

## AIRBORNE

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## EBACE2022 - "lightning in a bottle"

"EBACE2022 has been lightning in a bottle, bringing people from across the world together to see, touch and feel the future of business aviation," said Secretary-General of the European Business Aviation Association (EBAA) Athar Husain. "We depart Geneva driven by the innovation and enthusiasm turbocharged here at EBACE, thrilled to be part of an industry that's leading, evolving and growing."

EBACE2022 marked the return to an 'in person' event for the first time since 2019 and back at its usual home at Geneva airport's Palexpo Centre from 23 to 25 May. Co-hosted by the EBAA and the NBAA, overall exhibitor numbers this year were down – around 300, compared to 400 in 2019 and 418 a year earlier. The fall was attributed largely to continuing Covid travel restrictions and the impact of Russia's invasion of Ukraine. Some visitors to the re-imagined exhibition halls, which included large 'Innovation' and 'New Exhibitor' areas, reported more space and a slightly less frenzied atmosphere compared to previous years – but that should not detract from the enduring importance of seeing EBACE back in person.

The familiar EBACE static park featured some 47 aircraft – from a whole suite of Gulfstreams (G280, G500, G600, G650ER and G700), though to a debut for the Falcon 6X on the Dassault stand, which also featured a full-size cabin mock-up of the much-anticipated Falcon 10X. The size spectrum ran from the massive ACJ319 and BBJ through to the diminutive Tecnam P2012 Traveller and Cirrus SR22. Bombardier was also the fore. The Canadian OEM displayed examples of the Challenger 350, 650 and Global 6500 and 7500, and announced the official launch of the new larger and faster flagship Global 8000.

The keynote session featured Martina Navratilova, former tennis ace and keen pilot, and Wheels Up founder and CEO Kenny Dichter, who made his first address to EBACE delegates. Inspiring youth was represented by Zara Rutherford, the Belgian-British aviator who last year became the youngest female pilot to fly solo around the world at age 19 and the first person to complete a circumnavigation in a microlight aircraft (a Shark ultralight), and Maya Ghazal, who last year became the first female Syrian refugee to gain a private pilot licence at age 21 and was appointed a Goodwill Ambassador for UNHCR, the UN Refugee Agency.

The 'Innovation Pavilion', which featured a wide array of advanced air mobility (AAM) and electric craft, dovetailed neatly with the overriding theme of EBACE2022 – sustainability. The first EBACE Business Aviation Sustainability Summit focused on game-changing technologies and strategic developments that will help the sector reach its target of net zero emissions by 2050. Almost half of the panel sessions took sustainability as their theme. The Newsmakers Luncheon featured industry innovators in hydrogen-powered aircraft, high-performance batteries and sustainable aviation fuel (SAF). The show also saw the launch of the Forever Flight Alliance, which aims to decarbonise aviation, backed by the NBAA and Prince Albert II of Monaco among others. To emphasise the drive to sustainability, all the aircraft in the static display were fuelled with SAF for departure thanks to an arrangement between TotalEnergies, Jet Aviation and Geneva Airport.

"This entire week at EBACE was a celebration of business aviation – of the inspiring people, bold ideas, emerging technologies and new markets propelling us forward," said NBAA President and CEO Ed Bolen. "With every new product launched and the visionary thought leadership explored on our speaker stages, this show opened hearts and fired imaginations. EBACE2022 made clear: This is our time."

## Bizav traffic rises, defying turbulence

"Business jet demand is defying general economic turbulence, with worldwide leisure destinations pulling in record numbers of visitors. Aircraft owners are now setting the pace for record-breaking flying," said Richard Koe, managing director of specialist data analyst WINGX. Bizav traffic levels are bouncing back quicker in Europe than North America compared to 2021 when travel restrictions on this side of the Atlantic were more draconian. Overall European bizjet activity was up by 31% compared to May/early June 2021, and up by 18% compared to the same period in pre-pandemic 2019. Underlining Koe's comments about a spike in leisure travel, traffic figures for Italy, Spain, Greece and Turkey were all more than 30% above 2019 levels. In the UK, bizjet traffic for the period was 24% higher than 2021 levels for May/early June and continued to outpace 2019 levels. Biggin Hill in particular has seen a 50% increase over 2019.

North American traffic posted less dramatic increases. Fractional and charter traffic showed only low single digit increases over 2021 levels, but overall bizjet traffic was still out-performing 2019 levels, with the first week in June (week 22) seeing a 21% increase. One category performing particularly is short/medium haul journeys (of 1.5 to 3 hours in duration), which showed a 38% increase over 2019 levels. In terms of individual states, Florida ranks as the third busiest in the US with bizjet traffic up 61% compared to week 22 of 2019, although this figure was still 6% down on 2021 levels.

AVIATION SERVICES HUB:  
Aviation consultancy

Accurate, up-to-date and comprehensive information is a key requirement for making the right decisions in respect of sourcing, 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, manufacturers, service providers and operators worldwide.

The 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.

## Ukraine - operational consequences and solutions

A key session during this year's EBACE in Geneva looked at the challenges facing bizav and wider aviation caused by the Russian invasion of Ukraine. The discussion covered the effective closure of the Russian market for businesses that formerly operated or flew over the country and the implications for airports of having aircraft impounded due to sanctions on owners with links to Russia.

Addressing the complexity of dealing with multiple sanctions regimes, EBAA Chief Operating Officer Robert Baltus advised: "Do not assume anything"; and if an official gives permission to act over a sanctioned aircraft, "Get it in writing".

As part of efforts to help operators navigate the sanctions minefield, manage risk and protect their business from potential fines, Corporate Jet Investor has developed Semaphore Intel – a database of sanctions and flagged individuals involved in aviation, which also offers news alerts and real time updating.

By way of example, on 6 June a US District Court issued a seizure warrant against two aircraft owned and controlled by Russian oligarch Roman Abramovich, after finding that the airplanes were "subject to seizure and forfeiture based on probable cause of violations of the Export Control Reform Act (ECRA) and the recent sanctions issued against Russia." The aircraft were a Luxembourg-registered Gulfstream G650ER (LX-RAY), believed to be in Russia, and an Aruba-registered BBJ787 (P4-BDL), which remains in Dubai.

## GJC forecasts continued growth

Connecticut-based Global Jet Capital (GJC) has issued its second five-year Business Jet Market Forecast, which looks at the sector up to 2026. The report features detailed forecasts covering bizjet deliveries and pre-owned transactions. The main headline forecasts compound annual growth of 5.1% over the five-year period, with total transaction volume of USD186.8 billion for new and pre-owned aircraft.

Looking at the detail, the forecast expects overall transaction volumes to fall by some 8% this year, largely due to a decrease in pre-owned transactions following a record-breaking year in 2021. The value of transactions is actually expected to increase by 3%, however, due to the sale of larger cabin aircraft and increased new deliveries. New deliveries are expected to grow by a compound 4% between 2022 and 2026, with dollar volume growing by some 8%. Pre-owned transactions are expected to grow by 1% per annum, with dollar volumes up by 2% overall.

## Corporate aircraft news

Canadian OEM Bombardier officially launched the Global 8000 on the first day of EBACE 2022. First announced in 2010 – alongside the Global 7000 (later 7500) – the original concept was to be 2.4m shorter than the 7500 but with an increased range. The aircraft now unveiled will be the same size as the Global 7500 but will provide increased range and a higher speed. The 8000 will now offer a range of 12,875km (8,000 miles) and will be able to reach Mach 0.94 (1,151kmh), compared to the 7500 which has a maximum speed of Mach 0.925 (1,133kmh). Owners of existing 7500 aircraft will be offered a retrofit to bring their units up to 8000 standard. The Global 8000 is expected to enter service in 2025.

Following recent FAA certification for the Cessna Citation XLS Gen2, Textron Aviation has confirmed that the enhanced model has now also received EASA approval, enabling the OEM to begin deliveries to European customers. The Gen2 was originally announced at NBAA-BACE 2021 and the manufacturer expects to hand over the first European example to an Austrian client shortly.

Rolls-Royce has confirmed that it is close to completing testing and will commence production of its new Pearl 700 engine, which is destined for the Gulfstream G700. The Pearl 700 offers increased efficiency and an 8% improvement in take-off thrust over the BR725 that powers the flagship Gulfstream G600. The UK manufacturer said it also making excellent progress with the development of the Pearl 10X to power Dassault's new Falcon 10X, which is due for service entry in 2025.



## AIRCRAFT FACT FILE \\\

Dornier 328-110



### CATEGORY

Regional airliner

### MANUFACTURER

Dornier, Fairchild Dornier, Germany & USA

### ENGINE

2 x P&WC PW119B turboprop

### LENGTH

21.23 m

### WINGSPAN

20.98 m

### RANGE

1,852 km

### MAX. SPEED

620 kmh

### SEATING CAPACITY

33 in airline service

### NO. OF CREW

2

### MAXIMUM TAKE-OFF WEIGHT (MTOW)

13,990 kg

### DESCRIPTION

The original Dornier 328 was produced as a turboprop commuter airliner and these versions were eventually developed into the 328Jet. Of the 217 Dornier 328 aircraft produced, 90 were the standard 328-110 twin turboprop version, which was also known as the Dornier C-146A Wolfhound in US Air Force service. The first prototype 328 was rolled out in October 1991 and made its first flight on 6 December that year. However, it did not enter commercial service until nearly two years later after an extended period of testing prior to certification.

The baseline 328-110 entered service against a backdrop of a number of competing models – including the ATR-42, DHC8-100/200, Jetstream 41 and Saab 340. It was also a time where many airlines were introducing small regional jets on short haul routes. To add advantage, the manufacturer also developed a STOL version of the aircraft, but only 18 examples were produced. Production of the turboprop 328 ceased in 2000.