

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

Guernsey Register to Go Ahead

As we reported in October last year, Guernsey's parliament, the States, agreed to approve the establishment of an aircraft registry in the island. In a move designed, it was stated at the time, to further reduce costs of the plan and mitigate potential risks, the States also decided to suggest a joint Channel Islands register with neighbouring Jersey. In mid May it was announced however that Guernsey was indeed pushing ahead on its own and was aiming for its own registry to commence operations in the latter half of 2013.

The Guernsey authorities signed a public-private partnership with Dutch company SGI Aviation whose soon to be established Guernsey arm will be responsible for the day-to-day running of the registry.



This will include safety and airworthiness inspections along with operational oversight and management. This intended model is very similar to that used by the successful Aruba registry which uses a company based in Miami to run their registry.

It is clear that the new initiative is aiming to emulate the success of the Isle of Man which established its own registry in May 2007 and which has added

nearly 490 aircraft according to figures released this month. Guernsey adds its own tax advantages (it does not levy VAT) to similarities with its competitor in the Irish Sea.

After 'competitive pricing' please add a new paragraph thus – The island's Director of Civil Aviation, Fergus Woods, noted that "This is a great opportunity for Guernsey. It is not just about offering this one service; the presence of an aircraft registry will create an attractive environment for private enterprise to flourish and thereby contribute to the local economy." The stated aim is that it will add approximately 50 aircraft per year by 2015 and it is expected that they will use the registration prefix '2-' followed by four letters. Sovereign's aviation team looks forward to working closely with the new registry.

Hawker Beechcraft in Chapter 11

As we reported as a 'Stop Press' item in last month's edition, Hawker Beechcraft filed for Chapter 11 bankruptcy protection on 03 May. The announcement was not a surprise as the firm had faced mounting press speculation over its financial health. The company entered Chapter 11 after it had reached agreement with what was described as a "significant number" of its investors, bondholders and debtors. The manufacture has confirmed that its operations will continue as normal while implementing a wide ranging restructuring plan. However, as part of the submission to the New York bankruptcy court, the company acknowledged that it has various programme cancellation options. It noted that the Hawker 900, the Premier and Hawker 4000 production lines could end along with development of the new Hawker 200.

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EBACE 2012

EBACE 2012, the 12th annual European Business Aviation Convention and Exhibition was held in its traditional venue of the Palexpo Centre adjacent to Geneva International Airport from 14 to 16 May. Europe's premier business aviation event took place amid the turmoil surrounding the continent's finances. However, at 12,638, attendee numbers were only very slightly down on 2011 as was the total of 491 exhibitors. The static display however was the largest ever.

Aside from the actual transactions and networking, the organisers as usual made much of the event's role in showcasing the collective power and benefit to national economies of the corporate aviation sector and its ability to influence government and policymakers. This is particularly true with regard to the perceived negative impact of the EU Emissions Trading Scheme and proposed changes to airport slot allocation.

In terms of hardware, the undoubted star of the show was the first visit to Europe of the new Gulfstream G650, due for first customer deliveries later this year. A flight test aircraft flew from Washington Dulles to



Geneva, a distance of 7,000km in 6hrs 55mins, cruising between mach 0.90 and 0.92.

Among the other manufacturers, both Bombardier and Cessna unveiled new models. Bombardier's Learjet 70 and 75 will replace the 40 and 45 and should enter service next year. Cessna's new design long-range Citation Longitude is expected to receive certification in 2017.

Next year's show will be held from 21 – 23 May, its traditional Tuesday to Thursday slot.

Corporate Aircraft News

The plans to introduce a corporate version of the **Sukhoi** Superjet 100, announced at the Paris Air Show last year, suffered a major setback with the crash of a prototype on a demonstration tour of Indonesia. The aircraft disappeared on 09 May during a flight from Jakarta and crashed into Mount Salak with the loss of 45 passengers and crew.

Fifteen years after its FAA certification in 1997, the **Gulfstream** GV has passed the landmark of one million flight hours. A total of just under 200 aircraft remain in service worldwide.

Despite the company's well documented financial problems, **Hawker Beechcraft** achieved a significant milestone with the first flight of the enhanced Hawker 400XPR on 03 May. The upgraded version offers increased range, a new avionics suite, improved engines and the option of winglets.

AIRCRAFT FACT FILE:

Gulfstream G550



CATEGORY:

Large Size Jet

MANUFACTURER:

Gulfstream Aerospace, USA

ENGINES:

2x Rolls Royce BR710 C4-11 turbfans

LENGTH:

29.39 m

WINGSPAN:

28.50 m

RANGE:

12,501 km

MAX. SPEED:

937 kmh

SEATING CAPACITY:

Up to 19, typical 14-18

NO. OF CREW:

2+2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

41,277 kg

DESCRIPTION:

Gulfstream's flagship G550 model, soon to be supplanted by the G650, was originally known as the 'SP – Special Performance' version of the Gulfstream V. The aircraft first flew in the summer of 2001 and received FAA certification two years later. The G550 offers substantial enhancements over its predecessor including an additional cabin window on the left of the cabin. Most striking is its range – the model boasts the longest reach of any aircraft in the class and has established a number of city pair records. The aircraft also offers enhanced powerplant, high cruising speed and 'PlaneView' cockpit.

The G550 is in service with corporate owners and charter operators worldwide and has also been sold to a number of governments and air arms including the US Air Force.