

The MD-11 is a replacement for the older DC-10 and L-1011. It will have an operating range of 12,900km/8,000miles and a capacity of around 370 seats. The A340 (290 seats, 11,300km/7,000miles) and the A330 (350 seats, 8,000km/5,000miles) are replacements for the older medium range DC-8 type aircraft, or the high capacity aircraft such as the L-1011/DC-10.

Another drawing board aircraft is a replacement for the now aging Concorde. Most replacement strategies would increase capacity to a minimum of 200. The low capacity of the existing Concorde (just over 100 seats) has resulted in poor economics for this aircraft. Noise will continue to be a concern for aircraft of this type at supersonic speeds.

Speculative Aircraft. Aircraft manufacturers are contemplating new "stretches" of existing aircraft, such as the 747 and DC-10/MD-11. Boeing believes a full-length double-deck 747 is possible. This aircraft could carry in excess of 600 passengers, with very attractive operating costs. McDonnell Douglas is also contemplating larger capacity versions of its MD-11 series aircraft and Airbus is considering an "A-350" design which would have very large capacity.⁷⁵ Both of these aircraft are considered to be possible with existing technology.

More speculatively, two radically new types of aircraft are being considered. One would be of very high capacity, perhaps 1000 passengers per flight. Flying wing designs have been suggested for it. The other would be a hypersonic aircraft. This aircraft would likely achieve suborbital flight. Flying times of one hour Toronto-Tokyo could

⁷⁵700 Passengers with 11,200 km range. *Vancouver Sun*, 24 December 1990, P. E11.