



ONE AVIATION REVEALS MAJOR REDESIGN FOR ECLIPSE 550

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One Aviation has announced the launch of a more powerful and longer-range version of its entry level Eclipse 550 twinjet, as a new single-engined competitor from Cirrus nears certification.

The Project Canada concept unveiled by One Aviation reveals an aircraft with the same fuselage but with more thrust, larger wings and empennage, higher fuel capacity and an updated avionics suite. Combined with a higher gross weight, the redesign will require One Aviation to apply for an amended type certificate from the US Federal Aviation Administration (FAA).

The changes will allow the aircraft to carry another 265 litres (70gal) of fuel, fly up to 1,400nm (2,600km) and climb to 40,000ft nearly twice as quickly as the current Eclipse 550, but with the similar landing speed and take-off performance, One Aviation says.

The redesign marks the first major configuration change for the Eclipse since the programme was rescued out of bankruptcy in 2009 by a group of owners led by businessman Mason Holland, who funded a refresh that corrected several deficiencies with the original certificated version, including

adding the ability to fly into known icing conditions.

One Aviation acquired the company in 2014, combining the twinjet in a product portfolio with the Kestrel single-engined turboprop, which remains a development project.

Meanwhile, Cirrus is in the final stages of an extended certification campaign for the SF50 Vision, a single-engined jet aimed at a similar market segment as the Eclipse 550, albeit with lower speed and range performance.

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