From the Falcon 7X to the A380: Aircelle's nacelle leadership is showcased at the Paris Show

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Aircelle's largest engine nacelle makes its official debut this week alongside one of the company's smallest nacelle packages, as both the Airbus A380 and Dassault Aviation's Falcon 7X participate in the 2005 Paris Air Show at Le Bourget Airport.

This contrast in size demonstrates Aircelle's full capabilities, with the company remaining at the forefront of the civil nacelle marketplace through its presence on the world's newest corporate aircraft and the largest commercial airliner ever built.

The Falcon 7X is Dassault Aviation's next-generation business jet, and its maiden flight on May 5 initiated a 1,200-flight-hour program that will lead to the eight-passenger tri-jet's certification in late 2006. Initial flight tests have validated the operation of the aircraft's state-of-the-art systems, and provided initial engine performance data.

Aircelle produces nacelles for the Falcon 7X's two outboard Pratt & Whitney Canada PW307A engines, which are positioned on each side of the aft fuselage. The thrust reverser used on the aircraft's centrally-mounted powerplant is a product of MHD - the Aircelle joint venture with Italy's Aermacchi.

The Falcon 7X's two outboard engine nacelles have an overall length of 3.3 meters, and weigh 900 kg. This compares with 8.5-meter-long nacelles that equip the A380's Trent 900 engines - which weigh 1,700 kg. in their basic version (which is used without a thrust reverser on the outboard wing position) and 2,200 kg. when mounted inboard and equipped with a thrust reverser.

The A380 took off for the first time on April 27, and the 555-seat airliner has steadily expanded its flight envelope during evaluations performed since then. Aircelle's industrial role on the A380 program involves podding responsibility for the two engines offered on the double-deck Airbus - the Trent 900 and the Engine Alliance's GP7200.