

Honeywell

SHORTSTOP JET CHARTER SELECTS PRIMUS ELITE DU-875 DISPLAYS

Upgrade ensures ongoing Honeywell product support and futureproofs operator's Falcon 900

“ This is an investment for the future. For someone with an earlier model Falcon with the original equipment in it, this upgrade makes a lot of sense in operational terms, in safety terms and also weight saving. We recommend it highly. ”

*Michael Falls Senior, managing director and chief pilot,
Shortstop Jet Charter*





Overview

With the cathode ray tubes (CRT) cockpit displays in its Falcon 900 becoming obsolete, Shortstop Jet Charter recognized that the time was right to futureproof the aircraft with Honeywell DU-875 displays. The upgrade ensures that the company can obtain product support, including immediate replacements, in the event of a display failing.

Quick Facts

Honeywell Solution

- Primus Elite DU-875 upgrade

Customer Results

- Access to Honeywell support
- Futureproofs the aircraft
- Increased reliability
- Upgraded software package

Why customer chose Honeywell

- CRT displays were obsolete
- HAPP would guarantee immediate replacements in the event of a failure
- Long-standing relationship with Honeywell partner Avionics 2000 (www.avionics2000.com.au/)

Customer

- Name: Shortstop Jet Charter
- Location: Melbourne, Australia
- Industry: Jet charter and aircraft management
- Website: www.shortstop.com.au

Background:

Shortstop Jet Charter is based at Essendon Fields Airport in Melbourne and is the longest continuously operating jet charter and aircraft management company in Australia.

It was founded more than 30 years ago with a Cessna Citation 500. Today, Shortstop Jet Charter operates six aircraft including a Learjet 31 which is used to carry small numbers of people domestically within Australia, a Merlin III turboprop for regional travel and a Falcon 900C.

The Falcon 900 replaced a Hawker 1000 which had been operated on behalf of one of the company's customers for four years until he needed a bigger aircraft.

It flies about 300 hours a year, with about a third of that for the owner and 200 hours of charter around the Pacific Basin for high net worth individuals, show business people and senior government officials.

With the aircraft's CRT cockpit displays becoming obsolete, Shortstop Jet Charter wanted to futureproof the airplane and to improve its appeal for when the owner looks to sell it in the future.

Shortstop Jet Charter's managing director and chief pilot, Michael Falls Senior, founded the company and has more than 50 years of experience in business aviation.

"We put the case to the owner that we should upgrade the displays," he said. "We wanted to be able to assure him of the maximum possible supportability so that if something failed, it was immediately replaceable under the Honeywell Avionics Protection Plan (HAPP).

"The second factor was the upgraded software package would make it relatively easy to incorporate any future requirements."



Solution:

The Honeywell DU-875 display upgrade replaces old CRTs with modern liquid crystal displays (LCD).

Designed with "plug and play" functionality for ease of replacing the old DU-870 CRTs, they are brighter, last longer and provide growth capability in the cockpit for electronic charts, advanced map, camera video, maintenance pages and, within the USA, optional XM® weather information.

Upgrading the displays removes CRT obsolescence, increases reliability and gives pilots a brighter, clearer and high resolution picture.

There is also a weight saving of approximately 7lbs per unit, with the Falcon 900C requiring five DU-875s. Additional weight is saved from the removal of cooling fans that are no longer needed as LCD displays run much cooler than CRT screens.

The Honeywell Primus Elite DU-875 upgrade expands the display capabilities with airport charts for visual awareness on the runway and taxiways and approach charts for graphical depiction of aircraft position during approach.

Shortstop Jet Charter selected Honeywell partner Avionics 2000 to complete the upgrade. Based next door at Essendon Fields Airport, Avionics 2000 started as an avionics specialist but has evolved into a full service provider supporting airframe, engine, avionics and component repair.

"The Honeywell DU-875 upgrade is very easy," said Avionics 2000's managing director, Michael Kus. "It provides reliability and customers see the benefit of futureproofing their aircraft. The Honeywell product quality is extremely good."

Benefits:

From a pilot's perspective, there is little difference in how the system operates compared to the earlier displays which means additional training requirements are minimized, though there is added functionality with charts.

Shortstop Jet Charter also took the opportunity to upgrade the aircraft with the Honeywell Runway Awareness and Advisory System (RAAS), technology that provides aural warnings to alert pilots of potential runway incursions.

"The Hawker 1000 that the Falcon replaced had been upgraded with RAAS 12 years ago by its then owner. We were surprised when the Falcon didn't have it and so took this opportunity to install RAAS. We think it's a very positive safety aid."

Michael Falls Senior says that the Honeywell DU-875 upgrade is an investment for the future, even though Shortstop Jet Charter's Falcon 900 already had more advanced avionics than earlier variants of the aircraft.



"It is apparent to me that anybody who is operating an aircraft with an original avionics fit would be very well advised to consider this system," he said. "It provides a quantum increase in capability and safety as well as a reduction in weight."

"For someone with an earlier model Falcon with the original equipment in it, this upgrade makes a lot of sense in operational terms, in safety terms and also weight saving. We recommend it highly."

Honeywell Aerospace

1944 E. Sky Harbor Circle
Phoenix, AZ 85034
aerospace.honeywell.com

A60-1632-000-000 | 07/18
© 2018 Honeywell International Inc.

Honeywell