

# NBAA Convention News

**Honeywell Forecast**

Market could turn around in 2012. Large-cabin and ultra-long-range aircraft and emerging markets such as Brazil, India and China will drive a modest market recovery to begin next year. **Page 24**

**Wraps Off: Cessna**



**Airborne iPads**

Apple's ubiquitous tablet. The proliferation of apps—for everything from flight planning to avionics functions—in only a year and a half is a testament to how indispensable the device is to pilots. **Page 38**

**40 Years of AIN**

Four decades of industry news. Although the business aviation industry has changed plenty, what has not changed is AIN's unflagging dedication to bringing readers the news they need. **Page 82**

**Today on AINonline**

- > **Comlux orders launch Sukhoi Business Jet**
- > **Bolen states bizav's case against user fees**
- > **G650 and Falcon 2000LX among static highlights**

## User Fees: Not Dead Yet

by James Wynbrandt

Like a monster that keeps coming back to life in a bad horror movie, user fees have returned in the form of a mandatory surcharge on every flight of a business or commercial aircraft proposed in President Obama's jobs creation/deficit reduction plan unveiled in September. In the words of the plan, "This proposal would create a \$100 per flight fee, payable to the FAA, by aviation operators who fly in controlled airspace...The revenues generated by the surcharge would be deposited into the Airport and Airway Trust Fund. This fee would generate an estimated \$11 billion over 10 years."

The business aviation community, exhausted from battling the economic

*Continued on page 133 ►*



**THE LADY'S IN BLACK**

Smyrna Air Center's Power90 King Air upgrade was one of the last aircraft to make the trip on Paradise Road to the Las Vegas Convention Center last Friday morning. ■

## Nextant delivering first 400XT

by Mark Huber

Nextant Aerospace (Booth No. C13113) will hand over the keys to the first of its remanufactured 400XTs at its booth here at 2 p.m. today. The company received supplemental type certificate (STC) approval from the FAA last week for its base-\$3.795 million twinjet, which incorporates new Williams International FJ44-3AP engines and Rockwell Collins Pro Line 21 avionics. The company said yesterday that it is developing winglets for the jet that will extend its range 7 to 8

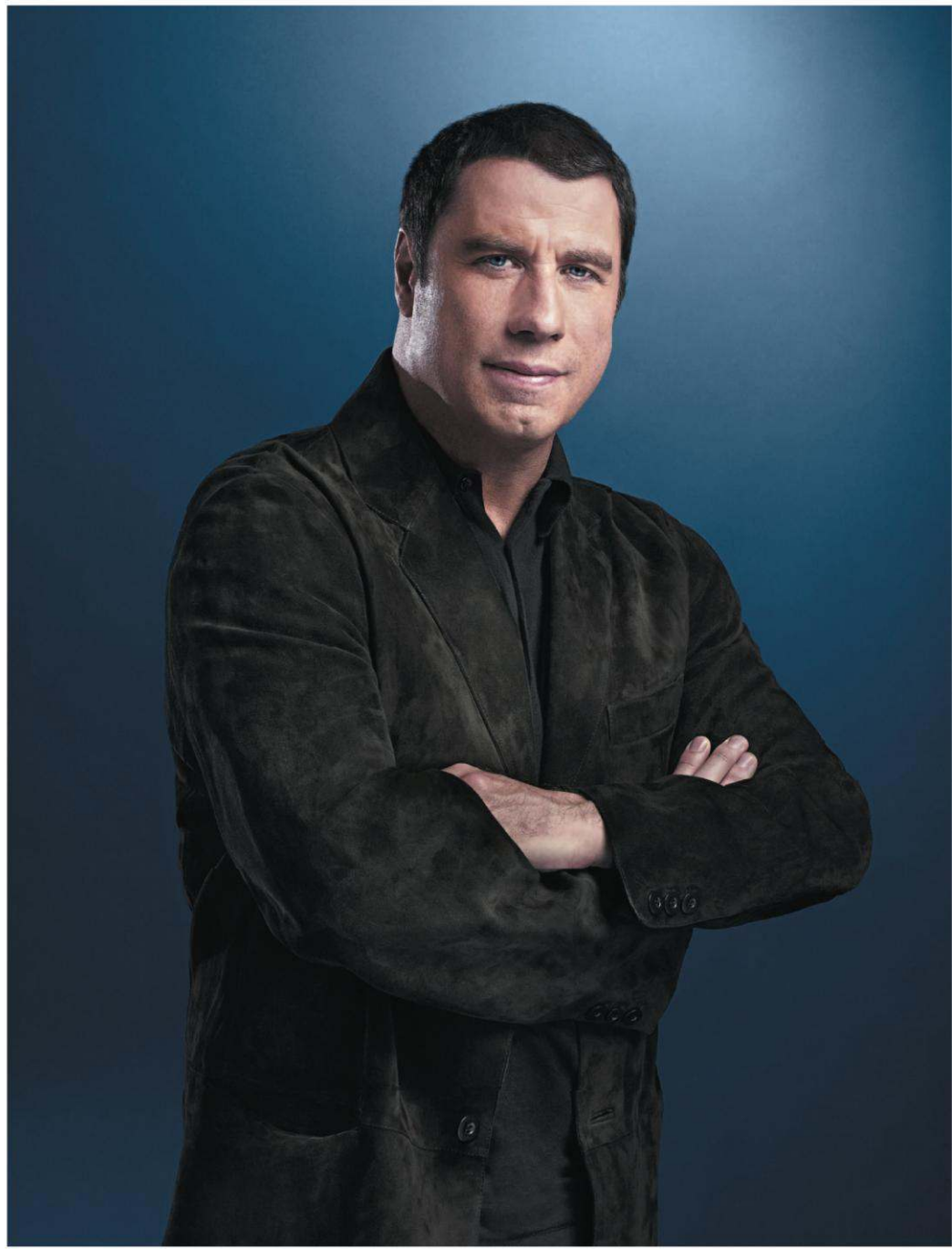
percent beyond the current maximum of 2,050 nm and is evaluating "three to four" other legacy aircraft models for its next refurbishment project. But an announcement on that is at least 12 months off, said company vice president Jay Heublein. Nextant currently holds 40 orders for the 400XT from fractional provider Flight Options and an additional 12 from retail customers. However, since receiving the STC last week, Heublein said customer inquiries had increased substantially.

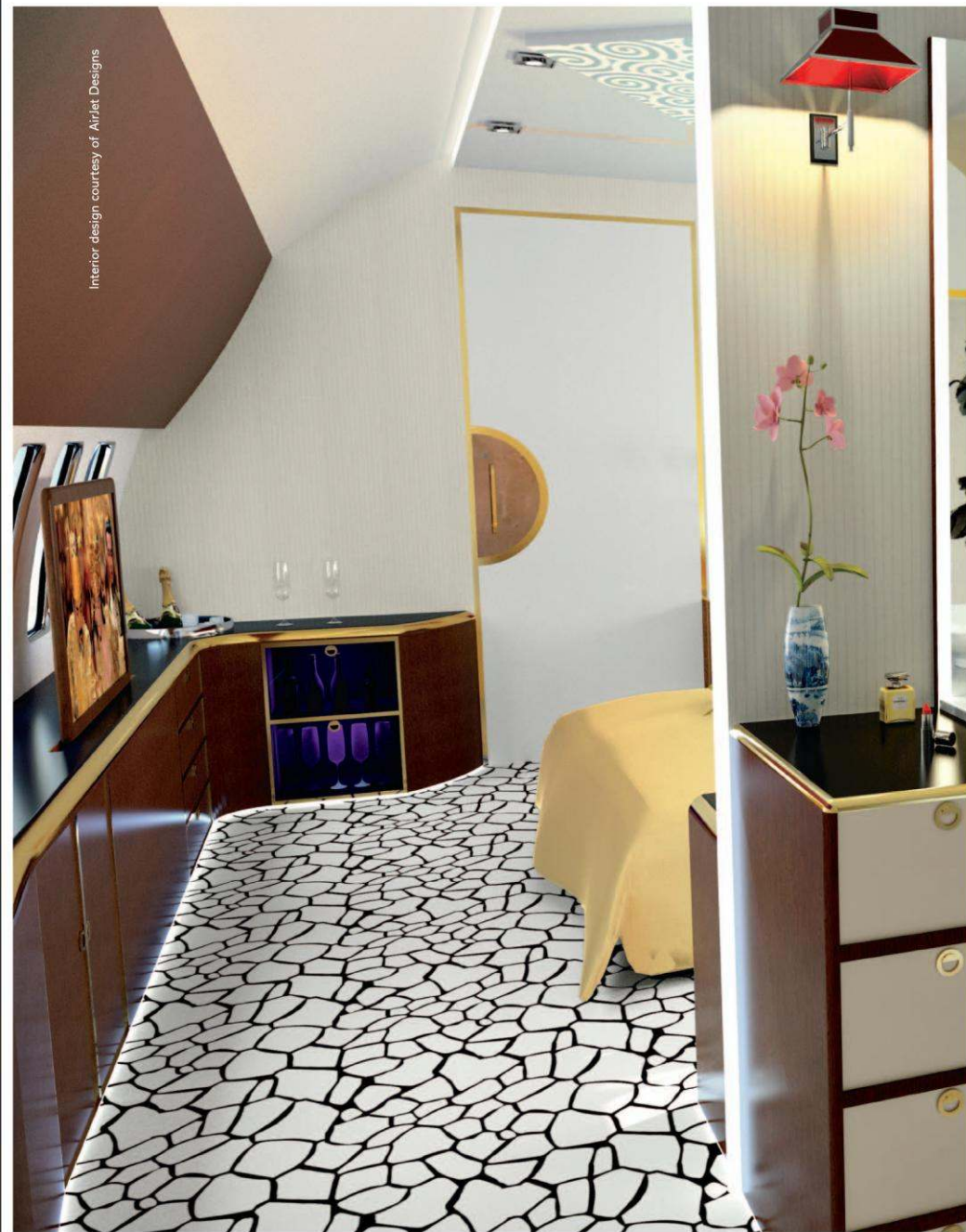
Nextant president James Miller estimates there is a market for between 200 and 250 Beechjet 400A/Hawker 400XP jets for 400XT conversions and that the company will ramp up to three per month by the end of 2013. The modified jet comes with a two-year, 800-hour warranty on the airframe, paint and systems. Nextant has appointed 10 authorized service centers in the U.S. and Europe. CAE will provide flight training in a Level D simulator. *(See related story on Page 112.)*



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