

David Davenport, FSI executive vice president.

The simulator features a Thales avionics suite with version 400 software and provides WAAS/LPV approach capability, FAA single-pilot IFR and an onboard health usage monitoring system (HUMS). It is equipped with FSI's Vital 1100 visual system, CrewView collimated glass mirror display and electric control loading and cueing.

The Time is Now for TCAS 7.1

Aviation Communication and Surveillance Systems (ACSS), an L-3 and Thales company (Booth C8145), is reminding NBAA 2015 attendees that the European Aviation Safety Agency (EASA) mandate for aircraft using its airspace and services to upgrade to TCAS II Change 7.1 is December 1.

"The Change 7.1 upgrade delivers important enhancements to TCAS, including reversal logic, new aural alerting for Adjust Vertical Speed, and Level-off resolution advisories. A lot of operators should want this upgrade even if they don't fly to Europe," explained Shane LaPlante, vice president of aftermarket sales for ACSS and L-3 Aviation Products.

The 7.1 upgrade is available from ACSS for all of its TCAS products through the L-3 dealer network and major OEM service centers worldwide. ACSS products include TCAS II, TCAS 3000/SP, T2CAS and T3CAS.

Tactair Supports Global Development

Tactair Fluid Controls (Booth N5212) announced that it has issued safety of flight letters for landing gear hydraulic controls on the under-development Bombardier Global 7000/8000 ultra-long-range twinjets. Tactair specializes in the design and manufacture of fluid power and motion control products for aviation brake, landing gear and flight control systems, among others. Each shipset for the in-development Bombardier business jets consists of eight valves, including landing gear/door control solenoid valves, steering selector solenoid valve and manually operated alternate extension valves.

The Liverpool, N.Y.-based company said it "continues to work diligently to support certification efforts." The Global 7000 has not yet achieved its first flight, and according to Bombardier's latest estimates, its entry-into-service is slated for the second-half of 2018. This represents a significant delay in the program, widely attributed to issues related to the CSeries regional jet program. The Canadian airframer has deferred on providing a timeline for the longer-range Global 8000.

JCB Aero Opens U.S. Beaudet Completions House

French aircraft interiors specialist JCB Aero (Booth C13031) recently opened a new U.S. facility close to Dassault Falcon's completion center in Little Rock, Ark. Trading under the name Beaudet Aviation, the company provides cabin refurbishment and reconfiguration services.

The new facility features cabinetry, upholstery, fiberglass and paint shops, and can make complete cabin interiors. Beaudet plans further investments that will be fund programs designed to shorten manufacturing cycles, including the addition of a hangar and additional production areas and tooling. Among the capabilities that are expected to be added are varnishing processes.

Beaudet started operations with a workforce of just 30 people. The number of employees is set to increase to 100 by the end of 2016. All craftsmen are selected by JCB's own interior specialists.



Beechcraft has certified Fusion on King Air

by Kerry Lynch

Textron Aviation's Beechcraft subsidiary received FAA type certification for its second King Air model, the 350i/ER, to be fitted with the Rockwell Collins Pro Line Fusion touch-screen avionics suite. Deliveries of Fusion-equipped Beechcraft King Air 350i/ERs are scheduled to begin shortly.

Certification of the Fusion King Air 350i follows approval for the Fusion flight deck aboard the King Air 250 last summer. As with the 350i, deliveries of Fusion-equipped King Air 250s

are expected to begin in the first half of the year. The C90GTx is expected to be the first half of the year.

The new King Air 350i/ER, which replaces the King Air 350, features a new touch-screen avionics suite, which replaces the King Air 350's analog instruments. Other features include touch-screen displays and touch-screen resolution synthesis, multi-sensor flight system, preset flight figure all three touch and automatic wireless d

BendixKing and Blackhawk to offer AeroVue

by Kerry Lynch

Honeywell's BendixKing division is partnering with Blackhawk Modifications to offer an AeroVue integrated flight deck and engine upgrade program for the King Air 200. BendixKing is expected to begin work on an AeroVue supplemental type certificate for the Beechcraft King Air 200 in the first quarter of 2016. Certification already is under way for the B200.

The BendixKing AeroVue package will include three 12-inch LCD screens, flight management system with vertical navigation, digital autopilot and a cursor control device. The package also includes WAAS GPS receivers, integrated engine instrumentation on the primary flight displays, dual-channel air data and attitude heading reference system, Mode S transponder, software-base multimode

digital radios and engine management system. The avionics suite of the technology for Honeywell suite on Part 25, the company said.

Blackhawk Modifications offers three engine programs for the 200 series that include the Pratt & Whitney PT6A-42, -52 and -65 modifications through the Blackhawk organization.

Blackhawk Modifications will begin demonstrating the packaged King Air during the first

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Separately, BendixKing has