


AIRBORNE

November 2019

FOLLOW US!

 @RegisterAnAcft

 @Register_An_Aircraft

NBAA-BACE 2019 - Driving change in a rapidly evolving industry

NBAA-BACE lived up to its billing as the world's largest corporate aviation event when it returned to the Las Vegas Convention Centre and Henderson Executive Airport on 22 October with leading OEMs choosing the convention to launch new models and powerplant. Gulfstream Aerospace grabbed the headlines with the unveiling of its new flagship G700, Bombardier brought a full-size mock-up of the latest Learjet – the 75 Liberty – and Rolls Royce took the wraps off its new Pearl 700 engine.

On the eve of this year's show, NBAA president and CEO Ed Bolen had noted: "The aviation industry is changing; it's evolving, it's adapting, and it's in some ways transforming. I think you'll see all of that on display at NBAA-BACE." In particular, he highlighted the role of OEMs in bringing new models to the marketplace, new developments in terms of sustainable fuels and reducing the sector's carbon footprint, embracing alternative technologies and a powerful dynamic for change.

In terms of hard orders, Gulfstream cemented the launch of the G700 with orders worth some US\$2 billion – a commitment for 10 examples from Qatar Executive and an order for 16 aircraft from US fractional specialist operator Flexjet. The latter continued its spending spree by adding an order worth US\$1.4 billion with Brazilian manufacturer Embraer. The commitment covers a total of 64 aircraft including Phenom 300E and a mix of Praetor 500 and 600 twins. Under the terms of the deal, Flexjet will also modify its existing fleet of Legacy 450s to Praetor 500 standard.

Beleaguered Boeing also lifted its gloom by recording an order for two BBJ787-9s for the same undisclosed customer. High profile programme and charter specialist VistaJet further confirmed that it would take up to six Bombardier Global 7500s from an order originally placed in 2012.

Reflecting Bolen's theme, this year's NBAA-BACE placed alternative technologies – including unmanned systems (UAS) and urban air mobility vehicles (UAMs) – at centre stage. This year's new UAS/UAM Innovation Display Area featured full-scale concepts and prototypes of a whole host of new models.

Ed Bolen gave his verdict on this year's event in these terms - "This week proved that in business aviation, we want the future, and we want it now, that future was on proud display in Las Vegas with a show that fired the imagination."

Gulfstream unveils its new flagship

In an announcement widely anticipated by the aviation media, Gulfstream Aerospace used the NBAA-BACE convention in Las Vegas to unveil its new flagship business jet. The Gulfstream G700 is expected to make its first flight early in 2020 and is slated to enter service in 2022. The largest Gulfstream, it will feature an interior with five zones, which is claimed to be the longest, widest and tallest cabin in business aviation. The aircraft will feature 20 G650 size windows, up from 16 on the manufacturer's current flagship.

The G700 has a stated range of 13,890km (7,500nm), the same as the G650ER on which it is based, and boasts a top speed of Mach 0.925 (1,142kmh). It is powered by two Rolls-Royce Pearl 700 engines, which provide 5% more thrust and 3.5% lower fuel burn than the G650ER powered by RR BR725. The design also features the Symmetry flight deck shared with the smaller G500 and G600. Gulfstream displayed a full-size cabin mock-up of the G700 in Las Vegas.

Labour's war on private jets

In the midst of a general election and – to be fair – before its official manifesto has been published, a senior member of the UK opposition Labour Party has suggested that the UK should ban all business jet flights powered by fossil fuels by 2025. In response to a report published by environmental and economic pressure groups Fellow Travellers and Commonwealth calling for electric-only private aircraft flights, Shadow Transport Secretary Andy McDonald tweeted: "The multi-millionaires and billionaires who travel by private jet are doing profound damage to the climate, and it's the rest of us who'll suffer the consequence. A phase-out date for the use of fossil fuel private jets is a sensible proposal." This received short shrift from industry lobby groups including the EBAA, IBAC and NBAA, which all pointed to the value of the corporate aviation sector and its place at the forefront of efforts to introduce sustainable fuels and offset harmful emissions.

UK bizav pilot shortage predicted

Colibri Aircraft, the UK-based specialist in marketing, resale and purchase of pre-owned business aircraft, has estimated that the UK will require 2,500 new pilots for the sector by 2038. The report points to the need to replace the large number of pilots that are leaving the sector to fly with commercial airlines. Failure to do so will cause major operational challenges within business and private aviation.

AVIATION SERVICES HUB:

Aircraft registration

There is no 'one-size-fits-all' aircraft registry. A number of new registries have been launched over the last few years, while a number of other jurisdictions have widened their acceptance criteria to attract high value business and improve the services they offer to international clients. More will surely follow. Every registry seeks to attract owners and operators of corporate aircraft with what they consider to be a unique selling point. In such a niche market what may be an appropriate registration jurisdiction for one client may not work for another.

The reasons for registering an aircraft away from the owner's home base jurisdiction can be many and various. To attract this comparatively small but lucrative market, registries must be able to offer outstanding service, ease of process, cost-efficiency, flexibility in terms of aircraft acceptance and crew standards, as well as providing confidentiality and political neutrality. In addition, corporate ownership can some offer potential tax advantages, increased asset protection and limited liability.

Russia sets zero rate of import VAT for commercial aircraft

Russian President Putin signed into law a new zero rate of import VAT for commercial aircraft, including business jets, registered in Russia. The new rule will come into effect on 1 January 2020. Crucially, the legislation provides for VAT exemption for those aircraft registered in states with which Russia has signed ICAO Article 83-Bis Transfer Agreements. This list currently comprises seven states, including Bermuda and Ireland, but others are likely to follow. The exemption is aimed at modernising domestic civil aviation infrastructure and extends to aircraft engines, spare parts and testing equipment. The VAT exemption will be in place until 1 January 2023.

Isle of Man cleared in tax avoidance review

A review by the UK Treasury of the administration of tax on both business aircraft and yachts in the Isle of Man found no evidence of VAT avoidance. The detailed review followed allegations aired in the media as part of the so-called 'Paradise Papers' leak of documents in 2017. The island's government requested the UK to investigate its procedures following allegations of VAT avoidance through importation through the Isle of Man. The investigation concluded that the Manx authorities had performed extensive and effective compliance checks during VAT registration. The report also recommended further checks in years following VAT registration to ensure continued compliance.

Honeywell bizjet delivery predictions

The annual Global Business Aviation Outlook produced by systems manufacturer Honeywell Aerospace estimates that 7,600 business jets will be delivered in the next decade, valued at US\$248 billion. This compares to last year's forecast, which predicted 7,700 deliveries worth some US\$251 billion. While the survey estimated 2019 deliveries to be down by 25 units over its prediction at this time last year, it makes it clear that 2020 numbers will rise by some 7% due to certification of a large number of new offerings from OEMs

Corporate aircraft news

On 9 October, the SJ30i light twinjet of SyberJet Aircraft made its first flight as part of the programme towards certification, which is expected in 2021. The SJ30i features the new Sybervision flight deck. The SJ30 was originally announced back in 1986 as the SA-30 fanjet and the programme has been beset by delays and multiple changes of ownership for the design and manufacture of the aircraft. Utah-based SyberJet Aircraft was established in 2011 by Metalcraft Technologies to own the type certificate and restart production of the SJ30.

Transport Canada granted approval for both the Bombardier Global 5500 and 6500 on 24 September. Both designs, which were originally unveiled at EBACE 2018, have now received approvals from EASA. FAA certification is understood to be imminent. Both aircraft are upgraded versions of the Global 5000 and 6000 respectively and feature a new wing, the Rolls-Royce Pearl 15 turbofan and a new flight deck.

Gulfstream Aerospace announced on 15 October that it had received EASA approval for the G500 twin. The aircraft first flew in May 2015 and received FAA approval on 20 July 2018.

Swiss manufacturer Pilatus announced that it has delivered the 50th example of its groundbreaking PC-24 Super Versatile Jet on the eve of NBAA-BACE. Delivery of the first aircraft took place on 7 February 2018 and the in-service fleet has now amassed 1,400 flying hours.

The company teased industry observers by stating that it would be revealing "The NeXt Big Thing" at NBAA-BACE in Las Vegas. The big reveal is the third generation of its popular PC-12 turboprop single – the PC-12NGX. The upgraded version features a new cabin, updated avionics and a new Pratt & Whitney Canada powerplant. It is understood that the new version began flight testing at the end of 2017 and is expected to receive FAA and EASA certification next month.



AIRCRAFT FACT FILE \ \

Beechcraft Model 99



CATEGORY

Turboprop

MANUFACTURER

Beechcraft, USA

ENGINE

2 x P&WC PT6A-20 turboprops

LENGTH

13.58 m

WINGSPAN

13.98 m

RANGE

1,686 km

MAX. SPEED

380 kmh

SEATING CAPACITY

17

NO. OF CREW

1

MAXIMUM TAKE-OFF WEIGHT (MTOW)

4,727 kg

DESCRIPTION

The Beechcraft 99 first flew in July 1966. If any aircraft can be said to be an amalgam, the 'Beech 99' is it. It was designed with the wings of the Beech Queen Air and the engines and nacelles of the King Air, together with various other systems common to both. The Model 99 was designed to replace the venerable Beech 18, of which over 9,000 were built from 1937 to 1969.

The Beech 99 is an unpressurised twin turboprop that was originally envisaged as a short-haul commuter airliner. Production ended in 1986 and a large number of the remaining aircraft were converted into freighters. A sizeable number of aircraft were also used as parachute platforms and a smaller number for corporate transports. This version, known as the Beech 99 Executive, has a seating capacity of up to eight. In 1984, the Beechcraft 1900, a pressurised 19-passenger aircraft, was introduced as the follow-on aircraft, and subsequently the 1900D, particularly in the role of commuter airliner.