

THE SAAB 2000 TEST PROGRAM

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I think we all are trying to look into the future to see what airplane the market needs. Our market study revealed a lack of fast inter-regional small transport airplanes.

The regional airlines are expected to have a healthy traffic growth and there are two operational types:

- The **hubfeed** which will require increased capacity and
- due to congestions at the big airports the **hub by-pass** requiring increased cruise speed.

There will be a good market for 30 to 50 seaters. There are still doubts about the regional jets and the Saab concept will offer good economics and productivity.

The concept is:

- Jet performance and turbo-prop economy
- Operational flexibility
 - Excellent climb performance
 - Efficient both on short and long routes
 - Interior flexibility
- Jet comfort
- Commonality with SAAB 340

The SAAB 2000 is just not a stretched 340. It's almost a new airplane. We kept the diameter of the fuselage and stretched it but the wing and the tail we had to blow up with some 25-35%.

The stretch is 7,3 meters which gives room for 50 pax in 32 inch pitch and a sufficient baggage compartment even for the US-market or a gally for full mealservice with champagne and kaviar which is required of some European operators.

The concept says jet-performance and to achieve an almost 100 knots increase in cruise speed compared with the 340B we have to increase the engine power a lot.

The engine we have chosen is the Allison GMA2100 which will drive a Dowty Rotol 6-bladed propeller. The engine/propeller package has already demonstrated its over 6000 SHP capacity in a 60 hrs bench test but we will use less than 4000 SHP to max take-off. This means that the engine will be flat rated over a high portion of the altitude/temperature envelope. The engine as well as the propeller will have a fully automated digital electronic control, FADEC.