OPERATORS SURVEY: DASSAULT FALCON 7X

News / Business aviation

More than 260 Falcon 7X trijets have entered service since mid-2007 and the fleet has logged more than 440,000 flight hours, according to Dassault Falcon Jet officials.

BCA is conducting a second 7X Operators Survey now that the aircraft has had time to mature and dozens of product improvements have been made. Consistent with our findings in our March 2011 Operators Survey, Falcon 7X operators contacted for this follow-up report say the aircraft provides substantially more speed, range and cabin comfort compared to midsize and large-cabin aircraft they previously flew. Most of them moved up from Falcon 2000- and Falcon 900-series aircraft, so they are loyal to the brand.

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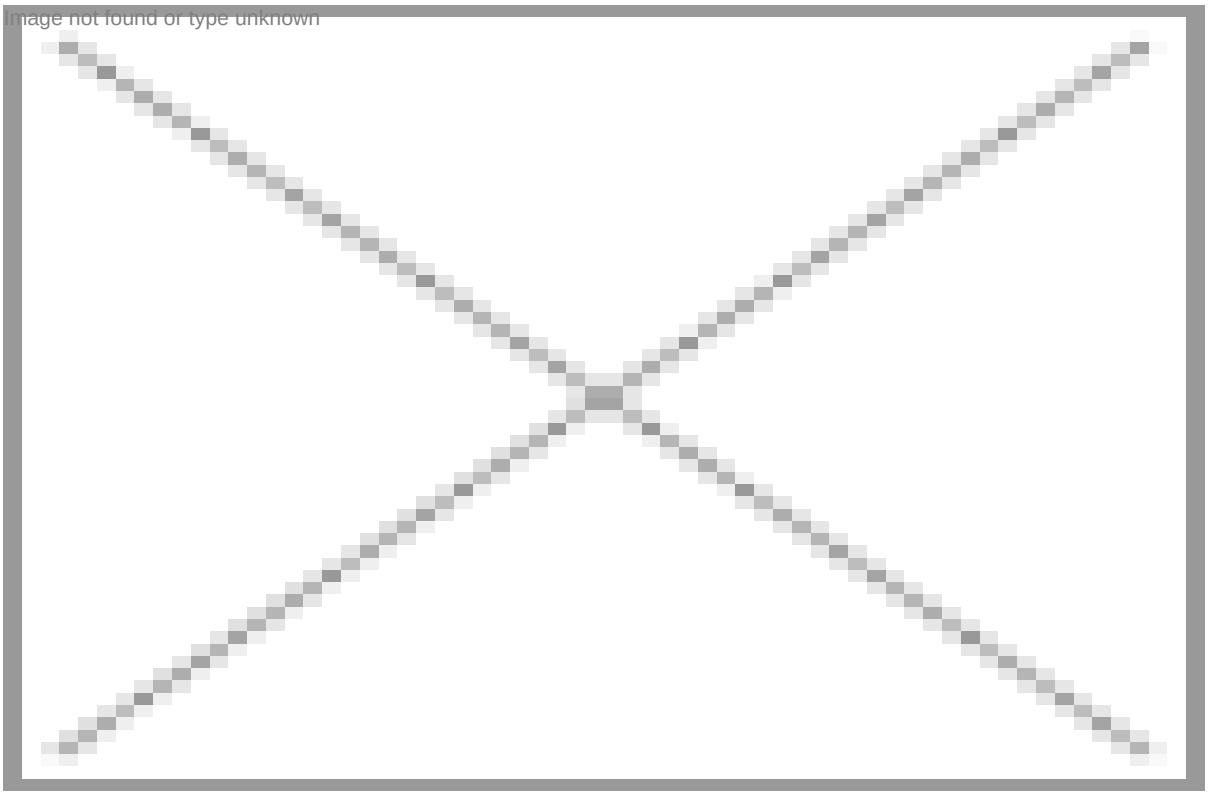

Not surprisingly, Falcon 7X operators cited the aircraft's best-in-class fuel efficiency, three-engine redundancy, EASy flight deck and runway performance as favorite features, much the same as they did during the last survey. But this time they also said they're pleased with their aircraft's dispatch reliability and Dassault product support. Five years ago, those were two areas with opportunities for improvement.

Back in 2011, we also heard grumblings about the shortcomings of the EASy cockpit. Many operators said Dassault fell short on delivering several of its promised capabilities. We learned that most of those deficiencies have since been rectified with the optional EASy II/II+ hardware and operating system upgrades.

Wes Gustafson, aviation manager at Valkyrie 7X LLC at Seattle's Boeing Field/King County International Airport (BFI), is just as enthusiastic about the airplane as he was in 2011. "It's a STOL machine. It's got great aerodynamics, fly-by-wire and safety features. It's easy to fly and very efficient."

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