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The economic slowdown has seen FedEx Express recently decide not to exercise its 30 MD-10 conversion options, but says it will honour its contract with Boeing to take 89 MD-10s by 2006, unless it is able to renegotiate the tally. FedEx has received the first six MD-10s, and a further nine will be handed over by year-end. The aircraft are being converted by Aeronavali in Italy, SR Technics in Palmdale, California, and ST Mobile Aerospace in Alabama.

Delivered: 446 (including KC-10 tankers)
In service: 397 (including KC-10 tankers)

MD-80, MD-90, MD-11

See Boeing

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FedEx is the world's largest DC-10 operator, but has cooled its plans for MD-10 upgrades

China concluded a licence production deal with MDC in April 1985, which resulted in 35 MD-80s and two MD-90s being assembled at Shanghai by SAIC from kits supplied by MDC. The last aircraft was completed and delivered in October 1994. SAIC was the prime Chinese contractor and three Chinese companies were involved to produce sub-assemblies – Xian Aircraft, Chengdu Aircraft, and Shenyang Aircraft. The last aircraft produced, an MD-90-30T was delivered to China Northern Airlines in September last year.

SATIC

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A300-600ST "Beluga" Super Transporter

An oversized version of the Airbus A300-600R was

developed to replace the ageing fleet of four Aero Spacelines Super Guppy turboprops transporting Airbus subassemblies between plants. The Aerospatiale/Dasa 50:50 consortium Special Aircraft Transport International Company (SATIC) was selected for the project, with the work carried out at Toulouse. The type is based on new-build A300-600R airframes and has an upward-opening nose-section, a 7.4m-diameter fuselage and a lowered flightdeck structure. An enlarged fin and horizontal-tail end-plates improve directional stability. The aircraft has 400m³ greater volume than that of the Super Guppy and 22.5t greater payload capacity.

Dubbed A300-600ST Beluga, the aircraft was certificated in October 1995, after which the first of five aircraft was delivered to Airbus.

Beluga capacity is being marketed to third parties by Airbus Transport International – which operates

MCDONNELL DOUGLAS	DC-8-63CF	DC-8-73AF	DC-9-30	DC-9-50	DC-10-10	DC-10-30	DC-10/MD-10-30F
Length (m)	57.1	57.1	36.3	40.7	55.5	55.3	55.3
Wingspan (m)	45.2	45.2	28.5	28.5	47.34	50.4	50.4
Height (m)	13.1	13.1	8.38	8.38	17.7	17.7	17.7
Wing area (m ²)	271.9	271.9	112	93	329.8	338.8	339
Cabin width (m)	3.5	3.5	3.14	3.14	5.71	5.71	5.71
Max take-off weight (kg)	161,000	161,000	49,895	54,420	190,504	259,459	263,088
MTOW option	-	-	54,940	-	-	-	-
Max landing weight (kg)	124,850	124,850	45,814	49,885	164,854	182,766	197,770
Operating empty weight (kg)	65,830	67,740	25,400	29,300	111,344	121,563	108,864
Max zero fuel weight (kg)	118,500	118,500	41,730	44,670	151,956	166,924	187,790
Max payload (kg)	49,490	50,760	16,330	15,370	40,612	45,726	73,030
Powerplant	4 x 19,000lb	4 x 22,020lb	2 x 14,000-15,500lb	2 x 15,500/16,200lb	3 x 40,000lb	3 x 51,-52,500lb	3 x 51,-52,500lb
	P&W JT3D-7	CFMI CFM56-2C	P&W JT8D-7, -9, -11 or -15	P&W JT8D-15/-17	GE CF6-6D	GE CF6-50C/C2	GE CF6-50C/C2
Standard fuel capacity (l)	91,890	91,890	13,925	16,120	82,134	138,904	138,730
Normal operating speed (kt)	352	352	350	340	400	356	356
Normal operating speed (Mach)	-	0.88	-	-	0.82	0.82	0.82
Max cruise speed (kt/mach)	522	522	503	501	475	530	530
Max cruising altitude (ft)	42,000	42,000	35,000	35,000	42,000	42,000	42,000
Take-off field length (m, Sea level/ISA)	-	3,048	1,777	2,362	2,625	2,847	-
Landing field length (m, Sea level/ISA)	-	1,981	1,317	1,439	1,720	1,758	-
Accommodation (1-class)	189	-	119	139	380	380	-
Accommodation (2-class)	209	-	105	125	255	270	-
Design range	7,400km	8,950km	2,220km	1,850km	5,370km	10,450km	5,735km
/typical load	/27.2t payload	/27.2t payload	/12t payload	/14t payload	/277 pax	/277 pax	/78t payload
Option			2,940km/12t payload				