assemble the aircraft.

Assembly facilities for the A330 and A340 in Toulouse (Exhibit 13) and those in Hamburg (Exhibit 14) for the A319 and A321 employ flexible production methodologies which can easily accommodate special customer requirements and facilitates necessary reorganization of production lines arising from cancellations. Other assembly facilities in Toulouse for the A300, A310 and A320 programs employ more rigid "line" arrangements.

Future Programs

In the short to medium term, Airbus appears committed to growing the family of aircraft in order to meet evolving market requirements. The latest enhancements include more range and payload with the A321-200 and A340-800 featuring optional additional centre-tank(s). Studies are also being carried out for a shortened A330 seating slightly more passengers and a longer range than the A300-600.
Nearest to launch is an even longer range A340. Other studies include A340 derivatives with enhanced powerplants permitting one-stop round-the-world capability, a "stretched" A330 with seating capacity which could match today's largest available aircraft, versions of the A340 with lower deck w/c's, beds or seating, and several composite and high technology material projects.

Significantly, the A1 consortium partners plus Alenia of Italy recently signed an agreement to proceed with the establishment of an Airbus military aircraft company which is poised for the pre-development phase of the "Future Large Aircraft" (FLA) in 1996. The proposed military transport would offer a replacement alternative to the Transall/Hercules currently used by various European armed forces. BAe, Aerospatiale, and DASA Airbus are also collaborating in the development of a next generation multi-role tanker transport (MRTT) which is to be based on the Airbus A310-300 aircraft. This military aircraft would provide a replacement alternative for the current generation of strategic tankers based on the B707 or VC10 aircraft.

Longer term studies include the A3XX which envisions a four-engine, long-haul airliner seating 530-570 passengers in three classes or up to 850 passengers in an all economy layout. Passengers on this Very Large Commercial Transport (VLCT) would be seated on two decks with access to the top deck through stairs at the front and rear of the aircraft. Exploratory research is also carried out by Aerospatiale, British Aerospace and Daimler Benz Aerospace Airbus on a second generation Supersonic Commercial Transport (SCT). This program is envisioned to build on the technical achievements of the Concorde program.

The present situation in Europe with respect to the development of a 100 passenger capacity aircraft has been complicated due to the pursuit of separate development strategies on the part of Aerospatiale and DASA. This division stems from English