

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

The ups and downs of EBACE 2013

The 13th annual EBACE (European Business Aviation Convention and Exhibition) – held in the Palexpo Centre adjacent to the passenger terminal at Geneva airport on 21-23 May – disappointingly reported slightly lower figures than in 2012. Europe's largest corporate aviation event drew 12,353 attendees, representing a drop of just over 2%, and 460 exhibitors, a fall of 6.3%.

However Fabio Gamba, CEO of the European Business Aviation Association (EBAA) – one of the co-hosts of the show – branded the event a success. "What I saw at EBACE 2013 was an industry that is not only addressing the economic situation in this region, but one that is taking the necessary steps to ensure that business aviation remains essential in Europe," he said.

The launch of the new Pilatus PC-24 twinjet may have stolen most of the headlines, but the static area was also the focus of great interest. The 52 static aircraft on display may have represented a 13.3% fall over the previous year in terms of numbers but in terms of square metres the display was the largest in the show's history.



This was due to the showcasing of significantly larger cabin aircraft. Embraer brought a full complement of designs including the international debut of the Legacy 500. Bombardier also displayed the first production Learjet 75 and, in the show hall, unveiled a new version of its best selling Challenger 300. With actor and pilot John Travolta on hand to promote the aircraft, the Challenger 350 will offer more powerful engines, a new interior, larger windows, new winglets and a new wing. Gulfstream also displayed a full set of models including the G650 and G280.

Away from the aircraft there was much discussion of the challenges facing corporate aviation in Europe with much of the focus on European airspace restrictions and government taxes on corporate aircraft and their passengers.

EBACE 2014 will be held from 20-22 May and will be a noticeably changed event. The exhibitors will all move to one level (Palexpo Halls 3-6), while the static display is to be relocated to the east.

Beechcraft update

The newly restructured Beechcraft Corporation was prominently promoting its range of turboprop and piston aircraft in Hall 7 of the Palexpo centre in Geneva at EBACE. Having emerged from bankruptcy the company also confirmed strong first quarter figures. It logged a total of 65 deliveries compared to 41 in the same period of 2012. This includes six Hawker 4000 aircraft from its jet division. This performance, according to CEO Bill Boisture, represented "a great start for our new company".

The manufacturer is actively seeking buyers for its mothballed Hawker jet division – a sale that would include type certificates for the 4000 and Premier aircraft manufacturing expertise and tooling.

RANA SERVICE CENTRE:

Local representation

Gibraltar, RANA's base, currently has no aircraft register of its own and this situation is unlikely to change in the foreseeable future. For this reason we are able to assess and recommend registration jurisdictions around the world independently and from a distance. As the aviation division of the wider Sovereign Group however we are able to draw upon the expertise and local knowledge in over 25 offices worldwide. RANA has local representatives in three of the major current (or forthcoming) registration jurisdictions. Should you wish to connect with our aviation team via one of these offices, the local contact details are set out below:

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PC-24 - The 'Super Versatile Jet'

2017 will see the first deliveries of what is claimed to be the first in a new class of corporate jets. Unveiled amid much secrecy and expectation on the first day of EBACE in Geneva, the PC-24 twinjet is marketed by Swiss manufacturer Pilatus as the world's first "super versatile jet".

In terms of size and acquisition costs the new aircraft is designed to compete with the Embraer Phenom 300 and Cessna CitationJet CJ4. However Pilatus claims that the PC-24 will offer competitive advantages and innovative capabilities that will set it apart from the competition. During the unveiling of the mockup at EBACE, company Chairman Oscar Schwenk noted: "The PC-24 is unique. It's the only aircraft combining the versatility of a turboprop with the cabin size of a mid-size jet and the field performance of a light jet."

In corporate configuration the new aircraft will seat up to eight passengers, although the manufacturer also intends to market it to third level operators as a ten-seat commuter airliner. Like the iconic turboprop PC-12, the new design will offer a large rear cargo door and will boast a range of 3,611km. Pilatus believes that the aircraft's main selling point will be its ability to operate from short unprepared runways. It is this capability that could see the aircraft sell particularly well in developing markets such as Africa and Latin America.



Corporate Aircraft News

Cessna confirmed at EBACE that its new Citation Latitude and Longitude programmes are running to schedule with the former due to enter service in the early 2014 and the latter in mid-2017. During the first week of May the manufacturer also announced that fuselage and wing of the first production Citation M2 – the upgraded version of the CitationJet CJ1 – had been mated together. Cessna expects certification in the second half of 2013 with first deliveries shortly thereafter.

Honda has confirmed that certification of its HondaJet is likely to be delayed until the end of 2014 – a significant blow for the company. The delay is understood to be the result of continuing problems with the HF120 engine for the new aircraft. Final certification of the engine is not now expected before the end of 2013.

In another major announcement saved for EBACE, **Nextant Aerospace** unveiled an upgraded version of its 400XT twinjet. The 400XTi offers a much quieter passenger experience together with a cabin that offers more space. The aircraft reuses the original airframe of the Hawker 400 with new avionics and up rated engines. The new version's selling price will remain at \$4.95 million.

AIRCRAFT FACT FILE:

Beechcraft Premier 1A



CATEGORY:

Light Jet

MANUFACTURER:

Raytheon/Hawker Beechcraft, USA

ENGINES:

2x Williams FJ44-2A turbofans

LENGTH:

14.02 m

WINGSPAN:

13.56 m

RANGE:

2,648 km

MAX. SPEED:

854 kmh

SEATING CAPACITY:

Up to 7

NO. OF CREW:

1 or 2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

5,670 kg

DESCRIPTION:

The Premier light jet programme was first announced at the NBAA Convention in September 1995. The first flight took place at the end of 1998 and FAA certification followed in March 2001. The aircraft was designed for single crew member operation offering relatively low acquisition and running costs. The Premier 1A with upgraded avionics and a redesigned cabin received certification in 2005.

The Premier 1A is claimed to offer the largest cabin of any light jet in its class with a distinctive contoured roof offering additional space for passengers. It is also noted that the design's distinctive swept wing offers enhanced performance and high altitude capabilities and set it apart from its closest competitor, the Cessna CitationJet CJ2+.