Hanover Show report

Ariane launch

plans announced
ARIANESPACE and the European Space Agency plan to launch six Arianes next year, according to their latest schedule (see table). If they are successful, Ariane will be back on course by the second half of 1983, having absorbed delays caused by changes to Marecs B and ECS 1. The bottleneck is the single launch pad in Kourou, French Guiana, which can only cope with an Ariane launch every two months. Despite this limit and the loss of two launch opportuni-ties this year, Europe should be able to fly all the satellites originally planned in 1982-83. It is able to do this by increasing the number of flights next year from five to six, and by launching ECS 2 and Telecom 1A on an Ariane 3—instead of separate Ariane 1 launches for each of them.

Arianespace provides for five Ariane launches during 1984, one of which is unfilled. During 1985 there is provision for nine flights, an in-crease made possible by the commis-sioning of the second Ariane launch pad in Kourou. The new launch pad is larger to accommodate Ariane 4,

Arianespace exhibits a model of Ariane 4 for
the first time. The Ariane 44L has four strap-on, liquid proBellant boosters. Ariane 4 is due to make its first flight in October 1985

ARIANE LAUNCH SCHEDULE

3

. »

r)Qce

Fli

7
8
9
10

11

12

13

14

15
16

—

17
18
19
20
21
22
23
24
25

— —

-— — — —
— —

«^ —

jh t Launch
date
1983
January
March
May
July/
August
October

December

1884

February

May

Augus t
October
December
1985

February
March
May
June

July
Augus t
September
October
December
1986
Jan/Feb
Feb/Mar
Mar/Apr
Apr/May
May/Jun
Jurt/Jui

Jul/Au g
Sep/Oct
Oct/Nov
Nov/Dec

Satellite

ECS 1 + Amsat
Intelsat V-7
Intelsat V-8
ECS 2 or Telecom 1A or
Intelsat V-9
Intelsat V-9 or ECS 2
and/or Telecom 1A or B
Westar VI + Telecom 1A
or B or ECS 2

Spacenet 1 + Arabsat 1
or Telecom I B
GStar 1 + Telecom 1B or
Arabsat 1
GStar 2 + Spacenet 2
Soot l + Viking
Slack/relaunch

SBTS 1 + Spacenet 3
Intelsat VA-14
TV-Sat 1
Intelsat VA-15 or TDF 1
Giotto & STC 1
Aussat 1 + SBTS 2
TDF 1 or Intelsat VA-15
Ariane 4 first flight
Aussat 2 + Anik D

Unisat 1
L-Sat
CLT + DBS 1
Intelsat Vl-1»
Spot 2
Tele-X
Unisat 1
Intelsat VI-2*
DBS 2 + Unisat 2

— Intelsat VI-3*

i

Notes (a) Reservations are shown in italics (b) An asterisk denotes a proposed slot
(c) The payloads for flights 10, 11, and 12
will be launched in the order in which they become available.

but Ariane 2 and 3 may also be flown from it.

Arianespace envisages a maximum launch rate of ten a year, and this is first reached in 1986. Its planning allows single-craft launches aboard Ariane 2, and single or double launches aboard Ariane 3 and 4.

Since the end of last year, several new reservations have been made for Ariane flights. They are:
Spot 2 in 1986 by French space agency CNES
Anik D in 1985 by Telesat of Canada TeJe X in 1986 by the Swedish Space Corporation
Unisat 1 and 2 in 1986 by United Satellites of Britain
DBS 1 and 2 in 1986 by DBS Corpora-tion of the USA.
In addition, Brazil has decided to launch its two communications satel-lites, SBTS 1 and 2, during 1985. A contract for the craft, also known as Brasils'at, is being negotiated. Arianespace's orderbook stood at 24 firm orders and 13 reservations in mid-May, covering launches up to the end of 1986. If the II satellites being launched under ESA's responsibility are included, total Ariane firm orders rise to 35.

To cope with this healthy demand, Europe is increasing Ariane produc-

FUGHT International, 29 May 1982

tion from 4-8 a year now to 7-8 a year in 1985. A further production increase to the maximum possible launch rate of ten a year will also be made, provided that it is justified by demand.

ATR 4 2 orders

build up
WBIGHT AIBLINES, a Cleveland, Ohio-based regional carrier, has con-verted into firm orders its options on eight Aerospatiale-Aeritalia ATR 42s, with deliveries beginning early in 1986. The aircraft will replace a fleet of Convair 600s which the airline cur-rently uses to operate services to Detroit, Dayton, Columbus, and Cin-cinnati from its hub at Cleveland's Lakefront Airport. Wright was one of the first US carriers to show in-terest in the ATR 42, say the manu-facturers. The airline has specified the ATR 42-200, a 49-seat increased maximum take-off weight variant of the basic aircraft.

Air Littoral has placed a firm order on two 49-seat ATR 42-200s with Groupement dTnteret Economique, the joint manufacturing company formed by Aeritalia and Aerospatiale. Air Littoral's first ATR 42 will be de-livered in October 1985, making it the first airline to put the type into service. The second will follow in the spring of 1986. The airline has ordered the ATR 42 as part of a major expansion and modernisation programme; it currently operates Embraer Bandeirantes on routes link-ing Montpellier with other destina-tions in Southern France, Valencia (Spain), Milan, and Venice. Total firm sales of the ATR 42 now stand at 26, along with at least 29 options. Air Littoral is expected to place a 30-seat type into service soon on its Biarritz-Pau-Lyon route pending de-livery of the ATR 42s.

Finnair is understood to be about
to sign its firm order for five ATR 42-200s, and an unnamed US customer has ordered a similar number. Hamil-ton Standard has been chosen to pro-vide the aircraft's propellers, and Garrett will build the air condition-ing. First flight is due in August 1984.
• Command Airways has been named another ATB 42 customer. The Poughkeepsie, New York-based car-rier has ordered three ATR 42s, and has taken options on two more. The first three will be fitted out with either 46 or 48 seats, and will be de-livered from 1986 onwards. Command currently operates six Shorts 330s, and its president Kingsley Morse is president of the Regional Airline Association of America.

Our review of the Hanover

Air Show is scheduled for
next week's issue

1367