NEW S ANALYSI S

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irbus Industrie president
Jean Piersori confirms that
the European consortium has
"embarked on studies" of a 600-
to 800-seat, 13,000km
(7,000nm)-range competitor to
the Boeing 747.
Such an aircraft, he says,
could be developed from the
A340, but it would enter the
market "...certainly not before
the end of the century...and
then only if the programme
makes commercial sense".
Pierson says that direct oper-
ating costs of the aircraft would
need to be "significantly better"
than the 747 which, he says,
"...totally dominates" its market
slot. This implies that the new
Airbus would have to be pow-
ered by an increased-bypass-
ratio turbofan, such as General
Electric's GE90, or the ultra-
high-bypass Advanced Ducted
Prop engine under development
by Pratt & Whitney.
The aircraft would almost
certainly make use of other new
technology aimed at improving
long-range efficiency, including,
for example, some kind of lift-
ing-body design where the fuse-
lage contributes to lift. The art-
ist's impression released by Air-
bus appears to show an oval-
section fuselage which could
have some lifting-body effect.
"We've got to think about a
wider fuselage," says Airbus
technical director Bernard
Ziegler, adding: "We get no lift
at all from the fuselage today".
Coupled with the new en-
gines, and the reduction in drag
made possible by increasing
computer authority over aircraft
stability, the new Airbus could
see a 20-25% improvement in
efficiency over current long-
range widebody ^^^^^^^^ ^
designs, accord-
ing to one in-
dustry source.
Airbus will
think long and

hard before twice the passenger
committing it- • r i

self to a Boeing capacity oj the
747

AIRBUS AIMS FOR SLICE

OF 747 MARKET
The European consortium has mapped out a development path for its A340 four-jet

airliner, taking it into Boeing's exclusive 747 territory.

Boeing's 747 "domination" could be challenged by a 600- to 800-seat lifting-body A340 derivative

ice the

"A 747 competitor
would have around

ttTtiiT A340, which enters attemptin g to service in 1992"
enter a market
which has been ••••••••• •
Boeing's exclu-
sive domain since it introduced
the 747 almost 25 years ago. A
747 competitor, even based on
the A340, would be costly to

develop, since the projected
passenger capacity is around
twice that of the aircraft that
enters service in 1992.
In the meantime, the Euro-
^^^^-^^; pean manufac-
turer is looking
at longer-range
derivatives of
both the A330
twinjet and A340
that would com-
pete directly
with the new
long-range Boe-
ing 777. Just as
Boeing sees its
777 twinjet
• • • • • • • I growing in range
and capacity to
match that of the 747-200 —a
market McDonnell Douglas may
attack with an MD-12 — it is
clear that Airbus has mapped

out a development path for the
A340 that could lead directly to
a competitor to the 747.
The Airbus A340 has already
outgrown the engine which
powers it into ^^^^^^^^ ^
service, the
CFM56-5C2,
providing 139kN "CF M Will
(31,2001b) of
thrust. CFM has
announced that
a 153kN-thrust

CFM56-5C4, to engine
be certificated in
June 1994, will
power the A340-
300 Combi. Air-
bus Industrie, mm/mm
meanwhile, ad-
mits that it will need
180kN-thrust powerplant
1997 for planned growth
sions of the A340.

he hard

put to squeeze
180hN out of an

that started

life producing
98kN thrust"

new

by
ver-

The Snecma/General Electric
CFM56 partnership will be hard
put to squeeze 180kN out of an
engine that started life produc-
ing 98kN of thrust, however. A
^^^^^^^ ^ refanned version
offering higher
bypass ratio is
being considered,
"...but only if the
market is there",
says Snecma com-
mercial engines
vice-presiden t
Dominique Paris.
One industr y
source says, how-
ever, that it is
_ _ "extremel y un -
likely" the
could successfully be
that far.

of the A340 begins
' increased take-off

CFM56

developed
Growth
with the

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