HEADLINES

YSX-75B

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0.76. The aircraft will have a
circular 330cm-diameter fuse-
lage, which gives a cabin width
of 302cm, enough for five-
abreast seating with a 50cm
aisle. This compares with a
270cm cabin width on the four-
abreast Canadair Regional Jet
and 216cm for the three-abreast
Saab 2000. The aircraft will be
powered by two 51kN
(ll,5001b-thrust) turbofans
which will probably be rear-
mounted, although Fujita says
JADC is still studying an under-
wing design. Wing leading-edge
sweep will be 13° with an aspect
ratio of 9 or 10:1 and a wing
area of 59m2

. A new thick aero-
foil design will be used to maxi-
mise internal fuel capacity.
Maximum take-off weight will
be approximately 27.8t.

Fujita says that studies indi-
cate a potential market of 600 to
700 aircraft in this class by
2007. The largest potential mar-
ket — at least 50% — would be
among US regional "feeder" car-
riers, with 25% in Europe and
the rest in South-East Asia.
Talks with BAe, Fokker and
Deutsche Aerospace have con-
centrated on marketing studies,
Fujita says, adding: "We did not
present our proposal for interna-
tional collaboration; but we need
material information so we

talked to them about our study
results and they gave us their
study results." Fujita adds: "At
the present time this is still a
white paper." He adds: "This
programme's fundamental policy
is for an international collabora-
tive project." •

Kawasaki finance

for America West

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merica West Airlines has
concluded a $78 million fi-
nancing deal that keeps the car-
rier on track to emerge from
Chapter 11 bankruptcy protec-
tion late in 1992.

Bankruptcy court approval for
a $23 million loan from Ka-
wasaki Leasing International
completes a package which in-
cludes $55 million in loans from
Northwest Airlines and aircraft
leasing group GPA, and $15
million in cash from the pending
sale of America West's Hon-
olulu-Nagoya route to North-
west. The airline has resumed
lease payments on a reduced
fleet of around 100 aircraft after
deferring them for six months
and is talking to investors in a
bid to raise the $75 million to
$100 million required to emerge
from bankruptcy. •

Alenia may sue BAe

over Tay One-Eleven

BY JULIAN MOXON

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ritish Aerospace faces legal
proceedings over its alleged
refusal to release information to
Dee Howard-owner Alenia that
was, the latter claims, vital for
certification of its Tay-engined
BAe One-Eleven.
• The One-Eleven programme
has been dropped by Alenia,
despite being almost 90%
through the certification pro-
gramme (Flight International, 11-
17 December). A senior Alenia
official says: "We froze the pro-
gramme because there was a lack
of information from BAe." The
Italian company is understood
to have started legal proceedings
to recover "at least some" of the
money it has spent to-date.

BAe says: "We are surprised.
We have been working closely
with Dee Howard. We have not
turned down any calls for help.
Legal action is unnecessary. We
are willing to continue to help."
Certification of the aircraft
had already been pushed back
several times from the original
June 1991 date. "We were told
that there were 'difficulties' to
provide the necessary informa-
tion," says Alenia. This is under-
stood to have been principally
structural and load data related
to airframe life.

Three orders for the Tay One-
Eleven had been secured, and
there was potential, says Alenia,
for up to 50 more worldwide,
plus a further 50 for the Rom-

Air Brasil folds up

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tart-up Brazilian carrier Air
Brasil, which recently took
delivery of the first of three
British Aerospace (BAe) 146-200
aircraft, is to cease business.
Parent Lider Taxi Aero says
the carrier, spawned by Brazilian
deregulation, is not viable dur-
ing the latest national economic
downturn. The operation- was
intended to form a Rio de
Janeiro-Sao Paulo "airbridge".
BAe says it has recovered the
delivered aircraft. •

anian One-Eleven programme.
The belief is that BAe was reluc-
tant to release the necessary data
because the One-Eleven pro-
gramme might have compro-
mised its efforts to sell its
current 90- to 100-seat regional
aircraft, the 146.
• Alenia says it is "absolutely
not true" that it plans to sell Dee
Howard. It says the Texas-based
maintenance and refurbishing
company had become a "valua-
ble asset" since the Alenia take-
over a year ago and that, while
it had been approached by sev-
eral concerns, it had no plans to
sell the organisation. •

P&W studies JT8D

upgrade package
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ngine manufacturer Pratt &
Whitney (P&W) is study-
ing the possibility of offering
complete engine, airframe and
cockpit upgrade packages for
JT8D-powered airliners. The
lower bypass-ratio JT8D is the
most commonly used jet in
airline service, fitted to
earlier Boeing 727s, 737s and
Douglas DC-9s.
A feasibility study, begun
last month and due to end
before next May, will consider
whether "one-stop shopping"
for airframe, cockpit and en-
gine upgrades for the older
aircraft is possible.
P&W says that about 3,500
JT8D-powered airliners are in
service, many of which are
candidates for the Nordam
hushkit installation that it
is supporting.
The company believes, how-
ever, that the consequently ex-
tended lives of the aircraft
generates a need for avionics,
structural and interior im-
provements that are offered by
different contractors. It is talk-
ing to overhaul houses as well
as Boeing and Douglas to eval-
uate the best way of tackling
the issue. D

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