UAVs: The Shape of the Future
无人机前景广阔

Unmanned aerial vehicles of all types, large and small, and nearly all civilian and commercial, are featured at Aviation Expo China. Here, Grace Liu (left) and Gloria Guo show off Hubei Ewatt Technology Co’s WZ-1B unmanned helicopter; the company has sold more than 200, mostly to state and public agencies, for missions such as police work, surveillance, mapping and inspecting power lines.

No Rush For Updated Narrowbodies
737MAX和A320neo在中国市场有待发力

Finalized Chinese orders for re-engined narrowbody airliners remain scant, with Boeing listing only 42 737 MAX aircraft as definitively under contract for the country. Airspeed appears not to have finally tied up any Chinese order for the A320neo, according to its latest order list.

Pratt & Whitney revealed Sichuan Airlines’ intention to order the A320neo on Sept. 16, saying the carrier had selected PW1100G engines for 15 aircraft to be purchased and nine to be leased, with deliveries to begin in 2017. That Airbus does not list the order is not surprising, as in China the finalization of an aircraft order requires approval from government authorities. Contracts are typically made contingent on official approval.

But Airbus still does not name any Chinese airline as having definitively ordered A320neo family aircraft, though some conceivably could be among those included as unidentified customers.

目前，中国航空公司订购的换发型窄体机数量不多，其中波音737MAX收到的确认订单为42架。而根据空客最新的订单簿，A320neo系列飞机似乎还没有收获来自中国的确认订单。普惠于9月16日发布消息称，四川航空有意订购15架外加租赁9架A320neo，并选择了PW1100G发动机作为动力装置。飞机将于2017年开始交付。空客没有公布这份订单并不令人惊奇，因为在中国，飞机采购订单需要政府的批准。所以，采购合同通常会加入视官方批准情况而定的条款。空客很可能将这份订单在订单簿上归为未公开身份客户。
从成功
走向成功
777-300ER，让我们飞得更好。波音777-300ER将航程能力、卓越的燃油效率以及受乘客青睐的舒适度集于一身，为全球多家航空公司带来了成功。最新的产品改进将进一步帮助航空公司降低成本、增加营收，无论是在飞行中还是在财务方面，777-300ER使每一个机队都成为盈利能力更强的机队。让我们飞得更好。
A350 Set to Ride New Sales Wave

Now that the Airbus A350 has successfully entered commercial service, this means the A350 is poised to experience a second wave of sales, including in China.

Airbus China President Eric Chen says when aircraft-makers launch a new aircraft type, the sales usually occur in two cycles. “There is the first wave of sales, when the aircraft is first launched, and then there is the second wave of sales after the aircraft enters service and other airlines can see how it performs.

“Some airlines [in China] are only confident when they see the aircraft operating. I think the A350 is poised to enter its second sales wave,” says Chen.

It could be argued that the A350 never actually experienced a first sales wave in China, because the only airline here to order it was Air China with an order for ten.

China Southern Airlines, China Eastern Airlines and Hainan Airlines have yet to order an A350, although Hainan Airlines’ Hong Kong Airlines has ordered it.

There are several examples in the past where mainland Chinese carriers have waited a long time before ordering a new aircraft type. The A330, for example, for entered service with Cathay Pacific Airways in 1993, but the first A330 for mainland China only arrived in 2005.

The reason Chinese carriers waited until 2005 to receive the first A330 “because prior to then the Chinese carriers were not confident about the passenger flows and their competitiveness in the long haul market.”

He says what prompted the Chinese carriers to order widebodies in large numbers was when they could see from the passenger traffic data that the outbound international market was booming.

The A330 has since become the biggest selling widebody in Greater China with about 280 flying in the region. “We have continued to improve the A330. If you compare the A330 from 1993 to the A330 from 2005, you will see there were some important improvements in terms of performance and economics. This aircraft will continue to be very competitive,” he says. “We have decided to establish an A330 completion center in Tianjin that will assemble both A330ceos and A330neos.”

Currently, the A350 aircraft has successfully entered service, which means that the aircraft is poised to enter a new sales wave in China. Airbus China President Eric Chen says when aircraft-makers launch a new aircraft type, the sales usually occur in two cycles. "There is the first wave of sales, when the aircraft is first launched, and then there is the second wave of sales after the aircraft enters service and other airlines can see how it performs."

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Boeing Shanghai Wins EASA Design Approval
上海波音获得EASA认证

Maintenance, repair and overhaul (MRO) company Boeing Shanghai has received European certification and approval to do engineering design and modifications.

The European Aviation Safety Agency (EASA) has given Boeing Shanghai approval as a Part 21 Design Organization, which means the MRO company can become a 'one-stop' shop for engineering design, maintenance and modification services, says Boeing Shanghai, which is a joint-venture between Boeing, China Eastern Airlines and the Shanghai Airport Authority.

"This latest accomplishment by the outstanding team at Boeing Shanghai underscores Boeing's commitment to widening and deepening the company's presence and capabilities in China, the world's second-largest and fastest-growing aviation market," says Ian Thomas, President of Boeing China.

Stan Deal, senior vice president, Boeing Commercial Aviation Services, says: "This EASA certificate sets Boeing Shanghai apart from the competition in supporting customers operating in Asia, Europe and around the world. This demonstrates the continued growth of Boeing Shanghai and its abilities to provide unparalleled aftermarket services to airlines and leasing companies."

The new certification enables Boeing Shanghai to provide airlines and leasing companies with a complete certification package including minor changes to aircraft cabin interiors, electrical systems and structures as well as minor repairs to aircraft structures, says Boeing.

Boeing Shanghai announced at the end of March that it had completed delivery checks on ten 737s for aircraft lessor GE Capital Aviation Services.

"We are very pleased with the 737 delivery checks and modifications performed by Boeing Shanghai. Their expertise in the field contributes significantly to program reliability thereby ensuring timely delivery of high quality aircraft to our customer airlines," says Sean Flannery, executive VP and manager technical at GECAS.

In March, Boeing Shanghai also announced it had signed a deal with Russian carrier Transaero Airlines to do heavy checks on the airline's fleet of 18 Boeing 767s. It has since completed heavy checks on some of the 767s.

Boeing Shanghai has also moved into the freighter conversion business. In December, it announced it was doing a passenger-to-freighter conversion on a Boeing 737-400 for Russian carrier Volga Dnepr using the supplemental type certificate (STC) of U.S. company Aeronautical Engineers.

Boeing Shanghai disclosed at the time that it had already successfully completed five 737 passenger-to-freighter conversions for two other undisclosed customers.

Boeing Shanghai hands over the 10th delivery check on a 737 for GECAS.

Boeing Shanghai will do heavy checks on Transaero Boeing 767s.
Boeing Says China Needs 100,000 Pilots

波音预测中国需要10万名飞行员

China will account for the lion’s share of new technicians and commercial pilots entering the market in the coming decades, a reflection of the country’s rapidly growing aircraft fleet.

Boeing has forecast that China will receive 6,630 new aircraft in the period 2015-2034, accounting for 44% of the total number of aircraft forecast to be delivered to the Asia region in that period. China is by far the biggest market in the region for new aircraft. The rest of northeast Asia, for example, is forecast to receive 1,450 new aircraft.

The relative proportions are also reflected in Boeing’s forecast for new technicians and commercial pilots. Boeing predicts that China will add 100,000 commercial pilots during 2015-2034, representing 44% of the total for Asia which is 226,000. China is clearly the biggest market, because the rest of northeast Asia is only projected to require 12,000 new pilots during that period.

In terms of maintenance technicians, China will require 106,000 new technicians to be added during 2015-2034, says Boeing. This accounts for 45% of the total, which is 238,000.

The forecast data was released by Boeing Flight Services division, which is responsible for training pilots and technicians from around the world. Boeing has a vested interest in ensuring there are sufficient numbers of pilots and technicians, because if there are too few, then it can impact aircraft deliveries.

The Civil Aviation Administration of China (CAAC), for example, has in the past refused to issue air operator certificates (AOCs) to new start-up airlines that are unable to show they have sufficient numbers of pilots and technicians on the payroll.

Robert Martin, CEO of BOC Aviation, says “we have started to see the issue of pilot shortage occurring in China again, but so far the CAAC has refrained from suspending any AOCs on these grounds. “That said, the CAAC is looking at the airlines very closely and monitoring the pilots’ flight hours to see that the pilots stay within flight-time duty limitations. If there is any evidence of [non-compliance] the CAAC is very quick to notify the airline and deal with it,” he adds.

China’s high demand for maintenance technicians may impact some other countries in Asia, such as Singapore, because some of them hire technicians from China to supplement their own workforce.

AviationWeek.com | September 18, 2015 7
Juneyao Airlines Selects V2500 Engine for A320s

Airlines continue to order the Pratt & Whitney IAE V2500 powerplant, even though it will eventually be replaced by P&W’s PurePower Geared Turbofan engine. The latest is Shanghai-based Juneyao Airlines, which has signed an MoU for the V2500 engine to power its order of 12 Airbus A321ceo aircraft.

Deliveries are scheduled to begin in November 2015. The deal also includes a 15-year V-Services Fleet Hour Agreement (FHA).

“Just shy of our 10-year anniversary, Juneyao Airlines is expanding rapidly and making its mark in the Chinese aviation industry,” said Wang Junjin, Chairman of Juneyao Airlines. “Integrating reliable and robust technology, such as the A321ceo aircraft with the V2500 engine, is valuable to the future of our business.” The airline is a first-time customer for the V2500.

To date, more than 6,600 V2500 engines have been delivered to nearly 200 customers around the world.

Twenty customers (15 airlines and five leasing companies) in Greater China operate around 550 aircraft powered by V2500 engines, with another 26 aircraft on backlog. P&W claims a 50% market share in China on the A320 family production, with another 26 aircraft on backlogged.

A321. The engine competes on both aircraft against the CFM56.

Production of the V2500 for airline customers is planned to wind down as output of Pratt & Whitney’s PW1100G geared turbofan ramps up, though selection of the V2500 for Embraer’s KC-390 military transport is projected to keep the engine in production through 2025.

The annual figure is expected to climb through at least 2019, when the yearly total could hit 1,200 shop visits. Aviation Week’s MRO Prospector is projecting just under that figure by the 2018-19 timeframe, as V2500-A5 visits continue to climb, while the -A1s will be all but done with their overhauls.

The growing demand for overhauls has not been lost on Ameco Beijing, which became the latest MRO shop to add V2500-A5 capabilities in July.

Ameco Beijing mechanics work on a V2500 engine.

In the past, Ameco Beijing mechanics have worked on the V2500 engine since July 2014. The V2500 program is now in its 26th year of revenue service. But with an average age of less than eight years for its dominant model—the V2500-A5, which accounts for 96% of the V2500s in service or on order, Aviation Week’s fleet data shows—the program’s aftermarket trajectory continues to gain altitude.

Last year, V2500 shop visits totaled about 760, with the vast majority of them—about 712, or 94%—being V2500-A5s.

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Ameco Beijing mechanics work on a V2500 engine.
Sichuan Airlines decided to power its 24 A320neo aircraft with Pratt & Whitney PW1100G-JM PurePower engines instead of CFM International’s LEAP engine, which is the other powerplant available on that family of aircraft. Its fleet will consist of 15 purchased and nine leased A320neos.

The airline is a long-term Pratt & Whitney customer, having launched the IAE/P&W V2500 engine in China 20 years ago, noted Li Haiying, chairman of Sichuan Airlines. “As Sichuan Airlines continues to grow and expand, we strive to find innovative ways to become more efficient, and Pratt & Whitney’s PurePower engines will help us achieve this goal.”

But Sichuan won’t be the first airline to fly a GTF-powered neo in China. That honor will fall to China Southern Airlines, which will take the first of 24 leased Airbus A320neo aircraft powered by the PW1100G-JM engine next March.

In addition, China Aircraft Leasing Group Holdings Limited (CALC), the largest independent operating aircraft lessor in China, signed an MoU with Pratt & Whitney in June to supply PurePower engines for its 18 Airbus A320neos. Deliveries are scheduled to begin in 2017.

Other customers in China for the PurePower GTF include China Development Bank Leasing (CDB Leasing), which last October signed a purchase order for 15 Bombardier CSeries aircraft, and Tianjin Airlines, the subsidiary of Hainan Group, which ordered two E-Jet E2s in May of this year. Both those types are powered exclusively by the GTF.

The A320neo was certified last December, and should be delivered to first customers by the end of this year.

The PurePower Geared Turbofan engine family has about 7,000 orders worldwide, including options, with more than 70 customers.
CSeries May Enter Service Toward Mid-2016
C系列飞机将于2016年投入运营

Bombardier Commercial Aircraft anticipates that the CSeries will enter commercial service with launch operator Swiss towards the end of next year’s second-half. President of Bombardier Commercial Aircraft, Fred Cromer, tells ShowNews that CSeries is 85% through its flight test program.

“All the critical flight tests have been completed and we are now finalizing a few flying tests,” says Cromer. He says the aircraft-maker still has to do a ‘cold weather’ test. It could have done this earlier – by flying it somewhere else – but Bombardier decided to wait until the northern winter “because we have no shortage of cold weather in Canada.”

Swiss will be the launch operator of CSeries. Cromer says one and a half months ago Bombardier hosted a trip to Canada for a group of pilots from Swiss, to give them a look at the flight deck and put them through an initial training course for the aircraft.

The Swiss pilots, however, have yet to start doing type-rating training, and Cromer declined to be drawn on when this training will start.

“We’ve said that the CSeries will go into service with Swiss sometime in the first half of next year. It looks like it is likely to be sometime in the later part,” he adds.

Bombardier has yet to secure a firm order from a Chinese customer for CSeries as airlines in China have been up-gauging to larger aircraft but it does have a letter-of-intent from Zhejiang Loong Airlines for 20 CSeries CS100 aircraft. CDB Leasing, the aircraft leasing arm of China Development Bank, has also signed a conditional purchase agreement for five CS100 and 10 CS300 aircraft with options for more.

Cromer says it is true that Chinese airlines have been moving towards larger, rather than smaller narrowbodies, but he notes this is because Airbus and Boeing’s larger narrowbody aircraft have better economics than the smaller narrowbodies in their range. But the CSeries is optimized for 100-150 seats and there are some airlines that need this size aircraft, says Cromer.
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同列商务航空英杰之旅

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Flying Tigers, the Chinese distributor for Slovenian motorglider and light aircraft manufacturer Pipistrel, has ambitions to manufacture the aircraft here in China.

“We’re looking at a three-to-four-year timeframe,” Flying Tigers official Randoll Liang tells ShowNews.

The reason Flying Tigers is keen to manufacture and assemble Pipistrel aircraft in China is because it will help it to provide better customer support, says Liang.

“If there is, for example, a major problem with the airframe, then we will be better equipped to repair the aircraft here in China because we built it here,” he says, adding that this is more cost-effective than having to fly in experts from Europe.

Flying Tigers is also planning to build a training facility in China, but this too will take some time to achieve because it involves gaining Civil Aviation Administration of China approval as a training organization. People who already have a private pilot’s license need only a few hours of training to learn how to operate Pipistrel motorgliders, says Liang.

Flying Tigers is based at Badaling general aviation airport on the outskirts of Beijing and near the Great Wall. Flying Tigers operates some Pipistrel aircraft to take tourists on aerial tours to see the Great Wall.

Liang says there are about 10 Pipistrel aircraft flying in China and that every model of Pipistel aircraft is here already with the exception of the Taurus Electro and Apis/Bee motorgliders, and the Panthera light aircraft.

Pipistrel motorgliders are powered by a single engine – either electric or fuel – so that the pilot can reach a high enough altitude to begin soaring in the airwaves. Once the pilot finds thermal currents of rising air, the engine can be shut-off and then retracted and stored inside the airframe to ensure better aerodynamics for gliding.
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Ameco Beijing Expands VIP Interiors Capability

Ameco Beijing is continuing to make a concerted push into the aircraft interiors and modification market by targeting the business aviation sector.

It recently opened a second workshop for VIP and business jet completions, says Ameco Beijing. “The workshop is not a newly-built one, but retrofitted from a current facility in our main base. It covers 1,600 square meters, and will be used as an interiors manufacturing workshop. This is the second workshop for interior manufacture since September 2012,” says Ameco Beijing.

“Currently, Ameco Beijing’s capabilities on VIP and business jets cover all processes from design, engineering, certification to installation while the products involve entire gamut of modifications and maintenance,” it says.

Ameco Beijing has the capability to do business jet “green” completions, says Chai Weixi, Vice President of Air China and CEO of Ameco. “We trust that with the gradual recovery of the VIP modification market, Ameco will start its business jet “green” completions in the near future.”

BAE Marketing Its New IFE System In China

BAE Systems has partnered with Samsung to provide inflight entertainment (IFE) systems for commercial aircraft.

The BAE IFE system makes use of some Samsung off-the-shelf consumer technology, namely Samsung tablets.

The company is promoting the new IFE system at its booth at Aviation Expo China as part of its efforts to secure Chinese airline customers.

BAE’s promotional material shows how the non-embedded IFE system can be secured back-of-seat. The IFE system can be used to play movies, play games, surf the web and order food and shopping.

The company’s head of aftermarket commercial aircraft solutions, Kenny Singletary, says the launch customer for the system is Vistara, Singapore Airlines’ new full-service domestic carrier in India which operates an all-Airbus A320 fleet. Vistara started using the IFE system early this year.

He also says they are in advanced talks with several other airline customers. He declines to name the carriers, but says one is a European carrier and the others are in the Americas.

Airlines that order the IFE system can have it retrofitted on their aircraft, but Singletary says BAE is speaking to Airbus and Boeing to see if the aircraft-makers will allow it to be line-fitted in the aircraft-maker’s facility, so airlines don’t have to retrofit.

The BAE/Samsung IFE table system has a USB cable that draws its power back-of-seat from a power-system designed by BAE that also has AC outlets.

Singletary says the problem with some other power systems is there is too little power available if every passenger in the row is using the electricity supply. But with the BAE system, there is sufficient power for everyone and the electricity to each outlet is distributed equally, eliminating power starvation issues.

Each outlet can have up to 200W and airlines can opt to have any combination of USB 2.0 and AC outlets back-of-seat.
Fokker Elmo will soon start manufacturing wiring harnesses in China for Bombardier CSeries regional airliners.

The Fokker Technologies subsidiary is already manufacturing CSeries wiring harnesses in Holland, but the plan is to shift production to Fokker Elmo in China, Fokker Technologies VP for business development on commercial programs, Stephen Hands, tells ShowNews.

Fokker Elmo has a manufacturing facility in a small town on the outskirts of Beijing. The manufacturing facility started in 1998 with 15 employees and now has nearly 800 employees, says Hands, adding that it already makes wiring harnesses for the Airbus A380, Airbus A320 and Boeing 737.

The reason Fokker Elmo established a manufacturing facility in China was because it was cost-effective, the quality of the workmanship was good and some customers wanted Fokker Elmo to do the work in China, says Hands. “Within six to eight months we will start manufacturing some sections of the CSeries wiring harness at Fokker Elmo in China, and eventually manufacturing for the entire harness will move to Fokker Elmo in China,” says Hands. But the timeframe for this depends on the ramp-up of the CSeries program, he adds.

Fokker Technologies is also helping Commercial Aircraft Corporation of China (COMAC) with the business jet version of the ARJ21.

Hands says Fokker, which already does VIP configuration work on Airbus A320s and Boeing Business Jets, will turn to its existing supply chain in western countries to supply interiors for the ARJ21 business jet, but the plan is to eventually source the interiors from China.

He also says Fokker will help COMAC to achieve western certification for the ARJ21 business jet, but first the Civil Aviation Administration of China and COMAC needs to follow through with the U.S. FAA shadow certification program and get the FAA to certify the ARJ21 as a commercial aircraft.
China’s airline industry will still be dominated by domestic traffic, even though its international business is expanding rapidly, says Robert Martin, the head of Bank of China’s aircraft leasing arm BOC Aviation.

“The China market is a large domestic aviation market that is 6-10 times bigger than China’s international aviation market. When we look at China today, we can see the market is dominated by narrowbodies. In fact, we estimate that 15% of the world’s narrowbody fleet is already in China whereas in terms of widebodies it is 6%,” says Martin.

He says he foreseethere will be significant growth in China’s domestic and international aircraft fleet, but he also notes that Chinese airlines have relatively low aircraft utilization rates. Therefore, Chinese airlines will expand their fleets, while also increasing aircraft utilization.

A factor contributing to future growth will be China’s “One Belt, One Road” trade initiative, says Martin, referring to China’s move to help developing countries in Asia, Central Asia, Africa, Middle East and Eastern Europe to grow their economies through infrastructure development investment and trade with China.

China’s government has been known, in the past, to encourage Chinese carriers to launch services to developing countries that are political allies.

Martin says the recent fall in jet fuel prices is a boon for Chinese carriers and helps them to be more competitive on long-haul international routes.

He concedes that the recent devaluation of the Chinese yuan is a negative, but adds it is only a 4% decline. People will continue to travel overseas, he adds.

A lot of airline expenses are in U.S. dollars, such as aircraft lease payments and fuel bills, but Martin argues a 4% shift in currency valuation is too small a percentage to have a significant impact on an airline’s bottom line.

The authorities have opened China’s domestic market to start-ups independent of the ‘big four’—Air China, China Eastern, China Southern and Hainan Airlines Group. Martin says the only significant player outside of the ‘big four’ is Shanghai-based low-cost carrier Spring Airlines, but this carrier is still relatively small. China’s airline market will continue to be dominated by the ‘big four’, says Martin, adding that some new independent start-ups may succeed, but others will fail or be absorbed by the ‘big four’.

Shaanxi Developing Aerospace Park

AVIC’s Shaanxi Aircraft company, which is based at the airport in Shaanxi province’s Hanzhong city, is planning to develop land around the airport for an aerospace park.

A Shaanxi Aircraft official tells ShowNews they plan to construct new buildings next to the airport where Chinese and overseas aerospace companies can have maintenance, repair and overhaul facilities, as well as other customer service infrastructure. He says some of the new buildings are already under construction, but no foreign aerospace companies have moved in yet. Shaanxi Aircraft manufactures the Y-8 and Y-9 commercial and military transports.

China’s Ruili Airlines Receives Purchased 737s

Ruili Airlines, which is based in the southwest city of Kunming, has already been receiving 737s on order. The carrier ordered eight 737-700s and six 737MAX aircraft in 2013. The airline says it received its first aircraft last November, and that the new aircraft complement its earlier leased 737s. Ruili received its air operator certificate in early 2014. Boeing says it was the first carrier to receive an AOC since the Civil Aviation Administration of China decided in 2013 to open the domestic market to new competition.

ATR Appoints New Chief For China

ATR has appointed Wang Qi as VP sales for China and also the company’s chief representative for China. He replaces Dominique Dumas who has moved to Japan to head up sales there. Qi was previously a senior sales director in China for Airbus. Airbus owns 50% of ATR, which manufacturers the 50-70-seat turboprop aircraft. Presently there are no ATR aircraft in China, despite the fact that nearly half of ATR's total sales are in Asia Pacific.

Chengdu Selects Honeywell Weather Radar

Chengdu Airlines has selected RDR-4000 3-D Weather Radar for its 50 newly purchased Airbus A320 jets. It will begin using the technology on its first delivery in November 2015, allowing the airline to improve routing decisions, reduce operating costs, improve flight efficiency and ensure maximum passenger safety. “As airlines including Chengdu Airlines are anticipating the opportunities and growth challenges brought by the ‘One Belt, One Road’ initiative, they are looking for innovative solutions to increase safety, while simultaneously lowering costs and delays,” says Brian Davis, vice president, Airlines, Asia Pacific, Honeywell Aerospace. “With the advanced IntuVue system, Chengdu Airlines will have enhanced pilot awareness to proactively avoid hazardous weather and virtually eliminate lightning strikes and hail damage.”

Boeing Steers Rudder Contract to CCAC

Composite rudders for the Boeing 787-10 airliner will be supplied by Chengfei Commercial Aircraft Co. (CCAC), an AVIC company in Chengdu, the companies announced yesterday. CCAC has been a supplier of composite rudders to the 787 since production of the airplane began in 2008. It also provides Boeing 737 rudders, 737 forward entry doors (through a contract with Spirit Aerosystems), 747 ailerons and spoilers, and 747 horizontal stabilizer sub-assemblies (through a contract with Triumph Aerostructures).
中航工业与陕西省协议共建汉中航空智慧新城

本届航展期间，中航工业与陕西省政府签署了《共建汉中航空智慧新城战略合作框架协议》，旨在通过部省共建，打造“世界涡桨类飞机第一城”。据了解，汉中航空智慧新城规划总面积27.8平方公里，到2030年达到投入千亿、产值千亿目标。陕西省人大常委会副主任李金柱、副省长姜锋，中航工业董事长林正民、副总经理吴献东，汉中市委书记、市长王建军，汉中市委常委、副市长张虎成等出席签约仪式。姜锋与吴献东代表双方正式签订《共建汉中航空智慧新城战略合作框架协议》。

瑞丽航空开始接收购买的737飞机

总部位于昆明的瑞丽航空公司已经开始接收其购买的波音737飞机。瑞丽航空公司于2013年从波音公司订购了14架737飞机，包括5架737-700和6架737 MAX。瑞丽航空于2014年5月18日正式开航，目前已开通7条航线20个航班，执飞机型为2架737-700和1架737-800。

成都航空选用霍尼韦尔三维气象雷达

霍尼韦尔在本届航展期间发布消息称，成都航空将为其新购的50架空客A320客机配备霍尼韦尔Intuvue RDR-4000三维气象雷达，首批产品将于2015年11月开始交付。Intuvue RDR-4000气象雷达能够显著提高飞行员的态势感知能力，从而规避恶劣天气，消除闪电和冰雹给飞机带来的损伤。成都航空是一家以成都双流机场为基础的低成本航空公司，成都航空的多云、雷雨天气给成都航空带来了一系列包括航班延误在内的挑战。应用先进的气象雷达能使成都航空优化航线调整，从而降低运营成本并提高飞行安全。

波音与成飞民机签署787—10方向舵合同

波音与中航工业成飞民机公司在北京国际航展期间签署了787—10方向舵生产合同。成飞民机公司自2008年起成为787复合材料方向舵的供应商，新的合作是为成飞民机787—8及787—9方向舵工作包的拓展。除了787方向舵外，中航工业成飞民机还为波音公司提供737方向舵、737前登机门产品(通过宽体锐航空系统公司转包)，以及747副翼、扰流板及水平安定面等产品(通过凯旋航空结构公司转包)。

王旗任ATR中国区销售副总裁

因原销售代表Dominique Dumas调往日本，王旗成为ATR公司在中国区负责人。此前，王旗曾任空客中国区高级销售总监，而空客集团拥有ATR公司50%的股份。目前，尽管有近一半的ATR飞机销往亚太地区，却没有一架在中国运营。

中国的航空公司不断扩大海外市场

中航航空租赁的负责人Robert Martin表示，尽管中国航空业的国际业务正在迅速扩张，但其大部分业务仍然来源于国内。他表示，“中国的国内航空市场规模庞大，其国内的航空业务量是国内航空业务的6~10倍。目前运营的大部分机型是窄体机。事实上，我们估计中国窄体机数量占全球窄体机队数量的15%，而宽体机数量仅占全球宽体机队数量的6%。”

Martin预计中国国内机队和国际机队的数量将会出现明显的增长，但目前中国航空公司的飞机利用效率仍相对较低。因此中国的航空公司将会继续扩大机队规模并提高飞机利用率。另一个推动中国航空业未来发展的是中国政府提出的“一带一路”国家战略，该政策的核心是中国通过基础设施投资和双边贸易，帮助亚洲、非洲、亚洲和东欧地区的发展中国家发展经济。中国政府一直鼓励国内的航空公司在中国的基础上建立基地。

Martin表示近期走低的燃油价格对中国航空公司来说是一个福音，这使得中国航空公司在中国航空市场中更有竞争力。Martin承认近期人民币贬值对于航空运输业有一定负面影响，但贬值的幅度仅为4%，并不会影响中国乘客的国际旅行计划。此外，虽然航空公司有众多支出以美元结算，如飞机租赁费用和燃油费用，但是人民币5%的跌幅太小，因而也并不对航空公司本身的财务底线产生显著影响。

目前，中国的四大航空公司——国航、东航、南航和海航是国内航空市场的主要参与者，而以上海为基地的低成本航空公司则是四大航之外的另外一个重要参与者，但规模仍然相对较小。Martin认为中国航空市场的格局仍然由四大航主导，虽然一些新兴航空公司可能会取得成功，但是大部分其他航空公司的结局将会以失败告终或被四大航吞并。

Wang Qi, VP sales for China.
AviClub Plans Flight Carnival 2015

An AviClub Cirrus SR22 is seen here in Tianjin last week.

AviClub, bringing the total to date to 19.

AviClub Flight Carnival 2015 will hold air shows in two cites where Caiga provides local support and facilities. Caiga is the General Aviation (GA) arm of AVIC. The first air show will be held September 18-20 in Shijiazhuang just 90 minutes away from Beijing by fast train. There, at Luancheng airport, operated by a local Caiga subsidiary, it is expected that crowds of up to 60,000 will flock to what organizers say is the first attempt by AVIC to replicate the famous EAA AirVenture in the U.S.—only on a smaller scale, of course.

Jingmen, a major city in Hubei province where AVIC has most of its GA design capability, will hold another version of AviClub Flight Carnival 2015 from October 4-6. The public will be treated to show of amphibious airplanes, because that’s where AVIC has its amphibious test facility.

Two international aerobatic teams, the Airbandits from Lithuania and the Bubble Trouble from the U.S. and Australia, will perform in Shijiazhuang and Jingmen.

The two events are part of AVIC’s effort to promote GA in China, a strategy that also includes developing aviation theme parks. But some critics have claimed the theme parks are a way to help local government develop the real estate industry and pump up the bubble that central government is already worried about.

Nevertheless, AVIC is proceeding with its national AviClub strategy to set up flying and ground facilities such as FBOs and exhibition and convention centers to promote general aviation.

Three Aviclubs have already opened, in Zuhai, Shijiazhuang and Jingmen, while another three Aviclubs are in preparation in Tianjin, Suzhou and Xinjiang.

Thirteen more cities have signed agreements with AVIC to launch AviClub, bringing the total to date to 19.

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**Make Direct Connections to Decision-makers and Industry Leaders in Essential Segments in China Aviation Communities!**

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中航出版传媒有限责任公司
China Aviation Publishing & Media Co., Ltd.
2015中国航空维修峰会
MRO CHINA 2015
突破创新 合作共赢
2015年10月22-23日 中国 西安
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