

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

4th Isle of Man Aviation Conference

The imposing ballroom of the Villa Marina centre on the seafront in Douglas played host to the fourth annual Isle of Man Aviation Conference on 19 June. Organised by ICM Aviation in conjunction with the island's aircraft registry, the agenda was focused on aircraft finance, regulation and registration.

The conference was chaired by Alan Peaford, editor-in-chief of *Arabian Aerospace* and *African Aerospace*, and was opened by Isle of Man Treasury Minister, Eddie Teare MHK, who gave an introduction to the Isle of Man and highlighted the importance of the aircraft industry to the Manx economy. Fabio Gamba, CEO of the European Business Aviation Association, then provided an update on EBAA and its plans for the future.

In a change of format, the day's proceedings included three closely moderated panel discussions covering each of the three headline themes. While continuing to emphasise the success of the Isle of Man's aircraft register and Aviation Cluster, the conference widened the scope to include regulatory and legal issues including the Cape Town Convention, non-citizen owner trust structures and the process of financial transactions.

RANA Director Brian T Richards who has attended each of the conferences noted that "This was the most useful yet – a wide range of speakers covering topical issues of interest to practitioners from across the corporate aviation business."

Manx register reaches 700

The Isle of Man Aircraft Register has notched up its 701st registration, according to the latest listing published on 1 July 2014. Of this total, 438 aircraft remain current – comprising 333 corporate jets, 52 corporate turboprops, 25 helicopters, 11 light aircraft owned by Manx residents and 17 commercial airliners dormant between operational leases. The Manx register opened for business on 1 May 2007 and has now grown to become the sixth largest corporate aircraft registry in the world. The Isle of Man register will only accept aircraft to be operated in a private or corporate capacity and operating rules specifically forbid the use of aircraft for "hire and reward".

NetJets China closer to launch

NetJets China Business Aviation, received its operating permit from the Civil Aviation Administration of China (CAAC) on 10 June. NetJets China now awaits approval of its operating certificate as the last step prior to its commencement of private jet services in China. This is expected by the end of September.

A joint venture between NetJets, a subsidiary of Warren Buffett's Berkshire Hathaway group, and a consortium of Chinese investors – Hony Jinsi Investment Management (Beijing) and Fung Investments – NetJets China will provide charter service and aircraft management in China. It is understood that charter services will begin with two Hawker 800 aircraft from an initial operating base at Zhuhai Jinwan Airport in Guangdong province. Fractional ownership and jet card services may be added according to demand from the growing Chinese market.

RANA SERVICE CENTRE:

Aviation Consultancy

Sound and comprehensive information is a key requirement for making the right decisions in respect of owning, registering and operating an aircraft. RANA's specialist aviation consultancy service can draw upon a considerable breadth of knowledge across both corporate and commercial aviation markets, coupled with our established links with authorities and operators across the globe. The wide spectrum of our expertise encompasses: technical and performance specifications of competing aircraft models; research and detailed reporting on the operational history of individual airframes and operators; the registration and ownership requirements of registries worldwide; and the most suitable and efficient corporate structures for holding assets worldwide.



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Cape Town Convention update

One of the keynote presentations at the recent Isle of Man Aviation Conference was Rob Cowan, managing director of Dublin-based Aviareto. Aviareto operates the electronic Cape Town International Registry (CTIR) of Mobile Assets under the legal framework of the Cape Town Convention and Aircraft Protocol, which was first signed in 2001. The CTIR is designed to record and thereby protect international property interests in aircraft, aircraft engines and helicopters. Registration under the CTIR validates an entity's financial interest in a qualifying asset and establishes priority interest in such assets.

Rob's presentation provided background to the work of the CTIR along with a summary of the reasons why national governments continue to ratify the Convention in increasing numbers. The presentation noted that it is expected that the UK government will ratify the convention by the end of 2014. In answer to a question from the floor, Brian Johnson – acting Director of Civil Aviation for the Isle of Man government – confirmed that the Manx authorities are to follow suit. The UK will join Ireland, Luxembourg and Malta as the only EU Member States that have ratified the Convention in full.

Corporate Aircraft News

On 4 June, Brazilian manufacturer **Embraer** marked a significant milestone when it delivered the 500th Phenom corporate jet to a Brazilian client. The latest delivery, a series -300 aircraft, took place just under five and a half-years since the first handover of a Phenom 100 in December 2008.

US manufacturer **Cessna** has had a busy period for certification of new and updated members of its Citation family of corporate jets. On 25 June, the latest version of the 750 Citation X – the 750 Citation X+ – received approval from the Federal Aviation Administration (FAA). The largest Citation, it features blended winglets, a larger cabin and enhanced performance including an increase in maximum speed.

Earlier in the month, the Citation 680 Sovereign+ received certification from European regulator EASA on 10 June. The latest design, which made its debut at EBACE in Geneva in May, offers enhanced range, performance and new avionics.

Just two weeks later, on 23 June, the manufacturer's new M2 light jet also received approval from EASA. The seven-seat aircraft had received FAA certification in December 2013.

Canadian manufacturer **Bombardier** received certification for the Challenger 350 from Transport Canada on 12 June with the FAA following suit on 25 June. Following certification, launch customer NetJets accepted delivery of the first of up to 200 aircraft from an order placed last year – an order aimed at upgrading its fleet.

AIRCRAFT FACT FILE:

Cessna 750 Citation X



CATEGORY:

Mid-Size Jet

MANUFACTURER:

Cessna, USA

ENGINES:

2x RR/AE 3007C1 turboprops

LENGTH:

22.05 m

WINGSPAN:

19.38 m

RANGE:

5,956 km

MAX. SPEED:

1,095 kmh

SEATING CAPACITY:

Up to 12

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

16,374 kg

DESCRIPTION:

"Fastest" is the most frequently used adjective used to describe the Citation X. The design held the title of "world's fastest civilian aircraft" after the retirement of the supersonic Concorde. This accolade remained in place until the arrival of Gulfstream's flagship G650. The updated version of the Citation X – the Citation X+, which has just received certification, has reclaimed the crown with a maximum speed of Mach 0.935 (1,126kmh).

The Citation X is the largest of the Cessna range and was first announced in 1990 with the aircraft's first flight at the end of 1993. The design received FAA certification in June 1996 with deliveries commencing shortly thereafter. The enhanced Citation X+ first flew in January 2012.