

KEY TO DATA TABLES

This year, the two civil aircraft directories are published in consecutive weeks.

Part 1 includes civil airliners/utility aircraft seating 10-12 passengers up to 100 passengers, or with equivalent cargo capacity (including members of families which seat slightly more than 100, ie, Avro RJ100/RJ115). **Part 2** will include aircraft seating over 100. Two aircraft, the 737-600 and Airbus A318, appear in both editions as they straddle the regional and large aircraft markets.

Powerplant Number of engines and nominal sea-level ISA (international standard atmosphere) static thrust or power of each (lb thrust or kW), maker and type.

Accommodation Maximum seating capacity is for all-economy or inclusive-tour layout. Seat pitch is in millimetres. Cabin width is in metres.

FAR field lengths for take-off and landing at gross weight in still air, with a hard dry runway and zero slope, under the conditions of ISA, sea-level; ISA +20°C, sea-level; ISA, 5,000ft elevation. If climb performance is limited at gross weight under any of these conditions, the maximum permitted gross weight is noted. These performance measures in particular are intended only as a guide and must be interpreted with care. They should not be used for operational purposes. Take-off field lengths include the distance required to accelerate the aircraft to flying speed, reject the take-off and stop the aircraft within the runway length remaining.

Speeds V_{NO}/M_{NO} normal operating speed in kt and mach; V_{MO}/M_{MO} the maximum permitted operating speed kt and mach; V_{NE}/M_{NE} the never-exceed speed in kt and mach;

Cruise performance Maximum operating altitude as well as speed, altitude and fuel consumption are noted under ISA conditions for a maximum-speed cruise and a long-range cruise.

Payload range This is under ISA and still-air conditions with no reserve fuel

allowance. Operational equipped empty weight as stated in the weights column is assumed. Maximum-payload figures are for cost-economical cruise and full-tanks figures for long-range cruise.

CONVERSIONS

Except for altitude, which is quoted in feet, (1,000ft = 305m), and speed, which is quoted in knots (1kt = 1.85km/h = 1.15mph), metric measure is used as follows: 1lb-thrust = 0.00445kN; 1kW = 1.34hp (shp); 1m = 3.28ft; 1m² = 10.76ft²; 1m³ = 35.3ft³; 1kg = 2.2lb; 1km/h = 0.54kt; 1 litre = 0.264 US gal = 0.22 Imp gal; 1km = 0.54nm. Some figures are rounded for ease of reading.

Sales/in service figures are sourced from manufacturers and Airclaims CASE and are correct to mid-1999.

ACRONYMS

AI(R) Aero International (Regional) **ARIA** Aeroflot-Russian International Airlines; **BA** British Airways; **BAe** British Aerospace; **CAA** UK Civil Aviation Authority; **CFMI** CFM International; **Dasa** Daimler-Benz Aerospace; **EFIS** electronic flight instrumentation system; **ETOPS** extended-range twinjet operations; **FAA** US Federal Aviation Administration; **FAR** US Federal Aviation Regulation; **FCS** flight control system; **FMS** flight management system; **GE** General Electric; **GPS** global positioning system; **ICAO** International Civil Aviation Organisation; **IAE** International Aero Engines; **JAA** Joint Aviation Authorities; **JAR** European Joint Aviation Requirement; **LCD** liquid crystal display; **MoU** memorandum of understanding; **MTOW** maximum take-off weight; **P/L** payload; **P&W** Pratt & Whitney; **P&WC** Pratt & Whitney Canada; **R-R** Rolls-Royce; **TCAS** traffic alert and collision avoidance system.

AIRBUS INDUSTRIE

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A318

AIRBUS INDUSTRIE HAS been present in the single-aisle market since the mid-1980s with its 150-seat A320, and launch of the 100-seat A318 earlier this year enabled it to enter the regional market.

The A320 was the world's first subsonic airliner with a fly-by-wire flight control system, and the four-model family now extends from 100 to 200 seats.

After initially studying the development of an all-new 80- to 100-seat family with China and Singapore (AE31X), Airbus decided to derive the A318 from the A320.

The new model received full launch approval in April, and first flight is scheduled for the third quarter of 2001, with deliveries beginning a year later.

The aircraft represents a 4.5-frame shrink over the A319 and is offered with engines in the 20,000-23,500lb-thrust range, including the P&W PW6000 and CFM56-5B.

Production Final assembly of the A318 will be undertaken by Dasa Airbus at Hamburg, alongside the A319 and A321. Production will begin in early 2001.

Ordered 30 (A318)
Delivered 0

AIRTECH

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AIRTECH, a 50:50 joint venture between CASA of Spain and Indonesia's IPTN, produces the CN-235 turboprop - SEE CASA.

AMERICAN UTILICRAFT

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FF-1080-200 FREIGHT FEEDER

AMERICAN UTILICRAFT (AUC) has selected several subcontractors for its FF-1080-200 Freight Feeder, a twin turboprop aircraft which is being designed specifically for overnight package carriers.

A full-scale mock-up of the aircraft's 19.5m-long cargo compartment, sized to accommodate standard LD3 containers, has been completed. A pre-production prototype is due to be completed by December.

AUC first revealed details of the FF-1080-200 in early 1998, announcing it was negotiating a 50-aircraft launch order with an unnamed US cargo operator, with funding for the programme tied to securing a launch customer. AUC's business plan is based on sales of 500 aircraft over eight years.

The FF-1080-200 is powered by two P&WC PW127F turboprops driving Hamilton Sundstrand six-blade propellers. South Korean, Taiwanese and US companies responded to a

request for proposals to supply subassemblies for the aircraft.

ANTONOV

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AN-32

The An-32 twin-turboprop was first flown in 1977. Derived from the An-26, with improvements such as high-lift devices, de-icing and cabin air-conditioning, the aircraft is powered by two Progress AI-20D turboprops. The An-32P, a fire-fighting variant of the aircraft, is also available, with an 8,000kg water capacity.

Production Final assembly is undertaken by the KAPO.

AN-38

THE 27-PASSENGER twin-turboprop An-38 was first flown in June 1994. Antonov and Russian manufacturer Novosibirsk Aircraft Production Association (NAPO) achieved certification of the aircraft in April 1997 and took orders for three from Vosbok Avia.

The aircraft was developed by the Antonov design bureau from the earlier An-28, but includes extensive Western-supplied equipment. AlliedSignal supplies the twin 1,300kW TPE331-14 turboprop engines and integrates the propulsion system.

Production Final assembly is undertaken in