



ATR is producing about 30 ATR 42s/72s a year. The latest version of each model is designated the -500

Novosibirsk by NAPO. The maximum potential production rate at the plant is 50 per year.

AN-140

ANTONOV CONFIRMED in late-1998 that it had signed a contract with the Iranian Government for the licensed production of 80 An-140 twin turboprops. The aircraft are to be assembled at the Shakir factory in Iran by state-owned manufacturer HESA, using parts to be supplied by the Ukrainian company. Iran Air and Iran Asseman Airlines are believed to have signed up as customers.

The contract specifies that An-140s produced in Iran will be for the domestic market only, though sources suggest the country is keen to build up to 160 additional aircraft for export to CIS countries. Talks were also under way with engine-builder Klimov to build the aircraft's TV7-117BMA-C62 powerplant in Iran, probably at a plant near Tehran.

The An-140 is a high-wing, 52-seat regional airliner, developed to replace ageing An-24s still in operation worldwide. The first of two prototypes built at the Antonov plant in Kiev made its first flight in September 1997. The An-140 had been expected to receive certification in early 1999, but this has been delayed.

Production Plants in Ukraine and Russia (Samara) are being prepared to meet the demand to replace 600 An-24s and Yakovlev Yak-40s still in service in the CIS. Wings for the prototypes were manufactured at Kharkov aircraft production organisation (KhAPO), which is gearing up for series production.

ATR

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THE ATR consortium was formed by France's Aerospatiale Matra and Italy's Alenia in 1981 to

undertake marketing and sales of a family of regional turboprops.

ATR 42/72

THE 48-SEAT, P&WC PW100-powered, ATR 42 had its first flight in August 1984, and entered service in December 1985. The ATR 72, a stretched 64/74-seat derivative, was first flown in October 1988, and was certificated in September 1989.

The baseline PW120/121-powered ATR 42-310/320 was joined by the PW127E-powered ATR 42-500 in 1995. The -500 features six-bladed Hamilton Sundstrand propellers and offers a higher cruising speed and an improved passenger cabin.

After the initial PW124-powered ATR 72-200, ATR introduced the improved -210 with more-powerful PW127s. The current -210A version (now redesignated -500), which features six-bladed propellers, increased weights and a new interior, was certificated in January 1997.

ATR 42/72s lack the active cabin noise reduction system of the competing Bombardier Dash 8, but ATR claims to achieve the same noise levels without it, and without the additional maintenance requirements.

Production Aerospatiale Matra undertakes final assembly of the ATR 42/72 at its Toulouse plant. ATR delivered 31 aircraft in 1998, and production continues at a rate of around 3 per month. Xian Aircraft has an agreement covering production of ATR 72 rear fuselages in China and this could later be extended to cover a final assembly line, under the guidance of Aviation Industries of China.

Ordered	605 (356 ATR 42 and 249 ATR 72)
Delivered	570 (344 ATR 42 and 226 ATR 72)

AIRJET

ATR FAILED to realise its goal of launching a family of regional jets during the first half of

1999, for service entry in 2003, and is now studying 75- and 90-plus-seat "second-generation" models that would be available by around 2005. As currently envisioned, the Airjet family would fill the gap between the ATR 42/72 turboprops and the Airbus consortium's smallest offering - the A318.

The Airjet project has existed in various guises since 1996, when ATR was a partner with British Aerospace in Aero International (Regional). The reluctance of BAe to commit to development of the Airjet led to the disbanding of AI(R) in July 1998. ATR subsequently held joint venture talks with rivals Fairchild Aerospace and Embraer, but failed to reach agreement with either party.

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NRJ58/76

SIX SUBSIDIARIES of state-owned Aviation Industries of China released details last year of a planned regional jet family, and are seeking foreign risk-sharing partners. The consortium hopes to deliver the first examples in 2004, and has approached Taiwan's Aerospace Industrial Development to discuss a link-up.

Two variants of the NRJ are envisioned, a 58-seat NRJ58 and stretched 76-seat NRJ76. The design has a four-abreast cabin layout, two aft-mounted engines, low wing and T-tail.

Engine candidates include the General Electric CF34-8, Snecma/P&WC SPW16 and a derivative of the BMW Rolls-Royce BR700.

AVTEKAIR

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9019 EXPRESS

FOR SEVERAL years, AvtekAir has been studying development of a stretched, 19-seat commuter version of the 400A all-composite, twin-turboprop business aircraft, dubbed the 9109 Express (previously dubbed 419 Express), under a supplemental type certificate.

The Californian company has secured financing for US certification of the 400A from Finavitex of Finland, Air Rotor of Germany and Dow Chemical of the USA. A proof-of-concept 400A first flew in September 1984.

AYRES

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LM-200 LOADMASTER

AYRES, THE US agricultural aircraft manufacturer, launched the LM-200 Loadmaster programme in November 1996 with an order for 50 cargo versions from package carrier FedEx. Deliveries are due to begin in December