Commercial Aircraft of the World part 2

new aircraft under study.
Fuel consumption would be
reduced by up to 26 per cent,
compared with the existing
727-200—most of the new air-
craft now under discussion
would achieve a 40 per cent
fuel saving—but the 727RE
might be available up to
three years before any new
150-seater.

Candidate engines for the
727RE are the P&W PW2037
and Rolls-Royce's RB.211-535,
both basically identical to the
engines on offer for the 757
—fleet commonality is an
advantage of the 727RE. If a
decision on the 727RE is
taken next year, a Rolls-
Royce-powered aircraft with
the initial RB.211-535C model
engine could be available in
1984, and a customer could
probably replace these en-
gines with the more ad-
vanced E4 by 1985-89. A
PW2037-powered aircraft
would be available in early
1985.

Because of its low develop-
ment costs, the 727RE pro-
gramme would be profitable
even if only a minority of
the 1,200-plus 727-200s in ser-
vice were converted. The
similar Cammacorp DC-8-70
programme was launched
with a considerably smaller
potential market, on the
strength of an order from a
single US trunk carrier, and
it is probable that similar
conditions would lead to a
727RE launch. For Boeing,
the 727RE offers a chance to
defer the major expense of
developing a new 150-seater,
although the company does
not expect to build new-
production 727REs and plans
eventually to produce a new
aircraft between the 737 and
757.

A small but significant
market for the 727RE would
probably be found among
operators of older, noisier
corporate aircraft such as
converted 727100s. The cost
of the 727RE would compare
favourably with the price of
the larger corporate jets,
while it would offer greater
range and capacity than
most converted airliners.
727-100 orders: All Nippon 8,
American 58, Ansett 4,
Avianca 4, Braniff 6, BWIA
3, CP Air 4, China Airlines 2,
Cruzeiro 3, Dominicana 1,
Eastern 50, Faucett 1, Fron-
tier 5, Iran Air 4, Japan Air
Lines 12, Japan Domestic 2
(now with Toa Domestic),
LAB-Bolivia 1, LAN-Chile 2,
Lufthansa 16, Mexicana 4,
National 13, Northeast 8
(now with Delta), Northwest
20, Pacific 3 (now with
Hughes AirWest), Pacific
Southwest 8, Pan American
21, Piedmont 1, Royal Nepal
1, Sabena 2, South African 6,

1156

BOEING 737-300

Wing tip flutter boom

Modified slat aerofoil

Revised flipper flaps

Revised flap track fairing

Lengthened nose
undercarriage strut

New engine installation
CFM 56-3 or RJ-500

BOEING 737-300

TAP 4, Transair Sweden 2,
TAA 6, TWA 27, United 75
(plus 13 leased from Boeing),
Varig 4, Wardair 1, FAA 1,
ITT (executive) 1. Total 407
727-100/QC orders: Air Asia
2, Airlift International 4,
Alaska 3, American Flyers 2,
Ansett 2, Ariana 2, Avianca
6, Braniff 18, China Air Lines
1, Continental 1, Dominicana
1 (leased from Boeing), East-
ern 25, Executive Jet Avia-
tion 2, Icelandair 1, LAN-
Chile 3, Lufthansa 11, North-
west 12, Pan American 6,
Sabena 3, South African 3,
Southern Air Transport 1,
TAP 2, Transair Sweden 1,
Trans-Caribbean 1, TIA 2,
TWA 8, United 23 (plus 15
leased from Boeing), World
6. Total 164
727-200/Adt>arcced 200 orders:
Aerolineas Argentinas 7, Air
Algerie 10, Air Canada 39,
Air Charter 2, Air France 29,

Air Jamaica 4, Alaska 4, Alia
7, Italia 18, US Air 7, All
Nippon 27, American 109,
American Capital Aviation 1,
Ansett 16, Avianca 5, Braniff
78, Cameroon Government 1,
CP Air 2, Condor 8, Continen-
tal 46, Delta 116, Dominicana
I, Eastern 88, Ethiopian 2,
Frontier 3, GATX/Armco/
Boothe 6, Hapag-Lloyd 3,
Hughes AirWest 13, Iberia
37, Icelandair 1, International
Lease Finance 4, Iran Air 5,
Iraqi Airways 6, Itel 2, JAT
II, Kuwait 3, LAB 3, Lacsa 2,
Libyan Arab 11, Lufthansa
26, Mexicana 41, National 25,
TigerAir 4, Nigeria 2, North-
east 11 (now with Delta),
Northwest 53, Olympic 6,
Ozark 2, Pacific Southwest
29, Pan American 8, Royal
Air Maroc 8, Republic 7,
Senegal Government 1, Sin-
gapore Airlines 10, Sterling
8, Syrian Arab 3, TAA 12,

Tame 1, TAP 5, THY 6,
TWA 57, Tunis Air 10, United
104, VASP 6, Western 46,
Wistair 1, Yemen 5, Total
1,231
Total 727 orders: 1,808

737 On March 26 Boeing an-
nounced the go-ahead for the
stretched 737-300 on the basis
of firm orders from US re-
gional carriers US Air and
Southwest Airlines of Dallas.
The 737-300 is due to fly in
April 1984, with first de-
liveries following in Decem-
ber 1984.

The most important feature
of the 737-300 is its new en-
gine, the CFM International
CFM56-3. Specifically devel-
oped for the 737-300, the
20,0001b thrust (89kN) power-
plant has a smaller fan than
the basic CFM56-2, with its
accessories located either
side of the fan case, enabling

FLIGHT Internationa/, 17 October 1981