

The monthly newsletter of RegisterAnAircraft.com – the Aviation Division of The Sovereign Group

Corporate jets deliver at WEF 2013

Gulfstream had delivered only six of its new flagship G650 aircraft to customers by mid-January and it is testament to the enduring importance of the World Economic Forum's (WEF) annual meeting in Davos-Klosters that no less than three of these aircraft flew in to Zurich airport carrying delegates to the event.

WEF 2013, which was held over five days in the alpine resort, boasts attendance by over 2,500 of the world's political and economic leaders along with a sprinkling of intellectuals, journalists and high-profile celebrities. Zurich airport is the closest facility to Davos-Klosters and the bulk of corporate jet and turboprop aircraft used the airport and its well-practiced FBOs.

WEF 2013 saw a sizeable increase in the number of corporate aircraft arriving for the event. The two major Zurich FBOs both reported increases in the traffic handled in 2013. Jet Aviation handled 747 aircraft movements with a passenger count of just over 1,500 while ExecuJet handled in excess of 300 movements.

Many of the stands at Zurich airport are reserved for heads of state leaving just 35 parking stands for private/corporate traffic. Due to this restriction, aircraft often drop off their passengers – with a maximum ground time of three hours – before relocating to other airports for the duration of the event. Recommended alternate airports include Geneva, Basle-Mulhouse, Munich and the Swiss military facility at Dubendorf. Dubendorf noted an increase in WEF traffic of over 80% on that of the previous year.

As usual, the influx of corporate and government aircraft attracted a substantial number of aviation photographers to Zurich airport for the event. Among them was RANA's director Brian T Richards, who reported that there seemed to be far more aircraft calling to drop passengers and then parking in other airports than in previous years. The return this year of a high profile Russian delegation with six aircraft (including two Russian Air Force freighters used to transport limousines) was a particular highlight along with substantial numbers of large cabin ultra-long range aircraft in the Global Express and G550 category.



'2 REG' - The Channel Islands Registry

After lengthy negotiations between the governments of the two islands, many reported in issues of Airborne, the plans for the operation of a joint Channel Islands registry seem to be firming up. A joint Channel Islands Aircraft Registry marketed as '2 REG' is expected to launch during the third quarter of 2013.

It is understood that the new registry will be based in Guernsey because the island has undertaken the necessary legislative work for its foundation. Both islands would however control a joint venture company established under a public-private partnership with Dutch company SGI Aviation to run the registry on a day-to-day basis. In recent public statements, politicians from both jurisdictions have pointed to the benefits that a new registry would bring to the financial services sectors of both islands.

RANA SERVICE CENTRE:

Aviation Consultancy

Sound and comprehensive advice is a key requirement for making the right decisions on owning, registering and operating an aircraft. RANA's specialist aviation consultancy service can draw upon a considerable breadth of knowledge across both corporate and commercial aviation markets, coupled with established links with authorities and operators across the globe. Our coverage is wide: technical and performance specifications of competing aircraft models; research and detailed reporting on the operational history of individual airframes and operators; assessment of available modes of operation for corporate aircraft; the registration/ownership requirements of registries worldwide; the list goes on. In a nutshell, we can add value to the decision making process. Contact our team to find out what you need to know.



FOLLOW US ON TWITTER: @RegisterAnAcft

2012 - How was it for the manufacturers?

With the turn of the year, a number of manufacturers have released annual trading figures that provide insight into the relative strength or continuing weakness of various sectors of the corporate aircraft market.

Bombardier delivered 179 corporate jets in 2012, compared to 163 in the previous year, and more importantly received net orders for 343 aircraft, compared to just 191 in 2011. In addition, the manufacturer ended 2012 on a high note, taking orders for six Global 6000 and six Learjet 75 at the end of December. In an encouraging announcement the company's President and COO Guy Hachey said: "We are seeing positive momentum across our entire product portfolio".

Boeing met its target of delivering 12 completed aircraft to customers with a further 12 being delivered to completion centres. Of the aircraft handed over for completion, eight were 747-8 aircraft – the bulk of which will be delivered to Middle East clients (including governments) after the lengthy outfitting process.

Brazilian manufacturer **Embraer** delivered 99 corporate jets in 2012 – 77 light jets (Phenom 100 and 300) and 22 large cabin jets (Lineage 1000 and Legacy 650). The total figure matched that of the previous year. The company reported an order book valued at \$12.5 billion, down on the previous year.

Gulfstream, basking in the first deliveries of the G650 at the end of December, reported a slight increase in 'green' aircraft delivered for completion (121 over 107) but deliveries of completed airframes actually fell slightly from 99 to 94. The company partly blamed this on delays caused by reworking G650 airframes prior to delivery.

Corporate Aircraft News

Cessna has begun initial production of the Citation M2 corporate jet at its plant in Independence, Kansas. The aircraft, designed to fill the gap between the 510 Mustang and 525 CitationJet series, is based on the now out of production CJ1 and will accommodate up to six passengers. The first aircraft is scheduled for roll-out in April with certification set for the second quarter of this year.

Helivert, a joint venture between **Russian Helicopters** and **AgustaWestland**, confirmed that the initial Russian-produced AW139 medium-twin helicopter performed its first flight on 19 December. The aircraft is produced at the company's plant at Tomilino, Russia. The company has estimated production at between 15 and units per year.

In another proposed rotary joint venture, **AgustaWestland** has signed an agreement with **Embraer** to produce the European manufacturer's range of medium-twin helicopters for commercial and military operators in Brazil.

AIRCRAFT FACT FILE:

Gulfstream G650



CATEGORY:

Large Size Jet

MANUFACTURER:

Gulfstream Aerospace, USA

ENGINES:

2x RR BR725 A1-12 turbfans

LENGTH:

30.41 m

WINGSPAN:

30.36 m

RANGE:

12,964 km

MAX. SPEED:

982 kmh

SEATING CAPACITY:

Up to 18

NO. OF CREW:

4

MAXIMUM TAKE-OFF WEIGHT (MTOW):

45,178 kg

DESCRIPTION:

At the end of December 2012, Gulfstream commenced deliveries of its new flagship G650 corporate jet. The project was launched publicly in March 2008 with US type certification being granted in September 2012.

Gulfstream describes the design as representing the "gold standard in business aviation". The aircraft is larger, faster and can fly further than any of the company's other aircraft. The G650's design is distinctive – with a wider oval rather than round fuselage and larger cabin windows. The aircraft is powered by new Rolls-Royce engines and the cockpit features the innovative PlaneView avionics suite developed by Honeywell. The company holds a significant order book for the new aircraft.