

COMMERCIAL AIRLINERS DIRECTORY



RB.211-535-engined Bravia Tu-204 programme has been delayed

riage. Cabin windows are removed and a 2.67 x 3.4m freight door has been inserted in the forward port side.

767ERY

This study embraces major structural changes, including a larger wing, more powerful (280kN) engines and reinforced fuselage and undercarriage. Wing fuel tankage would be increased via chord and span extensions and winglets would be added for better cruise efficiency. Cruise speed could be pushed to Mach 0.84 and payload increased by almost 6,000kg.

777

Boeing's newest twinjet is designed to meet airline demand for an aircraft sized between the 767-300 and 747-400. The first aircraft was flown in June 1994 and the first delivery is due to United Airlines in May 1995. All three major engine makers can power the 777 using, respectively, the PW4084, GE90, or R-R Trent 800. The three engines are initially rated at around 315kN, but their ability to reach 440kN has been demonstrated.

The initial A-market 777 is a trans-continental/transatlantic-range aircraft typically seating 375 two-class passengers with a 229,520kg MTOW and a 7,340km range. Heavier A-market versions offer an MTOW of 233,600kg and 7,850km range, or a 242,670kg MTOW and 8,930km range. An identically sized, strengthened-airframe, B-market aircraft is being developed for inter-continental routes. Standard B-market range is 11,170km with an MTOW of 263,090kg and 305 passengers. Optional growth versions offer ranges of 11,670km and 13,670km, with respective MTOWs of 267,720kg and 286,900kg.

777-200 STRETCH

The stretch is well-defined, but not yet formally launched. Its fuselage is stretched by 10m, adding 19 frames in two plugs fore and aft of the wing — making it longer than the 747. Seating capacity rises from 305 to 368 in a three-class arrangement, or from 440 to 550 all-economy. Its MTOW will be similar to optional B-market weights, and ranges will be closer to A-market capabilities.

BRAVIA

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Tu-204-220

The Bravia programme to develop a Westernised version of the Tupolev Tu-204, with R-R RB.211-535 engines and Collins avionics, has been delayed pending certification of the basic Russian-equipped aircraft. Tupolev's target date for certification of the Tu-204-100, with Aviadvigatel PS-90AT engines, was for the end of October 1994, but further delays pushed the target closer to the end of the year. CIS certification of the Bravia version could follow by about March 1995, followed by Western approval substantially later.

No firm orders have yet been received, although Tupolev has announced interest from Aeroflot-Russian International Airlines for two cargo aircraft.

Bravia was formed as a joint venture between Tupolev, Aviastar (the company formed from the Ulyanovsk aircraft plant), Avia Export and the Russian investment arm of the Fleming UK merchant bank.

BRITISH AEROSPACE

See Avro International

CAMMACORP

MDC DC-8 SUPER 70 SERIES

Cammacorp, which masterminded the re-engineing of MDC DC-8-60 series aircraft with the CFM56-2, no longer exists. All three Super 70 models with the CFM56-2-C5 have a common pylon and yield fuel-efficiency benefits of as much as 23% compared with aircraft fitted with the original P&W JT3D. The conversion brings substantial improvements in take-off, climb and cruise-altitude performance, and allows take-offs at substantially greater weights than those of the unmodified aircraft from hot-and-high runways. The major operator is UPS.

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See Airbus and Fokker.

FOKKER AIRCRAFT

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F28 FELLOWSHIP

The F28 was introduced in 1969, with production lasting until 1987. Fokker has defined an inspection and modification programme which extends the life of the aircraft to 100,000 flight cycles. Each F28 approaching 90,000 cycles (a limit itself extended from the initial 60,000 cycles) will be treated individually. Operators apply directly to Fokker for a dedicated pro-



Fokker 70 airline deliveries are due in February 1995