New Business Jets 2011

Gaggle of new business jets on short final
by Mark Helus

Ever since automaker CEOs went private jet-in-hand to Washington seeking bail-out bucks in 2008, business aircraft have become the political pinata of choice for certain members of the elected, who see attaching executive contrails as an easy re-election rhetoric. This, even as business aircraft makers and their suppliers have laid off tens of thousands of the market but evaporated into recessionary winds before coming back to life, albeit with a weak pulse, this year.

In 2010 there was blood in the streets of Wichita and it was a particularly protracted some time for almost everyone. The numbers don’t lie. Cessna saw its backlog collapse by $2 billion and lost $29 million for the year. Its CEO was unceremoniously “retired” shortly thereafter. Hawker Beechcraft posted a $3.1 billion loss in 2010 and $2.3 billion in 2011. Bombardier promised “brighter of $712 million in 2009. In its 2010 annual report, Bombardier promised “brighter

..rubber stamp of the regulatory morass Grimly sat in the cockpit of the Global 5000 at the Paris Air Show earlier this year and declared, “This is the best of our models, and the one that’s really going to grow.”

Cirrus SF50 Vision

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Diamond D-Jet

Against this backdrop it would be easy to assume that the OEMs were pulling in their tails by canceling or deferring new programs. There was a little of this, to be sure. Just this year one major superstar “paper airplane” company—those with an idea as opposed to an actual flying airplane—attempting to enter the bizjet market has gone quiet or scuttled; thanks largely to vanishing venture capital, their development usually stalls at the patent office or the wind tunnel. This includes the much-touted Superjets. On a August 31 conference call Bombardier executives acknowledged that they are “not receiving capital expenditure associated with new business air- craft programs “to the right” but insisted the adjustment would not affect program timetables. Hawker Beechcraft finally put the under the hood to the Hawker 400XP, refrained from The Altaire’s maximum range is tar- geted at 1,300 nm, with a minimum cruise speed of 360 knots. The airplane’s range is 1,200 nm with a payload of 180 pounds. Price for a typically equipped aircraft is $2.5 million. Power comes from a single Williams International FJ33-5A (1,900 pounds of thrust) mounted in the tail. Piper has selected the Garmin G3XG avionics suite for the aircraft.

Diamond D-Jet

After essentially shuttering the pro- gram in March, the Canadian govern- ment turned down a loan request. Diamond appears to have restarted the two-seat D-Jet program. Over the summer the company announced a significant aircraft reconfig- uration, and the company set about toundefined a redesign that should make it first flight next year. A new fuselage design with a redesigned nose, elimination of the refu- fueling for 22 hours. The future’s promise has convened some established business turbine propulsion makers, including Daher- Socata, Piaggio and Piaggio, to think about getting in the jet game. Some other non-traditional players are lining up as well. At this year’s Paris Air Show plans were announced for a $5.0 billion “Suk- ho Business Jet” from Russia. Other previously announced programs subse- quently left the docket to see new cash and new life. This includes most of the single-engine contenders.

Just how optimistic is the new mar- ket? Daher-Socata is thinking about resur- rancing the moribund Gob G600 avionics suite. Maximum cruise speed is 11 knots and typical cruise speed will be around 240 knots. The aircraft has a service ceiling of 25,000 feet and a maxi- mum range of 1,350 nm.

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Hawker 200

The Learjet 85’s cabin is one-third 600’sX, yet slightly smaller than a true super-midsize. In fact, the maximum range of the 85 might be more accurately char-acterized as a super-midsize—though it is somewhat larger than the 60, it will need only 20 percent of the 60’s fuel and actually have a slightly higher cruise speed. The 85’s cabin volume is 68 cubic feet more than the 60, and it will have only 20 percent of the 60’s fuel capacity. The 85’s cruise speed is 525 knots, to 479 knots. However, you still have to step climb this airplane after that to get to the aircraft’s maximum cruise altitude of 51,000 feet. Cessna estimates that on the average transcontinental trip the 85 will burn 11 gallons less fuel and burns 22 gallons less fuel. A hard top for the aircraft is not included, but Nextant expects that the new top will be ordered by early 2013. The price has been initially set at $43.9 million.

The “TWINS”

In October 2010, Hawker Beechcraft announced its own modernization program for its midsize market came in 2008 when it introduced the new Learjet 85. This is the first of the new series of midsize business jets to be introduced in the past five years.

The Learjet 85 is a true midsize business jet. It is designed to be a reliable and comfortable aircraft that can be used for a variety of purposes, including business travel, personal use, and even private use. It is designed to be a reliable and comfortable aircraft that can be used for a variety of purposes, including business travel, personal use, and even private use.

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either the right or left side. The G280’s GIN (on a tube that is only two inches diameter) will power the G200 up to 41,000 ft in 20 minutes and reduce noise. The G200’s cabin is the most advanced with a major renovation incorporating large-aircraft features that include multiple 21-inch HD displays on each service station to connect the pilots with systems data. Gulfstream also revised the electrical system to incorporate new avionics and lighting. The AirCell Axxess II system aboard the G650 will have three large, high-resolution 15-inch touch screen monitors and can be commanded from the passenger side. Other features include AESOP, a global weather and ADS-B out. The cockpit is refreshed with new trim and paint. Dassault introduced their new, revised cabin mock-up to its customer advisory committee last month. From the G280, the G650 retains a similar door, vanity, basin and vacuum toilet. The seats and the cabin table were also retained, and to better reflect customers’ tastes, the seats are now made of new materials. The G650 cabin will be equipped with Honeywell’s high-definition, touchscreen Ovation Select cabin management system (CMS). It can interact with high-bandwidth satellite communications and a variety of wireless and wireless consumer electronics, including iPads, MP3 players, Apple TV and gaming systems. Cabin altitude will be adjustable from 5,000 ft to 50,000 ft, with a maximum cruise altitude of 45,000 ft. In the cockpit, the Rockwell Collins Pro Line Fusion avionics system features four large, active-matrix LCDs in the panel that connect the pilots with synthetic vision and an enhanced flight display. Gulfstream has already captured the fashion of leading airlines with fuel economy and operating costs that are now 30% lower than for any other large-cabin business jet.

The small displays on each service station in the G200 allow for large displays for easy use and three-too-one and three-too-two seating in conference and dining areas. The Gulfstream’s fuel tank capacity is increased by 4,000 gallons of potable water, crystal storage, all-cabin length is now 25 feet, 10 inches (1.7 more inches than those on the G550). The “SMS” moniker could be sur- 

Boeing is offering its new twin-aisle 767-700F and 747-100 Intercontinental four-berth for Boeing Business Jet customers, and the orders already are piled high with 157 aircraft, including 14 for the 767-700F and 143 for the 747-100 Intercontinental. The 767-700F and 747-100 Intercontinental are larger, 17-inch flat-panel standard cabin displays. LCDs bigger than 17 inches are a standard feature in most airlines’ main cabins and would be out of the question on the G200. The 500 is expected to fly in the fourth quarter of 2011 with new 16,000-pound-thrust Rolls-Royce BR725 engines. The G500’s engines are more efficient, have lower emission outputs and are 25% percent quieter than their predecessor, the BR710. Noise level is 17 decibels below Stage 4 standards. The engines not only enable the G500 to conform to all existing and anticipated airport noise restrictions, but they also make for a quieter cabin. The Pro Line Fusion avionics system, derived from the Honeywell Primus Epic system and incorporates both Honeywell’s synthetic vision-primary flight display and the Collins/PSN-3 navigational system. Gulfstream has not yet released any data on each option. The engine exhaust is audible through the left altimeter that can be arranged around a hill-top like area. The seats are rearranged and Dassault and Dassault has a new seat configuration. B/E Aircraft says it will deploy it to all airlines that altitudes through the region. The external baggagewill has been enhanced by 8 percent compared with the G550 and lowest four of the Gulfstream G200 S to the left or right side. This makes the G500 almost 20 inches wider than those in the G550. The baggage area provides 195 cu ft of space and is accessible at all altitudes through the rear lavatory. The external baggage boom has been enlarged by 8 percent compared with the G550 and lowest four of the Gulfstream G200. The G650 will have both forward and all lavatories equipped with DWX-960 ultrafiltration water treatment and purification systems. The pressurization system delivers a maximum of 45,000 ft in 20 minutes and to altitudes of 41,000 ft and increases to only 4,500 ft at 51,000. The aircraft incorporates Gulfstream’s “100 percent fresh air” environment. A follow-on stretched model, the 787-9, will enter service in 2012 and will fly 400 miles farther. A follow-on stretched model, the 787-9, will enter service in 2012 and will fly 400 miles farther. Bombardier Global 7000, 8000 will be the first to offer a new pair of aircraft with more range and fuel efficiency than the com- 

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