corporate aviation sector to highlight its sustainable credentials. The Business Aviation Coalition for Sustainable Aviation Fuel (SAF Coalition) joined forces with WEF and Zurich Airport to make Sustainable Aviation Fuel available to aircraft departing from Zurich. In addition, operators flying in for the event from three airports on the US east coast were able to purchase supplies of SAF even if not physically available at those gateways at the time of travel. The operator will receive a credit at time of purchase that can be redeemed for SAF when travelling through Van Nuys in California.

## 2019 OEM deliveries - Gulfstream on the up

The majority of the major OEMs have now released their full year figures for 2019, with Savannah-based Gulfstream Aerospace emerging as the star performer.

Q4 sales for Gulfstream increased by some 54% YOY – its second best quarter ever and the highest for ten years. The manufacturer delivered 147 aircraft in 2019, an increase of 26 over 2018. This total was made up of 114 large cabin and 33 midsize aircraft. The firm expects to deliver some 150 aircraft in 2020 and further confirmed that it expects the first flight of its new flagship G700 to take place by the end of H1 2020, with deliveries expected to begin in 2022.

Canadian manufacturer Bombardier delivered 142 bizjets in 2019 – somewhat below its stated target of 150 to 155 but an increase of five over 2018. The company handed over a total of 11 Global 7500s last year against an expected total of 15 to 20.

Textron Aviation, US manufacturer of Beechcraft and Cessna, delivered 71 bizjets and 59 turboprops in Q4 2019. This compares to 63 bizjets and 67 turboprops in the same period in 2018. The 71 bizjets included 13 of its new Cessna Citation Longitude model.

Dassault Aviation delivered a total of 40 Falcon bizjets, one less than 2018. This figure was also five short of its target for the year. The French manufacturer further reported that it took orders for 40 Falcons in 2019, down from 42 in the previous year.

### ADS-B mandates elsewhere

Following the much-publicised implementation of the US Federal Aviation Administration's ADS-B mandate, which came into force on 1 January this year, the focus is now shifting to other regulators in respect of deadlines for equipage. In Europe, EASA has decreed that all aircraft that weigh more than 5,700 kg or have a max cruise speed greater than 250 knots will need to be equipped with ADS-B capabilities in order to operate in European airspace from 7 June 2020. South Africa's deadline is 1 April, while New Zealand will require equipage for all aircraft operating in controlled airspace below FL245 from 31 December 2021. Mexico was due to follow the FAA deadline of 1 January but this mandate has now been delayed until 1 January 2022 for reasons as yet unconfirmed.

### Jet Edge to buy JetSelect

Jet Edge International, the Californian aviation services platform and charter operator, has agreed to buy JetSelect Aviation based in Columbus, Ohio. The purchase will create one of the largest US business jet inventories under management, with a combined fleet of more than 85 jet aircraft. Jet Edge, headquartered in Van Nuys Airport in Los Angeles, has concentrated on the operation and management of large cabin aircraft, while JetSelect has specialised in super-midsize aircraft – particularly Bombardier Challenger 300 and 350. The intention is for both entities to eventually operate as one company under the Jet Edge International branding.

### AVIATION SERVICES HUB:

Corporate ownership

Leveraging the Sovereign Group's wealth of experience in the provision of corporate services, RANA offers ownership solutions that are tailored specifically to aviation assets. We can recommend appropriate jurisdictions and corporate structures to provide asset protection, including tax and succession planning, as well as advising on the requirements and restrictions of particular registries.

The carefully planned use of a company structure – or special purpose vehicle (SPV) – can provide a number of distinct advantages to the owner of private aircraft or other types of aviation asset. Access to corporate limited liability and enhanced levels of confidentiality are the most obvious, but a company structure can also provide significant potential benefits in respect of estate planning, as well as simplifying any future sale of the asset, resulting in savings of time and cost. Sovereign will establish structures in jurisdictions worldwide that are best suited to the owner's place of residence or domicile and the aircraft's registration and intended usage.

## Bombardier to sell bizjet unit?

The future of Bombardier's business jet division has been the subject of intense speculation in the trade press over recent weeks. The Canadian manufacturer has significant debt and has already signalled that it is leaving the commercial airliner business by stepping back from its partnership with Airbus on the A220 (formerly the Bombardier C Series). The chitter-chatter has focused on possible suitors should the firm also look to exit the bizjet market. The smart money seems to be on a possible acquisition by Textron Aviation. If the US firm were to secure the Bombardier bizjet unit, it would hold some 55% of the entire market. Of the other potential contenders, Gulfstream and Dassault would face too great an overlap, while Embraer is currently looking at cementing its own link with Boeing. Both Bombardier and Textron have refused to comment.

## Brian Foley's predictions for 2020

Much-respected industry commentator Brian Foley has predicted that: "There are developments that would suggest that 2020 will shape up much differently than 2019." Foley, whose consultancy provides strategic research and guidance to aerospace firms and investors, said one such development was 'flight shaming' – the anti-flying movement driven by ecological activism. He suggests many owners may seek to avoid public exposure and censure either by contributing to carbon offset schemes or by deciding to leave aircraft ownership altogether. The latter option would indicate a bounce for charter companies and fractional ownership or hours-based programme operators. Foley also suggests that given the pressures in the US market, improving fortunes in non-North American and emerging markets may stimulate market growth and create a decent uptick in jet sales in those regions.

## ABACE cancelled

As a result of growing worldwide concerns over the Covid-19 coronavirus outbreak in China, the NBAA and local organisers have cancelled this year's Asian Business Aviation Conference and Exhibition (ABACE). The event was due to be held at Shanghai's Hongqiao Airport from 16 – 18 April.

## Corporate aircraft news

Swiss manufacturer Pilatus Aircraft confirmed that its PC-24 'Super Versatile Jet' received rough field certification on 7 February. This new certification will allow the twinjet to operate from rough fields – including grass, wet earth, dry sand, snow and gravel – and will effectively double the number for runways worldwide from which it can take-off and land. Trials to obtain these certifications were carried out at Goodwood, Woodbridge and Duxford in the UK, Kunovice in Czechia, Poitiers in France and Kuujuaq in Canada.

Bombardier has received FAA certification for the Garmin G5000 avionics suite upgrade for the Learjet 70 and 75. The G5000 suite will be installed on all new deliveries and will also be available as a retrofit option for existing owners. The upgrade will also be installed on the new Liberty version of the 75, which was announced in July last year.

The French government has awarded a contract for a new airborne signals intelligence platform to Dassault Aviation and Thales Group. The CUGE universal electronic warfare capability will ultimately be deployed by three Falcon 8X trijets, which will replace two C-160G Transall currently in service with the French Air Force.

SyberJet Aircraft has confirmed that it expects to receive amended type certification of the SJ30i SyberVision twin later this year and predicts initial customer deliveries in early 2021. The original SJ30 was announced back in 1986 as the SA-30 Fanjet.

Brazilian manufacturer Embraer Executive is to introduce a new version of the Phenom 300E. As we have reported in previous editions of Airborne, the Phenom 300 has been the most popular light jet for the last seven years in terms of deliveries. The enhanced version of the Phenom 300E is expected to enter service in May this year and will feature a cabin offering significant noise reduction and the Bossa Nova interior, recently introduced on the larger Praetor 500 and 600 twins. The upgraded Phenom 300E will be able to fly faster – a top speed of 980kmh (mach 0.80) compared to 955kmh (mach 0.78) – thanks to new Fadec-equipped P&WC PW535E1 turbofans. As a result the range will also increase from 3,650km to 3,723km.



## AIRCRAFT FACT FILE \\\

### Boeing 747-200 (VC-25A)



#### CATEGORY

Heavy jet

#### MANUFACTURER

Boeing, USA

#### ENGINE

4 x General Electric CF6-80C2B1 turbofans

#### LENGTH

70.60 m

#### WINGSPAN

59.60 m

#### RANGE

13,000 km

#### MAX. SPEED

1,015 kmh

#### SEATING CAPACITY

76

#### NO. OF CREW

2

#### MAXIMUM TAKE-OFF WEIGHT (MTOW)

375,000 kg

#### DESCRIPTION

Most airlines have long since retired the Boeing 747-200 from commercial service. This profile however focuses on two examples that are still very much in service and are among the most recognisable aircraft on the planet. The VC-25A is a highly modified version of the 747-200 airliner and is operated by the US Air Force as presidential transport. These aircraft are usually incorrectly described as 'Air Force One' – in fact any fixed wing aircraft carrying the US President adopts that call sign when he (or possibly she) is on board.

The current VC-25A aircraft are due to be replaced by two larger VC-25B aircraft, built originally as 747-8 airliners for defunct Russian carrier Transaero and are due to enter service in 2024. The VC-25A were ordered by President Reagan and first flew in 1986. The aircraft replaced VC-137s (Boeing 707s) in the role. As well as transporting the 'POTUS', the aircraft can be used as an airborne command centre in the event of a national emergency and can be refuelled in flight.