

The 45.5 tonne Elephant in the Room

OPSGROUP Team

13 March, 2023



What do 9 African elephants and a G700 have in common?

They both weigh over 45,500 kilograms.

And that's the weight threshold you need to know about if you're planning on heading to the UK anytime soon...



Something around this kinda size.

Why?

There are some rules about security screening for heavy jets! Here's how it works:

- **Any outbound public transport (charter, scheduled or commercial) flight on an aircraft over 10 tonnes (22,000 lbs) MTOW needs to be security screened**
- **All aircraft (including private flights) with a MTOW over 45.5 tonnes needs screening.**

And remember – the MTOW is what it says in your aircraft manual. We ain't talking the weight on the day.

What does 'Security Screening' mean?

Here is a link to the EU regulation.

Yep, it's an EU regulation but this is basically what still applies in the UK as well.

Why do they have this regulation? It is all about making sure people and their stuff are protected.

So "acts of unlawful interference with civil aircraft that jeopardise the security of civil aviation should be prevented by establishing common rules for safeguarding civil aviation. This objective should be achieved by setting common rules and common basic standards on aviation security as well as mechanisms for monitoring compliance."

The common rules it speaks of are the screening of luggage, people, checking nothing is hidden on the aircraft, etc.

Why MTOW?

And why that particular MTOW? Why not something like number of seats?

No one knows (i.e. someone probably knows, but we don't know).

If YOU know then email us at news@ops.group We can't stop wondering now.

Gulfstream™

G700

The Gulfstream G700 unites a revolutionary cabin, all-new Rolls-Royce engines and the award-winning Symmetry Flight Deck™.

ALL-NEW CABIN

56 ft 11 in | 17.35 m



The Largest Cabin in Business Aviation
offers up to 5 Living Areas



Seats up to 19
Sleeps up to 13



Jet ConneX Ka-Band
Wi-Fi System



100% Fresh Air
Low Cabin Altitude



Ergonomic, Berthable
Seats

MEASUREMENTS

Finished Cabin Height 6 ft 3 in | 1.91 m
Finished Cabin Width 8 ft 2 in | 2.49 m
Cabin Length (excluding baggage) 56 ft 11 in | 17.35 m
Total Interior Length 63 ft 8 in | 19.41 m
Cabin Volume 2,603 cu ft | 73.71 cu m
Baggage Compartment Volume 195 cu ft | 5.52 cu m
Exterior Length 109 ft 10 in | 33.48 m
Overall Wingspan 103 ft | 31.39 m
Exterior Height 25 ft 5 in | 7.75 m

WINDOWS



Wellness-Boosting Natural Light
20 Gulfstream Panoramic Oval Windows

CABIN DESIGN

Flexible Cabin Configuration
Galley/Galley Annex or Ultragalley with
or with out Dedicated Crew Compartment
Forward and Aft Lavatories

WEIGHTS

Maximum Takeoff 107,600 lb | 48,807 kg
Maximum Landing 83,500 lb | 37,875 kg
Maximum Zero Fuel 62,750 lb | 28,463 kg
Basic Operating¹ 56,365 lb | 25,567 kg
(including 4 crew)
Maximum Payload¹ 6,385 lb | 2,896 kg
Maximum Payload/Full Fuel¹ 2,235 lb | 1,014 kg
Maximum Fuel 49,400 lb | 22,407 kg

SYSTEMS

Avionics Gulfstream Symmetry Flight Deck
Avionics Predictive Landing Performance System
Avionics Enhanced Flight Vision System
with Dual Head-Up Displays
Avionics Synthetic Vision with Dual Head-Up
Displays and Primary Flight Display
Engines Two Rolls-Royce Pearl 700
Rated Takeoff Thrust (each) 18,250 lb | 81.20 kN

¹Stated weights are based on theoretical standard outfitting configurations. Actual weights will be affected by outfitting options and other factors.

It is the certified MTOW that matters!

Why are we talking about it?

Well, there has been some confusion at some UK airports, particularly for **Part 91 folk**. And there has

been some disruption at some UK airports with **operators experiencing lengthy delays**.

One member reported having to adjust their departure date and time by nearly 4 days...

There are actually two *things* worth highlighting:

First of all, specifically in the UK, there are **continuing staff shortages** and this can mean delays in security screening availability. **Airline operators are always prioritised** which means you might experience delays, and you might even find flights cannot be accommodated.

The solution?

- **Book in advance and use a handling agent** – preferably the main FBO for an airport. They are generally very helpful folk who want to help as much as possible (and can help deal with the airport authorities).
- **Don't make last minute schedule changes** and expect them to be able to leap in and immediately do a security screening for you.
- **Head to dedicated BA/GA airports** when you can. Somewhere like EGLF/Farnborough is going to be able to accommodate you more easily than the likes of EGLL/Heathrow (although even EGLF told us requests with less than 4 hours would be difficult on busy days).
- **Avoid operating into larger airports at peak times** (when the scheduled folk are heading in and out).
- **Have a backup plan airport** – if your agent is telling you it is going to be tough to accommodate you and you know you cannot delay your departure, then fly somewhere else that can!

UK rules aren't exactly the same as US.

In the US the **regulation applies to Part 121, 135** etc. Not necessarily part 91 though. In the UK it applies to anyone and everyone. If your MTOW is over 45.5 tonnes (100,309 lbs) then you're going to need a security screening.

Here is a link to the NBAA's handy article about the US side of things.

Anything else?

That's about it. We asked around at a few of the UK's airports – EGSS/Stansted, EGNM/Leeds and EGLF/Farnborough to see what they said about the process.

Here's what they said about the process:

- **EGNM/Leeds Bradford**

There are reduced staff levels which means airline flights are prioritised and if something like staff sickness happens then it can mean they simply don't have the resources to handle the non-scheduled folks.

Avoid those peak times (mornings are bad). If you are thinking about heading in for the summer then keep in touch with the FBO or an agent there to find out how the staffing levels are looking (remember, this is at the airport, not with the agent).

- **EGLF/Farnborough**

They are a dedicated GA/BA airport and the airport authority is also the main FBO, so this is a good airport to consider if heading into the London area because of their ability to deal with things like this. But get in touch and ensure you plan well in advance. Speak to the FBO for info: ops@farnboroughairport.com

- **EGSS/Stansted**

Their runway is currently undergoing renovations so I didn't ask them because I know for a fact they are really busy and have less capacity right now.

Here's some info on the runway rejuvenation project because if you want to fly the London you might want to know about this.

Anything else?

Here is a link to the UK Gov travel guide site.

You can find things on all topics from hand luggage restrictions to everything else on here so a good spot to head to if you want more info on the specifics (although we reckon just ask a handling agent at the airport you are heading to!).