Business Standard
August, 2014

One of Dassault Aviation's newest offerings in the business jet market is the Falcon 8X

ON EIGHTH HEAVEN, FLIES IN THIS NEW BIRD

Dassault Aviation is the world leader in the integration of complex, advanced and innovative airborne systems. The company has delivered over 2,100 jets since 1963 and has a presence in over 80 countries across five continents. One of Dassault Aviation's newest offering in the business jet market is the soon to be launched Falcon 8X, which the company says can fly you farther, in greater comfort, and with even more efficiency.

FALCON 8X

The latest addition to the Falcon family

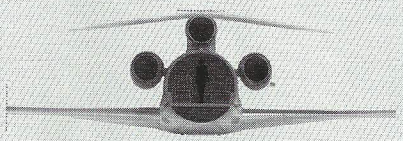
EXTERNAL DIMENSIONS

Length 80.2 ft

Height 26.1 ft

Wing Span 86.25 ft

INTERNAL DIMENSIONS



Cabin Length (excluding cockpit and baggage)	80.2 ft
Maximum Headroom	74.00 in
Maximum Width	92.00 in
Cabin Volume (excluding cockpit and baggage)	1,695.00 cu ft

WEIGHTS

Maximum Takeoff Weight	73,000 lb
Maximum Zero Fuel Weight	41,000 lb
Maximum Fuel	34,900 lb
Maximum Landing Weight	62,400 lb

ENGINES

Manufacturer	P&W Canada
Nbr/Type	3 x PW307D
SL-ISA Thrust	6,722 lb
Flat Rated To	ISA+17°C

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In fact, the assembly of the first Falcon 8X is almost complete. Dassault has joined the engines, wings and fuselage of the first Falcon 8X, paving the way for initial power-on and the beginning of ground tests. The 6,450 nm ultra-long range 8X was unveiled at the European Business Aviation Convention and Exhibition in Geneva in May. Due to be certified in mid-2016, it will build on the strengths of the fast-selling Falcon 7X, and will feature the longest cabin of any Falcon, offering customers the most diverse selection of cabin layouts.

The first 8X fuselage, built at Dassault Aviation's Biarritz, France facility, arrived at the nearby main assembly plant in Mérignac near Bordeaux in May. The 8X wing, 600 lbs lighter than the airfoil on the 7X, arrived from Martignas outside Bordeaux in June and was mated to the fuselage at month's end, along with the empennage.

Like all in-production Falcons, the airfoil on the 8X features Dassault's proprietary piano junction design, which gives Falcons advantages in aerodynamic efficiency, robustness and ease of maintenance and reparability. The Pratt & Whitney Canada PW307D engines, which will provide 5% more thrust than the PW307As that equip the Falcon 7X, were installed at the beginning of July.

First electrical power-on is expected soon, in line with production and test schedule. The 8X is due to make its first flight in early 2015 and to begin deliveries by the end of 2016. "Production set-up and jigs put in place for our new flagship benefit from our many years Product Lifecycle Management experience in terms of quality and manufacturing efficiency, and work is proceeding exactly as anticipated," said Olivier Villa, Senior Vice President, Civil Aircraft, Dassault Aviation. "We are very pleased that the assembly went so smoothly. It was important since the first Falcon 5X is following the 8X by a few weeks. That's a very exceptional situation."

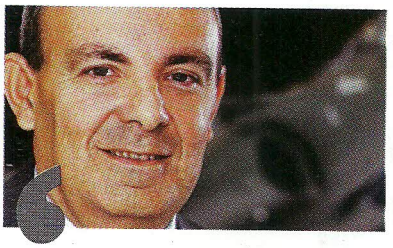
The Falcon 5X is also expected to be ready for ground tests by the end of the summer. The fuselage for the first aircraft arrived in Mérignac in June and will be mated to the empennage soon. The 5X is scheduled to fly in the first half of next year and to enter service in 2017, in less than a year after the 8X.

The Falcon 8X, in fact, represents an important addition to the Falcon product line, expanding its offering in the ultra long range segment. With a 14 hour endurance flight capacity, it will be able to connect non-stop Los Angeles with Beijing, Beijing with New York or Paris with Singapore. Functionality and modern style blend in the ultra flexible cabin which offers over 30 different layouts. The Falcon 8X cockpit features a new generation of EASy flight deck and offers an optional wide-screen Head-Up Display, integrating enhanced and synthetic vision for vastly improved situational awareness in low-visibility conditions. It also features Honeywell's next-generation 3D colour weather radar system with enhanced turbulence detection capability.

In fact, the Falcon 8X's additional cabin space and increased fuel load will make it the French planemaker's most comfortable long-ranger.

Further, like previous Falcons, the 8X, the company claims, is able to meet the demanding approach and takeoff restrictions for operating into the London City Airport. Mention must be made here of the tri-jet advantage the Falcon 8X gets. Now, thanks to its three engines, which shorten transoceanic routes, the Falcon 8X will be able to fly you wherever you are going faster. They also contribute to the 8X's slow and stable approach speed — a mere 106 knots (197 kmph). And its three-engine performance margins allow takeoffs from shorter runways.

Dassault is emphasising the Falcon 8X's operating performance and economy, noting its three-engine configuration provides better hot/high figures than the competition and allows it to serve hundreds more airports as well. Moreover, it claims the new tri-jet is up to 35% more fuel efficient and, thanks is large measure to its MSG-3 design, is easier and less expensive to maintain — with increased inspection periods — and should match the Falcon fleet's



THE FIRST 8X IS BEING MADE RIGHT NOW AND THE FIRST FLIGHT IS EXPECTED IN THE FIRST QUARTER OF 2015. I AM SURE THE MARKET IS GOING TO BE ENTHUSIASTIC ABOUT THIS NEW JET

Eric Trappier
Chairman and CEO, Dassault Aviation

99.7% dispatch reliability rate upon service entry.

The first 8X is under construction now and first flight is expected in the first quarter of 2015. In fact, Eric Trappier, chairman and CEO of Dassault Aviation, recently said, "I am quite sure the market is going to be very enthusiastic about the 8X."

Coming to the Indian market, despite the current challenging environment, Dassault is optimistic about the country. The company has close to 60% market share in the high-end segment for private jets in India. And on the growth outlook for the next decade, the company believes that there are already more than 100 non-scheduled aviation operators in India and the number is growing at a strong pace. Dassault believes that India can see sales of over 100 Falcon jets within this decade. In anticipation of this growth, the company is continuing to increase its efforts locally to ensure its operators benefit from a premium customer support network.