AIR TRANSPORT

CBA-123

plans
unfold
LE BOURGET
Embraer has outlined more
details of its joint venture
with FAMA (Fabrica Argen-
tina de Material Aerospacial)
to build the new CBA-123
19-seat regional airliner. The
total investment by the two
companies will be about $300
million, with investment and
workload being split in a
66/33 share between Embraer
and Fama.
Embraer hopes to raise
about $70 million by selling
additional equity in the
company, although govern-
ment control of the firm will
not be affected, it says.
Another $80 million is to be
raised from banks, and
Embraer hopes that its major
suppliers will finance the
remaining development costs.
The choice of engine types
will be announced on July 17,
with Garrett, Pratt & Whit-
ney, and General Electric all
offering potential models for
the new pusher powerplant. It
is expected that an upgraded
version of present production
models will be offered,
producing about 1,300 s.h.p.

A shortened Embraer Brasilia
fuselage is to be used, along
with a new supercritical wing
having an aspect ratio of 11 • 6
and a sweepback of only 5°.
A ventral fin in the aft fuse-
lage section has been added
since the design's inception.
This will protect the propeller
blades from ground contact on
rotation by ensuring that tail-
scrape would occur first. The
tailplane has also been
changed to have a fully move-
able stabilator. The main
cabin area has also been
increased.
The aircraft will have a
range of about 640 n.m. and a
maximum cruise speed of
360kt. Embraer will have
exclusive marketing rights for
the type in Brazil, North
America, Europe, and coun-
tries where it already has a
foothold. FAMA will concen-
trate its efforts in Argentina,
Latin America, and some
parts of Africa. The partners
hope to capture about 20 per
cent of the 19-seater aircraft
market, which they estimate
has an annual demand for
about 125 units.

Embraer says it has already
taken letters of intent from
airlines for the CBA-123, but
will not disclose any details.
The first announcements are
expected at the NBAA show
later this year. The first flight
is planned for August 19,
1989, Embraer's 20th anni-
versary, with deliveries start-
ing in the second half of 1991.

Goodbye to 727 engineer
In association with Kollsman Avionics Division, Page Avjet is offering a redesigned, re-equipped flightdeck for either the 727-100 or -200. The refit, either carried out or available in
kit form, automates a number of functions and simplifies cockpit controls, enabling reduction of the flightdeck crew from three to two.

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The Embraer Brasilia.
There must be good reasons for operators like DLT, Air Littoral, Norsk Air and CAL to order more Embraer Brasilias or convert

purchase options into a total of 100 firm orders.

Some of the reasons may be found in the air, others on the ground.
In the air, the 300 kt plus cruise speed of the Embraer Brasilia helps these operators provide jet-like block times to low density markets, or to expand their reach without unduly stretching the l^time.

Passengers appreciate these savings in time as well as the Brasilia's smooth ride above

weather at 25,000 ft. This altitude is reached in only 15 minutes,
, which enables the Brasilia to be handled as a jet in congested ATC-controlled hubs, further
reducing block times.
On the ground, the Embraer
Brasilia turns around in only 15 minutes.

Its tail - mounted APU helps
keep the passenger cabin cool on hot days and provides back-up power for the main generators, therefore increasing
dispatchability.
, The Embraer Brasilia is the .first choice of profit-minded
airlines: after alL there aren't that

many 30 seaters with all these features which still break even

with less than 12 pax on board. For more information call
Embraer International Sales

Division at (123) 25-1538, Brazil, and make your reservation. Don't miss this plane.

^EMBRAER
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