



DASSAULT FALCON 10X ENTERS PRODUCTION PHASE

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Dassault Aviation is gearing up to produce initial subassemblies for the Falcon 10X, which will set a new standard in the ultra-long range business jet segment. First long-lead items including the landing gear, have been manufactured and are ready for assembly. A first fully representative composite wing is also being prepared for static and fatigue testing.

Dassault Aviation Chairman and CEO Eric Trappier, said: "All the elements for another great Falcon are literally coming together in our various production facilities. This new aircraft, the largest purpose-built business jet on the market, will embody the latest technology and set a new benchmark for passenger experience."



Development of the aircraft's Rolls-Royce Pearl 10X is progressing well, too. Tests to date have demonstrated the reliability of the engine and shown it will fully meet its performance requirements. To date, Rolls-Royce has logged over 1,000 test hours on the 18,000 pound-plus thrust engine, including runs on 100 percent sustainable aviation fuel.

Ground tests of the first complete power plant, including its new nacelle and EBU (Engine Build Up), are in preparation.

Rolls-Royce recently broke ground on a new production support facility adjacent to the aircraft final assembly line in Bordeaux-Mérignac. The flight test campaign for the Pearl 10X will take place on a Rolls-Royce flying test bed, scheduled to begin in 2023.



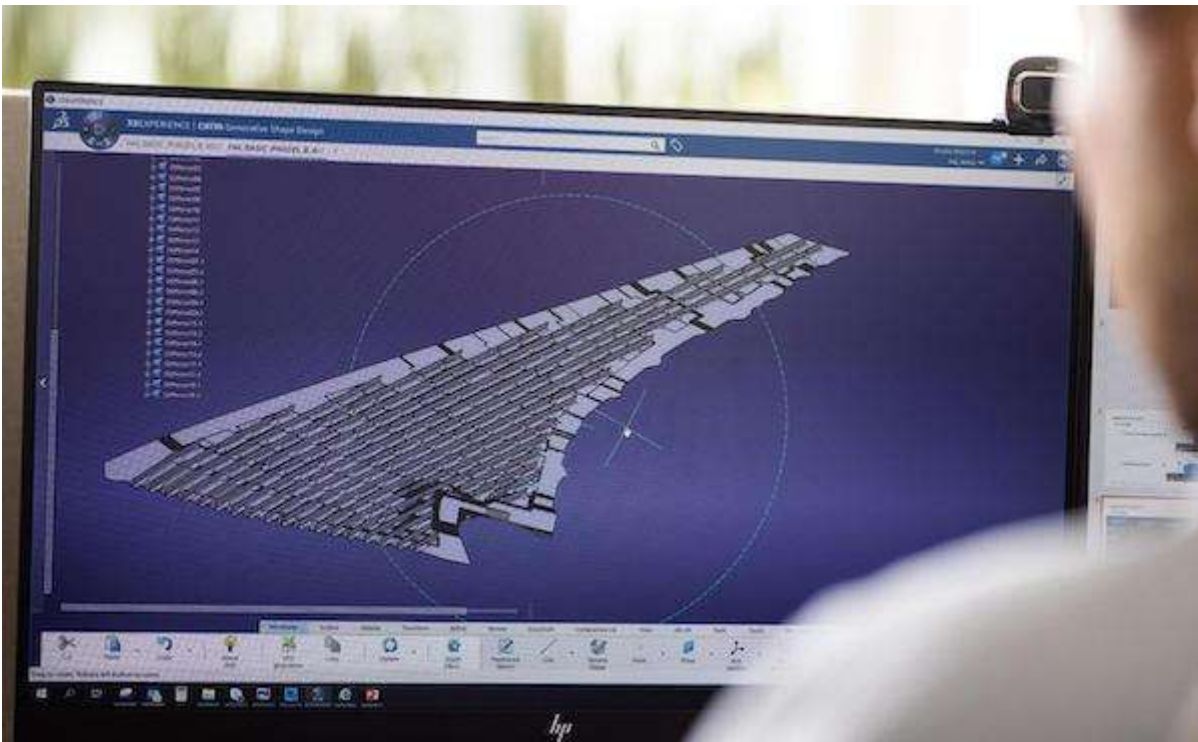
New approach in ground testing

With the Falcon 10X, Dassault is taking a new approach to ground testing, which will be used to demonstrate the maturity of all systems well before the aircraft even takes to the air.

Two multi-system test benches at Dassault's Istres, France, flight test center will be utilized for the extensive ground test campaign. The benches are nearly identical and each is equipped with a full flight deck and subsystems computer suites representative of those used on the actual aircraft.



These test benches will verify proper functioning of avionics, engine controls, flight controls, hydraulics, electrical distribution, braking, fire protection and other aircraft systems. A third test bench, at Dassault Aviation headquarters in Saint-Cloud, outside Paris, replicates the flight deck and flight control system.



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