Aviation Expo Kicks Off

The 16th Aviation Expo/China was opened here yesterday by AVIC Chairman Lin Zuoming, accompanied by Shirley Gao, President of show organizing company CP Exhibition-China Promotion, and Tian Min, Chief Financial Officer of airplane manufacturer Comac.

MA700 Wins More Support

AVIC Aircraft is building support for the 90-passenger MA700 regional turboprop even before it starts building the aircraft. It already has 185 orders from 11 companies as a result of a marketing campaign launched earlier this year. And yesterday it signed a strategic cooperation agreement with two leasing companies, ICBC Financial Leasing Co., and CATIC International Leasing Co., Ltd., to collaborate on financial, marketing, and logistics support for the new airliner.

Thai Carrier to Operate 20 Comac Airliners

Thai carrier City Airways has agreed to acquire 10 Comac ARJ21-700s and 10 C919s through ICBC Leasing, greatly expanding a fleet that is currently composed of just four Boeing 737-400s.

The deal, so far covered only by a memorandum of understanding, is a purchase and lease agreement, the airline, lessor and manufacturer say.
高客流
带来高收益
747-8洲际客机，让我们飞得更好。747-8的头等舱和公务舱使航空公司可以在空中向乘客提供更加私密尊贵的空间，因此在大客流航线上具有高端舱位的收入潜力。此外，747-8也为经济舱布局预留宽敞的空间，可显著提高航空公司在大客流航线取得成功的可能。让我们飞得更好。
Double Joy!

Aviation Week and its Chinese partner International Aviation together held a double celebration here at Aviation Expo/China: Aviation Week’s 100th anniversary next year, and the leading Chinese aerospace magazine’s 60th year in publication.

A rare Aviation Week & Space Technology cover from August 6, 1956, the year International Aviation was established, was presented to top executives of China Aviation Publishing & Media Co. (CAPM) by Iain Blackhall, managing director of global media for Aviation Week.

At the presentation were CAPM chairman Robert Xiao, vice president Liu Zhu, and other executives and staff members.

The two publishing companies have been cooperating in China for 28 years. Together, they also publish the daily ShowNews here at Aviation Expo/China and other aerospace shows in China.

CSAA Holds 2nd Science, Technology Conference

第二届中国航空科学技术大会开幕

More than 400 industry leaders and experts attended the China Aviation Science & Technology Conference held here yesterday by the China Society of Aeronautics & Astronautics. A feature of Aviation Expo/China for the second show running, the conference provides a high-end platform for industry understanding and communication.

Zhang Xinguo, Vice President of AVIC, delivered a keynote speech on high-technology advances in manufacturing, and shared AVIC’s strategy to embrace these industry trends.

作为本届航展的一部分，由中国航空学会、中航工业、中国商飞等单位联合主办的2015（第二届）中国航空科学技术大会于9月16日在北京国家会议中心开幕，400余位国内外代表参加了会议。

中航工业副总经理张新国曾发言提及中航工业将大力推动直升机产业的发展，应对全球新工业浪潮的“两化”融合驱动战略。
A service network with the same precision and dependability as the engine: predictable costs, flexible solutions, OEM-authorized parts and maintenance. V-Services™ – a portfolio of options to give maximum life and service to your V2500® engines. Only from IAE. Visit www.i-a-e.com.
Boeing Fuels China’s International Travel
波音助力中国国际旅行

Chinese carriers are now focusing their attention overseas, because they now have the long-haul widebody aircraft capable of serving the long-haul international market, says Darren Hulst, Boeing managing director for northeast Asia.

Mainland Chinese airlines have 51 Boeing 777-300ERs that they have either received already or have on order, says Hulst, adding that he expects there will be a “couple of dozen” that will be ordered and delivered on top of that by the end of this decade. China also has 25 777-300ER freighters that it has either already received or ordered.

The 777-300ER, along with 787, accounts for 75% of the long haul expansion of Chinese airlines in the past 2 years, he adds.

In most developed countries, long-haul international services are concentrated in one or two international gateways, “but in China there is such a huge demand that we see long-haul international services already established from 14 cities in China. Besides the big three hubs of Beijing, Shanghai and Guangzhou, the other cities are: Chengdu, Chongqing, Nanjing, Wuhan, Xian, Hangzhou, Xiamen, Shenyang, Changsha, Kunming and Shenzhen,” says Hulst.

More recent introduction of the 787 into China’s airlines has taken expansion to another level. The combination of cost efficiency and new technology with airplane capability means that carriers with the 787 are able to connect even more markets to the airborne Silk Route. Over the past three years, many new routes have been launched with the 787 by Hainan Airlines and China Southern, including Beijing-Boston and Wuhan–San Francisco this summer, routes that would never have been possible without range to meet mission requirements, cost efficiency for reduced risk, and right-sized capacity for new route expansion, Hulst says.

“The 787 is flying 14 all-new long haul routes from China and produces 250,000 tonnes less CO2 emission per airplane than the competition,” he notes.

Hulst says the growth in international services is being driven by higher incomes in China, a growing middle-class, the shift to a consumer driven economy, stronger business ties between China and other parts of the world and the easing of visa restrictions against Chinese nationals.

In terms of visas, he cites as an example the U.S. change in visa policy: “Chinese nationals can now get multiple-entry 10-year visas for business and tourism. In the past eight months we have seen visa applications to the U.S. increase by 70%. We anticipate that from 2014 to 2020 the amount of outbound travel per year from China to the U.S. will triple.”

The ‘big three’ Chinese carriers have also been working to become global hub carriers. Asked if they will succeed, Hulst replies: “Geography plays a key role. China is in a great position to cater to traffic between the South Pacific and Europe, and Southeast Asia and North America.”

中国大陆地区目前交付和订购的波音777-300ER飞机已达51架。此外，中国还拥有交付和订购的波音777-300ER货机25架。波音北亚地区销售总监霍达仁表示，在过去2年，中国航空公司拓展的国际航线上，有75%是由波音777-300ER或者波音787执飞的。

在许多发达国家，远程国际航线通常集中在1～2个国际机场机场。“但在中国，国际旅行的需求十分强烈，目前已有14个城市开通国际航线，除了北京、上海，成都、重庆、南京、武汉、西安、杭州、厦门、沈阳、长沙、昆明和深圳都开通了国际航线”。

中国的航空公司引入波音787飞机，帮助他们拓展了更多的国际航线。波音787的经济性和技术提高了航空公司的运营能力，开拓了更多的“空中丝绸之路”。过去3年，海航和南航使用787飞机先后拓展了许多航线，包括今年夏天刚刚开通的北京-波士顿、武汉-旧金山航线，如果不是波音787飞机集航程、经济性、舒适的座位数于一身，开拓这类航线几乎是不可能的，存在相当风险。

他强调，“波音787飞机目前在执飞从中国出发的14条全新国际航线，每架飞机要比竞争对手减少碳排放量25万吨”。

霍达仁还提到了美国简化中国公民赴美签证手续带来的利好。“中国公民现在可以申请10年多次往返的赴美商务或旅游签证，这导致过去8个月申请美国签证的人数上升了70%，到2020年，我们预计中国赴美旅行的人次将是2014年的3倍”。

中国三大航目前正在努力成为全球枢纽运营商。在被问到他们是否会成功时，霍达仁表示，三大航有地利优势。在国际航线网络中，中国是南太平洋至欧洲、东南亚至北美航线的理想中转地。

September 17, 2015 | AviationWeek.com
China Carriers Focus on International
中国的航空公司大力拓展国际航空运输业务

Mainland Chinese carriers have been shifting their attention overseas.

Chinese carriers have more than doubled their long-haul international capacity in the past three years, says Boeing Commercial Airplanes VP of marketing, Randy Tinseth. Deliveries of Boeing 777-300ER, Boeing 787s and 747-8s is facilitating this growth.

China Eastern Airlines took delivery of its first 777-300ER last year, and Air China received its first Boeing 747-8 last year. Air China also celebrated last year the delivery of its 20th 777-300ER. The 777-300ER first entered commercial service in the world in 2003.

Airbus Group China chairman, Laurence Barron, says the mainland Chinese carriers do have a tendency to wait and see which aircraft types prove popular elsewhere in the world before ordering. "Cathay Pacific Airways, for example, received its first A330 in 1993, but for mainland China it came in 2005."

Barron says: "In the first six months of this year, the domestic air passenger market grew 10.3%. It is down from the height of 15% growth per annum which we were experiencing the last few years, but 10% growth is still very good, because we are now coming off a much higher base."

The number of domestic passengers last year was 360 million and number of international passengers was 32 million, says Barron. "The international air traffic is booming. In the first six months of this year, the number of international air passengers was 19 million, so you can see it has already increased a lot from last year."

"Traditionally the mainland Chinese carriers have accounted for only 15% of China's international air traffic," but they are now determined to increase their share of the market to 50%, says Barron.

He says the mainland Chinese carriers have been taking delivery of a lot of new international services. This has created the impression in some overseas markets that the Chinese are dumping capacity, but this is a misperception, says Barron. He adds that the Chinese carriers are really just trying to gain an equal share of the market.

The factors that have facilitated the growth of China's outbound international air traffic are: rising incomes, growth of the middle-class and foreign countries' easing of visa restrictions against mainland Chinese, says Barron. Foreign countries now want more mainland Chinese tourists, "because they are the ones that spend the most," he adds.
A330 Completion Center to Break Ground Soon
空客将启动A330天津完成及交付中心基础设施建设

Airbus China plans a ground breaking ceremony in the first half of next year on its A330 completion and delivery center in Tianjin.

"The land is already being cleared," says Airbus Group China chairman, Laurence Barron.

This new center will be next to the Airbus Tianjin final assembly line and delivery centre for A320s. It will deliver its first A330 in December 2017, says Barron, and will ramp up to two aircraft per month.

The A330s are assembled in Europe and fly into China as 'green aircraft', which means the aircraft is airworthy but is yet to have the interior passenger cabin installed and the livery painted.

Barron says having a completion center in China is significant because it will facilitate the development of a whole new supply chain in China for cabin interiors and inflight entertainment systems. Chinese and overseas companies that make cabin interiors and IFE systems will be encouraged to establish factories in and around the Tianjin plant, he says. For some of these companies, it may prove to be cheaper and more convenient to have their manufacturing facility there, he says.

At this stage, all the A330s coming out of Tianjin will be for the mainland Chinese market, but Barron says if an overseas customer wants to take delivery of their A330 in Tianjin they can.

Just before the A330 C&D agreement was signed, China Aviation Supplies Holding Company (CAS) ordered 45 A330s in June with options for 30 more. CAS orders aircraft on behalf of Chinese airlines.

Barron says the plan is for all 75 aircraft to be A330ceos.

The center will be owned by Airbus, Avic and the Tianjin city government.

Experts Discuss Open Airspace and UAVs

2015中国无人机系统峰会

Tackling the problem of how civilian unmanned aerial vehicles (UAS) will be accommodated, allowed or regulated within China's opening of low altitude airspace was a major topic at the first UAS CHINA 2015 forum, held here in Beijing on September 15.

Nearly 400 representatives from the army, government, industry and research discussed management, technology and development of UAVs.
Embraer Says China Will Need 1,020 Regional Jets
巴航工业预计中国需要1020架支线喷气机

China will need 1,020 70 to 130-seat regional jets by 2034, accounting for 16% of the 6,350 world deliveries of aircraft of that size, according to the latest forecast by Embraer issued here yesterday.

The global deliveries will be worth US$300 billion, it adds.

Embraer Commercial Aviation claims an 80% share of the regional aviation market in China, with ERJ145 and E190 jets serving over 120 airports in more than 400 markets. As of June 30, Embraer had logged 167 firm orders for commercial jets from customers in China, of which 130 have been delivered.

China’s aviation industry will become the largest single-country market in the world, says Paulo Cesar Silva, President & CEO, Embraer Commercial Aviation.

China’s economy will remain strong, with a projected annual growth rate of 5.6%, he notes. This is one of the drivers that will lead to a 7% annual growth for air travel in China over the next 20 years, and become the highest in the world.

“Embraer is ready to embrace this growth momentum and continue to bridge the current travel gap in the regional market in China,” says Guan Dongyuan, Senior Vice President of Embraer and President of Embraer China.

The Chinese aviation industry has been reaping the benefits of the central government’s reforms. China’s current Five-Year Plan, under CAAC coordination, includes the construction of 70 new airports and feasibility studies for an additional 28, highlighting the importance of air transportation. The CAAC is also encouraging the introduction of regional aircraft by offering incentives of up to RMB 1 billion per year to that industry.

In this context, air transport development will be uneven across the country. Access to air travel in second and third-tier cities will grow twice as fast as in major cities, and the central and western provinces, where there are sufficient time slots and incentives from local governments, will lead the growth in the next two decades. Start-up airlines will exploit the opportunity to operate from small bases, promoting efficiency and profitability throughout the country.

They will likely use right-sized aircraft, says Embraer, which can generate higher revenue and profit per seat, and bring a better return for investors. “Embraer E-Jets and E-Jets E2 offer a perfect solution,” it adds.

Embraer China commercial marketing director Philip Wang and President, China, Guan Dongyuan.
Comac Sees 6.8% China Traffic Growth

Chinese air passenger traffic will grow at an average annual rate of 6.8% over the coming 20 years, says Comac. To feed the demand, airlines will need to take delivery of 6,218 aircraft of at least 50 seats, worth $803.7 billion.

In forecasts that assume average economic growth of 5.8% a year, Comac expects that the average Chinese person will take 1.04 flights a year in 2030, compared with the current figures of 0.29 for China and 2.4 for the U.S.

Beijing’s “One Belt, One Road” strategy, in which it encourages Chinese investment in countries around China and on the maritime route to Europe, will promote passenger and goods traffic and thereby provide new opportunities for aircraft makers, the state manufacturer says.

The fleets of Chinese airlines will not grow as fast as traffic, however, because Comac expects gradual increases in average aircraft size and efficiency in operation. The number of commercial aircraft in Chinese service is forecast to grow at a rate of 5.5% a year.

Among the 6,218 new aircraft that will be needed in 2015-2034, there should be 1,250 twin-aisles worth $380 billion, 4,195 single-aisles worth $390 billion, and 773 jet regional aircraft worth $34.7 billion. The values in Comac’s report, released at Aviation Expo China in Beijing, are in constant 2014 U.S. dollars.

For the global market, Comac predicts deliveries of 37,049 aircraft worth $48.235 trillion in the 20 years up to 2034, with the value of twin-aisle deliveries slightly exceeding single-aisles. The global fleet size will rise to 41,949 aircraft from 19,822 now, with 34% of the aircraft in the Asia-Pacific region, compared with 28% now. China’s share will rise to 17% from 12%, Comac forecasts.

Yang Yang, director of the market research center at Comac gave the forecast.
AVIC forecasts that China’s passenger growth over the next 20 years will average 7.4% per annum and that the country’s commercial aircraft fleet will increase to 6,360 aircraft.

The Chinese aircraft-maker released its forecast to coincide with the China 2015 Aviation Expo. At the end of last year China had 2,370 aircraft of which 2,259 were passenger aircraft and 111 were freighters, says AVIC.

The figure of 6,360 - which AVIC forecasts will be achieved in 2034 - will comprise 5,378 large jets, 982 regional aircraft and 708 freighters. “We forecast that from 2015 to 2034, China will need 5,522 new passenger aircraft, among which 4,580 will be large jets and 942 will be regional aircraft.”

AVIC manufactures regional aircraft, such as the Harbin Y12 and Xian Aircraft MA60. It makes no large commercial jet aircraft, but is the biggest supplier to Commercial Aircraft Corporation of China’s C919 large jet program.

AVIC forecasts that growth will remain steady and that revenue passenger kilometers (RPKs) will grow 7.4% per annum on average and that freight ton kilometers will grow on average 9% per annum.

Last year China had 390 million air passengers – including both domestic and international – and this represented a year-on-year increase of 10.7%. Cargo volumes reached 5.9 billion tons, a year-on-year increase of 5.9%.

China is the second largest airline passenger market in the world after the U.S.

AVIC’s analysis of last year’s statistics reveals some new trends. The passenger growth on international routes exceeded that on domestic routes, says AVIC.

“AVIC’s analysis of last year’s statistics reveals some new trends. The passenger growth on international routes exceeded that on domestic routes, says AVIC.

“The new national strategy has provided new opportunities for the development of China’s aviation industry,” says AVIC.

“One Belt, One Road” is a trade initiative that China is implementing to help 64 developing countries in Asia, Central Asia, Africa, Middle East and Eastern Europe to grow their economies through trade with China.

In terms of China’s domestic air passenger market, AVIC says growth in “western China exceeded that in central and eastern China, and the market share of low-cost airlines escalated steadily”.

Western China is relatively under-developed because growth has been concentrated in eastern China. In terms of low-cost carriers, these are coming off a low base, because China’s full-service carriers are the biggest players in the market.
Ameco Beijing has picked up a large amount of MRO work on Boeing 767s from China Eastern Airlines.

The airline has two MRO companies in Shanghai where it is a significant shareholder—Shanghai Technologies Aerospace and Boeing Shanghai—but it has opted to give 767 work to Ameco Beijing.

"China Eastern has selected Ameco Beijing for cabin modification of its Boeing 767 fleet," says Ameco Beijing.

"The deal covers cabin refurbishment and business class modification, and the latter is designed by Ameco including engineering design, airworthiness certificate and interior material package manufacture."

Ameco Beijing says it has done work for China Eastern many times over the years.

China Eastern mostly operates Airbus widebodies, but it has six 767s in its fleet. These are aircraft it inherited when it took over Shanghai Airlines, which mostly operated Boeing aircraft.

Shanghai Airlines also signed earlier this year a power-by-the-hour (PBH) contract with Ameco Beijing to provide engine overhaul, repair and other value-added services on 14 PW4000s that power its six Boeing 767s.

This deal was significant because it was the first time Ameco Beijing had provided engine services under a PBH model, it says.

"Under an engine PBH service model, the MRO suppliers will charge the airlines based on engine flight hours and other indexes. In comparison to a single charge business model, the flat rate of the PBH is beneficial for airlines to stabilize their maintenance costs and let them focus on their core business," says Ameco Beijing.

The fact that Ameco Beijing is doing cabin modification work on the 767s as well as handling engine overhaul is an example of how MRO companies can value-add and differentiate themselves by bundling different services.

Ameco Beijing modified this cabin for China Eastern’s Boeing 767.

**Ameco Beijing Wins Work From China Eastern**

Ameco北京基地获得东航维修合同

近日，Ameco北京基地获得了中国东方航空的波音767飞机的维修合同。根据双方签署的维修协议，Ameco北京基地为中国东航提供的服务内容包括波音767的客舱翻新和公务舱改装，并由Ameco北京基地完成公务舱改装的工程设计，适航取证和内饰材料包的制造工作。

Ameco北京基地表示已经多次承接东航的维修工作，东航在上海拥有上海科技宇航和上海波音两家维修企业，但仍然选择由Ameco北京基地为其完成波音767机型的客舱改装工作。

东航主要运营空客的宽体飞机，这6架波音767飞机属于上海航空。上海航空也于年初与Ameco北京基地签署了按飞行小时计费（PBH）的维修协议，由Ameco北京基地为6架波音767飞机的14台PW4000发动机提供修大修和其它增值服务。同时，这也是Ameco北京基地首次使用PBH模式为客户提供维修服务。

事实上，Ameco北京基地既有波音767飞机提供客舱改装工作，又同时承担该型飞机发动机大修工作的案例，显示了维修企业如何通过捆绑不同的服务达到增盈和差异化竞争。

**Shenyang Wins Boeing Parts Contract**

天津波音与沈飞工业集团进出口公司签署采购合同

A contract worth $9.9 billion through 2021 was signed here yesterday for Shenyang Aircraft Corporation Import and Export Company (SACIEC) to provide 72 different metal and machined parts for Boeing 737, 747 and 787 aircraft. It will supply the parts to Boeing Tianjin Composites, which selected SACIEC from more than 11 local and international suppliers.

9月16日，天津波音复合材料有限公司与沈阳飞机工业（集团）进出口有限公司在北京国际航空展期间签署了关于购买737、747及787项目金属件的采购合同。经过严格的项目考核及筛选工作，沈飞工业集团进出口公司从11家国内和国际供应商中胜出，获得了包括雨蚀条、钛合金及铝镍合金加工件等72项零件的6年期供货合同，合同总值达990万美元。
展翅登峰，傲然造极
同列商务航空英杰之旅

问鼎亚太至高峰的时机来了！新加坡航空展2016新辟的“商务航空展区”让您有机会与本区域最顶尖的客户联系，向飞机采购决策者、企业家及其他业界领袖展示您的商品及服务。立即直击全球增长最迅速的区域！

商务航空展区内的户外静态飞机展示区、招待商客及特色亭正在热卖中。尽早预订一席之位，以免向隅！

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China Continues Push Into Aircraft Leasing Business

HNA Group’s recent announcement that its leasing arm Bohai Leasing will be buying aircraft lessor Avolon is just one of many such deals one can expect in the coming years.

Bohai Leasing, which is part of HNA Group, is buying publicly-listed Avolon for $3.1 a share, a deal that values the Irish-based lessor at $7.6 billion. HNA Group, which was born out of China’s Hainan Airlines, also owns Hong Kong Aviation Capital, an aircraft lessor based in Hong Kong.

Laurence Barron, chairman of Airbus Group China, says Bohai Leasing’s deal to acquire Avolon is just the latest in a string of deals by Chinese companies buying aircraft leasing companies from around the world. He says he expects this trend to continue.

The trend started in 2006 when Bank of China (BOC) acquired Singapore Aircraft Leasing Enterprise (SALE), says Barron, adding that the Chinese authorities told the Chinese banks to expand into the aircraft leasing business because they could see an increasing proportion of China’s fleet were controlled by lessors. These were all foreign lessors at the time, so the money was all going overseas, he says.

SALE was later rebranded BOC Aviation, but continues to maintain its headquarters in Singapore.

Robert Martin, CEO of BOC Aviation, says there are already at least 30 aircraft leasing companies from China. He predicts more Chinese companies moving into the aircraft leasing business.

One reason this industry has become so attractive to Asian investors is because the aircraft leasing company’s revenue is all in U.S. dollars and the U.S. dollar has been strengthening, says Martin.

Dewey Yee, head of aerospace finance and leasing advisory at Bridge Partners, also predicts there will be more of the same.

“Ever since the Chinese lessors emerged in 2006, they have worked quickly to grab market share. The quickest way to dominate the leasing space is through acquisitions.”

He says aircraft leasing is appealing “because aircraft are very high value and technically advanced assets utilized globally. Aviation and airlines are expanding steadily and the need for aircraft is commensurate with the growth. Aircraft leasing is very capital intensive, and Chinese companies have the funds to support this business,” he says.

BOC Aviation Establishes Tianjin Office

BOC Aviation, which has offices in Dublin, London and Seattle, recently opened an office in Tianjin’s Dongjiang Free Trade Port Zone.

Robert Martin, CEO of BOC Aviation, says they chose this location because it is within a free trade zone. He says the reason they decided to establish an office in China now rather than earlier, is because it was waiting for the right government policy framework to be implemented and the right mix of incentives to be on offer, such as tax incentives.

China’s government has decided that it wants Tianjin to be a center for aircraft leasing.

BOC Aviation CEO Robert Martin
AVIAGE Working to be Global Player

AVIAGE President & CEO Alan Jones.

AVIAGE provides the Integrated Modular Avionics platform for Comac’s C919.

AVIAGE and GE’s joint venture for the global avionics market, AVIAGE Systems, is making its debut here at Aviation Expo/China as a major supplier of avionics systems for the Comac C919 airliner.

Next, it intends to leverage that experience into winning avionics business on wide-body programs, especially the Comac/UAC large airliner program.

The JV with AVIAGE was formed in 2009 after GE acquired Smiths’ avionics business, a distant fourth in the avionics market behind Rockwell Collins, Honeywell and Thales. Folding Smiths’ avionics into the JV meant GE effectively nudged Rockwell Collins and Thales out of the running for the C919 avionics contract.

AVIAGE President & CEO Alan Jones says AVIAGE may be new, but it has experience thanks to the Smiths Aerospace acquisition and the involvement of AVIC’s avionics business. Jones says it will win the confidence and trust of people in the industry by doing a good job with C919 and by positioning itself as an innovator.

“We are committed to executing on the C919, while developing solutions to grow our market position, demonstrating next-generation product capabilities on business jet and wide-body platforms” both in China and worldwide, says Jones.

In the short-term “our number one priority is to exceed the expectations of Comac through our execution on the C919 program. We are keenly focused on the C919’s 2015 first flight needs and are making steady progress towards completion of its certified Integrated Modular Avionics (IMA) platform.

“Also a priority for our business is the evolution of this IMA product to meet the needs of next generation civil aircraft. This entails the development and application of new technologies and architectures to yield even greater system performance with reduced size, weight and power. Within the next five years, this next generation solution will be flying and available for both new aircraft designs and life extension programs.”

At the 2015 Global Chinese Aeronautical Technology Conference held on September 16, Jones made a keynote speech entitled “Now and Future, Technology Advancement and International Cooperation in Civil Avionics”. He noted that “AVIAGE SYSTEMS’ advantage lies in its capability in system integration, which is fully embodied in the narrowbody C919 aircraft program. Under the leadership of AVIAGE SYSTEMS, the work of the joint R&D team with its parent companies is now in process based upon the requirement of the next-generation avionics key technology.

“Meanwhile, we hope that we can discuss and establish cooperative relationships with more partners on special requirements of wide-body aircraft in the future,” and especially the COMAC/UAC wide-body program, he says.
EMS Market Emerges in China

Helicopter manufacturers inside and outside China are betting that the next general aviation boom will be for Helicopter Emergency Medical Services (HEMS), a phenomena that could call for hundreds of new rotorcraft.

The gradual opening of China’s low-level airspace and a softening of the military’s grip on flight operations are making it possible. Now helicopters can land at designated sites without having to request permission days in advance—a regulatory obstacle that made it impossible for an emergency helicopter to land at the site of an accident.

Helicopters proved their worth with humanitarian and rescue work during such disasters as the earthquake in Szechuan, a performance that hasn’t been lost on public service and medical officials.

Last October the first rotorcraft in China dedicated to emergency medical services, a twin-engine Airbus Helicopters H135 P2e, was delivered to 999 Emergency Rescue Center, a subsidiary of the Beijing Red Cross Foundation. A second was delivered in March, and the organization has a letter of intent with Airbus Helicopters for two H145 T2 rotorcraft. It is using the first H135 for inter-provincial intensive-care transportation between Beijing, Tianjin, Hebei, Inner Mongolia and Shandong province.

“The helicopter enables us to help achieve the national strategic goal of comprehensively deepening the reforms and propelling the modernization of the governance system and capabilities,” says Ma Runhai, Executive Vice President of Beijing Red Cross Society of China.

“The relaxation of China’s low-altitude airspace augurs well for the development of HEMS, which is very much needed in a country of such geographical and population size,” says Norbert Ducrot, President of Airbus Helicopters China.

He spoke with prescience: just last week at China Helicopter Expo in Tianjin he signed China’s largest-ever civil helicopter deal with China’s largest helicopter leasing company for up to 100 single-turbine H125 and H130 Ecureuil helicopters for general utility and EMS work. The leasing company, Minsheng Investment subsidiary CM International Financial Leasing Corp., will take the helicopters over the next five years and offer them to operators complete with financing solutions.

“The relaxation of low altitude airspace regulations in China signals exciting times ahead,” said Wang Rong, CMIFL Chairman and President.

In a separate deal, Airbus Helicopters agreed to supply seven H130s to MIT Group’s HEMS999 to set up China’s

The U.S. has 1,500 specialized air medical helicopters. China has just two.
China's first dedicated EMS helicopter: an H135 P2e operated by 999 Emergency Rescue Center.

Currently, major helicopter manufacturers are shifting their focus to meet the growing demand for emergency medical services (EMS) in China. Operators are seeking helicopters that can provide on-site care and transport patients quickly to hospitals. The 999 Emergency Rescue Center, China’s first dedicated EMS helicopter service, has already seen a steady increase in demand for its services since its launch last year.

Avicopter, AVIC’s helicopter arm, announced it has made an order for three AC312A helicopters plus three options from Zhongshan Bauhinia General Aviation Companies. It is the first highway accident helicopter rescue service. Deliveries will begin this year.

This activity hasn’t been lost on Avicopter, AVIC’s helicopter arm. It announced it had made a major breakthrough into China’s emerging market for EMS with an order for three Chinese-made twin-engine AC312A helicopters plus three options from Zhongshan Bauhinia General Aviation Companies to provide EMS services for the Pearl River Delta Region.

Now it is designing helicopters with EMS in mind, especially its latest twin-turbine AC322 which can carry two stretchers side by side.

And to trump all, Avicopter unveiled a mockup of its own EMS helicopter at the Tianjin Heli Expo, a new EMS version of its usually 27-passenger three-engine AC313 helicopter.

How fast the market develops remains to be seen, but it’s already come a long way since the first arrived last October.

In September 2015, China’s first dedicated EMS helicopter service was launched, with the H135 H35 P2e operated by 999 Emergency Rescue Center, as part of a larger effort to improve emergency response times and medical care delivery in China.

Avicopter, AVIC’s helicopter arm, has made an order for three AC312A helicopters plus three options from Zhongshan Bauhinia General Aviation Companies to provide EMS services for the Pearl River Delta Region. This is a major breakthrough into China’s emerging market for EMS.

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The AC313 is equipped to carry several patients.
Singapore Airshow to Have Dedicated Zones
新加坡航展开设专业展区

The change in top management at Singapore Airshow is leading to changes in the show line-up.

Leck Chet Lam replaced Jimmy Lau as Singapore Airshow managing director after the conclusion of the previous airshow in 2014. Now with the upcoming show on 16-21 February 2016, Leck has decided to make some changes.

He says the Singapore Airshow tries to remain relevant by being at the forefront of trends in the industry. So in keeping with that philosophy, Leck has decided that the 2016 show will have a dedicated Aerospace Emerging Technologies Zone.

“The Aerospace Emerging Technologies Zone is a platform for exhibitors to showcase their products and offerings in two broad categories - aerospace manufacturing and aerospace IT,” says Leck. “This is a timely initiative as companies increasingly seek innovative breakthroughs in technologies and industrial process improvements to stay ahead in this fast-changing business environment.”

Singapore Airshow says some of the technology that will be showcased at this dedicated zone will include: additive manufacturing (3D), new design engineering technology, intelligent automation, composite materials and developments in remanufacturing. As for aerospace IT this will include, for example: augmented reality, 'Big Data' analytics, in-flight broadband, real-time flight monitoring and supply chain exchanges.

Another change with next year’s airshow is that Leck has decided to group the business aviation exhibitors together and create a dedicated Business Aviation Zone.

“The new dedicated Business Aviation Zone provides a unique opportunity for the entire spectrum of the business aviation market from aircraft manufacturers, other original equipment-makers to FBOs and parts suppliers to showcase their products and services to top business leaders, entrepreneurs, wealth creators and other purchase decision-makers,” says Leck.

Asia already has ABACE, which is held in Shanghai each year, but Leck has told ShowNews in the past that while ABACE is very good at covering the China market, he thinks there is scope for the Singapore Airshow to cater to the whole of Asia Pacific, because of Singapore’s central location in the region.

“Singapore Airshow has leveraged its strategic location at the heart of the Asia Pacific region to establish a key global platform offering rich business and networking opportunities for companies looking to tap into the thriving Asia Pacific region and beyond,” says Leck.

“This strong focus on continually attracting and retaining a global audience complements our unique geographical advantage, and has enabled us to create a show that is at the forefront of trends and developments in the region.”

In 2014新加坡航展闭幕后，陆泽南接替刘世国成为新加坡航展主办方Experia Events公司的总经理。

陆泽南表示，新加坡航展将秉承展示行业前沿发展趋势的传统。在这一理念的指导下，陆泽南决定2016年举办的新加坡航展将会开设专门的航空新兴技术展示区。陆泽南说：“航空新兴技术展示区是为参展商建立的一个从双方展示自身产品和服务的平台，包括航空制造和航空信息技术。由于航空企业不断地在技术和工艺改进中寻求创新性的突破，以便在快速变化的商业环境中位居前列，推出专业展示区是一个合乎时宜的举措。”

新加坡航展专业展示区展示的内容包括：增材制造（3D打印）、新的设计工程技术、智能自动化、复合材料和重制造发展、展示的航空IT技术包括：增强现实、大数据分析、机载宽带、实时飞行监控和供应链交换。

明年新加坡航展的另一个变化是设立专门的公务航空展示区，将参展的公务机制造商和运营商集中在同一个展区内。陆泽南说：“新开设的专业公务航空展示区为整个公务航空市场提供了一个独一无二的良机，飞机制造商、其他原始设备制造商、固定基地运营商（FBO）和零部件供应商都可参与其中，为顶层的商业领袖、企业家、财富创造者和飞机购买决策人展示公务机产品和服务内容。”

立足于新加坡所处的亚太区核心战略地位，对于那些寻求深入了解和开拓繁荣的亚太区市场的企业，新加坡航展为它们提供了一个充满商机和沟通机会的重要的全球平台。
Join thousands of top business aviation leaders, entrepreneurs, and other purchase decision-makers for the Asian Business Aviation Conference & Exhibition (ABACE2016). Save the date and visit the ABACE website to learn more.

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