HEADLINES

Rolls-Royce studies uprated Trent Ferranti seeks to

join FAMS
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K electronics firm Ferranti
Computer Systems (FCS) is
holding discussions with family
of anti-air missile systems
(FAMS) consortium member
Selenia in an attempt to break
into the FAMS programme. Dis-
cussions are centred on possible
FCS involvement in radar sys-
tems for FAMS.
FCS was left in the cold when
the UK Government selected
FAMS over the NATO anti-air
warfare system (NAAWS) for the
area defence anti-aircraft missile
system on Royal Navy next-
generation air-defence vessels
(Flight, 13-19 December).
Ferranti was a member of the
McDonnell Douglas and
Westinghouse-led UNISAMS
consortium competing for
NAAWS but had no involvement
with FAMS, Other leading UK
companies, such as British Aero-
space and Marconi Radar Sys-
tems, were involved in both
FAMS and NAAWS, while Mar-
coni Defence Systems opted last
year to support only FAMS.
Other European FAMS industry
members are Aerospatiale and
Thomson of France, Selenia of
Italy and Ibermisil of Spain.
FAMS awaits the signing of a
memorandum of understanding
(MoU) to go into the 24-month
project-definition phase which
industry sources close to the pro-
gramme do not expect to be
competitive.
The UK Ministry of Defence
(MoD) says that FAMS has
". . . not moved any further"
than when the UK decision was
announced on 8 December. Sign-
ing of the MoU may take up to
eight months while member na-
tions, including the UK, examine
national requirements.
NAAWS has suffered a further
setback with the West German
decision to pull out of both this
programme and the NATO frig-
ate replacement 90 (NFR90)
project, the latter a prime can-
didate to deploy NAAWS.
The West German MoD states
that the NAAWS decision was
prompted by cost, saying that
NAAWS was expected to be a
very good system but: "It is too
costly and we would be able only
to outfit a few of our ships". D

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lans to increase the thrust
rating of the Trent high-
bypass turbofan 40,800kg
(90,0001b) and beyond are being
studied by Rolls-Royce. The
engine is aimed at possible
growth variants of aircraft like
the proposed Boeing 777.
Rolls-Royce deputy chairman
Sir Ralph Robins says: "It is my
view that while engines of much
lower specific thrust will even-
tually come, the pressure for
some years will be for engines
such as the Trent. This pressure
could easily take the Trent up to
much higher thrusts of 90,0001b
and above, when a fan of 120in
[305cm] diameter with a short

cowl might be considered."
Such a fan blade would be up
to 40cm bigger than those for
36,300kg-rated growth variants
of high-bypass turbofans such as
the Pratt & Whitney PW4000.
The work is being undertaken
because, says Rolls-Royce, it is
aware that "... if the Boeing
767-X is launched [as the 777],
Boeing have growth plans for it
and the company [R-R] is carry-
ing out studies to show how the
Trent family meets these
requirements".
Rolls-Royce is already offering
the Trent 710 turbofan for the
777 with a thrust rating of
32,670kg and certification set for

1994. A follow-on Trent 760 has
a thrust rating of 34,500kg.
Thrust, ratings of up to
40,800Kg and beyond are
thought to be aimed at growth
variants such as the prospective
trans-Atlantic 10,700km range
Boeing 777.
The 777 is a twin-aisle twin-jet
rivalling the Airbus A330 and
McDonnell Douglas MD-11. Pro-
visional characteristics of the 777
include a US transcontinental
range of 7,800km.
Pratt & Whitney says that it is
not in a position to discuss
developments of more than
36,300kg for the PW4000 as
there is no requirement for this
at present.
General Electric (GE) is offer-
ing the GE90 high thrust, high-
bypass turbofan under study for
the 777 which will provide thrust
levels of 36,300kg and beyond.
GE says: "The GE90 is General
Electric's study programme for a
new high-thrust engine to power
larger twin-engined widebody
aircraft. The study is aimed at an
engine with thrust ratings of
80,0001b 136,300kg] and above."
For the Airbus Industrie A330
GE is offering the new CF6-80E1
high-bypass turbofan. The
engine is scheduled for certifica-
tion at 30,600kg take-off thrust
in late 1992 and for entry into
service at a 29,700kg rating in
1993. Existing plans call for
certification at 32,650kg take-off
thrust in December 1994. •

AGUSTA IN $20 0 MILLION HELICOPTER DEAL

Asian Helicopter has ordered 65 Agusta A. 109 helicopters in a $200 million deal, which the Italian firm claims to be a record in the civil sector. Asian Helicopter, which signed the contract in association with the Okura and Kanematsu groups, was prompted to buy the twin-turbine helicopters by Japan's planned "heliport highway"—a network of heliports.

SWISS SUPER PUMAS
Switzerland has ordered 12
Aerospatiale AS.332-M1 Super
Pumas for delivery between
January 1991 and April 1992,
joining three machines ordered
by the Air Force in 1986.

NO N T O F-18
The French Government has
awarded Dassault-Breguet a
FFrl.8 billion contract to up-
grade French Navy F-8E Cru-
sader aircraft. Defence Min-
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told the navy it will not get the
F-18 aircraft it wanted pend-
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NEWS I N BRIEF

CAA INVESTIGATED
The UK Monoplies and Merg-
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Authority (CAA) as part of the
Government's programme of
checks on national bodies. The
Commission, which last exam-
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SHANNON AEROSPACE

Shannon Aerospace, the
narrowbody overhaul base to
be set up in Ireland, will be
owned 30% by GPA and 33%
each by Lufthansa and
Swissair. Work v will start on
the $122 million project in the
second quarter of this year and
begin operation on 737s and
MD-80s in late 1992.

AIRLINER CENSUS*
Due to a computer disk error,
the World Airliner Census
published in the 13-19 Decem-
ber issue contained a number
ofjnaccuracies. We apologise
for this and will be making the
necessary corrections shortly.

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