

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

Isle of Man Registry developments

Hartley Elder, the Isle of Man's current Director of Civil Aviation, is to retire on 1 May 2014. While a replacement is sought, the Manx government has announced that his predecessor in the post, Brian Johnson, will return to the role as Acting Director of Civil Aviation. It is expected that this temporary appointment will last in the region of three months.

Elder succeeded Johnson, who had been in place since the launch of the Isle of Man's aircraft registry on 1 May 2007, in September 2011. At the time of his appointment, the Isle of Man had registered 413 aircraft, of which 323 remained current. Under Hartley's stewardship the register has continued to grow, as has the size of the team required to administer it. According to the latest register, dated 2 April, the Isle of Man has registered 681 aircraft, of which 435 remain active.

Johnson is currently Director of Operations for Appleby Aviation in the Isle of Man and is also acting as a consultant to the Jersey government to assist with its plans to establish its own register, which is expected to launch this summer.



Textron completes Beech deal

Textron, the US industrial conglomerate that includes Cessna Aircraft, Bell Helicopter and other components, announced on 14 March 2014 that it had completed its acquisition of Beech Holdings LLC, the parent of Beechcraft Corporation, in a deal worth \$1.4 billion. It will bring together its Cessna business and Beechcraft to form a new segment called Textron Aviation, but Cessna, Beechcraft and Hawker will each remain distinct brands to preserve their respective market strengths.

Cessna and Beechcraft together generated about \$4.6 billion in revenues in 2013 and between them have produced over 250,000 jet and turboprop aircraft. Scott Ernest, who has served as Cessna's president and CEO since 2011, will lead the Textron Aviation segment as CEO.

Nigerian Business Aviation Conference

The Wheatbaker Hotel in Lagos played host to the second annual Nigerian Business Aviation Conference (NBAC) from 27 – 28 March. This year's event attracted a substantially larger number of delegates and brought together owners, operators, service providers, manufacturers, airport authorities and politicians. Nigeria's economy continues to boom, with estimated GDP growth of 7.1%.

According to the latest figures, a total of 43 corporate jets are registered in Nigeria (including five operated by the Nigerian Air Force). A substantial number of aircraft owned by Nigerians continue to be registered overseas and demand for charters remains strong. The conference programme included an owner's panel and sessions that brought together financial institutions to discuss perceived problems in settling aircraft transactions and placing aircraft on the domestic register.

RANA SERVICE CENTRE:

Corporate Ownership

RANA is able to utilise the corporate services expertise of the Sovereign Group to offer ownership solutions tailored to aviation assets. We can recommend appropriate jurisdictions and corporate structures for asset protection, including tax and succession planning, and advise on the requirements and restrictions of particular registries. The carefully planned use of a company structure – or special purpose vehicle (SPV) – can provide a number of distinct advantages to owners of private aircraft. The potential benefits include access to corporate limited liability, enhanced levels of confidentiality, the mitigation of costs and the simplification of future sales. Sovereign can establish structures in jurisdictions worldwide that are appropriate to the aircraft's registration and usage.



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Dassault to launch Falcon 8X at EBACE

Dassault Aviation launched the Falcon 5X – the replacement for the Falcon 50 – at the NBAA in Las Vegas last October. It is understood from press reports that the French manufacturer will use the platform of EBACE in Geneva next month to launch the Falcon 8X – a stretched version of the tri-jet 7X. The new design, known internally as the M1000 project, is expected to feature a one-metre fuselage stretch, a reworked wing and tail section and offer a range increase of 926km. The new aircraft should also offer a larger cabin than both the Bombardier Global 5000 and Gulfstream G450. Gulfstream is expected to announce a G450 replacement later this year. The Falcon 7X, the manufacturer's largest model, made its first flight in 2005, with deliveries following two years later.

Corporate Aircraft News

It is reported that a **Gulfstream** G650 flew non-stop between Los Angeles and Melbourne in the first week of March. If confirmed, this would be the first time a corporate aircraft has flown non-stop between the US and Australia. The aircraft boasts a maximum IFR range of 12,964km.

In a significant landmark, **Eclipse Aerospace** gained FAA certification for the Eclipse 550 VLJ (Very Light Jet) on 28 February. On 12 March the US manufacturer confirmed that it had delivered the first aircraft to a customer from its Albuquerque production plant. Eclipse has estimated a delivery rate of 1.5 aircraft per month over the coming year. The Eclipse 550 is a completely new version of the original Eclipse 500 produced by the former Eclipse Aviation. Production of the 500 ceased in 2009 when the manufacturer went into liquidation and Eclipse Aerospace was formed to acquire the assets. The Eclipse 550 offers a range of 2,084km, seating for up to five passengers and what is claimed to be ground breaking fuel efficiency.

Cessna confirmed that it is to offer an upgraded version of the Citation CJ3. The CJ3+ will offer a fully integrated Garmin G3000 avionics suite, a new interior and redesigned cockpit and cabin.

The first conforming prototype of the **Cirrus** Vision SF50, made its first flight on 24 March. The seven-seat single engine all composite jet is currently undergoing tests prior to FAA certification expected by early 2015. Minnesota-based Cirrus Aircraft Corporation is owned by China Aviation Industry General Aircraft (CAIGA).

Daher-Socata unveiled its latest very fast turboprop single on 12 March. The TBM 900 is the latest development of the TBM 700 and subsequent TBM 850. The new design offers winglets, a new tail cone, a five-blade composite propeller, a reworked electrical system and redesigned cabin. The design has received EASA and FAA certification and the manufacturer delivered the first two production aircraft to customers just a week after launch.

AIRCRAFT FACT FILE:

Boeing 727-100



CATEGORY:

Heavy Jet

MANUFACTURER:

Boeing, USA

ENGINES:

3x P&W JT8D-1 turbofans

LENGTH:

40.60 m

WINGSPAN:

32.92 m

RANGE:

4,300 km

MAX. SPEED:

965 kmh

SEATING CAPACITY:

Up to 30 in exec. config.

NO. OF CREW:

3

MAXIMUM TAKE-OFF WEIGHT (MTOW):

77,000 kg

DESCRIPTION:

A total of 1,831 Boeing 727 aircraft were delivered between 1963 and 1984. Of this total, 571 were of the initial 727-100 version. The 727 was arguably the first mass market short-medium haul commercial airliner. The 727 was used by airlines to replace the late generation piston airliners that had dominated passenger routes in the 1950s and early 1960s.

While the vast majority of 727s have been retired from commercial service, a small number of -100 and stretched -200 remain in operation with private operators. Executive converted 727s offer a comparatively low cost alternative to purpose built corporate aircraft such as the Boeing Business Jet (BBJ) while boasting spacious cabins, updated powerplant and advanced avionics.