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Beech 1900

Developed from the King Air, the 19-seat P&WC PT6A-powered Beech 1900C made its first flight in 1982, with deliveries beginning two years later. In 1991, production switched to the 1900D, which featured a 360mm cabin height increase (to 1.8m) giving 28% more interior volume. The 1900D entered service in 1991 with Mesa Airlines. An all-cargo version has also been developed with a 2,500kg payload.

Production

Final assembly is undertaken at the Raytheon plant in Wichita, Kansas. Twelve aircraft were made in 2001, with 10 to be produced this year, compared to a peak rate of 65 a year in the mid-1990s. Subsequent production will be on-demand for cash customers.

Ordered: 671

Delivered: 672

REIMS AVIATION

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F406 Caravan II

The 12- to 14-passenger F406 is powered by two 375kW P&WC PT6A-112 turboprops. The aircraft is developed from the Cessna 406 Caravan II and uses wings supplied by Cessna. As well as the passenger version, it is available as a freighter or combi.

In August 2001, Reims launched an enhanced version of the F406, the Mk2, featuring upgraded 473kW PT6A-135As, four-bladed propellers, MTOW increased to 4,700kg, a new cabin and upgraded avionics systems from Honeywell and Bendix King. Assembly of the Mk2 version is to begin in the new year and Reims hopes to fly a certified version at next year's Paris air show.

The aircraft is aimed at the Australian and North Sea charter market. Reims is also promoting the commuter version of the aircraft. It is hoping for orders from the F406S Vigilant maritime surveillance variant from coastguards and government orders before year end. Launch customer for the Mk2 is Daihyaku Shoji, the Reims Japanese distributor.

RUSSIAN REGIONAL JET (RRJ)

	RRJ-60	RRJ-75	RRJ-95
Length (m)	24.8	28.09	31.3
Wingspan (m)	26.24	26.24	26.24
Height (m)	-	-	-
Wing area (m ²)	70	70	70
Cabin width (m)	3.2	3.2	3.2
Maximum take-off weight (kg)	35,615	38,770	42,505
Option	38,585	42,265	45,885
Powerplant	Snecca/NPO SM146 or P&WC PW800		
Standard fuel capacity (litres)	8,750	8,750	8,750
Option	13,600	13,600	13,600
Maximum cruise speed (Mach)	0.78-0.8	0.78-0.8	0.78-0.8
Accommodation (typical)	60	75	95
Design range with pax	3,200km/50	3,000km/75	2,690km/95
Option	4,800km/60	4,500km/75	4,000km/95

Production

Final assembly undertaken at Reims. The plant is expected to operate at full capacity of 12 aircraft a year in 2003 and 2004.

RSK MIG

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MiG-110

Announced in 1993, the convertible passenger and cargo aircraft features a twin-boom tail design and is competing with the Sukhoi S-80 to succeed the Antonov An-26 turboprop in remote areas and from unsealed runways. Certification of the 48-seat/5,000kg capacity, 3,700km range aircraft is scheduled for 2004.

The design includes a rear cargo door and the aircraft is powered by two 2,465kW Klimov TV7-117S turboprops. The aircraft features an inverted gull-wing configuration which enables a shorter landing gear and optimum wheel track to be used.

Western engines and avionics are being considered for follow-on versions.

ANL Handelsgesellschaft of Austria has been discussing possible assembly of the MiG-110 near Vienna, and investment has been received from the Russian government

RUSSIAN REGIONAL JET (RRJ)

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The RRJ team, led by Sukhoi Civil Aircraft and including Ilyushin, Yakovlev and adviser Boeing, has been busy attracting Western suppliers to take part in production of the 55-, 75- and 95-passenger family of regional jets. At the Farnborough air show in July, Sukhoi narrowed the potential engine suppliers to two choices, P&WC, in partnership with MTU and Aviadvigatel, and Snecma with NPO Saturn, offering the PW800 geared turbofan and the SM146, respectively. In June, P&WC parent United Technologies offered Russia 50% of the PW800 programme if it is selected.

The Snecma/NPO Saturn bid centres on an adapted version of the Snecma SPW14, which would be largely manufactured by Saturn in Russia.

Final engine selection is now due by 20 December.

The baseline five-abreast RRJ-75 will seat 75 passengers and have a range of 2,680km. A 3.26m shrink seating 55 and a 3.26m 95-seat stretch are also under consideration, dubbed the RRJ-55 and -95 respectively. The family will share a common landing gear and wing. The RRJ design and weights will be frozen by the end of the year, with a production factory to be selected in early 2003.

Extended-range LR versions of all three aircraft are envisaged, with the RRJ-55LR having a range of about 5,000km.

In September, Sukhoi asked Honeywell and Rockwell Collins to submit proposals for the aircraft's avionics by year-end. Selection of the avionics supplier is planned for mid-2003. The winner would be required to set up production in Russia to provide local companies with 50% workshare.

Sukhoi is leading the manufacturing side of the project, with Ilyushin spearheading the civil certification process. Boeing is lending marketing, certification and customer support expertise.

The proposed joint venture needs \$600 million for airframe and system development and an additional \$600-700 million for a new powerplant.

Last year Aeroflot became the potential launch customer for the \$23-25 million RRJ, signing a memorandum of understanding for at least 30 aircraft. The RRJ is being aimed at domestic and international markets, with sales of 650 expected by 2020. Russian and CIS airlines have expressed interest in 150 aircraft for delivery by 2010.

Sukhoi plans to roll out the first example in 2005 and launch series production in 2006.

Talks about co-operation have taken place with China's AVIC-I, which could lead to Chinese sales.

Production

The new aircraft would most likely be built by the KAPO plant in Kazan or the Aviakor factory in Samara.

SAAB AIRCRAFT

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Saab 340

The 33-seat Saab 340A first flew in January 1983 and entered service in 1984. Production ended in 1999. The improved 340B entered service in 1989, offering better hot-and-high performance, while the final production model, the 340Bplus, featuring higher take-off weights and a redesigned cabin, was launched in 1994. Optional extended wingtips for the 340Bplus were certificated in 1996.

Saab Aircraft Leasing is offering a bulk freighter version of the 340A, with a cargo capacity of 4,000kg. The first example was converted by Field Aviation of Canada earlier this year. Saab opted to pursue a service bulletin retaining the aircraft's 1.32 x 1.35m aft door on the grounds of cost, rather than fitting a new cargo door requiring an STC. The modification should only cost \$250,000. The 340A cargo aircraft will offer a maximum volume of 118m³ and be able to carry a maximum payload of 3,860kg over a 340km range. The modification is also applic-