

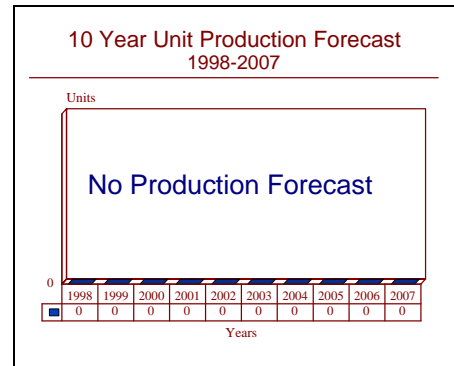
# ARCHIVED REPORT

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## Aero International Regional AIR 70 - Archived 5/99

### Outlook

- Program canceled in December 1997
- Future of AIR alliance now in question



### Orientation

**Description.** Twin-engine, short range regional jet family of aircraft.

**Sponsor.** Privately sponsored by Aero International Regional, consisting of Aerospatiale, Alenia, and British Aerospace.

**Contractors.** Aerospatiale of France, Alenia of Italy, and British Aerospace of the UK.

**Status.** Canceled December 1997.

**Total Produced.** Not applicable.

**Application.** Short range scheduled passenger transportation.

**Price Range.** Not applicable.

### Technical Data

|                         | <u>Metric</u> | <u>US</u>                |
|-------------------------|---------------|--------------------------|
| <b>Dimensions</b>       |               |                          |
| Length, fuselage        | 29.0 m        |                          |
| Overall height          | N/A           | N/A                      |
| Wing span               | 25.66m        | 84.2 ft                  |
| <b>Weights</b>          |               |                          |
| Maximum take-off weight | 30,740 kg     | 67,769 lb.               |
| Operating empty weight  | 17,550 kg     | 38,690 lb.               |
| <b>Performance</b>      |               |                          |
| Range, maximum          | 2,220 km      | 1,200 nmi <sup>(a)</sup> |
| Speed, cruise           | 0.75 Mach     | 0.75 Mach                |

**Seating/Accommodation**

AIR 70: 70 seats, four abreast, 31 degrees pitch

AIR 58: 58 seats, four abreast, 31 degrees pitch.

AIR 85: 84 seats, four abreast, 31 degrees pitch

**Propulsion**

AIR 70 (2) High-bypass turbofans of approximately 13,000 lbst (57.8 kN) each.

<sup>(a)</sup>500 nmi extended range variants also being considered.

## Variants/Upgrades

AIR 70. Initial 70-seat design variant with the fuselage diameter and cabin width (2.67 m/8.75 ft) of AIR's ATR-42/72 turboprop aircraft. To be powered by either Pratt & Whitney Canada/Snecma SPW14 or GE CF34-8 engines.

AIR 58. Planned shortened 58-seat variant to be launched shortly after AIR 70 is launched.

AIR 85. Possible 84-seat design briefly considered.

## Program Review

**Background.** The Aero International Regional (AIR) Airjet family of aircraft was to be the first product launch by the partnership of Aerospatiale, Alenia and British Aerospace. AIR is a French registered company, with each of the partners having a 33.3 percent stake. AIR was

expected to be the prime contractor and to directly manage the Airjet family program, while the individual members would handle airframe component product and aircraft final assembly.

## Funding

AIR estimated the combined development cost of the three Airjet family of aircraft at \$1.1 billion (1997 US dollars).

## Timetable

| <u>Month</u> | <u>Year</u> | <u>Major Development</u>  |
|--------------|-------------|---|
| Jan          | 1996        | Aero International Regional company formed                        |
| Sep          | 1996        | Airjet family proposal announced at Farnborough Air Show          |
| Jan          | 1997        | Airjet Airline Advisory Committee and in-house design team formed |
| Dec          | 1997        | Program canceled  |

## Worldwide Distribution

Not applicable.

## Forecast Rationale

The first major fissures in the AIR 70 program appeared last year when BAe virtually refused to ante up its share of the \$1 billion in development costs. The UK partner clearly felt that Europe's resources would be better allocated to the larger Airbus transport programs.

Whether the BAe view will prevail among the partners remains to be seen, but, in light of the AIR 70's cancellation last December, this is now a moot point.

## Ten-Year Outlook

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Not applicable.

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