



The Tu-334 twinjet finally flew in February, at least two years later than planned

and Tupolev have accelerated plans to certify a high-gross weight version of the RB211-powered Tu-204-120 freighter. Dubbed the Tu-204-220, the new version is now due to gain Russian certification in May 2000, with JAA certification following soon after.

The new variant has a strengthened floor, revamped cargo door and no passenger windows, raising payload capacity from the current 25t to 30t. The first aircraft is in production and is due to be rolled out in late 1999.

Production The basic PS-90-powered Tu-204, R-R-powered Tu-204-120 and short-fuselage Tu-234 are built by Aviastar at its factory in Ulyanovsk. Aviastar is targeting a production rate of six aircraft a month by 2001.

A second assembly line at the Kazan Aircraft Production Factory in Kazan produces the heavier Tu-214.

Tupolev is also said to be holding talks with Iranian officials over manufacturing the Tu-204 and the Tu-334 in Iran.

Delivered c20

TU-234

IN SEPTEMBER 1995, Tupolev unveiled the Tu-234, a shortened version of the Tu-204. Formerly known as the Tu-204-300, the aircraft is powered by Aviadvigatel PS-90A turbofans and seats 160 passengers. An R-R powered version is also planned.

The Tu-234 has a fuselage 6m shorter than that of the Tu-204, and the prototype, which was created by converting a Tu-204, was rolled out in August 1995.

This aircraft has not been flown, however, and the first production Tu-234 was completed by Aviastar in 1996. The timetable of the aircraft has been subject to many delays because of funding problems.

Production See Tu-204.

TU-304

TUPOLEV REVEALED details of its planned 300-400-seat Tu-304 long-range widebodied

twinjet in August 1995, adding that it had signed a protocol with R-R to power the aircraft with the 90,000lb Trent 800 turbofan. Funding is being sought to enable construction of a prototype to begin. It will have a laminar-flow wing, allowing a Mach 0.85 cruise, a range with 400 passengers of 10,200km, and an MTOW of 245t.

TU-330

THE TU-330 FREIGHTER, powered by two Perm PS-90A turbofans, was to have its first flight in 1997, but this has been delayed. The aircraft has a high wing and a cargo ramp, and is provided with loading and unloading equipment for autonomous operation. It is derived from the Tu-204, with which it shares the wing, pylons and tail section, as well as systems. Tupolev is pitching it at the An-12 replacement market.

TU-334/354

CONCEIVED FOR CIS SERVICE as a much-needed Tu-134 replacement, the twin-engined Tu-334 is designed to carry 102 passengers on routes of up to 3,000km. Equipped with two rear-mounted Progress D-436T turbofans, the Tu-334-100 prototype was rolled out in August 1995, and certification had been scheduled for 1997.

Like many Russian aircraft programmes, however, it has been hampered by funding problems, and the first aircraft was not flown until February 1999.

Tupolev says certification is targeted for 2001. While there have been no orders yet, letters of intent have been received for more than 100 aircraft.

Production lines have been established for the 102-seat -100 in Aviant's factory in Kiev, and for the 126-seat -200 (also designated the Tu-354) in Aviacor's Samara factory. A second -100 factory is also planned by Tavia at Taganrog. The company says it is also in talks with Iran for licensed production of the aircraft.

It emerged in August that Tupolev is forming a consortium with the Aviant production plant of Kiev, Ukraine and MAPO to produce the Tu-334. The three firms and Russia's aircraft industry research institutes have produced a programme business plan, which has received full approval of the Russian Government.

The Tu-334 is fitted with a Russian-made glass cockpit, which has a high degree of commonality with the Tu-204 cockpit. Tupolev aims to install Western avionics to boost export potential.

In May 1997, BMW R-R signed an agreement with Tupolev to power the Tu-334-100 with 14,800lb BR710-48 turbofans, which will be used to re-engine the first aircraft after it has flown with the Russian powerplants. This version, intended for export, will be dubbed the -120. The company says it is focusing on the stretched 120-seat model as its long-term prospect, to be powered by the larger BR715.

Production See above.

YAKOVLEV

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YAK-42

The 120-seat Yak-42 tri-jet was first flown in March 1975, and entered service with Aeroflot in 1980. The current production model is designated the Yak-42D.

A development of the current Yak-42D, dubbed the Yak-42A, entered production at Saratov in 1998. The new model has cabin improvements such as drop-down oxygen masks, additional galley equipment, improved seating and enclosed luggage racks, and a larger passenger door, as well as acoustic lining on the engines to reduce noise. The aircraft also has increased wing fuel tank capacity, and new Russian avionics to permit Category 2 automatic landings.

Yakovlev has introduced intermediate positions on the trailing-edge flaps to achieve better field performance in hot-and-high conditions.

At an MTOW of 57.5t, the Yak-42A can carry a typical all-economy load of 120 passengers over 2,790km.

The company is also examining a 6m-stretched derivative, which would accommodate 150 passengers. MTOW would be increased to 65t.

Yakovlev continues to work on a Yak-42D version equipped with a Western avionics suite. Dubbed the Yak-42D-100 (also dubbed the Yak-142), the aircraft will incorporate Western navigation, radio, TCAS II and EFIS, integrated with the Russian-made autopilot.

Production Yak-42s are built by the Saratov aviation plant in Saratov.

Delivered c180