

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

Revamped San Marino shows growth

San Marino, the world's oldest and smallest republic located near Rimini on Italy's Adriatic coast, is hosting an International Business Aviation Symposium on 16 - 17 October 2014 to explore the latest developments in the global business aviation sector and to promote its own registry. The San Marino aircraft register has enjoyed impressive growth since its relaunch at the end of 2012.

Operated and promoted by US-based Aviation Registry Group (ARG), the register now lists a total of 18 aircraft under the republic's 'T7' prefix, including Embraer Legacy 600/650, Dassault Falcon 900/2000 and both a Gulfstream IV and V. Before the relaunch just two small corporate jets were registered.

The register will only accept aircraft for private (i.e. non-commercial) use but like Bermuda, the Cayman Islands and Aruba, San Marino has entered into 83 bis agreements with commercial operators in other states – in this case Lebanon, Serbia and Nigeria – to enable aircraft on AOC operations to be placed on the T7 register. Such agreements transfer oversight from the registering authority to regulators in the third party state.

In a further development, with effect from 1 January 2015, San Marino is to ratify the Cape Town Convention, an international mechanism providing creditors with a level of assurance for protecting and enforcing their financial interest in an asset.

NetJets granted Chinese AOC

NetJets, a subsidiary of US investor Warren Buffet's Berkshire Hathaway group, finally gained an Air Operator Certificate (AOC) from the Civil Aviation Administration of China (CAAC) on 23 September 2014 after a lengthy process that has featured in previous issues of Airborne. The AOC will allow the company, known principally for its fractional ownership and private business jets rental business in the US and Europe, to begin charter operations in China. NetJets Business Aviation Limited is to commence charter operations from a base in Zhuhai with two Hawker 800s. In the long term, the company hopes to develop a fractional ownership offering in the Chinese market with an aircraft management service coming on line in the near future.

VistaJet's lucky number 8

Austrian charter and management specialist VistaJet is again breaking records. It placed what was then the largest single order in the history of corporate aviation, when it signed a deal with Bombardier in November 2012 for 56 Global aircraft together with a further 86 options – a total list price value of more than \$7.8 billion. Just over six months later it placed a further order with the Canadian manufacturer for 20 Challenger 350, with an additional 20 options. VistaJet has now accepted delivery of eight aircraft in the last thirty days. Worth a total of \$320 million at book prices, this represents Bombardier's largest delivery of large corporate jets to a single customer in a one-month period. The delivery included two Challenger 350 aircraft, which have been placed on the Maltese register. The hand over of the two 350s represents the first delivery of the aircraft to a European customer.

RANA SERVICE CENTRE:

Corporate aviation finance

Despite the economic downturn, the new and used corporate aircraft market continues to function and buyers continue to seek finance for these transactions. RANA has built up relationships with a number of banks, finance houses, leasing companies and groups of individual investors that have demonstrated an appetite for investment in the aviation sector. Lenders will look at a number of different factors and each has its own criteria for acceptance in addition to loan to value ratios and the terms of the potential deal. These criteria may include: the maximum age of the aircraft; whether new or pre-owned; the book value of the aircraft; the jurisdiction of the aircraft's registration; or the type and nationality of the client. Any such financing is of course viewed on a strictly case-by-case basis with tailored terms and conditions.



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Offshore registries and 'dormant' airliners

The Guernsey-based Channel Islands Aircraft Register (CIAR) announced the registration of its first wide-bodied airliner – an Airbus A330 – on 12 September. Although open only to private (not for “hire and reward”) corporate aircraft, this new offshore registry has, like its competitors in the Isle of Man and San Marino, been successful in registering dormant commercial airliners between operational leases. The registration of this A330 is a case in point. Having been returned to its owners from a Chinese airline, the aircraft was placed on the CIAR for a short period and will be re-registered in Brazil at the start of its next lease.

This facility has proved popular with banks and leasing companies keen to protect their investments by placing these airliners on registries which allow long or short-term storage coupled with ease of process and cost of importation and technical oversight. According to the latest published listing, the Isle of Man has registered 719 aircraft since it launched in May 2007. Of these, 88 are commercial airliners between leases, with 14 remaining current because the aircraft are in storage. Since it opened for business at the end of 2013, the CIAR has registered 24 aircraft, of which seven have been dormant airliners. Although it does not publish a regular register update, San Marino has seen similar success in attracting aircraft between leases.

Corporate Aircraft News

Less than six months after announcing an upgraded version of its Citation CJ3 light jet, **Cessna** received certification for the CJ3+ on 4 September. The CJ3+ features a Garmin G3000 avionics suite along with an automatically controlled cabin pressure system. It seats up to nine passengers and allows single pilot operation. The rework also offers an advanced maintenance diagnostic facility.

As a result of the flight test programme for its new Citation Latitude, **Cessna** has posted enhanced performance projections. The aircraft's take-off distance has been reduced by 110 m, while the maximum range at long-range cruise has been increased by 370 km.

On 26 September, **Canada's** Bombardier delivered the first European-registered Learjet 75 to a French customer just two weeks after the design received EASA certification. The upgraded variant of the Learjet 45 received approval on the same day as the new Learjet 70 – itself an upgrade of the series 40.

French manufacturer **Dassault** has undertaken an extensive two-week flight testing programme for its Falcon 7X at the world's highest commercial airport – Daocheng airport in the Chinese province of Sichuan. The application for certification of the aircraft was requested by Western Chinese aircraft operators keen to operate into small high-altitude fields.

AIRCRAFT FACT FILE:

Bombardier Challenger 601



CATEGORY:

Super Mid-Size Jet

MANUFACTURER:

Bombardier, Canada

ENGINES:

2xGE CF34-1A turboprops

LENGTH:

20.85 m

WINGSPAN:

19.61 m

RANGE:

6,236 km

MAX. SPEED:

882 kmh

SEATING CAPACITY:

Up to 19

NO. OF CREW:

2

MAXIMUM TAKE-OFF WEIGHT (MTOW):

19,550 kg

DESCRIPTION:

At the time of the original Challenger 600's first flight in 1978, Canadair was an independent aircraft manufacturer. By April 1982, when the hugely upgraded Challenger 601 took to the skies for the first time, Canadair had become a division of Bombardier. The original 600 series had widely acknowledged weight issues and problems with its ALF-502 turboprops. The Challenger 601-1A sought to rectify these shortcomings with new GE CF-34 engines and the addition of winglets.

The design was further enhanced from 1987 with the launch of the Challenger 601-3A, which offered an EFIS glass cockpit and upgraded engines. The 601-3R, launched in 1989, provided extended range along with higher weights.