

companies believe that a market exists in 25 countries for up to 230 of the type in passenger, utility, rescue and firefighting roles. France, Italy and Portugal have expressed "serious interest" in the aircraft.

The agreement follows concerns expressed by the US FAA over US Liberty Group's marketing agency's financial status. The FAA has not allowed the Liberty Group to fly the Progress-powered version in the USA as part of a firefighting demonstration tour.

EADS and NPK Irkut plan to launch the Westernised version in 2004 on receipt of 20 orders. R-R says it has completed some of the design work necessary for the re-engining. The nacelles and engine mounts will be moved 900mm forward to compensate for the heavier powerplant, and gearbox changes are also required. R-R Deutschland will complete the modifications by the middle of next year and expects supplementary type certification in time for test flights set for the third quarter.

Production

Final assembly is being undertaken by IAPO, but will be moved to Tavia, the Taganrog Avia factory located alongside Beriev's offices. IAPO was planning to produce four Be-200s a year, but with a capacity to produce 22 a year, was apparently disappointed with the type's poor return.

Be-132Mk

Beriev in 2002 started studying a 26-seat regional turboprop based on a stretched Be-32, a type originally certificated in 1972. Beriev, IAPO, Klimov and

Ukraine's Motor-Sich signed a memorandum of understanding on joint development of the type, which would use two Klimov/Motor-Sich VK1500P engines, aiming for certification by 2005. The aircraft is targeted as a replacement for An-2s and An-24s.

Be-42

After renewed Russian navy interest, work resumed last year on the prototype A-40, restoring it to airworthiness and also preparing a prototype A-42 search and rescue variant. The A-42 will be powered by two Ivchenko Progress D-27 propfans in place of NPO Saturn D-30K jets. An export version, the A-42PE, and a BE-42 SAR variant, with room for 53 casualties or 37-70 passengers, is being studied.

BOEING

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Boeing and McDonnell Douglas (MDC) merged in August 1997. The in-production 100-seater MD-95 was redesignated the Boeing 717.

717

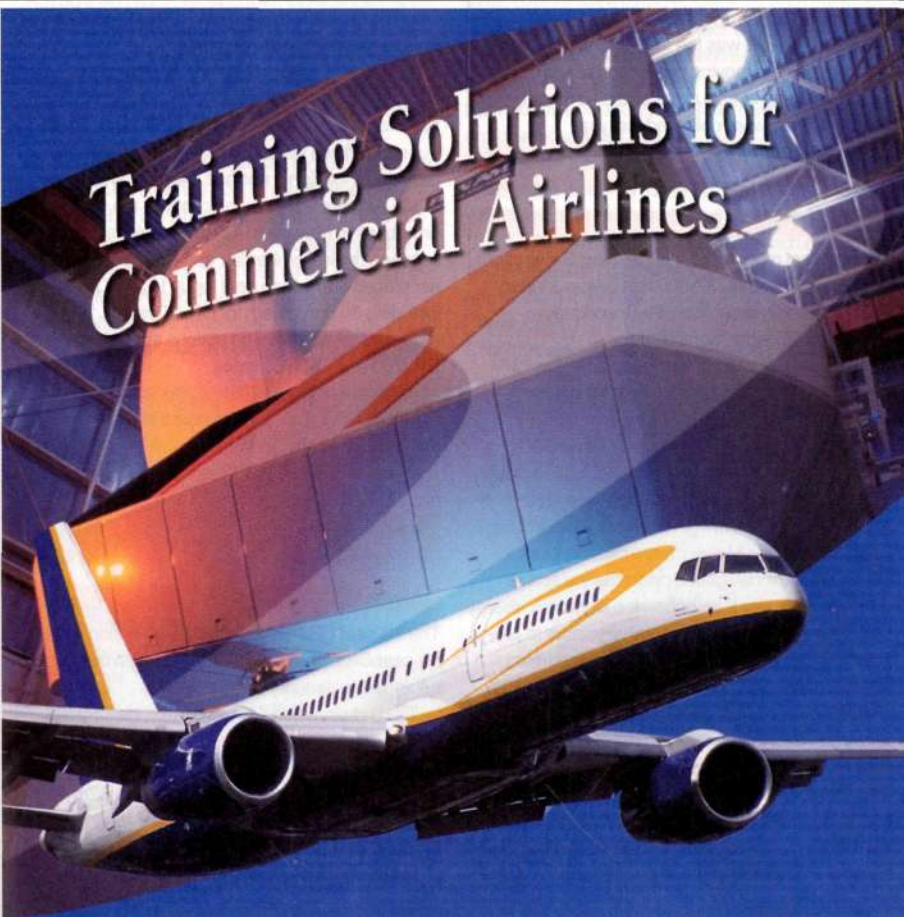
The 107-seat 717-200 was launched by McDonnell Douglas in 1995 as the MD-95, and renamed following its merger with Boeing. First flight of the R-R BR715-powered McDonnell Douglas DC-9-derivative was in September 1998, and first deliveries were to AirTran Airways in 1999.

BERIEV

| | Be210 | *BE-42 |
|-----------------------------|---|--|
| Length (m) | 32.05 | 42.33 |
| Wingspan (m) | 32.78 | 43.84 |
| Height (m) | 8.9 | 11.06 |
| Wing area (m ²) | 117.44 | 200 |
| Cabin width (m) | 2.4 | - |
| Max take-off weight (kg) | 37,200 | 95,000 |
| Max landing weight (kg) | 35,000 | 85,000 (on water) 73,000 (on land) |
| Op empty weight (kg) | 26,080 | - |
| Max payload (kg) | 8,000 | - |
| Powerplant | 2 x 16,530lb Ivchenko Progress ZMKB D-436TP | 2 x 14,000hp Ivchenko Progress D-27A + 1 x 11,465lb Klimov RD-33AS take-off booster |
| Max cruise speed (kt) | 378 | 410 |
| Max op altitude (ft) | 26,240 | 31,825 |
| Take-off field length (m) | 1,000 | 1,250-1,980 |
| Landing field length (m) | 1,100 | 400-700 |
| Accommodation (typical) | 72 | 37-70 |
| Design range with pax | 1,850km/728,300km/max load | |

Note: *D-27A engines

The programme came close to cancellation in 2002 amid slow sales and a dwindling backlog, but Boeing chose to reduce manufacturing rate and hold out for better times, predicting 3,000 sales over 20 years.



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