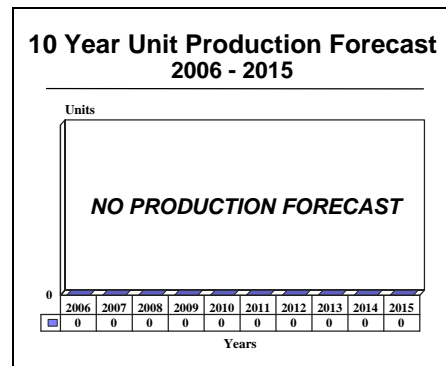


# ARCHIVED REPORT

For data and forecasts on current programs please visit

[www.forecastinternational.com](http://www.forecastinternational.com) or call +1 203.426.0800

## IAI/Avocet ProJet - Archived 5/2007



### Outlook

- The ProJet program was shelved in March 2006
- Intellectual property could be sold

### Orientation

**Description.** Twin-turboprop-powered, six- to eight-seat business/personal jet aircraft.

**Sponsor.** The ProJet was sponsored by Avocet Aircraft and Israel Aircraft Industries (IAI).

**Status.** The ProJet program was terminated in 2006.

**Total Produced.** Not applicable.

**Application.** Business/executive aircraft; air taxi/air limousine; personal transport; flight training.

**Price Range.** Projected price was \$2.1 million.

### Contractors

#### Prime

<b>Avocet Aircraft LLC</b>	<a href="http://www.avocetprojet.com">http://www.avocetprojet.com</a> , 57 Danbury Rd, Suite 204, Westport, CT 06897 United States, Tel: + 1 (203) 454-5656, Fax: + 1 (203) 454-5858, Prime
<b>Israel Aircraft Industries Ltd (IAI)</b>	<a href="http://www.iai.co.il">http://www.iai.co.il</a> , Ben-Gurion Int'l Airport, 70100 Israel, Tel: + 972 3 935 3111, Fax: + 972 3 935 8278, Email: <a href="mailto:corpmsg@iai.co.il">corpmsg@iai.co.il</a> , Prime
Comprehensive information on Contractors can be found in Forecast International's "International Contractors" series. For a detailed description, go to <a href="http://www.forecastinternational.com">www.forecastinternational.com</a> (see Products & Samples/Governments & Industries) or call + 1 (203) 426-0800.	
Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 22 Commerce Road, Newtown,	

## IAI/Avocet ProJet

CT 06470, USA; rich.pettibone@forecast1.com

## Technical Data

**Design Features.** The fuselage was composed primarily of aluminum alloy, steel alloy, stainless steel, and titanium. Flight control surfaces and non-structural fairings were made of composites. The wing was low-mounted, and fitted with blended winglets. The aircraft had a T-tail with a swept fin and tailplane.

Twin turbofan engines were mounted in nacelles on the aft fuselage. The cabin was pressurized, and included a fully enclosed lavatory and an internally accessible baggage compartment. There was also a separate, externally accessible baggage compartment. The aircraft was equipped with an integrated all-glass cockpit with three EFIS screens. Landing gear was retractable tricycle type, with a single wheel on each unit. Dual pilot controls were standard, though the aircraft could be flown by a single pilot.

	<u>Metric</u>	<u>U.S.</u>
<b>Dimensions</b>		
Length	11.28 m	37.0 ft
Height	4.94 m	12.92 ft
Wingspan	12.29 m	40.33 ft
Cabin length	4.47 m	14.67 ft
Cabin width	1.48 m	4.86 ft
Cabin height	1.45 m	4.75 ft
Cabin volume	7.28 cu m	257 cu ft
<b>Weight</b>		
Maximum ramp weight	3,270 kg	7,210 lb
Maximum takeoff weight	3,247 kg	7,160 lb
Maximum landing weight	3,084 kg	6,800 lb
Maximum zero-fuel weight	2,622 kg	5,780 lb
Empty operating weight	1,987 kg	4,380 lb
Total usable fuel	962 kg	2,120 lb
Maximum payload	635 kg	1,400 lb
<b>Performance</b>		
Cruise speed at 35,000 feet	676 km/h	365 kt
Maximum altitude	12,500 m	41,000 ft
FAA balanced takeoff field length (MTOW)	915 m	3,000 ft
FAA landing distance (MLW)	915 m	3,000 ft
VFR range (45-minute reserves; at long-range cruise)	2,222 km	1,200 nm

**Propulsion**

ProJet (2) Unselected turbofan engines rated 6.0 kN (1,350 lbst) each.

**Seating**

Six to eight seats, including pilot(s).

## Program Review

**Background.** Westport, Connecticut-based Avocet Aircraft LLC was established in 2002 for the purpose of developing a new jet aircraft for the fractional, charter, and air taxi markets. In August 2003, the company signed an agreement with Israel Aircraft Industries (IAI) to jointly study the development and marketing of Avocet's Professional Jet (ProJet), and begin the definition phase of the program. The two firms had already been collaborating on the project for about a year prior to the signing of the agreement.

The ProJet was a twin-engine, six- to eight-place jet aircraft. It was to be powered by a pair of 1,350-lbst turbofan engines. The aircraft was to be equipped with an integrated all-glass cockpit and sidestick controllers. Suppliers of

## IAI/Avocet ProJet

engines, avionics, and other features were never selected. Engines that were under evaluation to power the ProJet included the Honda/General Electric HF118, the Pratt & Whitney Canada PW615, and the Williams FJ33. Avionics suites under consideration included the Avidyne Entegra, Garmin G1000, and Honeywell Apex suites.

IAI did not fully commit to development and production of the ProJet. Under the terms of its alliance with Avocet, IAI would have been responsible for the design, development, certification, and production of the aircraft. Avocet would have led the program funding efforts. The two firms searched for an established U.S. aerospace company to join the program and be responsible for final assembly, sales, marketing, and product support.

The projected price of the ProJet was \$2.1 million. Direct operating costs were projected to be approximately \$350 per flight hour.

Five airframes were to be involved in certification testing, including three flight-test aircraft and two non-flying test articles. Initial flight had been planned for mid-2006, with certification in the fourth quarter of 2007. The ProJet was to be certified to the requirements of FAR Part 23 (normal category), including day, night, VFR, and IFR single-pilot operations and flight into known icing conditions.

In March 2006, however, Avocet shelved the ProJet program.

## Timetable

---

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
	2002	Avocet Aircraft established
Aug	2003	Agreement signed between Avocet and IAI
Mar	2006	ProJet program shelved

## Forecast Rationale

Avocet Aircraft put the ProJet business jet program on the shelf in March 2006. The company returned to its customers escrowed deposits, worth \$5,000 to \$25,000 each, on approximately 100 ProJet aircraft. According to Avocet chairman Carey Wolchok, the time was not right to proceed with the ProJet effort.

IAI had never fully committed to development and production of the ProJet, and it had set a number of conditions to be met before it would join in launching the program. Included among these was the securing of an agreement with a third partner to perform aircraft final assembly as well as product support. No such agreement was ever secured.

The ProJet would have been part of the Very Light Jet (VLJ) segment of the business aviation market, which includes aircraft such as the Adam A700, the Cessna Mustang, the Eclipse 500, and the Embraer Phenom 100. Indeed, Embraer's recent entry into the already-crowded VLJ field, with an aircraft that has a design similar to that of the ProJet, may well have contributed to Avocet's decision to shelve the ProJet.

Wolchok owns the rights to the ProJet, and has indicated that he would consider selling the intellectual property. The aircraft was designed specifically for use in the air taxi industry, which is considered a key market for VLJs.

## Ten-Year Outlook

---

No forecast.

\* \* \*