

# ARCHIVED REPORT

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## Dassault Falcon X

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### Orientation

**Developer/Primary Manufacturer.** Dassault Aviation; Vaucresson, France.

**Current Status.** Preliminary design/market studies.

**Total Produced.** Not applicable.

**Application.** Medium range corporate transport.

**Price Range.** Manufacturer's estimate of \$10-\$12 million in 1995 US dollars.

### Technical Data

**Design Features.** No details to date other than that extensive use of "advanced materials" and possible integration of a fly-by-wire flight control system. Announced performance goals include a range of more than 5,000 kilometers (2,800 nautical miles) and a cruise speed of Mach 0.80.

### Program Review

**Background.** In late March 1995 Dassault acknowledged it had begun studying a next generation medium-sized corporate jet described by the French manufacturer as a replacement for the out-of-production Falcon 20. As the project is still in the very early stages, very little data is available. Company officials have noted that one of the program goals is to produce the new design at about 30 percent less than the cost of current aircraft manufacturing; that it will be priced between \$10-\$12 million; that it will become available in "not less than five years"; and that it must be both faster and offer greater ranges than offered by rivals such as the Hawker 800.

The manufacturer has conceded that the aircraft's market slot is a highly competitive one, but one which "contains no new aircraft." Cost reduction will receive particular emphasis, and will go beyond merely holding down prices, amounting to what Dassault claims will be a revolution in aircraft manufacturing methods.

Spokespersons for Dassault are reportedly looking at speeds of Mach 0.80 and ranges of 2,800 nautical miles for the new model and have stated their belief that the aircraft must be capable of coast-to-coast stage lengths if it is to be competitive.

**Engine Candidates.** Dassault has not elaborated on this, understandably in light of the project's very early stage. However, given the stated speed/range performance targets, we believe that Dassault will select turbofans in the 4,500-5,000 lbst power class. Should Dassault elect to go with a proven powerplant in the interests of keeping costs and risk to a minimum, candidates may include the AlliedSignal TFE731-60 and the CFE738. However, should a state-of-the-art engine be preferred, the list of contenders could also include the P&WC PW306 or an uprated PW500 variant.

### Funding

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To be funded privately by Dassault; no estimate of development costs announced.

**Analysis.** Having recently launched its long range Falcon 900EX model, Dassault now wants to round out its product line with a lower cost, smaller design aimed at the Falcon 20 replacement market. Given the manufacturer's own statement

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that the new model will not become available before the year 2000, and in light of the major cost-reduction measures to be studied, we feel that a production forecast of this proposed aircraft would be both premature and unrealistic at this time. As additional design data is announced, and as additional program details become known, we will re-assess this preliminary outlook.

## Timetable

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Mar	1995	Preliminary studies announced
	1998	Possible first flight
	2001-02	Possible in-service date

## Worldwide Distribution

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Not applicable.

## Forecast Rationale

In light of this project's early stages, and the many design questions that remain to be addressed, we are not forecasting production at this time.

## Ten-Year Outlook

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No production forecast.

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