71in centre aisle stand-up cabin, some 14in taller than that of the 1900C on which it is based. Power will be provided by two 1,280 s.h.p. PT6A-67 turboprops, giving a cruise speed of some 287-291kt at operating altitudes of 16,000ft to 25,000ft. The first flight of the 1900D is scheduled for January 1990, with certification in the follow-ing year.

Boeing de Havilland (Canada)

TWIN OTTER The final Twin Otter was rolled off the production line in December last year, bringing to an end construction of this popular aircraft, which had been available since 1966. First flown in May 1965, the aircraft remains a rugged, reliable workhorse, valued particularly by airlines in those parts of the world where repair and main-tenance facilities are poor. The final production model was the Series 300, which was available in both land- and seaplane versions. More than 830 Twin Otters were built, the final six being sold to Etty Aerospace, a Canadian brokerage and leasing organisation.

DASH 7 As with its smaller sister, the Twin Otter, production of the Dash 7 has also ended. The final aircraft was purchased by Austria's Tyrolean Airways, and, in all, DHC delivered 111 Dash 7s to 35 customers in 22 countries. The Dash 7 first flew in prototype form in early 1975, and, follow-ing certification in 1977, entered service with Rocky Mountain Airways in February 1978. Initial production aircraft were either Series 100 passenger or Series 101 cargo variants. These were superseded by the Series 150 and 151, offering higher operating weight and fuel capacity.

DASH 8 SERIES 100 With both the Twin Otter and Dash 7 out of production, DHC is moving towards increasing Dash 8 output to around six aircraft per month by the end of the year. The company delivered over 30 aircraft last year, and hopes to increase this to around 70 in 1989, including 17 Series 300 aircraft. Since the type's first flight in June 1983, DHC has enjoyed strong sales of this pressurised 36-seat aircraft. The Dash 8 Series 100 is available in both commuter and corporate configurations, the latter having an

extended range capability of up to 2,000 n.m. The commuter version is designed to be able to carry a full passenger payload including baggage on four 100 n.m. sectors without refuelling, A military variant, the Dash 8M, has been sold to the Cana-dian Armed Forces for navigation training and passenger/cargo transport duties. Certification was granted in September 1984, and launch customer NorOntair received its first aircraft in the following month. Other customers for the aircraft include Eastern Metro, Air Atlantic, Air BC, Air Ontario, City Express, Tyrolean, and Horizon Air. At the time of writing a total of 125 Dash 8 Series 100s had been delivered, and DHC held total orders for 198 aircraft, with a further 13 on option.

DASH 8 SERIES 300 Announced in 1985, the Series 300 is a stretched 50- to 56-seat version of the Dash 8, the first of which has recently been delivered. Two fuselage plugs extend the overall length of the aircraft by almost 12ft, while the Pratt & Whitney Canada PW120s of the standard Dash 8 are replaced by PW123s, providing about 20 per cent more power. The first flight of the Series 300 was made on May 15, 1987, and the aircraft achieved type certification on February 14 this year. First delivery was made to Time Air of Alberta on February 27, at which time DHC held orders for a total of 81 aircraft. The company plans to deliver 17 Series 300s this year.

DASH 8 SERIES 400 This stretched, 64- to 74-seat version of the Dash 8 is actively being studied by DHC, and the decision to launch it into production may be taken later this year. The aircraft is likely to be some 14ft longer than the series 300, to have a stronger wing, to accommo-date the higher planned MTOW, and to have taller landing gear. The Series 400 is expected to cruise at almost 340kt, but the powerplant has yet to be decided. If the programme receives a go-ahead this year, entry into service could come as early as 1993.

British Aerospace (UK)

BAe ADVANCED TURBOPROP (ATP) This stretched development of the 748 received its go-ahead in March 1984. The aircraft features two

Pratt & Whitney Canada PW124A or PW126 turboprop engines driving six-bladed BAe/Hamilton Standard composite propellers. Other features include a modern-style fiightdeck, and electronic flight instrumentation systems (EFIS). BAe claims that the ATP is the only new-generation turboprop able to make use of jetways at major airports. The first ATP flew on August 6, 1986, and certification of the type was achieved in March 1988. First customer delivery was made to British Midland in April last year, and other customers for the ATP include British Airways and Manx Airlines. US Federal Aviation Adminis-tration type certification was granted last September. The fully equipped price of the ATP is said to be in the region of $10-95 million.

JETSTREAM 31 and SUPER 31 The Jetstream 31 programme was launched in 1978, and BAe now has over 230 orders from operators worldwide. The United States has been the largest market for the aircraft—accounting for over 110 of the sales achieved to date. To meet demand, Brit-ish Aerospace has increased production of the Jetstream 31 from 36 to 48 units per year, and claimed that, in 1988, it captured almost 40 per cent of the worldwide 19-seat regional market with its Jetstream 31 and Super 31 aircraft.
The aircraft began life as the Handley Page Jetstream in the late 1960s. The first production Jetstream 31 flew in early 1982, and the type received UK certification in June 1982, US certi-fication following in November that year. Power is provided by two 940 s.h.p. Garrett TPE331-10 turboprops. In its current form, the commuter version seats 18, or 19 if the toilet compartment is removed. As well as the basic commuterliner, several other models are available, including a corporate version able to carry nine executives over 1,100 n.m.

In 1987, BAe launched the Jetstream Super 31, fitted with the more powerful TPE331-12 turboprops. This version offers significant performance improvements as well as increases in passenger comfort and wider flexibility of oper-ation. First customer was Wings West of the USA, which ordered 15 aircraft.

JETSTREAM 41 This stretched version of the Jetstream 31 was announced by BAe last year. The

The Boeing de
Havilland Dash

8-400 is the biggest
development planned
for the Canadian

turboprop. Seating
about 70 passengers,
it will cruise at

340kt, giving it block
times comparable
with those of jets on
short sectors

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