



## AIRBORNE

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## NBAA 2016 - vitality, activism, enthusiasm, innovation

The NBAA's Business Aviation Convention & Exhibition (NBAA-BACE) returned to Orlando for the first three days of November. Held at the Orange County Convention Centre and at Orlando Executive Airport (ORL), the show is simply the biggest event of its kind in the world.

There were few substantial announcements from original equipment manufacturers (OEMs). The biggest headlines were generated by the choice of Safran's Silvercrest to power the Cessna Citation Hemisphere and the long-awaited FAA certification of the Cirrus SF50 just a few days before the show. There was also a dearth of new orders.

However the scale was impressive – 1,100 exhibitors, 27,000 visitors, a sold-out static display of some 114 aircraft at ORL and the largest-ever indoor static display at the convention centre, showcasing nine fixed-wing airplanes and six helicopters. There were also significant debuts – Swiss manufacturer Pilatus' PC-24, Gulfstream's new G500 and Piper's M600 turbo single. In addition, Cessna displayed the prototype Citation Longitude just weeks after the type's first flight.

NBAA President and CEO Ed Bolen said: "The activity level was high, and the enthusiasm was strong. Equally important, the show provided a reminder of the industry's size and significance in the US, and around the world."

This year's event was dedicated to the memory of industry greats Bob Hoover and golfer Arnold Palmer. As usual the show included sessions with federal policy makers and regulators. It also featured a host of educational events and a focus on young people and careers in business aviation.

## SETOps 2016 - single engine focus

Ahead of the much-anticipated EASA formal approval for commercial operations by single engine turboprops, London Oxford Airport played host on 18 October to SETOps 2016, a conference dedicated to single engine operations. The event attracted over 150 delegates, representing owners, operators, manufacturers, brokers and lobby organisations. The focus of the event was to highlight the advantages – in terms of both purchase and operating costs – of single engine turboprops such as the Pilatus PC-12 and Daher Socata TBM range, as well as the potential opportunities afforded by EASA approval. It was noted that some 350 aircraft in this category currently operate in Europe, of which over 50 are based in the UK.

## North American bizjet market to strengthen?

US aircraft broker Jetcraft has published some interesting forecasts and assessments of the state of the North American corporate jet market. The firm revised down its overall forecast for business jet deliveries over the next ten years by 10% (876 units). However, it estimates that North America will account for 60% of the new aircraft, a 6% increase on earlier assessments. This increase will be at the expense of "emerging markets" whose economies have been hit by falling oil prices and a strong dollar, which has suppressed demand. One particular focus of the report is the emphasis on OEM development investment in new models, particularly the large cabin sector, which will enter in the next few years. Jetcraft predicts strong demand for the Global 7000 and 8000, G500 and G600 and Falcon 8X/9X and Legacy 700 models in particular.

## WINGX - that autumn 'slow down'

The latest edition of WINGX's 'Business Aviation Monitor' reports what might be termed "a seasonal slowdown" in European flight activity. WINGX MD Richard Koe described the figures as the "lowest monthly October activity for several years". Overall, there were 66,921 corporate aviation departures in October – a 2.8% decline YOY. The largest falls were in Germany and France, which saw 1,600 fewer departures during the month compared to the same period last year. Flights from the UK also fell by some 4% in October although, overall, the UK is still showing growth for the year. Spain and Italy bucked the trend by reporting traffic increases of some 7% and 2% respectively as against October 2015. Continuing a now familiar theme, departures from Russia to the rest of Europe once again fell by 7%.

## Gulfstream to end G450 production

Just a few weeks after announcing the cessation of the mid-size G150, Gulfstream confirmed on 21 October that it is to end production of the G450 in 2018. The end of the G450 should coincide with the first customer deliveries of the new generation G500, which is due to replace its older stablemate. The G450 entered production in 2004 as a development of the Gulfstream IV and IVSP. The G500 will fly faster and offer a substantial 18% lower fuel burn than the G450. The "fly-by-wire" first flew in May 2015 and is expected to receive certification in 2017.

## RANA SERVICE CENTRE: Aviation insurance

Sovereign Insurance Services (SIS) is a fully licensed independent general insurance intermediary based in Gibraltar. The strength of the Sovereign brand combined with the expertise and experience of the team has enabled SIS to build relationships with leading insurers throughout the world. With direct links to specialist underwriters based in London and elsewhere, SIS can provide wide-ranging bespoke insurance cover for owners of fixed wing aircraft and helicopters. The team further offers market insight, expertise and competitive pricing, together with efficient and professional claims' handling. Specialist aviation insurance covers the full range – from public liability through to hull insurance for new or used airframes. The SIS team will quote on all types of aviation asset – from corporate jets and turboprops, general aviation aircraft and helicopters to FBOs, flying schools or commercial passenger or freight operators. SIS also specialises in areas such as kidnap and ransom insurance, which may also be of interest to aircraft owners and operators.

## Q3 2016 - how three manufacturers fared

Three major manufacturers – Textron Aviation, Gulfstream Aerospace and Embraer – recently held Q3 investor calls and reported their performance and assessments of the market. Scott Donnelly, Textron president and CEO seemed to capture a general mood when he said: “While the market is still soft, we’ve seen good demand for our new products, which is driving growth.”

Textron delivered a total of 41 business jets during Q3 – an increase of four over the same period last year. The background however shows that the smaller Citations M2 and Latitudes make up more of those deliveries compared to the Citation Sovereign and XLS+. It also delivered 29 King Air turboprops in Q3, matching the 2015 period tally. Overall, the firm reported a small drop in profits to \$100 million for Q3.

The principal message from Savannah-based Gulfstream Aerospace was a noticeable decrease in deliveries over the same period in 2015 due to the transition from older to newly introduced models (the G450/550 to G500/600). This year, Gulfstream delivered 27 aircraft, compared to 43 in Q3 2015, a fall of some 37%. In spite of the fall in deliveries, the company reported the strongest order book since 2011 for the same period.

Brazil’s Embraer delivered five fewer aircraft in Q3 than it did in 2015. However, the mix was very different. This year saw strong performance in the large-cabin category, with an increase of 33%. Overall its total deliveries so far this year were down by just one unit compared to 2015.

## San Marino Registry recognised

Since relaunching its aircraft registry at the end of 2012, San Marino has made remarkable progress and enjoys a growing international profile. This was recently recognised at the 39th Assembly of the International Civil Aviation Organisation (ICAO) held in Montreal. The San Marino Aircraft Registry (SMAR), along with a number of other states, was awarded an inaugural Council President Certificate, which recognises significant progress in resolving safety oversight deficiencies and improving the effective implementation of ICAO Standards and Recommended Practices. These were identified through ICAO’s Universal Safety Oversight Audit Programme in 2015.

## Corporate aircraft news

Bombardier’s flagship ultra-long range Global 7000 made its first flight from the manufacturer’s Toronto plant on 4 November. The flight lasted two hours and 27 minutes and represents a huge milestone for the project, which was first unveiled in 2010. It is anticipated that the aircraft will receive regulator certification and enter service by the end of 2018. The Global 7000 will feature a four-zone cabin, 13,700km range and a maximum speed of Mach 0.925 (1,133kmh). The 7000 and the longer range Global 8000 (currently under development) are both derived from the successful Global 6000. The 8000 is scheduled to enter service in 2019.

First unveiled as a full concept in 2007, the Cirrus SF50 Vision Jet finally received full FAA certification on 28 October. The single engine “very light jet” can accommodate up to six passengers with lone pilot operation and has a range of 2,315km. It is understood that the manufacturer holds orders for some 600 aircraft.

In a month of project landmarks Textron Aviation’s new Cessna Citation Longitude made its first flight from the firm’s Wichita plant on 8 October. The new super mid-size twin was unveiled at the 2015 NBAA Convention. It is the largest of the Citation family and can seat up to 12 passengers. The prototype (N9227L) Longitude was on display at this year’s NBAA and the aircraft is expected to receive certification in 2017.

In other news, Textron confirmed that it has selected Safran Aircraft Engines’ Silvercrest turbofan to power its new Cessna Citation Hemisphere. The French manufacturer beat off competition from rival powerplants made by General Electric, Rolls-Royce and Pratt & Whitney Canada. It is expected to receive certification in by the end of Q2 2018.



## AIRCRAFT FACT FILE \ \

### Bombardier Learjet 45



#### CATEGORY

Mid-size jet

#### MANUFACTURER

Bombardier, Canada

#### ENGINE

2x Honeywell TFE731-20 turboprops

#### LENGTH

17.68 m

#### WINGSPAN

14.58 m

#### RANGE

3,167 km

#### MAX. SPEED

858 kmh

#### SEATING CAPACITY

9

#### NO. OF CREW

2

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

9,752 kg

#### DESCRIPTION

Bombardier announced its intention to develop the Learjet 45 at the annual meeting of the NBAA in Dallas in 1992. The prototype 45 made its first flight in October 1995 – 32 years to the day after the first Learjet 23 took to the skies. FAA certification was granted in September 1997, with entry into service four months later.

The Learjet 45 fills a capacity gap between the Lear 31 and 40 and the larger series 60. The 45 featured a number of enhancements while retaining the classic “Learjet look”. The aircraft boasts a larger rudder and fin, smaller delta fins and extended engine pylons. The manufacturer claimed that the cabin (at 1.5m high and 1.55m wide) provided more “head and shoulder” room than any similar aircraft in its class. The cockpit features a four-screen Honeywell Primus 1000 EFIS avionics system. The original 45 was upgraded to the 45XR in 2004 following an engine upgrade.