

# Airbus signs JSF support deal

PAUL LEWIS/WASHINGTON DC

LOCKHEED MARTIN has announced plans to tie-up with Airbus Industrie and the Honeywell/Cat Logistics Alliance to provide a product support network for its Joint Strike Fighter (JSF) programme contender.

The memorandum of understanding (MoU) with Airbus, first revealed by *Flight International* (30

May - 6 June P4), covers several areas including support systems and process development for JSF. It is expected to lead to a wider relationship between the US company and the European consortium.

"The type of international support network Airbus uses for its commercial aircraft would benefit our JSF as it is deployed around the world," says Frank Cappuccio, Lockheed Martin JSF programme

manager. "Our partnership with Airbus provides unique commercial expertise on the Lockheed Martin team at a critical time in the JSF's development."

A key component in JSF affordability is the proposed elimination of depot level maintenance and a just-in-time worldwide supply chain. Talks with Airbus have also included regional warehousing of parts, supply management and

commercial sources of repair.

The MoU with Honeywell/Cat Alliance is also focused on product support and supply chain management. It appears to be primarily targeted at the the US Department of Defense with the aim of "providing a totally integrated logistics, technical and product support solution for the JSF programme," says Cat Logistic president Bill Springer. □

## Boeing 767-400ER gets FAA clearance

BOEING has received US Federal Aviation Administration certification for the 767-400ER after 1,150h of flight tests and 1,200h of ground tests.

Clearance includes type design approval for 180min ETOPS (extended-range twin-engined operations) at entry-into-service, as well as common type rating with the 767-200/300 and 757-200/300 families. Final FAA flightcrew qualification endorsement is expected in August, says Boeing.

European Joint Aviation Authorities certification, expected simultaneously, has been delayed because of low staffing levels, but is expected within days, it says.

The FAA certification provides an amended type certificate for the 767, as well as a production certificate authorising the company to build the 767-400ER under the Boeing production certificate.

The 767-400ER has a lengthened fuselage, aerodynamic improvements, increased take-off weight capability and an all-new main landing gear, as well as a new interior. Launched in April 1997, the 767-400ER is to enter revenue service next month with Delta Air Lines, followed closely by Continental Airlines.

■ Turkmenistan Airlines has ordered three Boeing 717-200s, all to be delivered by 2001. The order brings the number of Boeing aircraft in the Ashgabat-based airline's fleet to seven, including four 757-200s and three 737-300s. A further three 757s are on order. □

## R-R and Snecma close to A400M engine deal



Political pressure to prop up joint A400M engine bid nears conclusion

ANDREW DOYLE/MUNICH

ROLLS-ROYCE (R-R) and Snecma are close to agreement on a joint engine proposal for the Airbus Military Company (AMC) A400M airlifter.

Industry sources say talks on the three-shaft design will be based on a modified core taken from the French company's M88 fighter engine and will incorporate major elements of the architecture of R-R's commercial Trent 700 turbofan. The talks are believed to be focused on the commercial aspects of a deal and industrial workshare arrangements.

R-R had previously offered AMC its BR700-TP turboprop, while the Snecma-led Turboprop International consortium, which includes MTU, FiatAvio and ITP, put forward the M138. However, the companies are under political

pressure to make a joint proposal.

The sources say R-R has proposed that the air intake, reduction gear box and three-stage low-pressure turbine from the BR700-TP be incorporated in the joint engine, as well as a five-stage low-pressure compressor and intermediate pressure turbine scaled from the Trent 700. The M138's M88-derived core would be retained.

R-R is believed to have already presented the proposed configuration to German Government officials and received a "favourable" response. Germany is one of the seven nations that has pledged to order the A400M.

One workshare scenario would see Snecma take responsibility for manufacturing the core, with R-R handling the high- and low-pressure turbines, MTU the intermediate spool and Fiat the propeller transmission and gearbox. □

## FAA prepares ground for Stage 4 noise

THE US Federal Aviation Administration has begun to draft more stringent noise standards for US carriers under its Noise Abatement Policy 2000, anticipating that the International Civil Aviation Organisation will propose a Stage 4 aircraft noise standard to its Assembly in September 2001. The deadline for industry comment is 28 August.

The USA's updated aviation noise policy would include a broad policy statement against which guidelines will be set. "One of the cornerstones of the FAA's Year 2000 aviation noise abatement policy is the continuation of aircraft source noise reduction," says the FAA.

It says that a variety of approaches, including noise abatement technologies and flight procedures, improved aircraft designs and more refined airspace management procedures, makes it feasible to reduce aviation noise. "The FAA plans to set new Stage 4 standards resulting in a future timed transition to a generation of aircraft quieter than Stage 3."

The FAA anticipates that any future standards for supersonic transport aircraft will aim to produce no greater noise impact on a community than a subsonic aircraft certified to Stage 3 noise limits.

Meanwhile, the FAA plans to harmonise noise certification regulations with those of the European Joint Aviation Requirements (JAR) certification standards for transport aircraft. □