

Embraer will offer an early-warning variant of EMB-145

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DOS CAMPOS

EMBRAER PLANS to offer an airborne early-warning (AEW) variant of the EMB-145 regional jet following the Brazilian Government's decision to use the twin-jet instead of the EMB-120 turboprop as the platform for the Ericsson Erieye phased-array radar under the SIVAM Amazon surveillance contract.

The Brazilian manufacturer is negotiating with SIVAM prime contractor Raytheon to supply eight EMB-145s: five AEW aircraft and three fitted with remote-sensing equipment.

Luis Carlos Affonso, Embraer engineering director, says that the EMB-145 was selected in preference to the EMB-120 because it offers increased altitude, range, speed and cabin volume.

Windtunnel testing of the

EMB-145/Erieye design, with the antenna "canoe" above the fuselage, was completed in November.

The aircraft is also to be fitted with the uprated Allison AE3001 turbofan because of the resulting increased gross weight. Embraer is offering this modification to regional airlines for a long-range version of the aircraft.

Affonso says that Embraer expects to begin work on the SIVAM contract in March. The remote-sensing variant will have electronic and communications intelligence systems from Raytheon E-Systems.

Embraer is also proposing a VIP version of the aircraft to the Brazilian and Argentinian air forces. A demonstration has been conducted with one of the prototypes using VIP seats from a Brazilian air force EMB-120. The EMB-145 is being offered as a replacement for the Brazilian air force's early-model Raytheon Hawker business jets. □

Poland's upgraded Iryda I-22 jet trainer prototype is 'ready to fly'

POLISH AIRCRAFT manufacturer PZL-Mielec says that it is ready to test-fly an upgraded prototype of the I-22 jet trainer.

Iryda chief designer Marek Potapowicz says that an aircraft incorporating the first stage of a range of proposed airframe and avionics improvements is ready for flight-testing.

The changes are designed to modernise the aircraft and improve field performance and high angle-of-attack characteristics. The first stage includes the addition of leading edge strakes and a taller fin.

The next stage of modifications is to integrate an avionics suite from French manufacturer Sextant Avionique, followed by the addition of Fowler flaps and slats. A fully upgraded aircraft should be

ready to be flown by the end of March 1997, says Potapowicz.

The modified PZL-Rzeszow K-15-powered aircraft will be named the M-96 Iryda, and will set the standard for all future aircraft to come off the production line. It should be able to fly at angles of attack above 20°, will have a reduced approach speed of below 100kt (185km/h) and a landing run of about 1,000m (300ft), a 33% improvement on current aircraft.

The Polish air force has 11 earlier I-22 and M-93 versions of the Iryda, which were grounded during 1996 following the loss of one I-22 in a fatal crash. Mielec later received an order for the upgrade to all existing aircraft, and six new M-96s, and is hoping for follow-on orders in the coming year. □



US Navy receives SLAM-ERs

MCDONNELL DOUGLAS (MDC) DELIVERED THE first of up to 700 Stand-off Land Attack Missile-Expanded Response (SLAM-ER) weapons to the US Navy on 17 December. Flight-testing of the SLAM-ER is scheduled to begin in February using a MDC F-18. Five development flights have been planned. The first fully guided test against a target will be conducted during the second flight, planned for October. The gap between the first and second tests is to allow for software upgrades. The company is also planning to introduce an automatic target-cueing capability on the SLAM-ER from 2000.

MMC INVITES EVIDENCE ON CHARGES LEVIED BY MANCHESTER AIRPORT



The Civil Aviation Authority has asked the Monopolies and Mergers Commission to investigate the maximum level of airport charges for Manchester Airport over the five year period starting on 1 April 1998. The charges cover those levied for landing and parking aircraft and passenger related charges. The Commission's report will also consider whether the airport has acted against the public interest in any of its airport related activities over the last five years.

Anyone wishing to submit evidence or to obtain a copy of the full terms of reference, should write to: The Reference Secretary (Manchester Airport), Monopolies and Mergers Commission, New Court, 48 Carey Street, London WC2A 2JT, quoting ref: FI20

Any evidence should be submitted as soon as possible, but no later than 17 January 1997.

FOCUSING ON THE PUBLIC INTEREST.