

## Avanti II sets speed record

Piaggio started NBAA in style last night by flying into the record books after its new P180 Avanti II turboprop set a new speed record from Denver to Orlando.

Piaggio America chief pilot Arthur St. Clair was the lead pilot for this newest speed record, with Fred Whitten joining him as co-pilot. The team flew from Denver to Orlando on Sunday. Leaving Denver Jefferson County airport, the Avanti II reached Orlando Executive airport in 3h 19min. The team covered 1,369 miles (2,204km) for an average ground speed of 477mph (767km/h).

"This is another wonderful moment for Piaggio," said Piaggio America president Tom Appleton. "The Avanti II is the fastest business turboprop aircraft in the world and continues to prove its prowess."

The Avanti II has a range of over 1,800 miles at a speed of 398kt and a maximum cruising altitude of 41,000ft (12,500m). The manufacturer says its overall performance is similar to a jet, but with 30% less fuel and operating costs. The P180 is licensed to operate with a single pilot and can carry up to nine passengers.



Piaggio's chief pilot Arthur St. Clair and co-pilot Fred Whitten in front of the Piaggio Avanti II following the record flight from Denver.

## Bombardier reveals its new interior motifs

Bombardier president and chief operating officer Pierre Beaudoin and Pierre Gabriel Côté, president, Bombardier business aircraft, unwrapped new full-scale mock-ups for the company's latest-generation mid-size duo at the static park this evening. The airframer is using NBAA to introduce its interiors for the Learjet 60XR and the super mid-size Challenger 300.

"These new interiors are another example of the added value built into Bombardier business jets. We continually strive to deliver the latest advances in technology and passenger comfort, even when, as with the Challenger 300, the aircraft has been in service for less than three years," said Côté.

### Modular

Equipped with the new Rockwell Collins Pro Line 21 flightdeck, the XR can seat up to nine passengers in a modular stand-up cabin. Passengers also benefit from next-generation individual touch screens and an audio video system that can play XM satellite radio. An extra file server on board unit edges the aircraft towards a paperless cockpit.

The 300 is equipped with one of the most sophisticated Ethernet-based cabin management systems in the business, Lufthansa Technik's networked integrated cabin equipment (NICE). NICE integrates previously unlinked cabin management and entertainment system into a single control unit.

Other upgrades include digital surround sound through flat Qinetiq trim panel speakers, which blend into the cabin side-walls. Several other features, previously available as options, now come as standard, including a second flight management system.

# Challenger 605 debuts with Canada approval

Two Bombardier aircraft are making their debuts at NBAA and the latest addition to the Challenger 600 series, the 605, received Transport Canada approval for the Rockwell Collins Pro Line 21 avionics suite on board, as well as for a 14% increase in window size, which gives it a 30% increase in cabin light.

The manufacturer is introducing the widebody at the static park with a standard corporate interior produced in its Montreal plant.

Alongside the 605 is the flagship of the Bombardier fleet, the ultra-long-range Global Express XRS.

Walking around the new



Canadian approval: Pierre Gabriel Côté (left) and Martin Eley. Right, the two widebodies tail to tail.



Challenger, other improvements include changes to the cabin electronics, galley and lavatory.

The last Challenger 604

rolled off the assembly line last week and Bombardier has now swapped production of the aircraft to the 605.

The aircraft on show is the

second test model and the first customer delivery is due in the third quarter of 2007.

Charter operator Comlux Aviation became the

European launch customer for the 605 earlier this year. The Zurich-based company will take delivery of the aircraft next December.



## New-look ACJ returns to Orlando

Symbolizing Airbus's determination to show that it is a contender at the top end of the corporate aviation market, an ACJ sporting a brand-new paint job landed at Orlando Executive airport yesterday and took its place in the static park.

Operated by Aero Services Executive of France, the aircraft is the same one that attended NBAA 2005. Since then it has acquired a dashing new look characterized by a bold blue nose-to-tail swoosh.

The swashbuckling paint scheme echoes the rising trend of ACJ sales. This Airbus family, which includes the A318 Elite, ACJ and A320 Prestige, has chalked up 80 sales to date and is

expected to be the subject of a couple of order announcements tomorrow. That would take the ACJ orderbook to two-thirds of the Boeing BBJ total, following a surge that has already seen a record 18 firm commitments in the first nine months of the year.

Airbus delivered seven corporate jets in the first half of this year, including the first for a US-based customer, Pharmair of Florida, and the first for an Indian customer, the UB Group, parent company of Kingfisher Airlines. Both aircraft are being outfitted by Associated Air Centre of Dallas, one of several Airbus-approved completion providers.

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