

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

An Aircraft Register for Guernsey?

There has been much speculation that the government of the Channel Island of Guernsey is looking to establish its own aircraft register. Champions of the idea have pointed to the success of the Isle of Man's registry and claim that a Guernsey venture would be commercially viable, would diversify and provide a significant boost to the local economy and the financial service industry by bringing wealthy individuals to the island. Unlike the Isle of Man, the island does not levy VAT.

The decision in principal to establish an aircraft registry will be taken later this month by the island's parliament (The States). The report prepared by the Commerce and Employment Department recommending this course of action is now in the public domain and makes fascinating reading.

Like the Isle of Man, a Guernsey registry would be established as a sub-registry of the UK Civil Aviation Authority because the UK is the signatory to the 'Chicago



Convention' on Civil Aviation. The report also makes clear that the registry would initially be open only to non-commercial aircraft.

Interestingly, the report said Guernsey had conducted a feasibility study with Jersey for a joint Channel Islands Registry but Jersey did not wish to proceed at this time. Despite this, Guernsey con-

cluded that establishing a register without co-operation from Jersey is a viable commercial proposition.

In terms of the model for a registry, the report recommends that most of the functions should be outsourced to a private sector provider, which would pay a licence fee to the government for the initial period of operation, in



the region of 15 years. This would reduce public sector costs while enabling the provider to make the necessary investment. It is estimated that 125 aircraft could be registered in the first three years of operation and that the local economy would see a benefit of £18 million over that same period.

The industry awaits the decision with interest. The full text of the report can be found [here](#) on pages 1536-1547.

Gearing up for 2012

Some estimates have suggested that an additional 3,000 corporate aircraft flights will seek to operate into the 30 UK airports designated to host flights during the Olympic and Paralympic Games. This figure does not include the 150 head of state aircraft that are also expected from 27 July (the opening of the Olympics) to 9 September (when the Paralympics close). The UK Department of Transport is actively planning with the Civil Aviation Authority, operators, charter providers, airports and FBOs to ensure that airspace restrictions, flight clearance, slot allocations and provision for aircraft parking are effective and viable.

RANA SERVICE CENTRE:

Aircraft Registration

The decision on the most appropriate aircraft registry will depend on a number of factors. Issues such as the cost of registration, ease of process, geographical location and language all need to be considered. Moreover, the advantages of registering aircraft in a recognised international, "offshore", location also include confidentiality, neutral registration marks and tax savings.

It is important to know whether the aircraft will be used privately or for "hire and reward". If the latter, some registries such as the Isle of Man will not register the aircraft. It is vital that professional advice is sought at the earliest possible opportunity. RANA is well placed to offer advice benefitting from established contacts at registries in Europe and worldwide.

A View from LABACE 2011

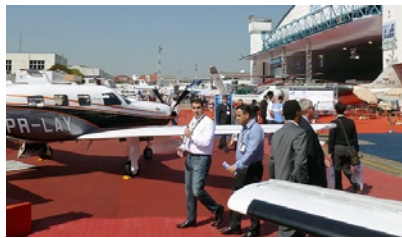
RANA's Ian Le Breton attended the 3rd Annual Business Aviation in Latin America Summit (BALA) held during LABACE (Latin American Business Aviation Convention & Exhibition) in São Paulo on 12 August. The Prime Sponsor was the Registry of Aruba. The audience came from all over the world and was treated to a fascinating morning of presentations. Ian told Airborne that he enjoyed particularly the Aruba and Airbus Corporate Jet presentations.

After the summit, the attendees were able to tour LABACE, which was held once again at São Paulo's domestic airport – Congonhas – located just to the south of the city. Now in its eighth year, the show recorded increases over 2010. Just short of 15,500 visitors toured the halls featuring 170 exhibitors.

In addition, the static park featured 67 aircraft from most of the world's leading manufacturers. The largest aircraft in the static park was Comlux Aviation's ACJ318 (formerly known as the Airbus A318 Elite). Ian also noted the large number of helicopters on display – metropolitan São

Paulo boasts the largest rotary wing fleet in the world, with around 500.

With the normal range of ancillary business aviation businesses also in attendance, LABACE may not yet be on the



same scale at its European and North American equivalents but it is proving itself to be a "must-see" event for anyone involved in the business aviation community across Latin America.

Corporate Aircraft News

Certification of type approval of new corporate jet designs has been a feature of the last month with the Civil Aviation Administration of China (CAAC) being particularly active. CAAC has given its approval to both the **Embraer** Lineage 1000 and the **Gulfstream** G150 allowing both types to be registered in the P.R.C. In a similar move, Brazil's ANAC has also given type certification to **Cessna's** CitationJet CJ4.

Despite the much-publicised crash of a prototype in April this year, **Gulfstream** has confirmed that it is confident of obtaining certification from the US FAA and European EASA for the G650 by the end of 2011. **Hawker Beechcraft** has also received certifica-

tion from the FAA for its modification of the 800XP to 800XPR standard. The modification features winglets and more powerful engines along with avionics upgrades. Overall the package will provide increased range and considerable fuel savings.

AIRCRAFT FACT FILE:

Hawker 750



CATEGORY:

Mid-Size Jet

MANUFACTURER:

Hawker Beechcraft, USA

ENGINES:

2× Rolls Royce Honeywell TFE 731-SBR turbfans

LENGTH:

15.6 m

WINGSPAN:

16.56 m

RANGE:

4,011 km

MAX. SPEED:

863 kmh

SEATING CAPACITY:

9

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

12,247 kg

DESCRIPTION:

The Hawker 750, which was launched in 2006, is one of the latest versions of a corporate jet which first flew in 1962. The DH-125 Jet Dragon was the revolutionary British design for a small business aircraft which entered service as the HS125. Passing through many derivatives and specific versions designed for particular target markets, the now mainly US-based programme is the longest running in the industry.

The Hawker 750 is marketed by Hawker Beechcraft as 'The mid-size jet at a light-mid price'. The aircraft is slightly smaller than the 800 and 900 series but retains the full size stand up cabin. The ventral fuel tank has also been replaced by an additional baggage compartment.