

# 2021 in Review & What to Expect in 2022

## ALTEA's perspective on the business aviation market

### Business Aviation Pre-Owned Business Aircraft

#### > An unprecedented demand for preowned aircraft

Numbers speak for themselves. Early January 2021 there were approximately 1,700 preowned business jets and 960 preowned turboprop aircraft for sale on the open market. Less than 12 months later, at the time of writing, these have shrunk to less than 920 and 640 respectively – hitting new historical low levels. It is clearly a seller's market and this is not anticipated to change until the second half of 2022.

#### > Uptick in prices

What a major paradigm shift in less than a year: list prices across the board are now back to – and in some cases above – their pre-pandemic levels.

### New Business Aircraft

#### > Bombardier dreamt it; Gulfstream made it!

Whilst Bombardier reportedly continues to study developing the 8,000 nm range Global 8000 and needs a clean-sheet design to replace the 4,000 nm range Challenger 650, on October 04<sup>th</sup>, 2021 Gulfstream stole the show with the unveiling of the 8,000 nm range G800 and the launch of the 4,200 nm range G400. By 2025, in just seven years, Gulfstream would have certified and put into service no less than five new models: the G500, G600, G700, G800 and G400.

#### > The awakening of Falcons

Dassault's launch of the 7,500 nm range Falcon 10X was maybe a bit less spectacular than Gulfstream's unveiling of the G800 a few months later (or of the more comparable 7,500 nm range G700 in 2019), but the Falcon 10X is certainly no less impressive.

The Falcon 10X simply aims at redefining standards in the ultra-long-range business jet arena with the widest cabin in the segment and a myriad of innovative features such as an auto-recovery mode, a smart throttle as the primary power control, dual head-up displays certified as primary flight displays and pilot seats with full-recline capability to enable single-pilot operation in cruise.



> **First flights**

Meanwhile, the Beechcraft Denali, the Falcon 6X and the ACJ TwoTwenty all made their first flights in 2021, paving the way for their entry into service between 2022 and 2023.

> **Light to super mid-size jets: the next space to watch?**

Bombardier unveiled the Challenger 3500, a revamp of the Challenger 350, whilst Textron introduced upgrades to the Citation M2, XLS+ and CJ4 dubbed the M2 Gen2, XLS Gen2 and CJ4 Gen2. But who will trigger first with the launch of an original design in either of these categories?

Surprisingly, the first move may come from HondaJet who unveiled its concept for a transcontinental light jet, the HondaJet 2600. Textron may also surprise the industry with something entirely new in a near future. Bombardier is unlikely to announce an entirely new platform in these categories as it continues its efforts to deleverage its balance sheet. And Embraer may simply have another priority with the – much awaited – launch of a new large regional turboprop aircraft expected before the end of 2022 (more on this in our 2021 retrospective for the regional aviation sector).

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**Image courtesy of Dassault** <https://www.dassault-aviation.com/en/>