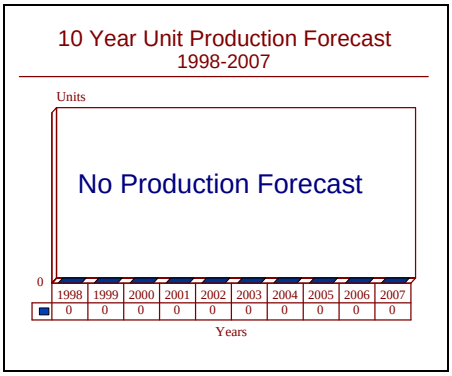
JADC/Boeing YS-X - Archived 5/99

Outlook

- Japan shelved project in late 1995; alternative studies continue at reduced level
- JADC talking with Canada's Bombardier on possible 70-90-seat design unrelated to YS-X



Orientation

Description. Twin-turbofan, short-medium range passenger transport aircraft.

Sponsor. Initial studies funded by Japanese Ministry of Trade & International Industry (MITI); Boeing and Japan Aircraft Development Corp (JADC) funded recent evaluations.

Contractors. Japan Aircraft Development Corp.

Status. Program postponed indefinitely in September 1995. JADC talking with Bombardier on 70-90-passenger design using scaled-up wing from latter's Global Express.

Total Produced. None to date.

Application. 90-100-seat regional/commuter commercial passenger service.

Price Range. Estimated at $35 million in 1995 US dollars.

Technical Data

(Preliminary)

Design Features. Five-abreast seating, low-wing design with underwing-mounted engines. Flight deck and airfoil commonality with the Boeing 737 series is a major design goal.

No dimensions or performance specifications available.

Variants/Upgrades

Not applicable.

Program Review

Background. Japan's Ministry of Trade & International Industry (MITI) launched low level studies of a 70-80-

passenger transport, designated YS-X, in 1989, originally as the successor to the 60-seat Japanese-built YS-11 which first flew in 1962.

In 1992 it appeared that this program would fall by the wayside in favor of Japanese industry participation in Boeing's proposed 737-X project. The latter has since evolved into the 737-600/700/800 models, while Japan pressed ahead with the YS-X and held talks with Boeing regarding possible collaboration on a 90-seat derivative of the MITI design.

Throughout late 1993 and into 1994, representatives of the Japanese government and industry discussed a 70-seat design with several European manufacturers and the Chinese, and explored a 90-100-seat configuration with Boeing. In August 1994 the 90-100-passenger model was selected for joint feasibility studies with Boeing, with the Chinese to participate in an observer role.

YS-X Partnership. Prior to selection of the 90-100-seat configuration, the Chinese had lined up with Samsung Aerospace of the Republic of Korea to explore a 50-100-seat design, and with the RoK's Daewoo Heavy Industry study designs in the 100-130-passenger capacity class. These discussions evolved into the presently proposed AE31X family of transports (see **AVIC/AIA/STA AE31X** program review in this Tab for details). The Japanese shelved the YS-X proposal in 1995.

Smaller Version Studied. JADC has been holding talks with Canada's Bombardier regarding a smaller, 70-90-seat regional jet, fitted with a wing scaled-up from the Global Express airfoil. The latter is built by Mitsubishi for the Canadian manufacturer. Boeing expressed periodic interest in these discussions but has since announced its commitment to its 717/MD-95 program.

Funding

Program funded at approximately $840 million in 1989-1994; approximately $14.4 million earmarked in fiscal 1994 funding. Total development costs estimated at $2 billion in 1995 US dollars.

Timetable

Month	Year	Major Development
	1989	YS-X studies begun
	1993	Collaborative studies begun of 70-seat, 90-100-seat designs
Aug	1994	90-100-seat design chosen for further study with Boeing
	1994-95	JADC/Boeing studies continue
Sept	1995	MITI postponed program; low level talks continue
	1996-97	JADC, Bombardier discussing scaled-down version

Worldwide Distribution

Not applicable.

Forecast Rationale

The YS-X project is defunct, although studies of roughly similar designs may be continuing. JADC-Bombardier talks have centered on a smaller aircraft, one in the 70-90-seat class, but to date there has been no indication of an evolving joint venture.

As the originally proposed YS-X program is thus of little more than historical interest, and as there are a number of other proposed designs which would be competitive, we are not forecasting production of a JADC-led project at this time.

Ten-Year Outlook

No production forecast.

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