

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

The Russian Corporate Jet Market

JetExpo 2011, the sixth annual Russian business aviation exhibition, saw increases in both visitor numbers and exhibitors over the previous two years reflecting a marked improvement in the corporate aircraft market in Russia and the Commonwealth of Independent States (CIS). Held at Moscow's Vnukovo-3 Business Aviation Centre from 14 to 16 September, this year's show attracted 75 exhibitors, almost 7,000 visitors and a static display featuring some 28 fixed wing aircraft and one helicopter.

Although all the aircraft on static display were of Western design, the domestic market was cheered earlier this year when Sukhoi announced a business jet version of its latest Superjet SJ100 airliner. Currently the only locally produced and registered aircraft in corporate use are Soviet era converted airliners such as the Yak 40 and 42 and TU-134. Western manufacturers continue to fill the gap.

Recent estimates have claimed that Russia and the CIS countries will have a requirement for 525 corporate aircraft between 2011 and 2020. It is expected that the bulk of these aircraft will continue to be registered in other jurisdictions owing to a number of factors that have made domestic registration difficult. Punitive import duties, legislative restrictions, a lack of recognised maintenance facilities and the preference on the part of financial institutions for alternative registration are all cited as barriers to local registration. As



a result, the Isle of Man, Bermuda, the Cayman Islands, Aruba, Luxembourg and Austria, in particular, all play host to aircraft owned by Russian and CIS owners.

Whilst recent years have seen a marked increase in corporate air traffic in Russia, the country



suffers from a lack of infrastructure and facilities for the market. Away from Moscow there is a singular lack of fixed-base operators, while bureaucracy means that obtaining flight permits can be a protracted process. This situation is changing, albeit slowly. In the meantime Western manufacturers and registries will continue to reap the rewards.

IOM appoints new Director

Hartley Elder has been appointed Director of Civil Aviation at the Isle of Man Aircraft Registry. He succeeds Brian Johnson who stepped down at the end of August. Elder, who joined the Registry in 2008, was previously chief surveyor and Deputy Director. His new role will see him leading the team of 22 who are responsible for the continuing development of the register. According to the latest published data, a total of 413 aircraft have been registered in the Isle of Man since 1 May 2007 of which 323 remain current. Of these, 234 are corporate jets, 46 corporate turboprops, 21 helicopters, 9 dormant airliners and 13 others.

RANA SERVICE CENTRE:

Aviation Consultancy

Reliable, accurate and up-to-date aviation industry intelligence is a vital tool for owners, operators and service providers. RANA's specialist aviation team can provide insight and expert opinion across major areas of the corporate and commercial aviation business. Having established close links with a number of registries across the globe, we can advise on registration requirements and permitted types of operation, as well providing intelligence on the specifications and suitability of particular types of fixed wing aircraft and helicopters, and on airport and FBO facilities worldwide. RANA also covers the commercial airline sector. Our team has extensive knowledge of airlines, their aircraft and route networks, along with a dynamic database of commercial airframes. Contact us for further details.

Guernsey Aircraft Register – The Decision

On 30 September, Guernsey's parliament, the States, decided to approve the establishment of an aircraft registry after reviewing a report submitted by the island's Department of Commerce and Employment (as reported in last month's *Airborne*).

It was argued that public sector costs would be considerably reduced by using a third party supplier which would run the operation under licence. Whilst this strategy was accepted, deputies voted to further reduce costs and mitigate potential risks by suggesting a joint Channel Islands register with Jersey. It was decided to send proposals for a joint registry to the neighbouring island. The report presented to the States had made reference to such a joint registry but had also noted that such a proposal had previously been rejected by Jersey.

It is clear that the success of the Isle of Man's registry since 2007 was one of the driving

factors behind the proposal for a Guernsey (or Channel Islands) register. From a "cosmetic" point of view, that Isle of Man registry's use of the ICAO registration prefix "M" has inspired a plethora of personalised marks. As any new registry in the Channel Islands



would be a sub-registry of the UK and would have to use existing codes, there has been much speculation as to the possible single codes or combinations of characters that may be used.

Corporate Aircraft News

US-based manufacturer **Cessna** announced, on 26 September, a new light twinjet aircraft which will fill a gap between the 510 Mustang and the 525 CitationJet series, although it will be classed as part of the 525 set of models.

The new M2 is designed to compete directly with Embraer's Phenom 100 and will accommodate two crew members and up to six passengers. Based on the design for the discontinued CJ1, the new aircraft will offer a similar airframe but with a new avionics suite, uprated engines and increased speed. A mockup of the new design will be displayed at this month's NBAA Annual Meet-

ing and Convention in Las Vegas. The M2 is expected to receive certification and enter service during 2013.

Following on from FAA certification of the **Hawker 800XPR** which we reported last month, EASA has added its own type certification to the much publicised upgrade package which includes uprated engines. Deliveries to customers have now begun.

AIRCRAFT FACT FILE:

Dassault Falcon 2000LX



CATEGORY:

Super Mid-Size Jet

MANUFACTURER:

Dassault Aviation, France

ENGINES:

2× Pratt & Whitney PW308C turboprops

LENGTH:

20.23 m

WINGSPAN:

21.38 m

RANGE:

7,410 km

MAX. SPEED:

917 kmh

SEATING CAPACITY:

8

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

19,142 kg

DESCRIPTION:

The Falcon 2000 was launched by Dassault in 1994. Slightly smaller than the tri-jet Falcon 900, the 2000 has proved to be a very popular design with over 310 examples of all variants delivered to customers worldwide. The 2000LX is the latest version of the aircraft and has replaced the 2000EX as the standard model.

The 2000LX was announced in 2007 and entered service two years later. This version was designed to offer enhanced range, a new wing, advanced blended winglets and improved fuel efficiencies over earlier models. Additionally, the 2000LX can use shorter runways and offers enhanced climb speed. Additionally, the manufacturer points to a roomier cabin than that offered by its rivals.