

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

NBAA 2014 - The world's biggest!

The opening of the National Business Aircraft Association's (NBAA) annual meeting and convention was, once again, preceded by a major manufacturer announcement – Gulfstream Aerospace unveiled two new ultrafast business jets shortly before the show opened on 21 October in Orlando, Florida, following a highly secretive five-year development programme. It then stole the show by showing off a full-size cabin and cockpit mockup of the new G600.

Gulfstream may have grabbed the headlines but each of the principal manufacturers used the event to showcase their full range of aircraft. The static display at Orlando Executive Airport hosted by Showalter Aviation featured over 100 aircraft. Notable among the displays this year were Bombardier's Learjet 85, the Cessna Citation Latitude and Embraer Legacy 450 – all making their first appearance at the NBAA.

This year's event at the Orange County Convention Center featured just over 1,100 exhibitors and attracted over 26,000 visitors across the three days – an increase over the 2013 show. As in previous years the opening session of NBAA 2014 set the tone for the rest of the event. The opener featured speakers from industry, politics and regulators. The opening speaker, US Rep. Bill Shuster (R, PA) emphasised the importance of business and private aviation to rural America along with the importance and requisite efficiency of the FAA as regulator of the industry.

Industry commentators often judge the success or failure of a show by assessing the prevailing mood or atmosphere. From a very unscientific poll of brokers, service providers, manufacturers and operators at this year's NBAA, it can be said that the business aviation community is buzzing with activity and industry speculation - a positive sign perhaps!

NBAA President and CEO Ed Bolen noted: "This year's show was an enormous success, filled with announcements and product introductions. The exhibit floor and aircraft displays had lots of activity and excitement. The education sessions were informative and well attended. The event once again showcased the industry's size, diversity and significance."

Gulfstream's new models

Gulfstream Aerospace surprised the industry by unveiling two new large-cabin models to add to its range of business jets, just a few days before the NBAA opened in Orlando. The G500 and G600 will fit between the existing G450, G550 and G650. Both the new aircraft will feature "fly-by-wire" control, wider cabins than both the G450 and G550, will use considerable composite material in their construction and feature the Gulfstream Symmetry avionics suite based upon Honeywell's Primus Epic cockpit.

The G500 will be powered by PW814GA turbofans while the G600 will use the PW815GA. According to the manufacturer, both aircraft can be configured for up to 19 passengers and a key selling point will be their ability to fly long distances at high speed cruise. It is understood that Gulfstream will continue to market and produce the G450 and G550 – these new designs will not replace the existing models. First deliveries of the G500 are expected in 2018, with the G600 in 2019.

RANA SERVICE CENTRE:

Aircraft registration

The choice of aircraft register will depend on a number of vital questions. What will be appropriate for one owner may not work for another. Certain registries, for instance, will not permit their aircraft to be used for "hire and reward", placed on an air operator's certificate (AOC) or chartered to third parties. It is also vital to consider the proposed geographical base of the aircraft, the nationality/residency of the owner, its intended sphere of operation and the acceptability of crew and maintenance standards. The advantages of "offshore registries" – neutral registration marks, attractiveness to financing institutions, lower cost, ease of process, confidentiality, levels of service and potential tax savings – also need to be considered.



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Manufacturer order and delivery numbers rise

The message from most of the main manufacturers reporting trading figures during NBAA 2014 is that order backlogs and deliveries of new aircraft are on the increase.

Bombardier delivered 45 corporate jets in Q3 2014. This figure compares with just 36 in the same period last year. For the first nine months, the firm delivered 126 aircraft (16 Learjets, 55 Challengers and 55 Globals) compared to 120 at this stage in 2013 (9 Learjets, 66 Challengers and 45 Globals). Net orders are on par with 2014 at 97 units.

Dassault bucked the trend by reporting slightly fewer deliveries – it delivered 38 Falcons in the first nine months of 2014 compared to 41 in the same period last year. Orders however rose significantly. By the end of Q3 this year, the company had sold 67 aircraft compared to 41 in the same period in 2013. This represents a 63% increase. Industry observers attribute much of this success to the company's launch of the new 8X and 5X designs.

Gulfstream's deliveries in the first nine months of the year also increased – the company handed over 106 aircraft compared to 99 in the same period last year. This figure included 87 large cabin aircraft.

Cessna delivered 33 jets and 30 turboprop King Airs in the third quarter, an increase from 25 jets and 26 King Airs in Q3 2013.

Corporate Aircraft News

Gulfstream received FAA certification for the world's longest-range corporate jet – its flagship G650ER – on 8 October. The new version was announced at EBACE in Geneva in May. The aircraft can fly 13,890km at Mach 0.85 and 11,853 at Mach 0.90 – an increase of 926km over the G650. This enhanced range is available for both new aircraft and as a modification to aircraft already in service. The design shares the avionics, powerplant and cabin of the G650. Deliveries of the first new aircraft are expected by the end of this year.

FAA certification of the **Embraer** Legacy 500 was granted on 21 October with the design's type certificate being handed to the Brazilian manufacturer during the NBAA in Orlando.

On 19 October, **Bombardier** unveiled an enhanced version of its best-selling Challenger 605. The improved design had been previously "soft launched" as the Challenger 605NG in 2012. The Challenger 650 will offer new engines, an updated cabin and avionics and is expected to enter service by the middle of 2015. The design will offer the Bombardier Vision flight deck originally designed for the Global 6000. It will also feature GE CF34-3BMT0 engines, which offer a 5% improvement on take-off thrust over the Challenger 605. Fractional ownership specialist NetJets, has placed a firm order for 25 aircraft, with options for a further 50.

AIRCRAFT FACT FILE:

Embraer Legacy 650



CATEGORY:

Super Mid-Size Jet

MANUFACTURER:

Embraer, Brazil

ENGINES:

2xRolls-Royce AE3007/A2 turbofans

LENGTH:

26.33 m

WINGSPAN:

21.17 m

RANGE:

7,223 km

MAX. SPEED:

850 kmh

SEATING CAPACITY:

Up to 14

NO. OF CREW:

2+1

MAXIMUM TAKE-OFF WEIGHT (MTOW):

24,370 kg

DESCRIPTION:

The Legacy 650, an upgraded version of the Legacy 600, was first announced by the Brazilian manufacturer at the NBAA Convention in 2009. The aircraft made its debut at LABACE in Sao Paulo in August 2010. The new design received FAA certification in March 2011, five months after EASA and Brazilian approval. The 650 offers longer range, more powerful Rolls Royce engines and enhanced Honeywell Primus Elite avionics. The aircraft also features an additional ventral tank and the wings of the EMB-145XR regional airliner.

Under a joint agreement with the Aviation Industry Corporation of China (AVIC), announced in June 2012, the aircraft is also now produced at a plant in Harbin for Chinese clients.