


## AIRBORNE

June 2019

FOLLOW US!

 @RegisterAnAcft

 @Register\_An\_Aircraft

## EBACE 2019 - promoting 'sustainability and innovation'

Those seeking headlines from EBACE 2019 did not find them in the OEM announcements of new models or significant upgrades to existing designs. To quote Alastair Whyte of Corporate Jet Investor: "The big news story of EBACE was that there were no big stories".

But that did not mean that commentators at Europe's largest corporate aviation event were left scrabbling around for news. The over-riding theme for this year's event was 'sustainability and innovation' and, returning to the familiar Palexpo site adjacent to Geneva airport, EBACE hosted nearly 400 exhibitors and attendees from more than 80 countries from 21 to 23 May.

According to European Business Aviation Association (EBAA) Secretary General Athar Husain Khan: "EBACE 2019 was characterised by new products, new business models, new investment opportunities and a new generation of aviation professionals determined to make their mark."

A sold-out static display featured 58 aircraft, of which 23 took part in EBACE's first Sustainable Alternative Jet Fuel (SAJF) 'fly-in' to demonstrate business aviation's commitment to aircraft carbon reduction. Aircraft using SAJF included the Bombardier Global 7500, the Embraer Praetor 500 and 600, Gulfstream G550, G600 and G650ER and Cessna Citation Latitude.

Immediately in advance of EBACE, a global coalition of business aviation organisations behind the SAJF initiative joined at TAG Farnborough Airport in the UK for a multifaceted event to showcase the viability of SAJFs, which included a technical panel discussion and a live fuelling with alternative fuel. Thirteen aircraft then flew on from Farnborough to Geneva, while others had fuelled up at airports across Europe and the US for demonstration flights.

For the first time, EBACE featured an Innovation Pavilion, which highlighted electric vertical take-off and landing (eVTOL) aircraft design concepts. The very clear message was that eVTOL has great synergy with business aviation, particularly in its potential for Urban Air Mobility (UAM), a market that could potentially be worth some \$1.4 trillion by 2040, according to Morgan Stanley. It was reported that a dozen vehicles which would qualify under the UAM are currently undergoing flight testing.

President and CEO of the National Business Aviation Association Ed Bolen summed up the event in characteristically buoyant vein: "We're finishing EBACE inspired by a vision of sustainable flight, urban air mobility and other game-changing innovations."

## Pilatus flies over \$1 billion

Swiss manufacturer Pilatus is once again grabbing headlines. The firm posted annual revenue of \$1,074 million – topping the billion-dollar mark for the first time since 2015 – and announced that it is to open a new assembly building in Switzerland later this year. In 2018 the company delivered 18 of its groundbreaking PC-24 super versatile jets, including the first to US customer PlaneSense, together with 80 PC-12 NGs, 27 PC-21s, and three PC-6s. Pilatus confirmed that it has reopened the order book for a tranche of 80 of the PC-24 twinjets, boosting the company's backlog to \$2.07 billion. In a sign of the popularity of the design, it also confirmed that half of this batch has already been sold. Last year Pilatus also opened a new aircraft completion centre in Broomfield, Colorado, which it expects to deliver up to 30 PC-24s per year.

## European bizav activity slides

European business aviation departures fell by 1.7% over the first five months of 2019 – a total of 5,500 flights – according to the latest edition of the Business Aviation Monitor published by Hamburg-based analyst WingX. Traffic totals for both April and May recorded overall YOY falls of 3%. According to WingX managing director Richard Koe, this slowing of activity reinforces "the impression that European demand has stalled since Q4 2018". In terms of traffic breakdown, May saw a fall of 7% in owner-operated bizjet flights while the number of charter flights remained static. The decline in overall flight activity was most noticeable in the UK, France and Germany.

## But the European market will grow...

In an analysis of market trends that will lighten the gloom, corporate aviation finance specialist Shearwater Aero Capital has predicted that the European private aviation fleet may grow by a third over the next five years. The headline figure has a total of 1,071 new private jets being delivered to European clients by 2025, which would be worth some \$38.5 billion. According to Shearwater Managing Partner Chris Miller: "Europe is an attractive region for business aviation finance companies such as ours. It has larger, more expensive aircraft than other markets, and the market here is increasingly focusing on benefits of using financing to purchase business aircraft as opposed to just paying cash." In May, Shearwater announced that it is seeking to raise \$200 million to support its continued growth.

## AVIATION SERVICES HUB:

Aircraft registration

It may be a cliché, but there is no 'one-size-fits-all' aircraft registry. A number of new registries have been launched over the last few years and more are in the pipeline. Many existing registries have also made changes to their offering. Each is seeking to attract owners and operators of corporate aircraft – a comparatively small but highly lucrative market – with what they consider to be a unique selling point.

The reasons for registering an aircraft outside the owner's home jurisdiction are many and various, and it should always be remembered that what might be an appropriate register for one client may not be suitable for another. All credible registries must be able to offer outstanding service, cost efficiency, flexibility in terms of acceptance of aircraft and crew standards, as well as providing security, confidentiality and political neutrality. Some may also offer potential tax savings and the benefits of asset protection and limitation of liability through corporate ownership.

## The future of the bizav market – Jetcraft five-year forecast

US aircraft broker Jetcraft once again used EBACE as the platform to launch its latest five-year business aviation market forecast. The headline figure predicts total bizav new and pre-owned sales of nearly \$30 billion per annum by 2023. In 2018, this market amounted to some \$26 billion.

Jetcraft's analysis covered a total of 168 aircraft models, split into four categories – light, mid-size, large and commercial. It predicts that pre-owned transactions will outnumber new deliveries by four to one by 2023, continuing a trend that has been growing since 2008. It also points to the increasing popularity of "more accessible and less costly refurbishment options" that are boosting the popularity of older models. In a startling statistic, Jetcraft notes that the average retirement age of a business aircraft has risen to around 32 years.

In terms of new aircraft deliveries however, the news is not so positive for OEMs. According to Jetcraft's analysis, new deliveries are forecast to "flatten out as the result of an upcoming economic downturn" but value will grow from \$82.1 to \$90.5 billion over the five-year period.

## Wheels Up snaps up TMC

Wheels Up, the New York-based membership specialist operator, has announced the acquisition of charter operator Travel Management Company (TMC). Wheels Up owns a fleet of 93 King Air 350i and Citation Excel XLS aircraft, which are operated by Gama Aviation on its behalf. TMC in turn operates a fleet of 26 Hawker 400XP light twinjets. It is understood that TMC will operate as an independent subsidiary of Wheels Up, retaining both its brand and its Elkhart, Indiana, headquarters. The acquisition will widen Wheels Up's charter offering to its members and, according to CEO Kenny Dichter, will further "our mission to provide our members with a total private aviation solution". Wheels Up's Core and Business level members have access to the company's fleet of aircraft and fleets of recommended charter operators.

## Corporate aircraft news

Brazilian manufacturer Embraer Executive Jets confirmed on 20 May that it had received certification for its new Praetor 600 twinjet from both the US Federal Aviation Administration (FA) and the EU Aviation Safety Agency (EASA). Brazil's National Civil Aviation Agency (ANAC) had approved the design the previous month. The Praetor 600 was unveiled at the NBAA-BACE in October 2018 and offers greater range and a number of other enhancements over the Legacy 500 on which it is based.

On the same day, French manufacturer Daher confirmed that EASA had approved its TBM 940 turboprop single, an upgraded version of the popular TBM 930, which features automatic de-icing system, cabin enhancements and an integrated auto-throttle. It is understood that FAA certification will follow soon.

Savannah-based Gulfstream Aerospace displayed both the G500 and G600 in the static area at EBACE 2019. Having received FAA approval for the G500 in July 2018, it now expects to receive EASA certification imminently. The US manufacturer also expects to receive FAA approval for its longer range G600 by the end of June, with deliveries due to start in July.

Gulfstream further confirmed that it has received steep approach safety approvals from the FAA for its flagship G650 and G650ER. These approvals follow testing at London City Airport last year and enable the aircraft to use other 'challenging' airports including Lugano in Switzerland and Aspen, Colorado, which boast both mountainous terrain, short runways and stringent noise restrictions.

On 24 May, the FAA issued an emergency airworthiness directive grounding all Cessna CitationJet Models CJ1, CJ2 and CJ3 (525, 525A and 525B) fitted with Tamarack Aerospace Atlas winglets – a total of 76 aircraft in the USA. The directive followed a similar notice issued by EASA that allowed a workaround to deal with an issue identified with the Tamarack Active Camber Services (TACS). Tamarack Aerospace filed for Chapter 11 bankruptcy protection on 7 June, citing the effects of these airworthiness directives. It confirmed that it continues to trade and will seek resolution with the regulators to allow the aircraft to return to operation.



## AIRCRAFT FACT FILE \\\

Douglas DC-3



### CATEGORY

Classic airliner/transport

### MANUFACTURER

Douglas Aircraft Company, USA

### ENGINE

2 x Pratt & Whitney R1830-S13CG Twin Wasp pistons

### LENGTH

19.70 m

### WINGSPAN

29.00 m

### RANGE

2,400 km

### MAX. SPEED

370 kmh

### SEATING CAPACITY

32

### NO. OF CREW

2

### MAXIMUM TAKE-OFF WEIGHT (MTOW)

11,430 kg

### DESCRIPTION

There are aircraft described as 'iconic' - and then there is the Douglas DC-3. A total of just over 16,000 airframes were produced in the US and under licence in both the Soviet Union and Japan. Approximately 600 remain in active service in often remote parts of the globe. The Douglas DC-3 first flew on 17 December 1935 and entered service in 1936.

As a commercial airliner the DC-3 came to dominate and open up air travel in the US in particular prior to the outbreak of WW2. It was however as a military transport during the war, designated as the C-47 by the USAF (and 'Dakota' by the RAF), that the DC-3 secured its place in aviation lore. C-47s of various variants played key roles in both D Day and the Berlin Airlift, the 75th anniversary of the former being marked by a gathering of over 20 aircraft for the recent Daks Over Normandy event. A number of aircraft including the pictured C-41A N341A found use after WW2 as corporate transports following conversion of former military stock.