TECHNICAL: AI R TRANSPOR T

P&W-powered MD-11

speeds up testing
McDonnell Douglas is accel-

erating its MD-11 certifica-
tion test effort to start deliveries
to airlines this year. The third
flight-test aircraft has undergone
normal production checks and
engine runs at McDonnell Doug-
las's Long Beach plant. It was
expected to fly for the first time
late last weekend to join the
other MD-11 test aircraft at the
company's test centre in Yuma,
Airzona. Certification tests began
on 17 April.
The latest MD-11 differs from
the first two in using Pratt &
Whitney PW4460 instead of
General Electric CF6-80C2 en-
gines. Five prototypes will be
used for certification.
The GE-powered lead aircraft

has flown more than 140h since
its maiden flight in January.
Project pilot John Miller and his
crew are continuing to test
performance and handling in the
cruise, climb and descent and at
extreme centre-of-gravity
positions.
The second aircraft has logged
more than 96h since 1 March.
Pilot Tom Melody and his crew
are performing air-loads testing
and avionics development,
including the automatic landing,
braking and cockpit voice-warn-
ing systems.
The two MD-lls have reached
up to Mach 0.945 and 39,000ft
(11,900m). Ten McDonnell
Douglas pilots have qualified to
fly the MD-11. •

1LYUSHIN DISPLAYS IL-114 COCKPIT

The Ilyushin 11-114 cockpit has five-tube electronic flight instrumentation. The displays are lOAcm tall with the central display for engine information and three others for primary flight and navigation displays. The 60-passenger regional airliner, now in /light test, is the smallest Soviet commercial aircraft with a glass cockpit.

Embraer's fast commuter will benefit from airport congestion

Embraer sees EMB.145 options grow
BY MIKE GAINES
IN SAO JOSE DOS CAMPOS

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mbraer has commitments for
296 EMB.145 regional jets
from 19 operators in 12 coun-
tries and expects to sign up cus-
tomers to take the options past
the 400 mark.
Embraer sees a potential
market for the EMB.145 as 500
to the year 2000, not counting
possible sales in the emerging
Eastern European market.
"Future airport congestion will
lead to a swing away from the
hub-spoke concept. As a result
there will be a good future for
fast commuter aircraft in any
class of seat capacity for hub
bypass operations," says the
company.
Embraer is seeking an external
finance for the 145. Company
president Osiras da Silva says:
"We are trying to arrange a more
creative way to finance this pro-
gramme to avoid high future
costs. We are very close to
concluding agreements with sev-
eral international banks to fi-
nance the 145 at their own risk.
"There is a lot of Brazilian debt

Aeritalia joins A321 programme
Aeritalia is to design and pro-
xVduce the front-fuselage plug
of the Airbus Industrie A3 21
(stretched A320) under a con-
tract signed last week. The work
could be worth up to $100 mil-
lion over tenlO years and marks
Aeritalia's first direct involve-
ment in an Airbus programme.
Aeritalia will assemble the 4m-

diameter, 4.3m-long plugs at its
Naples factory, delivering com-
peted assemblies to Aero-
spatiale's Saint-Nazaire factory
for final assembly. The first plug
will be mated at Saint-Nazaire
early in 1992.
The contract, signed in Naples
on 21 April by Aeritalia chief
executive officer Fausto Cereti

and Airbus managing director
Jean Pierson, gives the Italian
firm manufacture of about 2% of
the A321 airframe. Aeritalia, now
an associate to Airbus but not a
partner, has supplied tailcones
for A300s and A310s since 1982
under subcontract.
The Airbus partners had pre-
viously bid for work adapting the
A320 into the new aircraft, and
British Aerospace won rear fu-
selage plug manufacture. •

and the new Government is look-
ing favourably at methods of
converting Brazilian debt to
investment in Brazil, and this
method does just that. It must be
clear that these banks are no
investing in Embraer but in the
145 programme alone. We don't
want to raise the company's
equity too much as it does not
give a favourable return to the
shareholders. The investment is
based on the 145's success, not
Embraer overall." •

Embraer EMB. 145 options taken

AeroChasqui

Aeromar

Aliadriatica

Air Littoral

Britair

Business Express

Comair

DAT

Express Airways
MoraiseRios

Nortjet

Northwest

Ontario Express

Quaembra

Sofinel

Skywest

Tempelhof
Wernitz

Westair

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2

2

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20

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