

gramme of inspections, structural modifications and retirement-life replacements. The fleet-leader F28 passed its modification programme in 1993.

FOKKER 70

The Fokker 70 is the second member of the Jetline series started with the Fokker 100. First airline deliveries are due in February 1995. Powered by two 61.6kN R-R Tay 620 turbofans, the Fokker 70 is 4.62m shorter than the Fokker 100. The wing and empennage are the same, but one set of overwing exits is removed. It can carry 79 passengers in a five-abreast layout over a typical 2,000km range. A heavier-weight version has a range of 2,350km under the same conditions and, for long-range sectors, an optional central fuel tank is available, which takes the MTOW to 39,915kg and range to 2,620km. The Fokker 70's avionics suite is simpler than that of the Fokker 100, but the ARINC 700 core, which includes an automatic flight-control and augmentation system, EFIS and multi-function display, will be retained. The full Fokker 100 avionics suite is available for customers requiring total commonality between both types.

FOKKER 100

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.

The standard Fokker 100 passenger layout provides for 107 passengers at 910mm seat pitch. In the high-density layout with 122 seats at 730mm pitch, a Type 1 rear emergency exit is offered as an option.

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.

FAX

Fokker Aircraft Experimental (FAX) is the name given to a marketing study being carried out in co-operation with DASA into the concept of a future small airliner. The project derives from a merger of earlier studies by the



Partnairs, first Ilyushin Il-96M customer, has ordered five aircraft

two companies. The launch of any new aircraft, however, has been pushed back to the turn of the century at the earliest, to avoid clashes with the existing products. DASA had previously favoured a 110-seat five-abreast aircraft, for entry into service around 2001. It has tested software for a flight-control system, using an in-flight simulator. Fokker says that the new FAX study will determine the size and performance of any new aircraft, and whether one is actually needed.

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Il-62M/MK

The latest version, announced in 1978, was the Il-62MK, with a revised cabin as well as structural refinements, which allow the MTOW to



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