ILYUSHIN DESIGN BUREAU

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IL-62M/MK

Three versions of the four-engined 170- to 195-seat Il-62 were built between 1963 and 1985, before it was superseded by the re-engined Il-62M. All versions were dimensionally identical, with the main differences being in engine type, weight and performance.

While the initial production version was equipped with the Kuznetsov Nk8 engines, the later Il-62M and MK were equipped with the Soloviev D-30KU.

Delivered 285

IL-76

The Il-76 was conceived to meet the Soviet air force's requirement for a heavy transport aircraft. The first example of the four-engined high-winged freighter was flown in March 1971, and the type entered service in 1974.

Different versions were produced for Aeroflot and the Soviet military, all powered by MKB (Soloviev) D-30KP engines. Many Il-76s are now flown on commercial freight charters.

A 6.6m-stretched version, the Il-76MF, powered by the Perm PS-90A turbofan, was flown for the first time in August 1995. The new model has a 1.5t increase in payload, while the new engines are claimed to offer a 12% reduction in fuel consumption, enabling range to be boosted by 20%.

CFMI has been examining a possible re-engineing programme for the Il-76, with the CFM56-5.

Production Final assembly of the Il-76 is undertaken by the Tashkent Aircraft Production Association (TAPO), in Tashkent, Uzbekistan.

Delivered 850 plus

IL-86

The four-engined Kuznetsov NK-86-powered Il-86 was the first Russian widebody, and the initial example was flown in December 1976. It entered service with Aeroflot in December 1980. Some 104 aircraft had been built and delivered when production ceased in 1994.

The planned CFM56-5C2 re-engineing programme for Aeroflot Russian International Airlines' Il-86s has been delayed indefinitely, and according to CFMI, foundered on the inability to arrange funding.

Delivered 104

IL-96-300

The Il-96-300 is a short-fuselage, long-range, advanced-technology development of the Il-86, equipped with new engines (Perm PS-90A), but has a new wing, EFIS flightdeck and a fly-by-wire FCS. The first prototype was flown in September 1988, and the aircraft was certificated in December 1992.

Production Final assembly of the Il-96-300 is undertaken at the VASO Voronezh production plant in Russia.

Delivered 9

IL-96M AND T

The Il-96M (T is the freighter designation) is a stretched development of the Il-96-300, with Western-built P&W PW2337 engines, and Rockwell-Collins flightdeck avionics.

The prototype Il-96M, created by modifying the prototype Il-96-300, was flown in April 1992, while the first production-standard aircraft (an Il-96T freighter) had its first flight in May 1997. Certification is scheduled to be gained by the end of 1997, to enable Aeroflot Russian International Airlines (ARIA) to take delivery of its first aircraft this year. The first production Il-96M will be completed in mid-1998, and is to be delivered by early 1999. ARIA holds orders for 20 Il-96Ms and Ts. The ARIA deal has received US Exim Bank financing to cover the US content of the aircraft.

In August 1997, Ilyushin signed an agreement with Russian cargo carrier Volga-Dnepr covering the sale of four Il-96Ts, with two options, for delivery from 1999. Ilyushin is also negotiating a further order for 26 aircraft from another, unnamed, customer.

Production See Il-96-300.

Ordered 29

Delivered 0

IL-98

The Il-98 is a proposed twin-engined version of the Il-96M, which would be powered by P&W PW4000s, GE GE90s or R-R Trent 800s.

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Model / Dimensions	Engines / Landing gear	Accomodation	Max weights (kg)	Fuel (litres)	FAR field lengths take-off	FAR field lengths landing	Speeds (kt)	Speeds (mach)	Cruise performance		Payload details
Span (m)	Track (m)	Seats	Take-off	Standard	ISA sea-level	ISA sea-level	Vno	Mno	Max cruise speed (kt)	Long range speed (kt)	Max (kg)
Length (m)	Wheelbase (m)	Pitch	Landing	Optional	ISA+20°c sea-level	ISA+20°c sea-level	Vmo	Mmo	Max alt (ft)	At alt (ft)	Range with max p/l (km)
Height (m)	Turn radius (m)	Abreast	Zero fuel		ISA 5,000ft	ISA 5,000ft	Vne	Mne	Max cruise fuel cons (kg/h)	Long range fuel cons (kg/h)	Payload with max fuel (kg)
wing area (m²)		Cabin width	Operating empty		ISA +20°c 5,000ft	ISA +20°c 5,000ft					range with max fuel
notes											
Il-62MK Classic											
4 x 108kN Aviadvigatel D 30KU turbofan											
43.2	6.8	174	170,000	105,300	3,300	2,500	486	-	496	460	23,000
53.1	24.5	86	105,000	-	-	-	-	-	26,200	36,600	7,800
12.35	29.5	6	94,600		3,700	2,670	-	-	-	-	10,000
280		-	71,600		-	-					
Il-76MF											
4 x 157kN Aviadvigatel PS 90AN turbofan											
50.5	-	140	190,000	109,480	-	-	459	-	432	-	52,000
54.29	-	-	151,500	-	-	-	-	-	39,000	-	5,200
14.76	-	-	-		-	-	-	-	-		-
300		-	151,500		-	-					
Il-76T Candid A											
4 x 118kN Aviadvigatel D 30KP turbofan											
50.5	-	-	170,000	81,830	850	450	405	-	405	405	40,000
46.59	-	-	-	-	-	-	-	-	29,500	-	3,650
14.76	-	-	84,840		-	-	-	-	-	-	20,000
300		-	-		-	-					
Il-86 Camber											
4 x 127kN Kuznetsov NK 86 turbofan											
48.06	11.15	350	207,990	80,000	26,000	23,000	486	-	512	484	42,040
59.54	21.34	-	175,000	-	-	-	-	-	-	-	3,600
15.81	-	9	-		-	-	-	-	-	-	-
320		-	-		-	-					
Il-96-300											
4 x 157kN Aviadvigatel PS 90A turbofan											
57.6	10.4	300	216,195	150,387	2,760	1,980	486	-	480	-	40,000
55.35	-	87	175,000	-	-	-	-	-	-	-	7,170
17.6	-	9	157,000		-	-	-	-	-	-	15,000
350		-	117,000		-	-					
Il-96M & T											
4 x 164.6kN Pratt & Whitney PW2337 turbofan											
57.66	-	375	270,130	150,387	-	-	-	-	460	-	58,000
63.94	-	-	175,158	-	-	-	-	0.86	39,000	-	10,750
15.72	-	-	190,430		-	-	-	-	-	-	30,000
350		-	132,423		-	-					

M is passenger model, T is freighter.