

produced in both passenger and utility versions for improved hot-and-high operations. Two PW127Bs give 10% increased power.

The Fokker 60, a utility version of the Fokker 50 with a 1.62m fuselage stretch, was launched in February 1994 for the Royal Netherlands Air Force, which placed orders for four.

Delivered	212
In service	210

## F28

THE 65/85-seat F28 twinjet was first flown in May 1967 and entered service in 1969. Production ceased in 1987 after 241 aircraft had been delivered. Four basic versions were produced (Mks 1000, 2000, 3000 and 4000), all powered by R-R Spey Mk555s.

Fokker Aviation has proposed a R-R Tay 620 re-engining programme for the F28, which involves a 1.14m fuselage plug forward of the wings to offset the increased engine weight. Cost is around \$9 million, and the modification provides a claimed 15-20% increase in range and a 12-20% reduction in fuel consumption.

Stage III Technologies of Las Vegas has developed a hushkit for the F28 based on one produced for the Spey-powered Gulfstream II and III. Although the F28 is exempt from US Stage 3 noise regulations as its maximum take-off weight falls below 34,050kg, an exemption does not apply in Europe.

Delivered	241
In service	188

## FOKKER 70/100

A R-R TAY 620-powered development of the F28, the 107-seat Fokker 100 had its maiden flight in November 1986 and entered service with Swissair in March 1988. The aircraft was progressively developed, with the more powerful Tay 650 being adopted, along with higher weights and additional fuel capacity.

The 79-seat Fokker 70, which is 4.6m shorter, was first flown in April 1993, and Indonesia's Sempati Air became the first airline to operate the aircraft, in March 1995. The two models were jointly marketed as the Fokker JetLine.

The development of a stretched, 130-seat, derivative with a new wing and engines, dubbed the Fokker 130, had been proposed and was central to any take-over talks following the Dutch manufacturer's collapse in 1996.

Rekkof Restart has emerged with plans to revive the Fokker 70/100 production lines (see entry).

Delivered	324 (47 Fokker 70/277 Fokker 100)
In service	321 (47 Fokker 70/274 Fokker 100)

## HARBIN (HAMC)

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## Y-12

THE FIRST Y-12 I was flown in 1982. The more powerful Y-12 II, with 460kW P&WC PT6A-27s, flew in 1984 and received domestic certification in 1985.

Three models of the aircraft are now available: the Y-12 I (Chinese utility interior), the Y-12 II (which has a range of Western avionics options), and the updated Y-12 IV with winglets, strengthened undercarriage and PT6A-27 engines, which received US certification in April 1995.

Canadian Aerospace Group offers a Westernised version of the Y-12 IV known as the Twin Panda (see separate entry).

## HINDUSTAN AERONAUTICS

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## DORNIER 228

INDIAN MANUFACTURER Hindustan Aeronautics has built Fairchild Dornier 228s under licence and has been in wide-ranging talks with other manufacturers, notably in China and Indonesia, about the possibilities of producing other types.

Production Indian 228 assembly was undertaken at HAL's Kanpur division. HAL has been producing 228-201s since 1983, initially from kits supplied from Germany.

Delivered	29
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## IBIS AEROSPACE

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## AE-270

A 50:50 JOINT venture between the Czech Republic's Aero Vodochody and Aerospace Industrial Development (AIDC) of Taiwan was initiated in 1995, as Ibis Aerospace, to develop a single-turboprop utility aircraft.

Two versions of the Ae-270, which seats between six and nine passengers, are being developed: the Ae-270W, powered by a Czech 580kW Walter Motorlet M601F engine, with Czech avionics and no autopilot; and the retractable-undercarriage, pressurised, Ae-270P, with a 635kW P&WC PT6A-42A driving a constant-speed propeller, and AlliedSignal Bendix/King avionics incorporating an autopilot.

Aero and AIDC are assembling five prototype Ae-270s and the first is expected to have its maiden flight later this year.

Czech certification is planned for early 2001. US approval is expected to follow six months later under FAR 23, for single-pilot operations of the aircraft.

Production Taichung-based AIDC is building the wing, and has responsibility for the aircraft's landing gear. Ibis is manufacturing the fuselage and empennage, as well as undertaking final assembly.

## ILYUSHIN

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## IL-112

ILYUSHIN HAS Russian Government approval to proceed with development of this new high-winged, twin-turboprop, 40-seater. It is intended as an An-38 replacement.

Production Planned to be at KUMAPP at Kumertau.

## IL-114

UZBEKISTAN AIRWAYS took delivery of the first production Ilyushin Il-114 regional aircraft from the Tashkent Aircraft Production factory (TAPO) in July 1998, but remains the only customer, with the aircraft still to attract its first export order.

TAPO has secured funding for continued Il-114 production from Russia's Incombank, while Russia and Uzbekistan have agreed to market the aircraft jointly. Aeroflot has so far failed to renew a letter of intent signed in December 1997 to take 20 of the type by 2000.

Also hampering sales is the short service life of the aircraft's two 1,860kW Klimov TV7-117 turboprops, which stands at only 800h. Ilyushin claims this will rise to 6,000h in 1999. The cargo version has a rear cargo door and a maximum take-off weight of 23,500kg. With a 6,500kg payload, the aircraft has a range of 1,000km.

Ilyushin began flight testing a P&WC PW127F-powered version of the Il-114, called the -100, in January, and Russian certification is expected later this year. Several Russian airlines including Aeroflot, are seen as prospective customers and South East Asian carriers are also being targeted.

Production Final assembly is undertaken by the Tashkent Aircraft Production Organisation in Tashkent, Uzbekistan. The production rate is intended to be 100 aircraft a year.

## IPTN

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## C212

IPTN PRODUCES the C-212 under licence from CASA of Spain (see entry).

## CN235

See CASA entry

Orders	94
Deliveries	38

## N250

TRUMPETED AS the first indigenously-produced Indonesian regional airliner, the prototype 50-seat N250 had its maiden flight in