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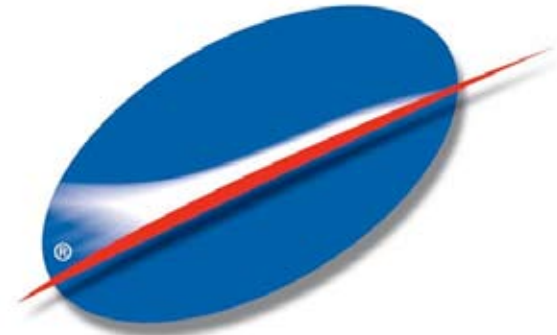


JULY 2009

Paris Airshow Report

by Rod Simpson

Every two years, the relative peace of Le Bourget airport, on the northern outskirts of Paris, is shattered by the sound of high-performance jet fighters as the French industry organisation, GIFAS, stages the spectacular International Salon Aéronautique. By almost every measure, this is the world's largest air show - and it embraces every aspect of aviation, both military and civil and ranging from light aircraft to the largest airliners.



Reduced Business Aviation Presence

At this, the 48th Paris Air Show, there was a strong emphasis on military aviation and large aircraft programmes. Understandably the economic recession prompted a number of general aviation manufacturers to abandon their plans to exhibit. With the recent growth in specialised business aviation events, the considerable expense of a broader-based event such as Paris is harder to justify. Consequently, Gulfstream pulled out of the Show and Embraer had a much reduced presence and, surprisingly, did not exhibit their new [Phenom 100](#) and [Phenom 300](#) light business jets. "While we have the greatest respect for Paris, we are lost when compared with the commercial and military aircraft. So as, EBACE has grown in presence, our involvement in Paris has been correspondingly reduced," said Robert N. Baugniet, Gulfstream's Director of Corporate Communications. "Our experience is that

shows like EBACE, LABACE, ABACE, Jet Expo in Moscow and NBAA are the shows where we reach the right folks with the right message at the right time."

Cessna, which is under great pressure due to order cancellations, also elected not to appear although its parent company, Textron, had a Bell helicopter chalet and static examples of the Bell [412EP](#) and [407](#). However, during the show Cessna announced the sale of 30 single-engine [Grand Caravan](#) turboprops to Susi Air. The company will utilise the aircraft for its scheduled and charter passenger and cargo services throughout Indonesia.

Eight of the aircraft are scheduled for delivery this year with the remainder to be delivered by the end of 2011.

Cessna's Wichita neighbour, Hawker Beechcraft, decided to bring a brand new [Hawker 4000](#) for its Paris debut together with a [King Air 350ER](#) configured for military special missions work. Dassault and Bombardier also staged large exhibits. Both are multi-product companies with Dassault showing its defence products, particularly the Rafale combat aircraft, and Bombardier exhibiting the Dash 8Q-400 airliner and promoting the CL415 amphibious fire fighter.>>



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In this week's podcast, FlyCorporate catches up with Daniel Kunz, Director, Sales and Marketing Pilatus PC-12, to talk markets and missions for the Pilatus PC-12, and to learn why the turboprop is proving to be quite a viable alternative to business jets for cash-conscious CEOs.



Dassault and Bombardier Attract Bizav Visitors

Dassault's compound included all the current Falcon models - the [7X](#), [Falcon 900EX](#) and [Falcon 2000LX](#) - together with the development aircraft for the winglet-equipped [Falcon 900LX](#). For some time, they have been talking about the forthcoming SMS (Super Mid Size) business jet, but Dassault's Chief Executive, Charles Edelstenne announced that a complete design review of this project is under way. This will extend the development timetable and may lead to some major changes because "the company has not yet met its economic and technical goals." Dassault had previously revealed that the 44.5 kN (10,000 lb thrust) Rolls-Royce RB282 would be the engine choice for the SMS, but it seems that this engine may not meet their specific thrust requirements and could be replaced.

In the Bombardier enclave, the fuselage mock-up of the forthcoming [Learjet 85](#) attracted many visitors. The company also showed a [Learjet 60 XR](#), a [Global XRS](#) and a [Challenger 850](#). The Challenger 850 is based on the commercial CRJ-200 airliner, but it will face a new competitor in the Phoenix CRJ whose first flight took place on the eve of the Show. The Phoenix CRJ's corporate interior, seating for 15 passengers, sophisticated cabin entertainment and technology system, \$20 M (€14.4 M) price tag and long-range tanks make it a strong contender.

Bombardier is one of the companies taking a lead in offering clients access to an effective carbon offset programme. During the Paris show, the company announced that the latest recruit to this offset scheme is the European private jet club operator, Jet Republic which was launched in September 2008 and has placed a massive 110 aircraft order for the Learjet 60XR, the first of which will be delivered in October 2009. Under the carbon-offset programme a Bombardier business aircraft operator can pay fees, based on flight hours and the estimated volume of CO₂ emitted, to Bombardier's offset contractor, ClimateCare. These fees are invested into environmental projects, including tree planting, methane conversion and renewable energy investment such as wind farms, which reduce greenhouse gases by an equivalent amount. (See "Green Trendsetters" in the [October 2008 Issue](#) of *FlyCorporate Magazine*.)

Qatar Airways announced the formation of Qatar Executive, a new corporate jet service for its premium customers. Qatar Executive has purchased two new Bombardier [Challenger 605](#) aircraft which were scheduled for delivery by the end of June. The company recently took delivery of a Bombardier [Challenger 300](#).>

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Bombardier has taken an important lead in offering its clients access to an effective carbon offset programme

A Skycar and a Surprise

In the lighter aircraft segment, and of interest to corporate operators, was the Italian-designed Oma-Sud Skycar which is presented as a “luxury limousine of the air.” First flown in December 2007, it has a large main cabin with big doors and a high quality five-seat leather interior. The Skycar is powered by a pair of pusher Lycoming IO-360 piston engines, although later versions may be re-engined with turboprops, but its unique design feature is the twin-boom rear fuselage which allows access to a loading hatch at the rear of the passenger compartment. This provides an easily accessed baggage area or, with the rear three passenger seats removed, converts the Skycar into a light freighter. Many other roles, including air ambulance, surveillance and air-sea rescue, are envisaged. With a backlog of six orders, the Skycar is already in production with EASA certification expected in early autumn and FAA approval by the end of 2009. Early deliveries are to be made to a Florida charter operator which will use the aircraft out of Miami to the Caribbean.

There are always a few surprises hidden in the Paris exhibition halls. One of these was the Brazilian GP-210 four-seat personal jet from GP Aerospace - a company, established in Sao Paulo by the former Technical Director of Embraer. The GP-210 uses a pair of the brand-new 3.3 kN (740 lbs thrust) DGen-390 light turbopfans developed in France by Biarritz-based Price Induction. GP Aerospace is seeking finance for the development of the aircraft which will cruise at 220 knots with an operating ceiling of 11,900 m (39,000 feet). The new range of three light turbopfans developed by Price Induction has excellent potential for other projects and the company is working with Vulcanair on a twin-turbopfan version of its P68 light twin. ■



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