

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

How did the manufacturers fly in 2013?

Most large corporate jet manufacturers have now reported their delivery and sales figures for 2013. With the exception of France's Dassault Aviation, whose figures are due to be made public this month, we can take a look at data from Cessna, Bombardier, Embraer and Gulfstream.

On the face of it, US manufacturer **Cessna's** results are disappointing with deliveries down by 30%. The firm delivered 139 jets in 2013, down from 181 the previous year. Full year revenues were also down by \$327 million and the company reported a loss of \$48m following a profit of \$82m in 2012. There are however positive signs. Deliveries are expected to increase in 2014 as several new designs come on line – the Citation M2, Sovereign+ and Citation X are all expected to see significant sales – and, as we reported last month, Cessna's parent company Textron has agreed to purchase Beechcraft Corporation, widely viewed as an astute move by commentators.

Canadian manufacturer **Bombardier** delivered 180 aircraft in 2013 – an increase of just one over 2012. However its total build for the year was 10 aircraft short of its target. The company attributed this shortfall to a delay in the Learjet 70 and 75 programmes. Overall, Bombardier received orders for 305 corporate jets in 2013 compared to 343 in 2012. Remarkably two-thirds of these orders were actually received in the fourth quarter of the year.

Brazil's **Embraer** delivered 119 corporate jets in 2013, an increase of 20 on 2012. This figure includes 90 light jet category aircraft – including the Phenom 100 and 300 – and 29 large cabin aircraft (covering the Legacy and Lineage lines). These figures were in line with market expectations and leave the manufacturer with an order book valued at \$18.2 billion.

Gulfstream had a very successful 2013 with corporate jet deliveries totalling 144 aircraft, compared to 94 in 2012. Of these aircraft 121 were large cabin models (including the flagship G650) and 23 mid-size examples (including the new G280). A delivery target of 158 aircraft has been set for 2014.



US accidents down in 2013

The number of accidents involving US-registered corporate jets fell dramatically in 2013 according to an annual survey compiled by influential commentator *Aviation International News*. Based on preliminary estimates, it reported there were 14 accidents involving jet aircraft in 2013 compared to 34 in the previous year. The number of fatalities was also much reduced from 24 to 17. In terms of US-registered turboprops however, while the number of accidents remained relatively stable – 43 in 2013 against 44 in 2012 – there was a considerable increase in fatalities – from 15 in 2012 to 45 last year. Initial figures for non-US registered jet aircraft report two accidents accounting for six fatalities against just one crash in 2012 which led to two deaths. There were a total of 42 fatalities in accidents involving non-US registered turboprops – the same number as 2012.

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Business traffic surges during WEF 2014

The Swiss alpine resort of Davos-Klosters played host to the Annual General Meeting of the World Economic Forum (WEF) over five days at the end of January. Zurich airport is the closest gateway to Davos and this year's high profile attendees arrived in corporate jets in their droves once again. According to initial figures from WINGX Advance, a total of 1,595 flights were made into Zurich by corporate jets and turboprops between 20 and 29 January.

Zurich airport has limited long-term parking available during the WEF and many aircraft therefore arrived, dropped off delegates and then relocated to other facilities for the duration of the meeting before returning to collect their passengers. This year aircraft were parked in Geneva, Basle, Dubendorf, Munich, Bern, and Friedrichshafen, as well as further afield in Turin and Nice.

The bulk of flights were handled by the two largest Zurich-based FBOs. Jet Aviation, whose general manager used the phrase "massive surge of aircraft movements", handled a total of 726 flights and 1,946 passengers. Execujet, handled over 150 aircraft during WEF 2014 and an exclusive agreement with the military airfield at nearby Dubendorf enabled it to park 40 aircraft at any one time.

WEF 2014 again saw a volume of flights by long-range, large cabin aircraft with Gulfstream G650s in evidence each day. Although there was no large Russian contingent this year, the arrival of a high level Iranian delegation – whose aircraft was parked next to that of the Israeli Prime Minister – provoked much discussion among observers.



Corporate Aircraft News

French manufacturer **Dassault** is aiming to assemble the prototype fuselage for its new large cabin Falcon 5X twinjet by April 2014. The new aircraft is expected to make its first flight early next year.

On 20 January, **Beechcraft** marked the 50th anniversary of the first flight of the prototype King Air 90 twin turboprop. By any measure the King Air is the best-selling corporate aircraft with over 7,000 examples produced. With stiff competition, the range still accounts for over 50% of the new corporate turbo aircraft sold each year.

The newly renamed **Airbus Helicopters** (formerly Eurocopter) has finally received EASA certification for the medium size EC175 twin helicopter. FAA certification is expected to follow by the middle of the year. The aircraft first flew in 2009 following its programme launch at Heli-Expo in February 2008.

AIRCRAFT FACT FILE:

IAI 1124A Westwind II



CATEGORY:

Mid-Size Jet

MANUFACTURER:

Israel Aircraft Industries, Israel

ENGINES:

2x Garrett TFE731-3-1G turboprops

LENGTH:

15.93 m

WINGSPAN:

13.65 m

RANGE:

4,430 km

MAX. SPEED:

868 kmh

SEATING CAPACITY:

Up to 10

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

10,660 kg

DESCRIPTION:

The Westwind II, one of the early corporate jets, was originally designed by US manufacturer Aero Commander (later North American Rockwell) as the turboprop Jet Commander version of its twin turboprop. The aircraft first flew in early 1963 with initial deliveries following two years later. Rockwell sold the design to Israel Aircraft Industries (IAI) in 1968.

IAI continued to produce the Aero Commander until 1976 when it introduced its own modified design, renamed the 1124 Westwind. This aircraft featured a number of enhancements including a lengthened fuselage, a new wing and Garrett turboprops. The design was further developed in 1980 with the launch of the 1124A Westwind II which offered a new wing and wingtips.