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FIRST NEWS

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the mood of an industry

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Engine rivals unite
against BMW R-R

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recession, until at least the
next show in 1995. The

Russians' ability to lift a
show with new aircraft has

flagged for the time being.

But if Paris 93 has something
new to offer it is the

emergence on the world
market of Russian- and

Eastern European-built

airframes sporting Western
avionics and engines. John

Bailey, Andrew Chuter,

Kieran Daly, Julian Moxon
and Graham Warwick

report. Pictures by Mark

Wagner.

Europeans push Airbus EUROFLAG
T

hree of the four Airbus
Industrie partners, Aero-
spatiale, British Aerospace and
Deutsche Aerospace, are pro-
moting the idea of a military
wing of the consortium to de-
velop and build the long-
awaited EUROFLAG Future
Large Aircraft (Eurofla) tactical
transport aircraft.
EUROFLAG is becoming a
vehicle for increasing European
objections to US domination of
the medium-transport category
with its Lockheed C-130. "It
would be a catastrophe," says
Aerospatiale president Louis
Gallois, "if the requirement
was met by a US aircraft".
EUROFLAG, he adds, is the
"natural counterpart" to Airbus.
At the Financial Times aero-
space conference in Paris on
8-9 June, British Aerospace
chief executive Dick Evans said
that the programme repre-
sented "...an ideal opportunity
for much greater integration
than we have seen to date".

Noting the UK Government's
lack of support for the pro-
gramme, alone among the EU-
ROFLAG partners, he added
that the transport "...offered
perhaps the first opportunity

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ast-minute negotiations at
the Paris air show have led
to an unusual engine manufac-
turer tie-up to compete with
the BMW Rolls-Royce BR700
for the growing regional-
turbofan market.
A memorandum of under-
standing between Snecma,
MTU, Pratt & Whitney and
General Electric will be signed
"within a few days", according
to an MTU official. The move
will lead to a new turbofan,
producing from 53-90kN
(12,000-20,0001b)-thrus t
aimed at regional jets, business
aircraft and the proposed Eu-
roflag European tactical mili-
tary transport. The new engine

for Airbus to use its skills in
the home military market...as
Europeans we must get our
strategy together. In my view
we are not currently making
sufficient progress, either fare-
nough or fast enough, for our
own good".
According to Evans, there is
a European requirement for up
to 500 EUROFLAGS. The pro-
gramme currently involves
Aerospatiale, Alenia, BAe,
CASA and Deutsche Airbus. It
is configured as a high-wing
turbofan-powered aircraft with
a 20,000-25,000kg payload.
Range is 3,700-4,600km
(2,000-2,500nm).
• Although the first four
months of this year had seen
Aerospatiale achieving its order

will take about 54 months to
reach certification after it has
been officially launched.
For Pratt & Whitney, the
new engine will be an eventual
replacement for its JT8D-200
series. The manufacturer had
been working with MTU to
develop the RTF180 turbofan,
but progress had been delayed
by a lack of German Govern-
ment support for the engine,
and by concerns that there was
an insufficient market to justify
more than two competitors. At
one point, five separate groups
were planning engines in the
same power range.
While no hardware had been
tested, MTU, which was to be

target, company president
Louis Gallois says that he does
not expect the current "very
negative" economic climate to
recover before 1995. The com-
pany's policy would be "to
develop its policy of alliances"
with other manufacturers.

Of one potential alliance, in
the regional aircraft market,
Gallois notes that Aerospatiale
had been talking to DASA since
it signed its co-operation deal
with Fokker in April. "We will
decide what to do in the light
of the development objectives
of ATR, which wants to
broaden its market penetration
and broaden its competitive
edge." Gallois does not rule out
possible alliances with other
commuter manufacturers. P

responsible for the RTF180
high-pressure compressor, was
running a demonstrator core in
Germany. This work will now
be transferred to the new pro-
gramme. "After BMW-Rolls
Royce started, it became clear
that it would be more risky to
compete in this market with
just two companies," says the
company.
The programme will be led
by the two European compa-
nies, MTU and Snecma, which
will between them take "more
than 50%" of the work. Work-
shares and component respon-
sibility have yet to be settled.
"All that is to be decided," says
Snecma. The decision to give
leadership to Europe was taken
"...because most of the applica-
tions are European".
A further stimulant to the
agreement was the success of
the BMW-Rolls-Royce consor-
tium in selling its 53-98kN
BR700. A deal to power the
Gulfstream 5, for 200 propul-
sion systems, is worth $650
million. A further agreement to
supply a similar number of
engines for the still-un-
launched Canadair Global Ex-
press was signed in 1992.
BMW-Rolls Royce estimates
that more than 3,000 engines
in the 53-90kN category will be
required between 1995 and
2010. "We've already won a
third of that," it says.
The Anglo-German consor-
tium is itself looking for new
partners for future develop-
ments of the family of engines.
Rolls-Royce chairman Ralph
Robins has recently been in
Taiwan for talks on a possible
tie-up on the BR715. •
See Air Transport, P23.

NEWS IN BRIEF

TRAINER POWER
Russian aircraft designer
Mikoyan has selected the
Snecma/Turbomeca Larzac
engine to power its new
twin-engined advanced
trainer, the MiG AT (Flight
International, 2-8 June).
Snecma is due to deliver the
first Larzac 04-R20 for the
test programme in Novem-
ber 1994. First flight tests
are scheduled for the first
quarter of 1995, with entry
into service in 1996.

Eurofla: wanted to replace European Lockheed C-130s

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