WORLD NEWS

Shorts and

Embraer

team up
LONDON

Brazilian-based Embraer and
Short Brothers of the UK
have signed an "umbrella"
agreement to co-operate on
joint projects.
Development of the Tucano
to meet the Royal Air Force's
Air Staff Target (AST) 412
(Jet Provost trainer replace-
ment) is the first specific
project to be handled by the
alliance, but a joint working
party has already been formed
to look at possible collabo-
ration in a number of fields.
The most likely option
appears to be an advanced
commuter aircraft, in the
40-seat category, to enter
service in the 1990s. Although
Embraer and Shorts have
no plans at present to
co-produce missiles such as
Shorts' Javelin shoulder-
launched SAM, they "will co-
operate on anything that
makes commercial sense", say
Shorts chairman Sir Philip
Foreman and Ozires Silva,
chairman of Embraer.

Should the EMB.312
(which the consortium is now
presenting to the Royal Air
Force as the Shorts Tucano)

be picked as the Jet Provost
replacement, then it would be
built in Belfast "100 per cent
by Shorts, and providing
around 600 new jobs", says Sir
Philip.
Other AST.412 contenders
are the Australian AAC A.20
Wamira II, the NDN-1T
Turbo-Firecracker, and the
Pilatus PC-9. Pilatus has
teamed with British Aero-
space to present the last-
named aircraft.

Falcon 900

rolls out
BORDEAUX-MERIGNAC ~

To the strains of the
"Hallelujah Chorus" from
Handel's Messiah, the new
Dassault Falcon 900 business
jet majestically rolled out on
May 18, reports Gilbert
Sedbon from Bordeaux-
Merignac. Named The Spirit
of Lafayette, the aircraft is
scheduled to fly in the second
half of September. French and
US certification should follow
in 1985, with deliveries in 1986.
The Stars and Stripes and
tricolor fluttered side-by-side
in a westerly breeze as the
$13-5 million (1983) trans-
atlantic business jet made its
debut before a large crowd
of French and American
engineers, industrialists,

bankers, and business leaders.

Dassault chairman Beno
Claude Vallieres says that
production is under way.
Some 54 operators are said to
have made firm bookings and
paid the $100,000 deposits.
The Falcon 900 is powered bv
three Garrett TFE731-5A
turbofans. It is designed to
cruise at Mach 0-75, and to
have a range of 3,800 n.m.
US distributor Falcon Jet
says that it has signed up for
50 of the Falcon 900s. First
American customer is New
York real-estate dealer Peter
Kalaco, according to Falcon
Jet president Frank Wisekal.

Airspur is
"not a US

» company
LOS ANGELES

According to the US Civil
Aeronautics Board (CAB)
Airspur is not a US company
because it is controlled by
Westland, and therefore does
not qualify for CAB operating
authority. Airspur's main
business is a W30 commuter
network based at Los Angeles
International Airport.

US law states that 75 per
cent of the company's stock
must be owned by US citizens,
and that the president and
two-thirds of the company's

Dassault rolled out the Falcon 900 last week. Investment in the programme will be FF2,000 million (27 per cent French Government). Sales target is given as 300, breaking even at 200

directors and managing offi-
cers must also be US citizens.
Airspur meets these condi-
tions, but foreign involvement
in US carriers has long been
discouraged by the CAB.
Judge John Vittone says "the
board looks beyond the mere
technical requirement to see if
the foreign interest has power,
either directly or indirectly,
to influence the directors,
officers, or stockholders".

Jack Gallagher and his son
Tim are the predominant
officers in Airspur. Vittone
says "the record shows that,
aside from the Gallagher's
investment of $1,000, all of
Airspur's start-up capital and
all of its operating capital (has
been) provided by a foreign
national. To date, that
amounts to about $34 million,
with Westland committed to
another $15 million in the
near future". Westland has
not made any effort to
be represented on Airspur's
board, but the manufacturer's
investment is "plainly indica-
tive of Westland's ability to
control Airspur ...". Vittone
rejects Airspur's contention
that the Airspur/Westland
agreement is just another
example of a manufacturer
helping a US carrier purchase
its products, such as the
Eastern Airlines/Airbus

agreement. Vittone says "the
two situations are not
comparable ... because West-
land is not only funding
Airspur's purchase . .. but
also its daily operations".
Robert Gladwell, president
and chief executive officer of
Westland Inc, tells Flight "we
don't agree with CAB judge
Vittone's decision. We have
no-one on Airspur's board of
directors. Nothing we can do
can influence the day-to-day
running of the airline".
Airspur has not yet
responded to requests for
comment, but it has been
suggested that the company
may accelerate the process of
going public. This may nullify
the judge's argument. But for
the incident at Long Beach,
when an Airspur W30 made a
forced landing, Airspur may
already have been public.
Vittone's decision on
Airspur will go before the
CAB on June 10. A verbal
hearing may be called. Airspur
will continue to operate while
the CAB works out a number
of ways to eliminate what it
sees as foreign control. A final
decision is expected on
August 8.

1378 FLIGHT International, 26 May