September 10, 2015
China Helicopter Expo
第三届中国天津国际直升机博览会

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The largest civil helicopter order in China's history was signed here yesterday by China's largest helicopter leasing company.

Airbus Helicopters inked a deal for 100 light single-turbine helicopters to be delivered over the next five years to CM International Financial Leasing Corp., part of China Minsheng Investment.

"The relaxation of low altitude airspace regulations in China signals exciting times ahead," said Wang Rong, CMIFL Chairman and President. The Eureuil-family helicopters will be H125s equipped with cargo hooks and H130s outfitted for emergency medical services. The first 10 will be delivered next year. CMIFL plans to offer them to operators complete with financing solutions.

In a separate deal, Airbus Helicopters will supply seven H130s to MIT Group's HEMS999 to set up China's first highway accident helicopter rescue service. Deliveries will begin this year.

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Airbus Wins Record China Helicopter Deal

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贝尔直升机采用具备超越同级别产品的全集成航电控制系统，不断改变世界的飞行方式。采用贝尔BasiX-Pro™这类先进设备为飞行员提供一目了然的数据，进一步加强飞行状态感知度，从而确保飞行安全。此外，贝尔直升机还配备了符合人体工程学设计的座椅及满足不同任务所需的系统和配件，承诺提供具备业界领先技术和安全的飞机。

敬请莅临参观我们在第三届天津国际直升机博览会上的展台#C101

贝尔直升机
Avicopter had a very good opening day at the China Helicopter Exposition, booking orders for 18 rotorcraft and announcing a launch customer for its prestigious AC352 super-medium sized transport.

Offshore oil support company COHC committed itself as the first customer for the twin-engine 14-16 passenger helicopter, though details of its order are still under negotiation. The AC352 should make its first flight this year. (Story: Page 8).

The order book opened with five Z9 twin-engine, light transports for Poly Tech, to be delivered by Avic Hafei.

Then the AC311A, newly engined with a single Turbomeca Arriel 2B1A turboshaft, took the limelight with orders for 13 rotorcraft.

Avicopter’s Changhe Aircraft Industries Corp sold two AC311As to Qinghai Flying Dragon General Aviation, three to Xihua General Aviation, and eight to Jiangxi Kunpeng.

The 2-ton AC311A is developed from the AC311. Its new engine, an improved airframe, rotor system and cockpit provides better flight and operational performance.

The AC311A first flew in August last year, and the next month it landed and took off on the highest manned radar station in Lhasa, Tibet. In February it completed extreme-cold flight tests in Mohe, the most northern city of China.

The multirole AC311A can perform emergency medical service, rescue, air travel, firefighting and passenger transport missions.

9月9日，第3届中国天津国际直升机博览会开幕当天，中航直升机即收获18架订单，使首日几乎成为“中航直升机日”。

本届直博会上以原型机首次公开亮相的AC352再传佳音，中信海直成为其启动用户。

另外，中航工业哈飞与保利科技有限公司签署了5架直9直升机采购协议。

最大的一笔订单来自换装法国透博梅卡AR-RIEL 2B1A发动机的AC311A直升机。中航工业昌飞与青海飞龙、西华通航、江西鲲鹏分别签署了2架、3架、8架共13架AC311A订单。

AC311A于2014年8月14日首飞，2014年9月在拉萨干巴拉世界最高的拉康雷达站5300米成功实现起降。2015年2月在中国最冷的地区黑龙江省漠河圆满完成了零下40℃的高寒飞行试验证。AC311A预计于2016年年初投入市场。
Avicopter Builds Brand Name and Reputation

Compared with foreign competitors, Chinese helicopters lack distinctive advantages in performance, reliability, technology and service and support systems, something that Avicopter is working hard to counter.

In order to gain a competitive edge in fierce market competition, says Lv Jie, Executive Vice President of Avicopter.

Brand images reflect product positioning of a company, and only by developing differentiated roadmaps and making clear their positioning can enterprises involved in fierce market competition focus on the target customer base of their products, he says. Since 2009, Avicopter has been working to gradually implant into users the brand images of the AC series of helicopters, namely "Safety, Cost-efficiency and Reliability". This has involved a major effort to provide users with strong after-sales and operational guarantees, helping build a sound word-of-mouth reputation. This, says Lie, must be maintained over the long term, with no let-up allowed.

The initiative has meant changing Avicopter’s corporate and business management culture to make brand management and reputation part of its core values.

At the same time, Avicopter, as the only helicopter company in China with both research and development and manufacturing capabilities, has determined to develop talents from within to foster a spirit of innovation throughout the business.

Meanwhile, intensified state support for the aviation industry and the upcoming opening of low-altitude airspace will effectively activate the market demand for civil helicopters, says Lie, while escalation of international arms races and future military conflicts will lead to a steady increase of orders for military helicopters. Avicopter must be positioned to take advantage of these opportunities to develop its products and the talents of its professionals, he says.

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阿古斯特·维斯特兰直升机
震撼亮相“天津直升机博览会”

AW 139 —— 总统专机  AW 109SP —— 空中法拉利  AW 119Kx —— 空中变形金刚

时间：2015年9月9日-13日   展位号：B507
Yunnan Police Order One AW139 Helicopter

Yunnan Provincial Police Department has placed an order for one AW139 intermediate twin-engine helicopter for delivery in 2016, AgustaWestland announced here. The aircraft will be used for law enforcement, border patrol, special operations, and utility missions in the region.

This brings to seven the number of AW139s sold in China for public service duties. A total of 17 of the type were in service in Greater China for all uses at the end of 2014, according to data from Hong Kong aviation consultant Asian Sky Group.

Yunnan Province is the most southwestern province in China, bordering Vietnam, Laos and Burma. Its high plateaus with elevations above 3,000 m and tropical rainforest in the east are demanding environments for helicopters, and the Police selection of the AW139 underscores the hot and high performance and multi-mission capability of that type, says AgustaWestland.

With orders for almost 900 AW139s in more than 70 countries and over 730 aircraft already in service, the helicopter is the best-selling intermediate twin in the world, it adds.

Sino-US Orders Another Three AW119Kx Helicopters

Sino-US Intercontinental has ordered more three AW119Kx single engine helicopters, for delivery this year, AgustaWestland announced. This brings to 30 its orders of AgustaWestland helicopters of all types since 2013.

Earlier this year it imported the first AW119Kx into China for a private customer.

Sino-US Intercontinental acts as an official non-exclusive distributor for AgustaWestland civil helicopters in China, excluding Hong Kong and Macau.

AgustaWestland and Sino-US are devoting significant efforts to strengthen the level of service in China with comprehensive maintenance and training solutions, to further enhance operational effectiveness and safety and maximize customers’ advantage in using AgustaWestland’s state-of-the-art products in the country, the company says.

A total of more than 130 AgustaWestland helicopters have been sold to Chinese customers to date. Some 37 of them were in service in Greater China at the end of 2014, according to data from Hong Kong consultant Asian Sky Group.
Reignwood to Help Train Police Aviation

Police in China have been working at a disadvantage when it comes to training their aviation departments: the country doesn’t yet have the expertise of many other parts of the world.

Now Chinese police will be able to train here instead of incurring the heavy costs of learning overseas, thanks to a strategic agreement signed at China Helicopter Expo between Reignwood Aviation Group and U.S. company SAG (Special Application Group). The two plan to offer police aviation and special mission tactics training in China.

Reignwood brings resources in helicopters and general aviation operations, airport operation and flight training, while SAG brings expertise in police and special mission tactics.

With development of general aviation in China, police aviation will expand accordingly and “localization” of Police Aviation and Special Mission Tactics Training will become both necessary and inevitable, the companies say.

Low-altitude Tourism Could Attract Millions

The Top 100 scenic spots throughout China are expected to attract 834 million visitors by 2020, and up to 50% of them are suitable for low-altitude flight tours, The “Forum on Helicopter Tours in Low-altitude Airspace” was told on the first day of the 3rd Edition of China Helicopter Exposition.

That could develop into a major industry, with low-altitude flight sightseeing tourists reaching about 420 million by 2020.

The Forum was held to promote development of China’s general aviation industry and particularly the potential of the low-altitude airspace tourism industry. These figures mean helicopters—and lots of them, as well economic spin-offs to the aviation service and related industries.

By Qiu Guangrong, Chairman of Avic Changhe Aircraft Industry, addressed the forum.
AC352 Wins Launch Customer
AC352赢得启动用户

COHC, the maritime helicopter business branch of CITIC, will be the launch customer for Avicopter’s 14-16-passenger AC352 super-medium sized helicopter, it was announced here in Tianjin as the prototype was presented to the public for the first time.

Avicopter has shown mockups of the AC352 helicopter before, but never the real thing. First flight is due by the end of this year.

Further details of COHC’s launch order were not given as negotiations are ongoing. COHC operated a fleet of 51 helicopters at the end of 2014, including 38 Airbus Helicopters—the largest Airbus fleet in Asia—according to data from Hong Kong aviation consultants Asian Sky Group.

The AC352 is a joint program between AVIC Hafei and Airbus Helicopters to develop, produce and market a transport helicopter primarily for the oil and gas industry, and for separate markets in China and the rest of the world.

The Airbus Helicopters H175 and China’s AC352 share a common airframe and transmission but differ in important details. Hafei produces all the airframes for the separate production lines in France and China, and Airbus provides the dynamic systems.

The main difference between the two is in the powerplants: the H175 uses a pair of Pratt & Whitney Canada PT6-C67E turboshafts, while the AC352 is powered by jointly-developed Turbomeca-AVIC Ardiden 3 engines, designated WZ16.

Airbus Helicopters and Avicopter last year signed an agreement for the production of up to 1,000 H175/AC352 helicopters over the next 20 years. AVIC Hafei said yesterday it expects to sell 400 of them in that timeframe.

Meanwhile, Airbus Helicopters has marked the first 1,000 flying hours with its H175 helicopters in service with Belgian oil and gas operator North Sea Helicopters (Vlaanderen). Details released by the operator state that the hours have been flown with the first two aircraft that were delivered to NHV in December 2014. They have completed around 750 missions and carried 11,000 passengers.

Yesterday, Hong Kong-based Government Flying Services (GFS) became the world’s launch customer for the first public-services configured Airbus Helicopters H175, with an order for seven aircraft. Deliveries will begin with three aircraft towards the end of 2017, followed by the remaining four in 2018.

The order is a significant boost for the H175, which has suffered a low uptake partly because of its late arrival to market and the drop in demand for helicopters from oil and gas support operators as a result of the fall in energy prices.

Nonetheless, the company has managed to shore up a number of significant orders, from Bristow and from leasing company Milestone Aviation. It has an order book for just over 100 aircraft.

Airbus would have hoped for earlier success for a SAR capable H175. In 2012, the company proposed the aircraft for the UK’s demilitarization of SAR services. However the winner of the contract, Bristow Group, selected the AW189.

AC352直升机是由中航工业哈飞和空客直升机联合研制的中型多用途AC352直升机在本届国际直升机展上首次以原型机公开亮相，并与启动用户中信海直签署采购协议。

中航工业哈飞副总经理谷海成和空客直升机副总裁马克，阿隆代表项目双方，以对话形式对AC352直升机的合作背景、性能参数、研制进展及市场潜力进行了讲解。随后，现场举行AC352直升机采购协议深化合作协议签约仪式，中信海直成为AC352直升机启动用户。

AC352直升机是由中航工业哈飞和空客直升机联合研制的中型多用途直升机，采用中法联合研制的涡轴16发动机，其中H175采用的是加普惠公司的PT6-C67E涡轴发动机。据中航工业哈飞透露，AC352预计将在未来20年售出400架。相比之下，H175已从2014年12月交付2架，累计商用飞行时间已超过1000小时，不过，当前石油价格下跌有可能在短期内对这两型直升机在海上油气市场的表现产生影响。

该型机在中国直升机序列编号为AC352，在法方编号为H175，其中最大的不同是AC352
Turbomeca Says AC352 Engine ‘Best in Class’
透博梅卡和中航发动机携手为AC352直升机提供优异发动机

Avicopter’s AC352 super-medium helicopter is powered by the most high-tech turboshaft available in its class, the Ardiden 3C / WZ16, developed jointly by Turbomeca and AVIC Dongan, the French engine manufacturer claims.

Now Turbomeca is standing ready to support the first flight of the helicopter, which it says could happen in the coming weeks.

The 1,700 shp Ardiden 3C is the only new-generation engine in this power range on the market, Turbomeca adds.

Its design ensures that the engine will be very reliable and cost-effective, particularly in terms of maintenance and cost-of-ownership. It offers 10 percent lower fuel consumption than other engines in its category, and maintenance will be simplified by a 5,000 hour Time Between Overhaul (TBO) limit, increased to 6,400 hours at maturity.

Turbomeca China General Manager Hervé Pasbecq notes that “because it is designed to perform in the toughest environments with the lowest operating costs, Ardiden 3C / WZ16 is a perfect match for the AC352. This engine will bring more power, more range and more mission capabilities to this new helicopter. Through our partnership with Avic Dongan, AC352 operators will benefit from the know-how and experience of two key players in the field of aircraft propulsion.”

Engine performance figures have already been validated during ground tests. The engine will be certified by EASA under the designation Ardiden 3C, and by the Civil Aviation Administration of China (CAAC) under the designation WZ16.

The Ardiden family is divided into two groups: Ardiden 1, which offers 1,400 shp with growth potential to 1,700 shp, and Ardiden 3, covering 1,700 to 2,000 shp. Today, over 250 Ardiden 1s are in service throughout the world. They are installed in the Druzh, LCH (Light Combat Helicopter) and LUH (Light Utility Helicopter), all built by India’s Hindustan Aeronautics Limited. Ardiden 3G, another Ardiden 3 derivative, powers the Ka-62 built by Russian Helicopters.

With over 500 engines in operation in China, one of every two Chinese-registered helicopters is equipped with Turbomeca engines or its licensed products.

Directly this engine to performance and reliability, which is very important to the AC352, as it is designed for the lowest maintenance, to perform in the toughest environments with the lowest operating costs, Turbomeca’s China General Manager Hervé Pasbecq notes. “The engine will be certified by EASA under the designation Ardiden 3C, and by the Civil Aviation Administration of China (CAAC) under the designation WZ16.”

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中航工业直升机是中航工业集团与天津市政府共同组建的，专业从事直升机、轻型多用途飞机、螺旋桨的研发制造以及通用航空运营的公司。公司总部设在天津，下辖六家成员单位，包括哈尔滨飞机工业集团有限责任公司、昌河飞机工业（集团）有限责任公司、中国直升机设计研究所、惠阳航空螺旋桨有限责任公司、天津飞龙投资控股有限公司和天津直升机有限责任公司。公司自主创新能力不断增强，产业规模不断扩大，为国家国防和经济建设做出了突出的贡献，是中国直升机产业发展的国家队。
Honeywell Brings Bell 407HP Power, Economy
霍尼韦尔助力贝尔407HP动力更强、经济性更好

Canada’s Eagle Copters has partnered with Honeywell Aerospace and Shanghai-based General Dynamic Aero Technology (GDAT) to introduce an upgraded, high-performance Bell 407 helicopter to Chinese customers.

Re-engined with Honeywell’s next-generation, 1,000-shp-class HTS900 turboshaft engine, the Bell 407HP has 22% more power than the standard aircraft and allows it to carry 40% more weight at an altitude of 12,000 ft. Much of the benefit is derived from the engine’s efficiency: it burns 17% less fuel than the standard Bell 407’s Rolls-Royce Model 250-C47B turboshaft.

Now the partners are working on bringing a demonstration 407HP to China, where it will help in the campaign to win approval from China’s CAAC. “We’re starting the process now. We’re hoping the helicopter will arrive fairly soon, perhaps within the next three to six months,” says Honeywell’s Andy Gill, senior director for Business and General Aviation, Asia Pacific.

Bell’s 206/407 family represents the most popular helicopter type in Greater China, with 43 206s and 32 407s in operation at the end of 2014, according to data from Hong Kong aviation consultant Asian Sky Group. Honeywell and its partners believe the 407HP will strengthen that appeal, especially where operators demand better performance in hot and high conditions.

“The Honeywell HTS900 turboshaft engine and the 407HP are perfectly suited to China. Nearly 70% of the land area is covered with mountains, hills and plateaus, requiring helicopters to regularly fly in high and hot conditions,” says Gill. “That performance, coupled with low maintenance and Honeywell’s reliable service and support, is a powerful combination.”

Eagle Copters of Calgary, Canada, developed the engine retrofit and won Canadian and U.S. FAA approval for a Supplemental Type Certificate (STC) for the combination. In China, Honeywell will seek CAAC certification for the HTS900 engine, and GDAT will lead the request for a Verified Supplemental Type Certificate from the CAAC for the 407HP, as well as being the first customer.

“This helicopter is destined to become a favorite for operators in key sectors like search and rescue, oil and gas exploration, and tourism. We are very proud to be the first to bring the Bell 407HP to China,” says GDAT President Peter Jiang.

The Bell 407HP can trace its origins to Bell Helicopter’s launch of the 417 in 2006. That was essentially an updated Bell 407 powered by the Honeywell HTS900 engine; Eagle Copters began development of the STC to re-engine the 407 in 2009 when Bell canceled the 417, basically taking over where Bell left off.

Eagle Copters Bell 407HP could be here within six months.
Honeywell’s HTS900 turboshaft engine.

加拿大的鹰直升机公司、霍尼韦尔航空航天集团携手捷德航空（GDAT），准备将经过升级的高性能贝尔407直升机引入中国。

通过换发动机为735.5kW的霍尼韦尔HTS900涡轴发动机，贝尔407HP直升机比标准型直升机的功率提升了22%，在海拔3660m高度的起飞重量提高了40%。这些优异的性能源于发动机的效率；换发后的贝尔407HP比配有罗罗250-C47B型涡轴发动机的标准型贝尔407的耗油率降低了17%。

贝尔206/407是大中华区最受欢迎的直升机机型，根据亚太航空提供的数据，截至到2014年年底，共有43架贝尔206和32架407直升机在大中华区运营。

吉尔认为：“HTS900发动机与贝尔407HP直升机的组合特别适合在中国运营。中国有70%的陆地面积是山地和高原，需要直升机经常在高温、高原环境下进行常规飞行。”

位于加拿大卡尔加里的鹰直升机公司是贝尔407换发改装的主研制方。该机已经获得加拿大和美国联邦航空局（FAA）的补充型号认证（STC）。在中国，霍尼韦尔将为HTS900申请CAAC的适航认证，而GDAT作为贝尔407HP在大中华区的首个用户，主要负责向CAAC申请贝尔407HP的验证补充型号认证。

GDAT总裁Peter Jiang说：“贝尔407HP直升机主要设计用于搜救、油气开发和旅游。我们以成为贝尔407HP的首个中国客户而非常自豪。”
AC313: World’s Largest EMS Helicopter?

AC313推出医疗救护车型

China’s largest indigenous helicopter, the three-engine Avicopter AC313, might also become the world’s largest helicopter dedicated to emergency medical services (EMS).

A mockup unveiled here at Tianjin shows the usual 27-passenger cabin outfitted for emergency medical transportation, underscoring Avicopter’s intention to develop new utility uses for the helicopter. It is already available in a firefighting role, with tank and hose systems from U.S. company Simplex.

The large cabin can transport multiple patients in two levels of stretcher systems, some of which can convert to seats to maximize the number that can be carried in one flight.

Smart monitoring of the patients allows just one doctor to tend the victims via a single screen, and medical data can be shared by Internet between doctors in the air and on the ground. The on-board systems replicate the highest standards of an intensive care unit, Avicopter says.

The AC313 is powered by three PT6B-67B engines from Pratt & Whitney Canada, affording a MTOW of 13,800 kg, or 30,400 lb. The helicopter has a maximum payload of 4,000 kg (more than 8,800 lb) and a maximum sling weight of 5,000 kg, or 11,000 lb. Maximum cruise speed is 255 km/h, or nearly 160 mph, with a range of 940 km (580 miles) with 20 minutes fuel reserve. Maximum endurance is 5 hr.

The AC313 has a maximum operating ceiling of 4,800 m, or 15,750 ft. Avicopter has said it plans to pursue certification of the helicopter in Europe and the U.S.

Avicopter Breaks Into China’s EMS Market

Avicopter has broken into China’s emerging market for emergency medical services (EMS) with an order for three twin-engine AC312A helicopters from Zhongshan Bauhinia General Aviation Companies. This is the first time that a Chinese-made helicopter has been selected over foreign competition for this role.

The company also signed a purchase agreement for three additional AC312A helicopters. The rotorcraft will provide EMS services for the Pearl River Delta Region.

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Z19E Attack Helicopter for Export

Believing that emergency medical services (EMS) will be a boom market for helicopters in China, Avicopter is proposing its in-development, twin-engine AC322 for that role. It is showing the EMS configuration here at China Helicopter Expo in the full-size mockup of the since-renumbered AC3X2 that it unveiled last November in Zhuhai.

The three ton-class AC322, which will seat eight plus two crew in passenger configuration, features a wide-for-its class cabin that makes it ideal for EMS, Avicopter believes. That width allows it to carry two stretchers side-by-side, which can be loaded through clamshell doors in the rear fuselage. In that configuration it still retains seating for attendants, and room for equipment.

Avicopter Aims AC322 at EMS Role

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International Business Convention for the aerospace & defense industries

Seattle, USA
Airbus Helicopters Pioneers EMS in China

China’s new market for emergency medical service helicopters became a reality last year with the delivery last October 28 of the first rotorcraft dedicated to this role: a twin-engine Airbus Helicopters H135 P2e.

A second P2e was due for delivery earlier this year, and the operator, 999 Emergency Rescue Center, a subsidiary of the Beijing Red Cross Foundation, also placed a letter of intent 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.

“In addition to benefitting from the H135’s excellence as an EMS helicopter, we also appreciate the added value of Airbus Helicopters’ experience and relationships with HEMS (helicopter emergency medical services) operators,” says Ma Runhai, Executive Vice President of Beijing Red Cross Society of China.

“It enables us to help achieve the national strategic goal of comprehensively deepening the reforms and propelling the modernization of the governance system and capacities. It will also help Beijing Red Cross Society of China to achieve the goal of becoming a leader in China and a first-class organization in the world.”

The helicopter is fully equipped with medical systems from Bucher - the same provider for many established European HEMS operators.

A delegation of doctors from the 999 Center underwent familiarization courses in Augsburg, Germany, on the Bucher-supplied equipment, which follows a one-week introduction to HEMS in the ADAC HEMS Academy near Cologne. In parallel, Airbus Helicopters is providing rotorcraft training, organizing a cooperation outreach, and establishing relationships and workshops for the Chinese with leading European air rescue operators to ensure a smooth and successful initiation of the country’s new HEMS operations.

“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. “999 Center’s initiative to launch this public service is highly commendable and will be well-appreciated by the people of China.”

Airbus Helicopters claims over 60 percent market share worldwide in the HEMS segment, with approximately 25 percent of all medical emergency operations around the globe performed by that model. More than 1,100 H135s have been delivered worldwide, and over 500 of them are in HEMS configurations.
魅影直升机
美拍直博会
手机摄影大赛

活动时间：
第三届天津博览会专业及公众日（9月9日-13日）

活动规则：
1. 扫描二维码关注“中航工业”、“中航工业直升机”、“国际航空”、“公务与通用航空”微信公众号
2. 手机拍摄直博会中航工业参展直升机照片，或与直升机合影
3. 照片需含例如中航工业LOGO或直升机型号等元素
4. 照片原图发送至“中航工业”、“中航工业直升机”、“国际航空”、“公务与通用航空”微信公众号

奖项设置
航展结束后，活动评审组将对摄影作品进行评奖。

特等奖1名：总师签名直10模型
一等奖5名：直10模型
二等奖10名：AC313模型
三等奖20名：直升机金属陶瓷邮票
敢拍敢秀奖/最酷画面奖/最佳人气奖各10名：直升机木质陶瓷邮票
Robinson Helicopters Make Their Mark
罗宾逊直升机深受欢迎

What’s the most popular helicopter type in Greater China? It’s the piston-engined Robinson R22 and four-seat R44, with no fewer than 190 in the fleet, according to the 2014 Helicopter Survey by Asian Sky Group.

There are also five Robinson R66 turbine helicopters, with another five due to be delivered this summer. Latest improvements to the R66 include floats and an autopilot.

An R66 is on static display here, exhibited by Heliflite.

Next most popular is the single-turbine Airbus Helicopter AS350 Ecureuil, with 44 in service at the end of last year. That’s just one more than the Bell 206 Jet Ranger.

However, if one adds in the next most-popular type, the single-turbine Bell 407 updated model of the Jet Ranger, then Bell wins the single-turbine popularity poll in China.

Chris Jaran, Bell Helicopter’s Vice President for China, says a major selling point for the Jet Ranger is its versatility in performing multiple missions, and the ability to swap out the cabin for different roles within an hour. That popularity will likely be continued with the new Bell 505 Jet Ranger X, which is selling well in China. Deliveries are expected to begin next year.

Bell helicopter won’t discuss orders by country, but Chinese orders include a letter of intent for 50 Bell 505s signed last November by Reignwood Investment.

Light twin-engined helicopters are also in demand in China, where operators can choose between AgustaWestland with the A109, Bell Helicopters with the 429, Sikorsky with its S-76 family, and Airbus Helicopters with its AS365, EC155 and EC135 rotorcraft.

Airbus comes in number one with a combined 55 light twins (14 AS365 Dauphins, 23 EC155s and 18 EC135s), followed by Sikorsky with 18 S-76s, AgustaWestland with 14 AW109s and Bell with 10 429s and one 407.

In the larger twins, AgustaWestland leads with a fleet of 17 AW139s, followed by Sikorsky with 11 S-92s.

In total turbine fleet size by manufacturer, as at the end of 2014, Airbus Helicopters came in way ahead at 152 helicopters (38% of China’s total), Bell helicopter 104 (26%), Sikorsky 43 (11%), AgustaWestland 37 (9%), and Avicopter 19 (5%).

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These rankings will likely change for 2015 as orders translate into deliveries to customers in China.

Robinson Helicopters Make Their Mark
罗宾逊直升机深受欢迎
Avicopter Hurries to Win

In tight competition, Avicopter is quick to seize the opportunity to get part of the market, with a twin-engined, super-medium-sized AC352.

The AC352 is expected to be delivered to the PLA Air Force in the second half of 2017 and all first-year sales are likely to be delivered in 2018.

Full details in tomorrow's ShowNews.

AC352 to Star at Show

The 5th China Helicopter Development Forum was held in Tianjin on Sept. 8. Under the theme of Helicopter Contributes to the “One Belt, One Road” initiative that involves developing infrastructure and trade, government officials from key related departments and industry leaders shared their viewpoints on how to seize the opportunities brought by the new national strategy.

AVIC Unveils Heavy Lifter Details of the Advanced Heavy Lift (AHL) helicopter project launched last May are being unveiled here at the China Helicopter Exposition. A model on the Avicopter stand depicts current thinking on the 10-ton class helicopter, and shows that design progress is being made.

The highlight of this year’s China Helicopter Exposition will occur today when Avicopter reveals its twin-engined, super-medium-sized AC352 to the public for the first time. The mockup has been seen before, but the helicopter on show here is a real airworthy example, marking its first venture into the public gaze.

Avicopter builds all the airframes for the separate production lines in France and China.

Avicopter is quick to seize the opportunity to get part of the market, with a twin-engined, super-medium-sized AC352.

AVIC Board of Directors’ President Lin Zuoming addressed the Forum.

AC352 to Star at Show

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