

**IBA WINS E3 WORK**

UK aviation consultancy International Bureau of Aviation (IBA) is expanding its activity in the executive jet market by awarding three E3 design conformity approvals. IBA became the first independent UK organisation to issue E3 approvals in July 2002. Registration work is under way on a Dassault Falcon 900 and a Gulfstream IV, and it has just completed a second Bombardier Challenger 604 for Gama Aviation Group.

**FLIGHT BAGS**

CMC Electronics has launched a second-generation Class 2 electronic flight bag (EFB) for the airline and business jet market. The EFB, called the CMA-1100, bridges the gap between low-end off-the-shelf tablet PCs and high-end Class 3 EFBs, says CMC. It can be used in all phases of flight and comprises a lightweight, compact and self-contained electronic display and processing unit, as well as a companion power and expansion module unit.

**RVSM PROGRESS**

With reduced vertical separation minima set to be introduced in US domestic airspace on 20 January next year, 55% of the US business-jet fleet was RVSM-compliant by the end of April, according to the US National Aircraft Resale Association.

**ENGINE OVERHAUL**

Lufthansa Technik's US arm BizJet International has completed its first Spey midlife overhaul after becoming a Rolls-Royce authorised overhaul facility in January. The launch customer has also committed two additional engines.

**ONLINE CARGO**

Avinode has added a cargo booking system to its online business air charter booking system. The system allows cargo brokers, logistic companies and operators to book flights and to view the price and availability of aircraft across Europe and Russia, says the Swedish-based company. Members include Exel Logistics, Air Charter Service and Chapman Freeborn.



Swiss operator Club Airways is to take up to 13 Dornier 328Jet executives

**MARKETING** JUSTIN WASTNAGE / GENEVA

## AvCraft eyes 300 Envoy prospects

'Serious interest' in corporate version of Dornier 328Jet

US manufacturer AvCraft claims about 300 prospective customers for the Envoy corporate version of the Dornier 328Jet, and plans to make at least one-third of all sales to non-airline customers.

Speaking at last month's European Business Aviation Convention and Exhibition (EBACE) in Geneva, Switzerland, AvCraft chief executive Ben Bartel said the company's sales personnel had been speaking to corporate fleet operators, aircraft management companies and charter companies about the 32-seat Envoy Shuttle and the 16-seat Envoy Executive and had received "serious interest" from many of the 300 prospects.

The Envoy Executive has a list price of \$14.5 million, making it a relatively cheap option in the super mid-size category. Bartel says concerns over its relatively slow speed have been overplayed, since most interested parties operate short hops. "Our problem may end up being delivery slots as we are starting with a very conservative production schedule," he said.

At EBACE, AvCraft announced a

firm order of one Shuttle reconfigured with 18 seats and six Executives, plus options for six more Executives, from UK charter operator Bookajet, to be operated on behalf of scheduled business jet airline Club Airways (*Flight International*, 25-31 May). The first will be delivered in August from ex-Fairchild Dornier stock, with the other six from restarted production, taken at two a year until 2006.

AvCraft has restarted steep-approach certification of the 328Jet, originally begun by Fairchild Dornier for access into London City airport for CSA Czech Airlines. Bartel says short-field performance is crucial to attract business aviation customers in Europe.

AvCraft recently completed a deal with Pratt & Whitney Canada to guarantee supply of upgraded PW306 engines until the end of 2007. Several US airline operators of the aircraft experienced turbine blade problems and reliability issues with the powerplant, leading the manufacturer to certify an improved high-pressure turbine blade-cooling system.

**APPROVAL**

## Cessna's Sovereign certificated

Cessna has received US type certification for the Citation Sovereign mid-size business jet. First deliveries against a backlog of more than 100 firm orders are to begin in the second half of the year. European certification is expected in the fourth quarter.

When the all-new Sovereign was launched in October 1998, certification and first deliveries were scheduled for 2002, but the programme was delayed while Cessna worked on other business jets. By the time of the Sovereign's first flight in March 2002, certification had slipped to the third quarter of 2003.

Cessna achieved provisional type certification late last year, but continued flight testing, which has passed the 3,000h mark and resulted in higher-than-expected performance. Cruise speed, for example, increased from 445kt (820km/h) to 459kt.

**UPGRADE**

## Pro Line 21's Cessna debut

Garrett Aviation and Rockwell Collins have announced the first customer for their upgrade of Cessna's 501-series Citation business jet with Pro Line 21 integrated avionics. An aircraft owned by JR Tomkinson will be upgraded at Garrett's Springfield, Illinois facility, with certification expected next January.

The upgrade features Collins' IDS-3000 large-format liquid-crystal displays. The system will include a primary flight display, multi-function display (MFD), reduced vertical separation minimum-compliant air-data computer and WXR-800 weather radar. The update includes Collins' integrated information system, providing electronic charting and other features on the MFD.