



**Eurofighter is still searching for its first export customer and will hope to impress at the show**

European debut at the European Business Aviation Conference & Exhibition (EBACE) in Geneva in May.

The skies over Farnborough promise to be relatively quiet by air show standards, with confirmed flying displays by high-performance fighters limited to the Boeing F/A-18F Super Hornet, Eurofighter, Lockheed Martin F-16 and Saab/BAE Systems Gripen. Dassault's Rafale was displayed at Farnborough in 1998, but will miss the event this year as it did in 2000. Other fast jets scheduled to fly include Aero's L-159B, BAE Systems' Hawk 100 and the upgraded Panavia Tornado GR4, which entered Royal Air Force service last year.

The show comes at a key time for Eurofighter, as the four-nation company works towards handing over the first production aircraft to customers by year-end. The Typhoon is still looking for its first export order, Greece having postponed negotiations until after the 2004 Olympics. South Korea rejected the aircraft in favour of Boeing's F-15K (two US Air Force F-15Es will be on static display), but Eurofighter is still in the running in Austria. Singapore will launch a fighter competition next year and Australia is a long-term prospect.

Also targeting Australia and Singapore, Boeing could arrive at Farnborough with its first export customer for the F/A-18E/F Super Hornet, with Malaysia believed to be close to signing an order. The F-16 and Gripen, meanwhile, will share the Farnborough skies at a time when the two

**Aero Vodochody's L-159B will make its first public appearance**



aircraft are locked in procurement battles in Austria, Brazil and Poland. The Saab/BAE team's hopes of finalising a 24-aircraft order with the Czech Republic by Farnborough have faded because of delays in parliamentary approval for the deal.

Aero is also awaiting a Czech contract for its L-159B advanced trainer, although the two-seater is expected to be included in the air force's order for 72 L-159s. Export targets include neighbouring Slovakia as well as India.

### Super Lynx debut

AgustaWestland's Super Lynx 300 will make its static display debut in production form, complete with glass cockpit and LHTEC T800 engines. Malaysia and Thailand have each ordered naval versions of the helicopter, while Oman has ordered 16 multirole battlefield variants. The Italian-UK company will also display the Apache AH1 and Merlin HC3.

Alenia and Lockheed Martin will bring the C-27 Spartan tactical transport back to the show having secured a launch order from Greece for 12 aircraft. An Italian air force order for 12 is pending and a competition is under way in Brazil. The C-27J's larger stablemate, Lockheed Martin's C-130J, will be included in the US Department of Defense's static display.

Regional airliners will feature strongly, led by the Embraer 170, with the second prototype set to fly. Bombardier will have its 70-seat offerings, the CRJ700 regional jet and Dash 8-Q400, on static display, but attention will focus on the Canadian company's progress towards possible take-over of bankrupt Fairchild Dornier's 728/928 regional jet family. A decision could come in late July.

Regional turboprops are finding a niche in the cargo market, and two new programmes will make their

### AIRCRAFT ON DISPLAY (AS AT 7 JUNE)

Aircraft	static/flying
Bombardier Dash 8 (CT-142)	s
Aero Vodochody L-159B	s
Aerostar MiG-21 Lancer	f
AgustaWestland Merlin HC3	s
AgustaWestland Super Lynx 100	s
AgustaWestland Apache AH1	s
Alenia/Lockheed Martin C-27J	f
Antonov An-74TK-300	s
ATR 42-500	s
ATR 72 Cargo	s
BAE/Boeing Harrier GR7	f
BAE Systems Hawk 100	s/f
BAE Systems Nimrod MR2	f
BAE Systems/West Air ATP	s
Boeing C-17 Globemaster	s/f
Boeing C-40A Clipper	s
Boeing CH-47D Chinook	s
Boeing F-15E Strike Eagle	s
Boeing F/A-18F Super Hornet	s/f
Boeing 737-600 Connexions testbed	s
Bombardier Challenger 604	s
Bombardier CRJ700	s
Bombardier Dash 8 Q400	s
Bombardier Global Express	s
Bombardier Learjet 45	s
Bombardier Learjet 60	s
Dassault Falcon 2000	s
Dassault Falcon 900EX	s
Elbit Systems/TAM Su-25KM	s
Embraer EMB-135BJ Legacy	s
Embraer 170	s
General Atomics RQ-1 Predator UAV	s
Grumman E-2C Hawkeye	s
Lockheed Martin F-16	s/f
Lockheed Martin C-130J Hercules	s
Lockheed Martin P-3C Orion	s
Lockheed Martin S-3B Viking	s
Northrop Grumman C-2A Greyhound	s
Panavia Tornado GR4	f
Piaggio P180 Avanti	s
Pilatus PC-12	s
Saab/BAE Systems Gripen	f
Sikorsky UH-60L Black Hawk	s
Slingsby Firefly T67M	s/f

debut: the first large-door freighter conversion of an ATR 72, by Italy's Aeronavali; and a similar modification of the British Aerospace ATP by BAE Systems and West Air Sweden. The ATR 72 freighter is destined for launch customer Farnair of Sweden for use in FedEx's European operation.

The business jet presence is down significantly on last year's Paris show and Farnborough in 2000, in part because of the depressed market. Bombardier, Dassault, Piaggio and Pilatus are exhibiting aircraft, but Boeing Business Jets, Cessna, Gulfstream and Raytheon are not. While their latest designs are tied up in flight test, manufacturers have had ample opportunity this year to present their established product lines at ILA in Berlin and EBACE in Geneva. ■