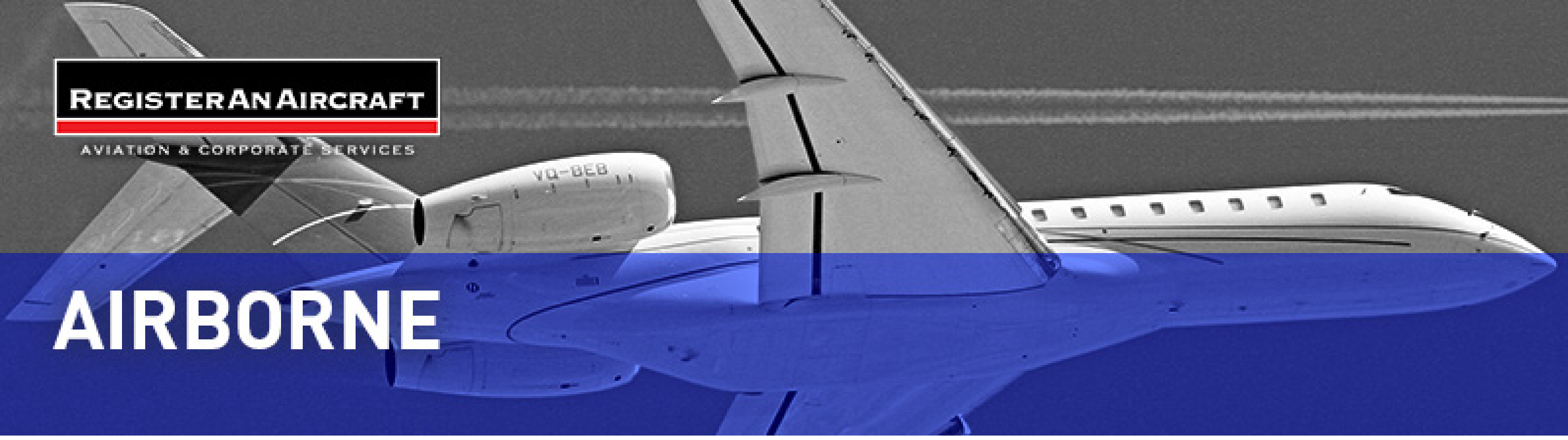

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Corporate registers - 2024 numbers

This month we publish our annual survey of aircraft under registration in a number of jurisdictions that are popular for the hosting of corporate jets and airliners. The data has once again been compiled by RANA from both official and unofficial sources.

Analysis of base figures is of course subjective, but some clear trends can be discerned from the data. The numbers under registry now appear to have settled following the numerous de-registrations and movements last year in the wake of Russia's invasion of Ukraine and the widespread implementation of international sanctions. And the Aruba and San Marino registries have enjoyed the greatest success purely in terms of numbers.

Both registries are operated on behalf of their respective governments by the Aircraft Registry Group (ARG). The San Marino Aircraft Registry (SMAR) in particular has continued to see sustained growth in the number of corporate jets registered based on the effective promotion of its costs, customer service and wide acceptance of international crew and technical aircraft standards. The SMAR has also, along with Malta, taken advantage of the personalisation opportunities afforded by the change in permitted registration format. This has resulted in new entries including T7-P1MP (G650), T7-AZIZI (Global 6000) and T7-58GG (Falcon 2000).

The table shows the figures as of February 2023/February 2024 (or latest available).

Registry	Corporate jets	Corporate airliners (incl. Legacy 600/650, Lineage, Challenger 850)
Aruba (P4)	37/**48**	23/**22**
Bermuda (VP/VQ-B)	41/**39**	34/**26**
Cayman (VP-C)	121/**112**	36/**28**
Guernsey (2)	57/**57**	4/**4**
Ireland (EI/EJ)	15/**12**	1/**1**
Isle of Man (M)	183/**184**	14/**11**
Malta (9H)	203/**211**	48/**47**
San Marino (T7)	181/**216**	35/**37**

Biggin Hill's major economic impact

The owners of London Biggin Hill Airport (LBHA) have sought to quantify the impact that the major bizav facility has on the local and wider UK economy. Independent planning and development consultancy were commissioned to research the impact of the airport on employment, economic development and bizav investment. In 2023 the report noted that LBHA contributed GBP200 million to the UK economy and forecast that this could grow to GBP630 million in the future. In 2023 LBAH supported 2,692 full time equivalent jobs.

Dublin removes threat to bizav

The threat of a proposed passenger traffic cap at Dublin Airport (EIDW) that would have resulted in a ban on non-scheduled flights, including general aviation (GA) operations, has been lifted. The Irish Aviation Authority (IAA) confirmed in May that the proposed seat capacity limit of 14.4 million seats for the winter 2024 season would not include operations that don't use the airport's two passenger terminals. It said that GA operations would be kept under review for future seasons but noted that the question was of "limited materiality in the context of the volume of GA passengers, of which there were less than 18,000 in 2023." EIDW is the second busiest business aviation facility in Ireland.

Bizav traffic - 'fraying slightly'

"Business jet utilisation is fraying slightly on comparable 2023 flight volumes, which is itself some way below the post-pandemic peak," said WingX MD Richard Koe in the firm's latest analysis of bizav traffic levels. "But the Super Mid and Ultra Long-Range fleet is racking up more activity than ever," he added.

In the first week of May, for example, the overall number of bizjet flights was 6.5% lower than the same week in 2023 and 5.3% lower than the same week in 2022. Compared to pre-Covid 2019, however, the number of flights was 31.5% higher.

YOY traffic in North America for the first week of May was down by 4% compared to 2023 but was 30% ahead of comparable period in May 2019. Similarly, traffic in the Middle East was 12% down YOY but 22% ahead of 2019. By contrast, traffic in Europe for the first week of May was down 17% on 2023 and was even 1% down on 2019 levels.

Isle of Man sees major FBO expansion

Charter flight specialist Megacorp Aviation has announced a major investment in the Private Jet Centre FBO in the Isle of Man. The plans include a doubling in the hangar space at the facility at Ronaldsway airport and the establishment of an adjoining aviation technology park.

The Private Jet Centre opened in 2015 and has capitalised on the enduring growth and popularity of the Isle of Man aircraft register, which itself launched in 2007. A major driver for the investment is the aim to ensure that all operations at the FBO are environmentally sustainable. Available hangar space will be increased to 3,716m². The new FBO terminal will also include a 10-bedroom hotel for aircrew. The expansion will also lead to the creation of 20 new local jobs.

The G700 effect

Hagerty Jet Group, an aircraft broker specialising in the sale of Gulfstream models, has compiled a forecast of the impact that the recent certification of the new G700 and subsequent deliveries of the new model is likely to have on the market for Gulfstream twinjets. Gulfstream is understood to have had approximately 40 examples of the G700 awaiting delivery at the time of certification. Hagerty's headline is that the used inventory will increase markedly, and the preowned market will soften as customers look to upgrade from earlier G500, G600 and G650/ER marques. As a result, the broker also expects Gulfstream to end production of the G650ER in 2025.

A true mixed bag - OEM Q1 deliveries

French OEM Dassault Aviation only produces delivery numbers every six months. It is therefore down to the remaining members of the 'big five' group of manufacturers to report their numbers for this quarter, and they have certainly produced a mixed bag – but with positive mood music for the remainder of the year.

Starting at the top, Brazilian OEM Embraer Executive Jets delivered its highest number of aircraft in any Q1 since 2016. In Q1 this year the manufacturer delivered 18 corporate jets – one Phenom 100, 10 Phenom 300, three Praetor 500 and four Praetor 600. This compares to a tally of just eight units in Q1 in both 2022 and 2023. The division also reported a backlog of USD4.6 billion – an increase of USD300 million. Embraer remains on track to meet its annual estimate of between 125 and 135 aircraft for the whole year.

Savannah-based Gulfstream Aerospace did not receive its expected 'bounce' in Q1 deliveries because certification of its flagship G700 was delayed. With certification now in place, however, the company expects to deliver 50 more units than in 2023. In Q1 Gulfstream delivered 24 aircraft – 21 large cabin aircraft and three super-midsize G280. This compares to 21 aircraft in Q1 last year – 17 large cabin twins and four G280. Gulfstream had intended to deliver between 15 and 17 G700 in Q1 but now anticipates delivering up to 52 of the new jets by the end of Q4.

Canadian OEM Bombardier saw a small decline in deliveries in Q1 but tempered this with a 60% increase in orders during the three months compared to the same period last year. This year the manufacturer delivered eight Globals and 12 Challengers, compared to 14 Globals and eight Challengers a year ago. The OEM confirmed on its investor call that it expects to meet its full year total of between 150 and 155 units.

Finally, Textron Aviation delivered 36 jets in Q1 – four M2 Gen2, six CJ3+, six CJ4 Gen2 and two XLS+, along with 13 Citation Latitude and five Longitude. In Q1 2023 the OEM delivered 35 aircraft. However, turboprop deliveries fell markedly in 2024 with Textron delivering 20 aircraft in Q1 2024 against 34 in Q1 2023. This included a fall of five KingAir aircraft. Textron continues to suffer from supply chain issues along with inflation pressures and internal production issues.

Corporate aircraft news

Following delayed certification on 29 March, Gulfstream Aerospace has now delivered the first two examples of its new G700 flagship. Both aircraft have entered service with US customers. According to the latest registration data – a total of 67 examples have been registered/allocated – 64 under the USA, two for Qatar (QR) and one for San Marino (T7).

The OEM also confirmed that its Gulfstream G600 twinjet has now received steep-approach certification from the FAA. This approval opens up a host of new airports to the aircraft, including the oft-cited London City (LCY) and Lugano in the Italian Alps (LUG). Gulfstream president Mark Burns said: "This certification further increases global access for the G600. Building on the speed and range performance advantages that G600 customers already experience, steep-approach capability broadens possibilities and increases flexibility for travel."

Textron Aviation has confirmed that the FAA certification flight testing programme for the Beechcraft Denali has begun. The single-engine turboprop is slated for final approval in 2025 and is expected to be a major competitor to both the Pilatus PC-12 and Daher TBM family of aircraft. The aircraft was designed to offer a range of 2,963km (1,600nm) and can be tailored for nine passengers or freight. The final performance data will be confirmed closer to certification.

French OEM Daher has confirmed that it is looking to develop a hybrid-electric TBM model with an anticipated service entry in 2027. The manufacturer made it clear that the final design will be influenced by work it has already carried out using a TBM 940 as an EcoPulse technology demonstrator in partnership with airframer Airbus and engine manufacturer Safran. Daher is expected to outline detailed aircraft specifications and performance characteristics for the new model by the end of this year.

AIRCRAFT FACT FILE \\

Airbus Helicopters AS365 Dauphin

CATEGORY
Helicopter

MANUFACTURER
Airbus Helicopters, France

ENGINE
2 x Turbomeca Arriel 2C turboshaft

LENGTH	ROTOR DIAMETER
13.73 m	11.94 m

RANGE	MAX. SPEED
827 km	306kmh

SEATING CAPACITY	NO. OF CREW
11 - 12	1 - 2

MAXIMUM TAKE-OFF WEIGHT (MTOW)
4,300 kg

DESCRIPTION

The Airbus Helicopters AS365 has assumed several different identities over the years. The design for this medium-weight helicopter was originally produced by Aérospatiale and the SA365 Dauphin 2 made its first flight on 24 January 1975, with deliveries commencing in December 1978. In 1992, the French OEM merged with Deutsche Aerospace to form the multi-national Eurocopter, at which point the model became known as the AS365 Dauphin. In 2014, the company was renamed Airbus Helicopters.

Production of the AS365 Dauphin ran from 1975 to 2021, during which time a total of just under 1,100 units were built. The Dauphin was designed as multi-role helicopter and has seen service with both commercial and military operators worldwide. The Dauphin offers a number of advantages over its competitors. These include its comparatively long range, effectiveness at high altitude and its ability to operate in often challenging environments.