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Regional Transports Design, Development and Inactive Programs - Archived 8/2004

Regional Transport Programs

Embraer EMB-110/111 Bandeirante. Embraer produced 500 of these 19-passenger, unpressurized, twin-turboprop, regional/commuter and military utility transport aircraft between 1972 and 1990.

Civil Bandeirantes are used primarily for short-range regional/commuter passenger transportation, while military utility variants are used for maritime patrol, aerial photography, geophysical survey, and VIP carriage.

Several models were produced, as follows:

EMB-110P1A. Updated version of the -110P1, featuring improved ailerons, rudders, and elevator trim tab systems, and offering reductions in noise and vibration. Initial deliveries were made in 1983. The -110P1A replaced earlier P1s as the standard variant (from aircraft No. 439 onward). A P1A retrofit kit is available for older P1s.

EMB-110PK. A military utility, cargo, and para-trooping version of the P1. Total of 30 delivered to the Brazilian Air Force. That service also took delivery of five -110PKSAR (search and rescue) variants, fitted with two bubble windows on each side of the cabin.

EMB-110P2A. Similar to the -110P, this 18-seater is a passenger-only aircraft. Max T-O weight is 5,670 kilograms (12,500 lb); SFAR-41 MTOW is 5,900 kilograms (13,007 lb).

EMB-110P1A/41 and EMB-110P2A/42. Became available in 1984, certificated under SFAR-41 for a max T-O weight of 5,900 kilograms. Retrofit kits are available for existing P1 and P2 models.

EMB-111. Land-based maritime patrol/surveillance version featuring radar, electronic countermeasures, inertial nav system, complete NAV/COM avionics and flight instruments, high-power sound system, searchlights, and four underwing hardpoints for rocket launchers. Has a rear door, enabling survival equipment

and parachute dropping. Range is 2,703 kilometers (1,460 nm); endurance is nine hours; ceiling is 7,220 meters (23,700 ft). The Brazilian Air Force operates 12, six were sold to the Chilean Navy, and one was ordered by the Gabonese Air Force. The Brazilian Air Force purchased 10 more, fitted with new avionics, for deliveries from late 1989.

Commercial Exports. Brazil's regional carriers operate some 50 Bandeirantes, but the aircraft's major success was on the export market, especially in North America. The EMB-110 received FAA certification in 1978. More than 160 Bandeirantes were ordered by 18 US regional airlines.

Shorts 360. Shorts built this 36-passenger, unpressurized, twin-turboprop commuter aircraft between 1982 and 1990. Principal application was in the short-haul commuter markets of Western Europe and North America. Also used as package express carrier.

Shorts produced the following variants:

360 Basic. First of the series flew in 1981 and certificated in late 1982.

360-300. In March 1987, Shorts delivered the first of the improved -300 models, fitted with PT6A-67R engines and six-bladed Hartzell props. The -300 offered an increase in cruise speed to 218 knots, a better climb rate, and an increase in maximum TOW to 27,100 pounds. New reclining seats and a number of aerodynamic refinements were also featured.

C-23B+. In October 1993, Shorts announced receipt of a \$102 million US National Guard contract to convert and supply 20 360s, designated C-23B+, to the US Air National Guard in 1995-96. Shorts will buy back the aircraft from commercial operators and install upgraded avionics and an access ramp for loading cargo. In 1994, Shorts received an additional \$36 million to remanufacture another eight aircraft to C-23B+ standards.

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