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range sectors, an optional centre-wing fuel tank is available, increasing MTOW to 39,915kg and range to 2,620km.
Apart from trie order for ten from Sempati Air (with five options), Pelita Air Service has or-dered five.
Fokker 100 Fokker plans to reduce production to 40 aircraft a year by 1995. More than 210 of the type have come into airline service since the first production model was delivered in February 1988. The orderbook stands at 263 aircraft and customers hold options on a further 110. Fokker claims that this aircraft, powered by two R-R Tays, is the world's quietest airliner. Customers can choose the 61.6kN Tay 620 or, for improved take-off and climb performance, the 67.2kN Tay 650. An integral centre-wing fuel tank is now a standard feature replacing wing bag-tanks.
Use of the Tays, and an advanced wing design combining improved aerodynamics and low structural weight, allows a 30% saving in fuel consumption compared with older-technology types of similar size, according to Fokker. The manufacturer also claims that the aircraft has the quietest cabin of any jet aircraft in operation. External noise levels are claimed to be 5-5.5EPNdB below FAR Part 36 Stage 3 and ICAO Chapter 3 limits.
The standard Fokker 100 passenger layout provides for 107 passengers at 0.91m seat pitch. In the high-density layout with 122 seats at 0.73m pitch, a Type 1 rear emergency exit is offered as an option.

Fokker F28 The F28 was introduced in 1969, with production lasting until 1987. More than 200 of the type are still in operation, two of which are approaching their life limit of 90,000 flight cycles. Fokker has, therefore, defined an inspection and modification programme which will extend the life of the aircraft to 100,000 flight cycles and this was agreed with the Dutch airworthiness authority in late 1992.

Going Dutch: Partnairs is the first customer for

Each F28 approaching 90,000 cycles (a limit itself extended from the initial 60,000 cycles) will be treated individually. Operators apply directly to Fokker for a dedicated programme of inspections, structural modifications and retire-ment life replacements. The fleet leader F28 passed its modification programme earlier this year. The second aircraft will enter the pro-gramme in 1994. A total of F28s were ordered.

Fokker 130 Feasibility studies into a 130-seat regional jet are still continuing and involve both derivatives of the Fokker 100 and all-new designs. Fokker says that the aircraft will be launched "only when there is a business case". The issue is complicated by DASA's involvement through its subsidiary Deutsche Airbus in the already-launched 130-seat Airbus Industrie A319, although the companies stress that the two would serve different market segments.

ILYUSHIN
Ilyushin Design Bureau, Moscow 125190, Rus-sia, Tel: +7 (095) 943 83 25; fax: +7 (095) 212 21 32; telex: 411956 SOKOL.
11-62 Initial production version in 1963 was powered by the 103kN Kusnetsov NK-8-4 turbo-fan. A major revision of the design led to the I1-62M, which was flown in 1971. Powered by the more powerful 107.9kN Soloviev D-30KUs, the aircraft remained dimensionally unchanged, but had an increased take-off weight. The latest version, announced in 1978, was the I1-62MK, with a revised cabin as well as structural refinements, which allow the MTOW to be increased from around 165,000kg to 170,000kg, plus a new interior and improved avionics. Around 270 examples of all Versions have been built, excluding prototypes, of which about 240 are still in service. An increasing number is being dispersed among the new CIS carriers. Production is due to cease at the end of 1993.

Ilyushin's IL-96M

Used aircraft prices range well below $1 million.

11-76 Ilyushin is exploring the possibility of re-engineing the type with CFMI CFM56s, although other re-engineing programmes have greater priority. The 11-76 was designed in the late 1960s as a specialist military/civil freighter, capable of transporting 40t over 5,000km. Over 200 freighters are believed to be in military service with air forces in the CIS and 100 with Aeroflot's successor airlines. More than 50 of the type are in service with operators in the Middle East, including Iraqi Airways, Jamahirian Air Transport of Libya and Syrianair. The 11-76 is also in airline service in Afghanistan.
The latest freighters are designated 11-76-TD for Aeroflot's successors and IT76-MD for the military. Some Il-76-TDs have been modified for service in the Antarctic. Both the latest models of the 11-76 are powered by the Soloviev D-30KPl-series turbofan.

Ilyushin is building four Il-76s a month and has fitted PS-90 turbofans to one example. In 1994, it intends to switch permanently to the new engine.

11-86 The 11-86 was designed for high-density routes, but there are clear signs that its range performance has been unsatisfactory. A version re-engined with the Soloviev PS90A used on the Tu-204 and 11-96-300 to improve the range entered service in 1990, to improve the range. It is a firm candidate for re-engineing with the CFM56, but, although some work has been done, a lack of funds has held up progress. The 11-86 Camber has gross weights similar to those of early-model McDonnell Douglas DC-lOs and Lockheed TriStars, but with reduced range capability, largely because of the use of low-bypass-ratio Kusnetsov NK-86 engines.
More than 100 aircraft are thought to have been delivered to Aeroflot. Three to four aircraft a year are being built.

11-96-300 The 11-96-300 entered passenger serv-ice with Aeroflot Russian International Airlines on 14 July and is being used on Moscow-New York services. The carrier has ordered 20 Il-96s of which up to ten may be -300s.
The maiden flight of the first prototype was
in October 1988, and the type was the former Soviet Union's first fly-by-wire airliner.

I1-96M Dutch leasing company Partnairs is the first customer for the Westernised I1-96M, which has a stretched, 375-passenger cabin, P&W PW2037 engines and Rockwell Collins cockpit avionics. Partnairs has ordered five aircraft, with five options, for some $700 million. The sale package allows some of the aircraft to be I1-96T freighters. The version was rolled out on 30 April, 1992. It has a design range of 10,750km. Smiths Industries supplies the flight-manage-ment system for the aircraft, consisting of three flight-management computers and three multi-purpose control-display units. Litton supplies three of its laser-gyro LTN-101 combined global-positioning, air-data and inertial'reference sys-tems and two LTN-2001 global-positioning systems for each aircraft. Ilyushin says that the basic price is $68 million.
Although initial deliveries have been slow, the 11-96 is still intended to be produced in volume.

11-90 Aeroflot has a requirement for a 200-seater
with 12,000km range, for which the 11-90-200 is
being designed, although Ilyushin believes that
its direct operating costs could be higher than
those of the 11-96-300, using the proposed

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