GENERAL AVIATION

FALCON 2000 FLIGHT-TESTS BEGIN AT ISTRES Dassault Aviation's Falcon 2000 corporate jet is now undergoing an 800 flight-hour test programme at the Istres test centre in southern France, after a 75min maiden flight on 4 March o\er the Bordeaux-Merignac region. European Joint Aviation Authorities and US Federal A\iation Administration certification is scheduled for December 1994 and first deliveries early in 1995. The twehe-passenger jet will he demonstrated at the Paris air show in June.

AlliedSignal offers Citation upgrade
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lliedSignal Aerospace is of-
fering to upgrade Cessna
Citation 500 business jets with
electronic flight instruments
and a digital autopilot.
Certification flights are
scheduled to begin this month
at AlliedSignal General Avia-
tion Avionics' Olathe, Kansas,
test centre. Customer installa-
tions are to begin in the third
quarter of 1993.
The $125,000 upgrade will
replace the analogue autopilot
and the pilot's-side mechanical
flight-instruments with a digi-
tal automatic flight-control sys-
tem, as well as a Bendix/King
EFS-50 electronic flight-instru-
ment system.
The two-tube display system
comprises 125mm electronic
attitude-director and horizon-
tal-situation indicator units.

AlliedSignal says that the
conversion will be applicable to
all Citation 500s built, includ-
ing those modified by Sierra
Industries to improved-per-
formance Eagle and LongWing
configurations, which account
for 20% of the fleet. The basic
500 will be the first to be
certificated, followed by the
modified aircraft.

During the avionics upgrade,
the aircraft will be modified to
allow single-pilot instrument-
flight-rules operation.
This is usually the responsi-
bility of the manufacturer, Al-

liedSignal says, but Sierra
Industries has certificated a
single-pilot modification to the
Cessna 500.
The US avionics manufac-
turer is planning to adopt the
same approach.
• Sales of Bendix/King TCAS
II traffic-alert and collision-
avoidance systems to corporate
customers have passed the 300
mark, for an 80% market share,
says AlliedSignal General Avia-
tion Avionics.

AlliedSignal Air Transport
Avionics says it is already the
leader in TCAS II sales to
airlines, having sold some 3,000
systems and claiming to hold
60% of the world market. •

Beech consolidates

its FBO functions
BY GRAHAM WARWICK
IN ATLANTA

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eech Aircraft has consoli-
dated its 19 company-
owned US fixed-base operators
(FBOs) into a single entity,
United Beechcraft, in a move to
provide improved, uniform, na-
tionwide customer service.
United Beechcraft is the sec-
ond-largest FBO network after
Signature Flight Support,
formed in 1992 by the merger
of Page Avjet and Butler Avia-
tion, with 40 sites.

The new company replaces
Beech Holdings, which com-
prised five separate regional
divisions with names such as
Hangar One and Hedrick
Beechcraft. Where as these
divisions reported to Beech's
marketing department, United
Beechcraft is a separate profit
centre which reports directly to
Beech's president, says Keith
Nadolski, president of the con-
solidated company.
The consolidation, which
began 18 months ago, has al-
lowed United Beechcraft to
launch its first nationwide fuel-
discount programme. The first
phase of the programme pro-
vides per-fueling volume dis-
counts, but the second stage
will offer annual volume dis-
counts to customers using

UK CAA proposes business AOC
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he UK Civil Aviation Au-
thority is proposing a new
licence for operators of some
business aircraft in order to
comply with European regula-
tions designed to catch illegal
public-transport charters.
Previously, some business-
aircraft users have been exempt
from holding an Air Operator's
Certificate (AOC), as their
flights did not constitute for-
mal public-transport opera-
tions, even though companies
charged internal departments
or sister businesses for use of
the aircraft.

Such "cross-charging" falls
foul of sections of European
Community transport legisla-
tion, as does the use of aircraft
for valuable consideration, re-
muneration or hire by opera-
tors or individuals chartering
illegally. The operators will re-
quire a national AOC under the
new EC law.

The CAA is proposing an
"AOC Corporate" to replace
the previous exemption. The
new licence is seen as a stopgap
until Joint Aviation Authorities
requirements are introduced,
perhaps in 1995. •

more than one United Beech-
craft location.
By the third quarter of 1993,
all locations will have computer
access to details of all custom-
ers' aircraft and accounts,
across the FBO network.
United Beechcraft is consoli-
dating its 17 regional spares
locations into one national
parts warehouse in Indianapo-
lis. The company plans to offer
a 365-day-a-year, 24h-a-day re-
placement-parts service and to
upgrade services at its FBOs.
"We are in this for the long
term," says Nadolski. United
Beechcraft has also re-organised
its charter operations. •

NEWS IN BRIEF

GULFSTREAM V
The design of the Gulfstream
V long-range corporate-jet has
been frozen. The initial $29.5
million price for the
11,600km (6,300nm) range
aircraft will be held for 1993,
having been fixed for the first
24 aircraft. Some 22 aircraft
are covered by "deposits, let-
ters of intent, or contracts",
with firm contracts for at least
ten. Gulfstream aims to fly
the GV in 1995 and to deliver
before the end of 1996 "nine
or ten" aircraft for comple-
tion. Following sales of 12
GIVs in the last three months
of 1992, orders this year are
"on schedule". Gulfstream
plans to build 27 aircraft this
year, compared with the 30 it
built in 1992.

VOLPAR APPROVAL
California-based Volpar Air-
craft says that a $7 million
cash infusion has been ap-
proved by the US bankruptcy
court, allowing work to re-
sume on re-engineing the
Dassault Falcon 20 business
jet with Pratt & Whitney
Canada PW305 turbofans
(Flight International, 24 Feb-
ruary - 2 March, P19).

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