Airshow China 2016 Opens
第十一届中国国际航空航天博览会开幕

Bell 407GXPs To Be Locally Assembled
贝尔将在组装 407GXP直升机

Bell Helicopter plans assembly of Bell 407GXPs in China as part of a sale 100 of the aircraft.

At Airshow China yesterday it signed a framework agreement with Shaanxi provincial government company Shaanxi Aviation Industry Development, a subsidiary of the government’s Shaanxi Energy Group. The other signatory was Xian Helicopter, a general aviation operator established in 2014.

They agreed to work towards establishing a final assembly line in Xian, Shaanxi province for the 407GXPs as well as develop maintenance and in-country support.

In addition, they agreed to negotiate a five-year purchase agreement for 100 Bell 407GXPs for missions, including emergency medical services (EMS) and law enforcement missions, says Bell.
亚航和CFM，携手世界之巅。

恭贺亚洲航空 (AirAsia) 引进以 LEAP-1A 为动力的空客 A320neo 飞机加入机队！放眼远眺，我们共同展望光明的未来。可靠性的理想架构。

cfmaeroengines.com

CFM International is a 50/50 joint company between GE and Safran Aircraft Engines
More Support for Comac’s C919 and ARJ21
C919和ARJ21获得更多订单

Three leasing companies signed up with Commercial Aircraft Corporation of China, Ltd. (Comac) yesterday for 56 Comac C919 narrowbody airliners and 40 ARJ21-700s. They were:

- CITIC Financial Leasing, with 18 firm orders and 18 options for the C919;
- SPDB Financial Leasing Co., Ltd., with five firm orders and 15 options for the C919;
- China Aerospace Leasing Company Ltd. for 20 firm orders and 20 options for the ARJ21-700.

In a separate agreement, ICBC Financial Leasing Co. said it would help Comac over the next three years to market the aircraft in China and overseas and advise in purchase and leasing solutions.

It will also provide competitive comprehensive aviation financial solutions to Comac for every link of the supply chain, it said.

ICBC currently holds purchase agreements for 45 C919 and 30 ARJ21-700 airliners.

China Eastern First to Fly C919
东航将成为首家C919运营商

China Eastern Airlines will be the world’s first operator of the Comac C919 narrowbody airliner. Commercial Aircraft Corporation of China, Ltd. (Comac) and China Eastern signed the first C919 Aircraft User Framework Agreement here at Airshow China yesterday.

China Eastern Airlines, headquartered in Shanghai, currently operates over 580 aircraft with Shanghai as the core hub connecting 1,062 destinations in 177 nations and regions. It flies more than 100 million people a year and ranks among the world’s 10 largest airlines.
从北京开启悠远之旅
让我们飞得更好
波音制造并交付完整的远程民用飞机家族，使航空公司可以提供到世界任何地方的点到点直飞服务。不仅如此，波音的远程飞机因其效率和舒适度声名遐迩。飞得更远，飞得更轻松。让我们飞得更好。
China Airworthiness Agency to Improve Capabilities

“十三五”迎来“适航攻关”关键阶段

China aims to streamline the certification of new aircraft under an initiative by the CAAC’s Department of Aircraft Airworthiness Certification (CAAC DAAC) over the next five years.

With new aircraft programs coming on stream using new technologies, the DAAC faces many challenges. Among them: an outdated organizational structure, a lack of airworthiness technology research capacity, and a shortage of human resources.

DAAC director Yin Shijun says that new certification centers will be established in Xi’an and Guangzhou. Some production supervision agents will be dispatched, and engineering representative designation and management will be enhanced in manufacturing companies. For some large carriers like Air China, China Eastern Airlines, China Southern Airlines, and Hainan Airlines, CAAC DAAC will develop large teams of designated engineering representatives.

Yin says plans call for developing a digital platform for airworthiness certification, and management of airworthiness papers, airworthiness directives and airworthiness information distribution.

Certification capacity will be expanded, with regional centers for propeller regional aircraft, small aircraft, avionics systems, and fuel and chemicals. At the same time, certification infrastructure and technology research will be accelerated to support key certification missions including ARJ21-700 variants, the C919, AC352 and MA700.

International cooperation is a major focus. CAAC DAAC will expand international airworthiness cooperation and promote bilateral agreements with developed countries, especially the U.S. and European countries, to help export domestic civil aircraft, says Yin.

适航审定是民用航空安全的重要保障，也是民用产品进入市场的法定前提。“十二五”期间，民航适航审定部门合力完成了ARJ21-700飞机、“新舟”600F货机、Y12F飞机等国产民机的型号合格审定工作，助力“新舟”60出口到17个国家，硕果累累。但随着各种民用航空产品的推出，给适航审定工作带来了严峻的挑战，适航审定机构建设滞后，适航审定技术研究能力不足和人力资源匮乏等问题凸显。

民航局适航审定司司长殷时军表示，在“十三五”期间，民航局将建立垂直集中管理的高效适航审定组织体系，并建成西安审定中心、广州审定中心，组建部分生产监督处，加强在制造企业和制造检验机构开展工程委任和管理工作，同时将在国航、东航、南航、海航等运输企业系统形成规模较大的委任单位代表组。

在整个“十三五”期间，适航审定工作将从提升型号审定能力，规范生产管理要求，实施全过程的适航管理和加强标准计量工作4个方面平行推进。

殷时军还指出，2016年是“十三五”开局之年，是进入国务院“适航攻关”举措的关键阶段，民航局将重点做好以下方面工作。一要做好适航审定顶层设计工作。编制和实施适航审定“十三五”专项规划，加快构建适航审定信息平台，重点建设适航审定信息系统、委任管理系统、适航指令管理系统、适航信息发布的系统、适航审定技术研究和硬件设施建设项目。

三要继续推进工业方适航系统建设，打造民机产品“制造—使用—改进—提高”的良性循环，加快建设售后服务体系和技术支持体系。

四要进一步拓展适航国际合作，继续积极推近与航空发达国家，特别是美的双边适航协议，推动民机出口。

Comac would like international certification for the C919.
G650ER

极致舒适 空中殿堂

湾流G650ER™不仅拥有公务机世界里最快的航程及最远的速度，更拥有精致完美的内饰空间，为您打造卓越的舒适感。其大型全景眩窗、100%清新空气循环、平卧式座椅等让您在旅程中的每一刻都尽享惬意。湾流旗舰机型G650ER，以全球标准超越您对航程与舒适的想象。

欲了解更多信息，请访问 gulfstreamg650er.com。

舱压高度：1,003 米*
乘客人数：最多 19 位
全景视窗：16 个

*当正常初始巡航高度为12,497米时
CAAC Restructures Its Certification Centers
中国民航局调整适航审定组织机构

To strengthen its certification capabilities, the CAAC has restructured its certification offices into areas of specialization.

From now onwards, the Engine Certification Center of CAAC will lead and manage the organization under its new name, the “Certification Center of CAAC.”

According to the center’s Director General, Xu Chaoqun, the new organization is responsible for conducting certification for all civil aviation products, and offering relevant technical support.

The new Certification Center will set up a branch in Xi’an named Xi’an Aircraft Certification Center of CAAC, and it will also be responsible for managing the Shanghai Aircraft Certification and Shenyang Aircraft Certification Centers.

Following the restructuring, the Shanghai Certification Center will engage in certification of turbofan aircraft, and Shenyang for small aircraft and rotorcraft.

The new Certification Center is an important step for CAAC to implement the State Council’s certification policy. It will manage professional, technology and human resources to conduct airworthiness certification of the C919, MA700, AG600 and other types as well as other aviation products.

CAAC Restructures Its Certification Centers

Airlines Set Up Materials Sharing Platform

A new company to help airlines manage aviation materials has been set up by Air China, China Southern and China Eastern in cooperation with two other shareholders.

The company, to be known as China Aviation Supplies Corporation (CASC), will focus on monetising surplus assets through disposal, rotatable component sharing and streamlining consumable supply through a new and innovative Chinese aviation materials supply platform.

CASC will apply data sharing and Internet technology to offer effective and efficient aviation supply solutions across the industry.

The company will initially start to serve the three major state airlines with innovative new supply management systems, including IT and resource sharing, and will continuously improve material availability. It will then promote the introduction of innovative material supply programs to other airlines in China including existing private airlines, LCCs and start-up airlines, and eventually will branch into international markets.

The airline companies each hold between 22% to 24% of the company. The other two shareholders are China Aviation Supplies Holding Company (21%) and China Reform Holdings Co. Ltd, with 10%.

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Airlines Set Up Materials Sharing Platform

China Aviation Material Sharing Platform (CASC) was founded on October 18.
Leonardo Helicopters provide unique, integrated and affordable products to the global healthcare delivery system; delivering state-of-the-art tools to save lives; anytime, anywhere.

Together, bringing care to the patient with the best aero-medical solution.

Finmeccanica is now Leonardo - inspired by the vision, curiosity and creativity of the great master inventor - designing the technology of tomorrow.

Every Second Counts
Suppliers of airline avionics, connectivity and cabin interiors are reaping the benefits of the boom in commercial aircraft sales to China.

“We’ve had a fantastic year,” says Jinsong Xia, deputy CEO of Thales China. “We’ve seen success in all our core businesses, and especially avionics and inflight entertainment (IFE) systems.

“We’ve had multiple successes on flight-critical systems including head-up displays (HUD), flight management systems (FMS) and surveillance and safety (T3CAS).

“On IFE we’ve had good success, including a major success with a key airline for multiple platforms.” In fact, says Xia, Thales has a 65% market share in IFE in China.

Thales’ total so far, with two months of the year remaining, is to provide avionics on more than 400 mainly single-aisle Airbus and Boeing aircraft across multiple airlines including China Southern and China Eastern.

A total of 154 Airbus 320NEOs will be equipped with a full component package including Thales FMS, Thales/ACSS T3CAS terrain collision avoidance systems, ELT Integra, radio altimeters and HUDs.

Thales will also be equipping over 150 737MAX aircraft with different sets of components, including over 100 TopFlight Imarsat SATCOM systems and 50 with both TCAS3000SP and low range radio altimeters.

Chinese airlines have been investing heavily in the 737NG platform and Thales has been the supplier of choice on these new versions of the popular Boeing single aisle, for components ranging from TopFlight Imarsat SATCOM, TCAS3000SP and low range radio altimeter. The group signed contracts on over 80 aircraft.

Xia notes that more than 100 Airbus aircraft have been ordered with Thales HUD, mainly dual rather than single installations.

On Boeings, Thales had about 30-40 aircraft equipped at the end of 2015 with more than another 130 on order. HUD equipment is being mandated by the CAAC with a steady ramp-up towards full compliance by 2025.

Asked how Thales had won so much business, Xia pointed to its long-term business partnerships in China. We are one of the largest operators in China. We are actually Chinese!” he said.
Shaping tomorrow’s regional aviation*

ATR is a world leader in regional turboprop aircraft. ATR products are flown by more than 90 airlines in about 190 cities across 60 countries. In addition to providing the best-in-class availability and performance, ATR aircraft are designed to integrate easily into any airport environment. ATR’s role is to help airlines succeed and grow around the world.

* “ATR 72-500” refers to the ATR 72-500 model of the aircraft.
AVIAGE Signs Up New Partner

AVIAGE Systems, a joint-venture between AVIC and GE, has signed an agreement with Avic’s Nanjing Engineering Institute of Aviation Systems (NEIAS) for product development.

NEIAS has been tasked with helping to jointly develop new functionality for AVIAGE’s systems, says AVIAGE in a statement released at Airshow China.

AVIAGE is responsible for developing the avionics system for the Comac C919.

The company says its integrated modular avionics system uses digital open architecture capable of hosting more functions.

NEIS is a subsidiary of Avic’s Electromechanical Systems, “which owns a variety of technologies including environmental control, fuel, hydraulic and air management systems,” says AVIAGE.

The cooperation between AVIAGE and NEIAS allows the latter to move beyond its core market, which is military aircraft, and tap into the civil aviation market for business opportunities, it says.

In terms of the C919 program, AVIAGE says in September it completed the installation and test of avionics systems on the first C919 aircraft.

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Breitling reinvents the connected watch firmly geared towards performance. Every inch an instrument of the future, the Exospace B55 multifunction electronic chronograph pushes the boundaries of comfort, ergonomics and efficiency. The titanium case of this compendium of innovations houses an exclusive SuperQuartz™ caliber chronometer-certified by the COSC and featuring a range of original functions tailor-made for pilots and men of action. Welcome to the world of precision, feats and high-tech sophistication. Welcome to the vanguard of instruments for professionals.
Chinese Investment Co. Plans 30-Seat ATR 42 Operation

ATR与陕西天驹拓展西北航空短途运输

Tianju Investment of Shaanxi, China, plans to use ATR 42-600s with 30 seats to take advantage of Beijing’s keenness for developing short-haul air transportation.

By using the aircraft with reduced seating, an operator qualifies for support under policies of the Civil Aviation Administration of China intended to promote general aviation.

At Airshow China yesterday, ATR and Tianju announced the investment company’s intention to order an unspecified number of ATR 42-600s.

The aircraft will be fitted with 30 business and premium-economy seats. Later conversion to a more usual arrangement for 46-50 passengers would be possible.

China will need 300 new turboprop transport aircraft by 2035, ATR says.

China Hands Rockwell Collins Biggest-Ever Airline Order

柯林斯获得中国航空公司的大订单

Rockwell Collins has won the biggest-ever airline order in its history to equip “several hundred” China Eastern aircraft with cockpit avionics and cabin entertainment systems.

The airline selected Rockwell Collins to outfit five different aircraft types from Airbus and Boeing with its PAVES on-demand in-flight entertainment (IFE) system, MultiScan ThreatTrack weather radar, its GLU-925 Multi-Mode Receiver (MMR), and Head-up Guidance system (HGS).

It will install PAVES on 30 Next-Generation Boeing 737 and 60 737 MAX aircraft, and various avionics systems on 15 Airbus A330, 70 A320neo, 50 Next-Generation Boeing 737 and 60 737 MAX aircraft.

Last year China Eastern selected the PAVES Broadcast IFE and Airshow moving map for 15 new 737 aircraft.

The scalable and flexible PAVES system allows for hybrid IFE configurations supporting the airlines’ requirements for unique configurations, such as in-seat IFE in first class and overhead IFE in economy. PAVES also offers airlines a high degree of flexibility in the management of their digital content.

MultiScan ThreatTrack alerts pilots to significant threats adjacent to or above a thunderstorm cell, beyond standard hail and lightning predictions. In addition, the new radar is the first in the industry to feature two levels of turbulence detection.

The GLU-925 MMR is the first certified GPS Landing System receiver and enables high-integrity navigation, including RNP AR, Category III ILS and Category I Global Positioning Landing System approaches. The MMR also enables GPS position and availability requirements for ADS-B Out mandates.

Rockwell Collins’ HGS displays critical flight information in a pilot’s forward field-of-view, eliminating the need for pilots to transition to the head-down instruments.
中航工业通飞是国内最大的以通用飞机研发制造、运营服务为主业、涵盖支线航空、通勤航空、水上飞行、新材料、锻造、液压等业务的多元化公司，以“传播航空文化，实现飞行梦想，引领中国通用航空产业发展”为使命，实施全面提升产品和服务的价值创造能力发展战略，致力于成为“国内领先、世界一流”的通用航空解决方案提供商，全球化、全体系、全产业链、全价值链发展模式不断完善。

通飞以市场需求为牵引，统筹国内国外两种市场、两种资源，加快通航器研制全覆盖化进程。大型水陆两栖飞机AG600在珠海总装下线；与法国飞鲸公司签署了螺旋桨项目投资协议；单发轻型喷气式公务机愿景SF50首架生产机成功首飞。西锐向客户交付第6000架飞机，连续12年稳居全球最畅销四/五座飞机榜首。首批12架达索C919全球近50家用户预订，包括32架C919飞机和10架ACJ319飞机。

通飞以全产业链发展为目标，重组产业链的价值环节，拓展通航新兴业务。在内蒙古、新疆探索发展通用航空和通航航空旅游；所属多家航司公司取得CCAR-91部、CCAR-135部、CCAR-145部运行资质；建立珠海、呼伦贝尔、河北、湖北机场管理公司；UL91、100LL无铅汽油通过适航评审进入市场。爱飞客控股集团落户南京，通航示范区加快布局，荆门、武汉、南通、阿勒泰等地全面建设；举办爱飞客飞行大会，传播航空文化，促进产业发展。“通用航空+”发展方向得以践行。
Leonardo Sees Jump in Helicopter Imports

Leonardo Helicopters, formerly known as AgustaWestland, has seen a four-fold increase this year in deliveries to mainland China, which means China is now the largest market in Asia Pacific for the Anglo-Italian helicopter-maker.

“Last year we delivered five helicopters to China and this year we will deliver 27,” says Stefano Zalonis, Leonardo Helicopters VP of sales for China, who confirms China is now its biggest market in the region.

He says 15 of the 27 have already been delivered, leaving 12 more to be delivered this year. This means that at year-end there will be a total of 65 Leonardo Helicopters in-country, he adds.

There has been a huge downturn in the global oil and gas market, which has adversely affected helicopter operators in China in that segment. Some of the operators have had to ground aircraft, says Zalonis.

However, helicopters for the law enforcement agencies and emergency medical services (EMS) are bright spots in the market, he says, adding that some of those Leonardo is delivering this year are for the Yunnan and Zhejiang Police Forces.

Also, by November, the company hopes to receive Civil Aviation Administration of China (CAAC) certification for the AW169 helicopter, and next year the AW189, says Zalonis, adding that these two aircraft types will give them a further sales boost.

In terms of China’s helicopter market overall, Zalonis says the growth in the market the past two years had been slowing, but he adds that the number of helicopters coming into China this year is likely to be the same as last year, which means the market has stabilized.

Leonardo’s AW139 is popular with China’s law enforcement agencies.

Z-10K Makes Its Debut

The two-seat Z-10 armored attack helicopter made its public debut at the 2012 Zhuhai air show, having undergone extensive testing for several years by the Air Force of the People’s Liberation Army. But this is the first appearance of the latest Z-10K version, which can carry air-to-air or air-to-ground missiles as well as rocket launchers to augment the nose-mounted gun. It is powered by two Chinese-produced turboshafts.
国画激光投影机
感受不一样的视界
第11届中国国际航空航天博览会
H6H7 展位
中国.广东.珠海
2016年11月1日–6日

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*航展期间上电将开展扫码送礼活动，敬请关注
China’s New Mi-26TC Puts Out Fires
米-26TC为中国森林防火提供支持

A fourth example of the world’s largest helicopter, the Rostvertol-built Mi-26TC, joined the Chinese fleet in July and has already proven itself fighting forest fires.

The giant helicopter arrived in time for the August-mid-September fire season, and helped extinguish three forest fires in the mountainous area of Zhejiang Province. One of the fires, not far from a populated area, was put down with the Mi-26TC dropping 120 tons of water in two hours, winning the crew a commemorative award.

It was also used on fire protection duty of the 2016 G20 meeting of world leaders Hangzhou summit (Zhejiang Province).

Currently the helicopter is on duty at Shandong Province, Laiwu.

The other three Mi-26TC helicopters are being operated in China by commercial and state companies.

第4架米-26TC直升机于7月交付中国，并通过实践证明了其森林灭火能力。米-26TC由罗斯托夫直升机公司生产，是最大的直升机。这架大型直升机的交付正好赶上8月至9月中旬这一森林火灾高发期，它协助浙江省扑灭了其山区发生的三次森林火灾。其中一场火灾发生在距离居民区不远的地方，这架米-26TC直升机在两小时内空投了120吨水将这场大火浇灭，机组人员也因此获得表彰。

在2016年G20杭州峰会期间，这架直升机被用于执行消防任务。目前，这架直升机在山东省莱芜执行任务。其余3架米-26TC直升机分别在私企公司和国有企业运营，其中2架为青岛直升机公司所有，另外1架为中国飞龙通航所有。

KJ500 Brings Surveillance to Zhuhai
空警500

The KJ500 surveillance aircraft, based on the Y-9 military transport, is seen landing here at Zhuhai for Airshow China. The aircraft features a fixed radome containing AESA radar. The aircraft is one of the latest types to join the PLA Air Force; it is thought to have entered service just two years ago.

空警500多用途电子侦察机，基于Y-9军用运输机平台，是为珠海航展而首次公开亮相。该机装备有固定式雷达罩内含AESA雷达。它是加入空警系列的最新款型号，被认为是在两年内刚刚投入使用的。
ZhengZhou Airshow Will Be China’s Fly-In

The ZhengZhou Airshow in central China aims to become the country’s business and general aviation airshow and fly-in with expertise from the Experimental Aircraft Association’s EAA AirVenture, the world’s largest fly-in, in Oshkosh, Wisconsin every year.

EAA’s consultant and operational executive agency, Mach 2, has signed a cooperation agreement with Blue Legend Air Expo Co., Ltd, the organizer of ZhengZhou Airshow, in which Mach 2 will provide consulting and promotional services to attract overseas investment and sponsors.

Mach 2 will also be in charge of organizing U.S. exhibitors attending ZhengZhou Airshow and bringing EAA, U.S. aviation industry and sponsor resources to ZhengZhou Airshow.

The 2017 ZhengZhou Airshow will be held in ZhengZhou Shangjie airport from April 28th to May 3rd. It will comprise four parts: the Asian Business Aviation Expo 2017, Central China Flying Conference 2017, GA Forum and world-class aerobatics. It will also feature sport aviation, and flying displays.

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20 Years of Leaping Development
价值源于创造。中国航空工业集团公司秉承“航空报国，强军富民”的宗旨，践行“敬业诚信，创新超越”的理念，努力推动中国航空工业由战略先导产业向战略支柱产业的转变。

20年的中国（珠海）航展，见证了中航工业的跨越发展。航空武器装备实现了对世界先进水平从“总体跟随”到“主体并跑”的跨越：从第二代战斗机到第四代战斗机，从中小型飞机到大型飞机，从机械化装备到信息化装备，从陆基装备到舰载装备，从有人机到无人机，从侧重局部突破到注重体系化发展的跨越。
New Study Explores Region’s Pilot Training

China has the second largest number of flying schools in Asia Pacific, with 54 training schools whereas Australia has 123, according to data compiled by Asian Sky Research. The Hong Kong-based company has released its Asia Pacific market research report on pilot training to coincide with Airshow China.

“Australia has the highest number of schools as well as the largest training fleet. Several airline programs are based in the country including Cathay Pacific Airways, China Southern Airlines, Qantas Airways, Hainan Airlines, because of its space, high standards, and safety,” says Asian Sky managing director, Jeffrey Lowe.

The report says China is the second most expensive country in Asia Pacific to obtain a commercial pilots’ license (CPL) after Japan. Australia, the Philippines and India are less than half the price, says the report, where it costs US$50,000 or less.

The three biggest fixed-wing flying schools in China are the Civil Aviation Flight University of China with 221 aircraft, Phoenix Flying College (51) and the Civil Aviation University of China (44). The top three helicopter flying schools in China are: Sichuan Xilin Fengteng General Aviation (14), Civil Aviation Flight university of China (12) and Anyang Aero Sports School (12).

The aircraft-makers with the biggest share in the fixed-wing trainer market in Greater China are Cessna and Diamond with 243 aircraft and 228 aircraft respectively, representing 36% and 34% market share.

In the helicopter trainer market in mainland China, the biggest players are Robinson and Schweizer with 117 and 38 helicopters respectively, representing 68% and 22% market share.

“Faced with a local shortage of pilots, the industry in Mainland China has made news as it looked to satisfy the demand by offering lucrative packages to expat pilots. Although a shortage still exists in mainland China, there were - as of the end of December - 45,523 valid Chinese pilot licenses.” Almost all of these were for commercial air transport.

在中国，排名前三的固定翼飞行员培训学校分别是：上海复旦大学（221架教练机）、陕西航空飞行学院（51架教练机）和民航大学（44架教练机）；中国排名前三的直升机飞行培训学校分别是：四川西南航空有限公司（14架教练机）、中国民用航空飞行学院（12架教练机）和安阳航空运动学校（12架教练机）。

此外，在大中华区占市场份额靠前的固定翼教练机制造商是通用航空和钻石，其中赛斯纳飞机有243架，钻石飞机有228架，分别占36%和34%的市场份额。

中国大陆最畅销的培训用直升机是罗宾逊和施瓦泽，目前罗宾逊飞机有117架，施瓦泽有38架，分别占68%和22%的市场份额。尽管中国大陆地区飞行员严重短缺，但据统计截至去年年底中国民航飞行员有效执照总数为45523本，其中大部分是商用飞行员执照。
Cessna Nears 100 Caravan Sales in China
赛斯纳在中国已售出近100架“大篷车”

The Cessna Caravan utility aircraft has proven to be the aircraft-maker’s most successful aircraft in mainland China. A few years ago, Cessna had huge ambitions to manufacture several different types of aircraft here, but those plans largely came to naught with the exception of the Caravan.

“The plan has exceeded our expectations,” says Textron Aviation senior VP business development China, Bill Schultz. “We were able to establish manufacturing capabilities there at Shijiazhuang Aircraft Industries.

“We intend to expand our service capability to support the fleet of Caravan aircraft that are now in the country. That is approaching the 100-aircraft milestone.

“This has given us the critical mass to invest in parts inventory and people to support that fleet,” he adds.

Schultz says one of the reasons for the aircraft’s success in China is its versatility.

“It’s one of the most versatile aircraft ever built. Our customers use it from everything from commuter services to special missions, such as cloud seeding, aerial mapping, aerial photography, sky diving and maritime patrol.”

Viking Delivers Twin Otter To China’s Reignwood
维京双水獭飞机交付华彬

Reignwood Aviation Group, which is the official distributor in China for the Viking Air Twin Otter aircraft, held an aircraft delivery ceremony yesterday at Airshow China.

The ceremony was to celebrate the handing over of a Twin Otter from Viking Air to Reignwood, which became the official distributor in January.

Zhuhai’s deputy mayor, Wang Qingli, was guest-of-honour at the event that also included Canadian Government officials.

Viking Air, which is a Canadian company, sees good potential for sales of Twin Otters in China although in this part of the world, Southeast Asia continues to be a bigger market for Twin Otters due to the aircraft’s short take-off and landing capability.

华彬航空继代理美国贝尔直升机销售后,又于今年1月成为加拿大维京双水獭飞机大中华区独家代理,并引进双水獭飞机维修制造生产线项目。华彬航空持续引进双水獭飞机,旨在树立短途运输、海陆通勤、空中旅游、应急救援等多种通用航空服务典范,以其全球范围内拥有的良好用户体验口碑和成熟的运行经验,为蒸蒸日上中的中国通航产业注入新活力。

华彬航空在珠海航空产业园大力发展航空制造、航空维修,是打造真正意义的组装交付中心及售后维修中心,提供完善的售前及维修服务。除一站式购机服务之外,华彬航空在金融服务、筹建运营、机场管理等方面也可以提供专业的帮助和支持。
Civil Variant of Y20 Military Transport Unveiled

Y20F-100民用货机

Avic unveiled a proposed civil version of the Y-20 military transport.

Avic plans to develop a civil freighter version of its Y20 military transport.

The aircraft-maker has on display at Airshow China a model of the Y20F-100. It also has a mockup of the interior cabin, so visitors can get a feel for how big the Y20F-100 interior cabin will be.

The new Y20 civil variant will have a payload of 65 tons.

Avic says the Y20F-100 is in the preliminary research phase. This is part of Avic’s strategy of transferring military technologies to help develop new civil products, it adds.

Turning a military transport into a civil freighter is not an entirely new concept. U.S. defence company Lockheed Martin, for example, has a civil variant of the C-130J.

The Y20, however, is a much larger aircraft. The civil version is powered by four new turbofan engines to replace the relatively low-bypass-ratio “slim” turbofans that power the military Y-20.

Y20F-100是我国正在开展前期研究的大型民用货机，也是践行和推进军民融合发展战略的重要项目之一。该机在大型运输机的基础上研制，将采用超临界机翼、轻质长寿命结构、电传飞行控制系统、大功率高可靠机电系统等先进技术，Y20F-100最大运载能力可达65吨，既可运输超大型工程机械、超尺寸大型货物，同时也可运输标准的民用集装箱、货盘等。
AVIC forecasts that China’s passenger growth over the next 20 years (2016-2035) will average 7.2% per annum and that the country’s commercial aircraft fleet will increase to 6,783 passenger aircraft.

The total comprises 5,791 passenger widebodies and narrowbodies, as well as 992 regional passenger aircraft. The number of freighters will total 718.

It says that in order to reach that fleet size, and taking into account replacements, China is forecast to add 5,838 passenger commercial airplanes between 2016 and 2035, including 4,888 widebodies and narrowbodies and 950 regional aircraft.

At the end of last year China had 2,650 commercial aircraft, including 2,527 passenger airplanes and 123 cargo airplanes, accounting for 10% of the global fleet, says Avic.

The Chinese aircraft-maker released its forecast to coincide with Airshow China in Zhuhai.

The data reveals that international passenger growth was 33.3%, far higher than domestic and regional which was 9.2% and 1.4% respectively.

“Despite the poor economic conditions in 2015, China’s international passenger throughput still registered a growth of over 30% and exceeded 40 million with the rapid growth in outbound tourists. The number of international flights to and from second-tier Chinese cities also grew substantially,” says AVIC.

“Southeast Asia surpassed Hong Kong, Macau and Taiwan as the top destination for new international tourists,” says AVIC.

“South Korea and Japan were also preferred by outbound Chinese tourists considering its close proximity geographically and advantages in tourism shopping.”

Europe, South Korea, Japan and the U.S. are the main sources of inbound foreign tourists, accounting for 19%, 17%, 10% and 8%, it adds.

COMAC Sees RJs Forming 10% of China Fleet

中国商飞：未来20年需要4900架支线飞机

Commercial Aircraft Corporation of China (Comac) forecasts that 39,948 commercial aircraft will be delivered to China in the period 2016-2035.

The Shanghai-based aircraft maker of the 90-seat ARJ-21 regional jet and the 150-seat C919 narrowbody estimates that about 10% of China’s aircraft fleet in future will be regional jets.

The high number of regional jets is surprising, considering regional jets currently account for a very small percentage of China’s fleet and some regional jet operators, such as Shandong Airlines, have been replacing regional jets with larger narrowbodies.

Comac says over the 2016-2035 period China will receive 4,906 regional jets, 26,753 narrowbody aircraft and 8,279 widebodies. Total value of the aircraft orders, at today’s list prices, is US$523.1 billion, it adds.

Comac says Asia Pacific, including China, accounts for about 30% of global air traffic but this will increase to 40% by 2035.
Airbus has forecast that China will overtake the U.S. and become the largest market in the world for air traffic and that China will account for 18% of the world’s aircraft market.

The European aircraft-maker says China will need 5,970 passenger and freighter aircraft from 2016 to 2035, representing 18% of the 33,000 aircraft that are expected to be added globally in this period.

It says of the 5,970 aircraft, 4,230 will be single-aisle aircraft and 1,740 will be wide-body aircraft.

Airbus, without naming the U.S. which is currently number one, says “China will become the lead country for passenger air traffic, for both domestic and international markets.

‘By 2035, the propensity for the Chinese population to fly will grow from 0.3 trips per capita today, to 1.3, a higher level than the whole of Europe’s propensity to fly today.

Chinese outbound tourism is now double that of inbound, with over 100 million outbound tourists reported, it added.

Airbus also says China will account for five of the world’s 10 busiest air routes.

Flows between China and the U.S., Europe and Asia are expected to be among the fastest growing globally, with average annual growth rates of 6.8%, 5.3% and 6.7% respectively. Between 2015 and 2035, the average annual growth rate for all international traffic from/to mainland China is forecast to be 6.7%.

According to Airbus, China’s passenger boom won’t let up. By 2035, the propensity of the Chinese population to fly will grow from 0.3 trips per capita today, to 1.3, a higher level than the whole of Europe’s propensity to fly today.

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L-3 Has Bigger Plans for China

L-3公司将继续在中国的业务规模

L-3 Aviation Products, a leading manufacturer and provider of surveillance and safety avionics for commercial airliners, opened an office in Beijing last December. Now it plans to use that presence as a springboard toward greater involvement with Chinese airlines and aerospace companies.

“We had been selling into China from a distance,” says Denise Millard, Vice President of International Business Development for the L-3 Aviation Products Sector. But the Chinese office enabled a fleet representative and increased customer support for a growing customer base.

L-3’s main avionics safety product is the ACSS T3CAS, a single line replaceable unit that can host all or any combination of Traffic Alert and Collision Avoidance System (TCAS), Terrain Awareness Warning System (TAWS), Mode S Transponder, and Airborne Traffic Situation Awareness (ATSA) / SafeRoute ADS-B In applications. ACSS is 70% owned by L-3, and 30% by Thales.

Not surprisingly, T3CAS is an integral part of the Thales’ avionics suite offered by Airbus, and T3CAS itself is Airbus’ preferred solution on all new single aisle aircraft. Two years ago China Eastern Airlines selected Thales and L-3 for its new single aisle fleet, becoming L-3’s first major airline win in China and its biggest customer there.

L-3 is also finding success with airlines for its flight data recorders and, more recently, for its satcom/Iridium satellite-based products.

Millard notes that China’s Civil Aviation Authority (CAAC) has mandated that airliners be equipped with a second cockpit communications system. L-3 already has a good position for that equipment with Airbus, and this will be a promising market.

Now L-3 needs more involvement in China to win more business. “We have taken the first baby steps,” she says.

It has partnered with a Chinese avionics company that manufactures parts for an L-3 avionics product that was recently certified in the U.S. She would not disclose the name of the partner, nor the product, saying that disclosure would be premature. However, the plan is to sell that product into China after winning CAAC certification, and then explore Chinese manufacture in order to simplify the supply chain.

L-3 is here in Booth H5F2-5.

—John Morris
Cirrus Vision Jet Wins FAA Certification

Cirrus Aircraft’s single-engine SF50 Vision Jet has become the world’s first personal turboprop-powered runabout with the award of certification this week by the U.S. FAA.

Cirrus Aviation is owned by Avic’s CAIGA general aircraft company, based here at Zhuhai. Certification comes after an intensive four-year development program in the U.S. The $1.96 million, 300-kt. Vision Jet is powered by a 1,840-pounds-thrust Williams International FJ33-5A and features a Perspective Touch flight deck powered by Garmin G3000 avionics.

Vision Jet is designed as part of the Cirrus family, a comfortable step up for owner-pilots of Cirrus SR20/SR22 single-engine piston aircraft.

Ten aircraft are now in various stages of production or completion. First customer delivery is slated for December, and initial production ramp for 2017 is one aircraft per week. Waddick says the firm has nearly 600 orders for the Vision Jet, so he wants to ramp up production to at least two per week as soon as practical.

The seven-seat aircraft will be able to fly one pilot and four passengers 750+ nm at an average speed of 250 KTAS. It’s certified for operations up to 28,000 ft.

As of last April, Cirrus had delivered nearly 100 Cirrus training, sport and privately-owned propeller aircraft to customers here, with a backlog of another 79 aircraft on order for Chinese customers. At least six Vision Jets are on order, for Chinese distributor GDAT.

MA700 First Flight Delayed a Year

“新舟”700首飞推迟

The MA700 turboprop airliner is now due to fly in 2018, a year later than previously planned, says manufacturer Avic, forecasting deliveries no earlier than 2020.

The state company is prepared to market the 78-seat aircraft on the basis of only a Chinese airworthiness certificate if, because of regulatory obstacles, it is unable to get FAA validation of the certification.

The MA700 is still in the detail design phase, says an Avic representative.

The aircraft will be powered by the Pratt & Whitney Canada PW150C engine, a new powerplant that Avic expects to give it an advantage in the market. Low production costs are intended to be another advantage.

The big prospective disadvantage is lack of Western validation of the airworthiness certificate from the Civil Aviation Administration of China (CAAC), by either the FAA or the European Aviation Safety Agency. Many countries, especially those with advanced economies, insist on certification or validation by the FAA, EASA or other highly regarded agencies. 

Avic can sell the aircraft despite that because the CAAC airworthiness requirements are even higher than those of the FAA, says the representative.

The FAA is working with the CAAC toward recognizing the Chinese agency’s competence, but the regulatory program has been delayed.

Avic’s current production turboprop is the Y-7, based on the Antonov An-24 and now marketed in two versions called MA60 and MA600. The most valuable experience Avic has gained from those programs has been learning to work with customer airlines, says the representative. —Bradley Perrett
FAA Approves Mandarin for Helicopter Voice Alerts

霍尼韦尔普通话版直升机语音告警系统获得FAA认证

Honeywell is the first company to obtain non-English language approval for alerts in the helicopter cockpit.

Chinese helicopter pilots will receive ground proximity warnings in Mandarin following approval by the U.S. Federal Aviation Administration of Chinese language alerts for Honeywell’s Enhanced Ground Proximity Warning System (EGPWS).

Use of the Mandarin language in Honeywell’s MK XXII EGPWS is the first time the FAA has approved voice alerts in anything but English.

Developed by Honeywell in 1996, EGPWS functions as an independent monitor of an aircraft’s position relative to surrounding terrain. The system protects aircraft against controlled flight into terrain, such as mountains or buildings, along with wind shear, and optional runway incursions or overruns.

“EGPWS is widely considered one of the biggest success stories in the history of aviation, and our Mandarin language version will be of huge benefit to Chinese-speaking pilots,” says Andy Gill, senior director, business & general aviation, Asia Pacific, Honeywell Aerospace.

“As helicopter use in China continues to rise, Honeywell is committed to providing pilots and operators with best-in-class solutions that enable safer and more efficient operations. Looking ahead, our success with this Mandarin addition puts us in a strong position to work on more language additions worldwide.”

Honeywell has invested heavily in engineering and technology in China, with over 500 engineers and five joint ventures established to support the projects and organizations in the country.

“Our Chinese engineers drive the local research and development, as well as to support aerospace product efforts worldwide. They played a vital role in developing the Mandarin callouts for the EGPWS. It is a demonstration of Honeywell’s strategy of strengthening the engineering capability in regions,” says Jun Xu, Aerospace engineering & technology leader of Honeywell Technology Solutions China.

In May 2016, the State Council announced new guidelines for the development of China’s general aviation industry, including targets for more than 500 general aviation airports and 5,000 general aviation aircraft by 2020. With the approval of Mandarin EGPWS, Honeywell believes it is well-positioned to support the growth of China’s general aviation industry by offering Chinese helicopter pilots enhanced flight safety and efficiency.

霍尼韦尔公司开发了一套普通话版的增强型近地警告系统（EGPWS），该版本系统已经获得美国联邦航空管理局（FAA）的认证。未来的中国直升机飞行员可以听到普通话语音的近地警告声。这套系统的名称是MK XXII EGPWS，也是FAA认证的首个非英语语音告警系统。

霍尼韦尔航空航天集团亚太区公务及通用航空高级商务总监安迪表示：“EGPWS被普遍认为是航空史上最成功的发明之一，我们的普通话版本将会使母语为汉语的飞行员受益良多。”

随着中国的直升机机队数量不断增长，霍尼韦尔将为飞行员和运营商提供最好的安全和效率解决方案。如果把眼光放长远一些，普通话版EGPWS的成功将使霍尼韦尔在开发其他语言版本的系统时处于优势地位。

霍尼韦尔公司在中国投入了大量资源进行工程和技术研发，目前已经建立了5家合资企业，工程师数量超过500人。
China Aviation Publishing & Media Co., Ltd. (CAPMC) is the largest aviation/aerospace media publishing and information services group in China, focusing on publication of books, periodicals and audiovisual productions. It also supplies advertising and issue, design and CI, consulting and PR, conferences and exhibitions, information and on-line services. It was integrated by the merger of International Aviation Group (IAG), the leading aviation professional magazines group, and Aviation Industry Press (AIP), the largest aviation and engineering book publisher in China, and Beijing Aerospace Audio & Video Press, the only audio & video publishing house of aerospace.
Ten Bombardier CRJ900s ordered by CIB Leasing may be placed with airlines in China or abroad, says the Beijing-based lessor. CIB Leasing’s contract includes the usual specific delivery slots, beginning in 2018, but Bombardier can adjust timing to suit the lessor’s customers, says Colin Bole, senior vice president of the manufacturer’s commercial-aircraft business.

CIB Leasing President Zheng Changmei expects that deliveries could be made in 2017–19. The order was announced in June, but the identity of the customer was not disclosed until Bombardier announced it at Airshow China, held here Nov. 1–6.

Although China has not been a strong market for regional aircraft, Zheng says airlines in the country are possible operators. Chinese airlines almost always begin operations with Airbus A320 family aircraft or Boeing 737s. They often expand into widebody operations but rarely buy many smaller aircraft, if any. A shortage of airspace and skilled personnel discourages the use of regional aircraft.

Bombardier expects that the policy of the Civil Aviation Administration of China (CAAC) to make air travel available to more of the country’s population will result in greater demand for regional aircraft, since many many routes could not be served by anything larger. This may extend to the CS100, the smaller version of the C Series.

CIB Leasing was established April last year as a joint-venture leasing company between Minsheng and South Korea’s Hana Bank.

CMIG Leasing, a leasing company part-owned by China’s Minsheng Investment Group, appears set to be the launch customer in China for Airbus Helicopters’ twin-engine H160.

The leasing company signed a letter of intent, on the sidelines of Airshow China, for an undisclosed number of H160 helicopters and it also made a firm commitment for an undisclosed number of H125 helicopters. The later is a batch that comes under a framework agreement it signed last year for 100 of the type.

CMIG Leasing was established April last year as a joint-venture leasing company between Minsheng and South Korea’s Hana Bank.
Three New Armed Drones Emerge at Zhuhai

Three significant Chinese pilotless aircraft are appearing for the first time at Airshow China, including two jets.

Avic is presenting its new Cloud Shadow drone and a greatly expanded development of its Wing Loong propeller-driven series at the show, while China Aerospace Science and Technology Corp. (CASC) is displaying the CH-5, a jet-propelled follow-on from its established CH-4.

All three new types are here as aircraft parked on the apron, not as models in the exhibition hall.

There was no indication of whether any of the types are in or destined for service. Avic and CASC could easily have developed the new aircraft in hope of exports and perhaps hoping the Chinese air force would be interested.

The three new types have common features of pilotless aircraft designed for medium altitude and long endurance: a V tail, a radome for a satellite dish in the upper fuselage near the nose, and an electro-optical sensor ball on the underside forward.

Cloud Shadow appears to have a span of around 20 meters (66 ft.), like the General Atomics Avenger used by the U.S. Air Force, though the Chinese aircraft is less bulky and is probably lighter. The wing is swept slightly.

Its dorsal inlet will prevent most radar transmissions from directly reaching the engine face, which would otherwise reflect them strongly, but the airframe lacks the precise detail construction needed for a stealth aircraft.

Cloud Shadow is reportedly a product of the Chengdu Aircraft unit of Avic’s defense subsidiary, Avic Aviation Techniques. The Wing Loong series also comes from Chengdu.

Wing Loong 2 is perhaps twice as big as Wing Loong 1 and obviously has a completely new design. The fitting of a much larger propeller indicates that the aircraft has a more powerful engine, befitting its size. The inlet for that turboprop engine is no longer in the ventral position used in Wing Loong 1.

The wing appears to have more than 10 deg. of sweep on the leading edge. It also features tip fences. The V tail surfaces are large and supplemented by a deep ventral fin. Wing Loong 2 has six hard points; its predecessor had two.

The Chinese name of the Wing Loong series is Yi Long, meaning “wing dragon.” CH is an abbreviation for Caihong, meaning “rainbow.”

—Bradley Perrett

The Cloud Shadow on display at Zhuhai appears with an array of bombs and air-to-surface missiles. The wing has four hard points, but each of the inner pair carries two weapons, side-by-side. Apart from the sensor ball, the aircraft carries another camera in its nose.
Boeing Signs New Aluminum Supplier in China

波音发展全新原材料铝材中国供应商

Boeing and Shandong Nanshan Aluminum Co. Ltd (Nanshan) have signed an initial contract for Nanshan to deliver aerospace-grade aluminum plate for Boeing airplanes. The two are already collaborating to develop and qualify Nanshan’s Aerospace Material Zone. Nanshan is a leading supplier of raw and engineered materials based in Eastern China’s Shandong Province.

“Developing local suppliers and incorporating them into the global aerospace supply chain is a key focus of our industrial cooperation with Chinese industry,” said Ian Chang, vice president, Supplier Management China Operations & Business Development, Boeing Commercial Airplanes. “This new collaboration will capitalize on Nanshan’s vertical integration, new equipment and ability to offer firm fixed pricing to build an aviation aluminum supply base in China that can be globally competitive.”

“Nanshan wants to leverage our contract with Boeing as a solid foundation to grow our business for aluminum plate and expand to aluminum extrusions and aluminum and titanium forgings in the future,” said Cheng Rence, Chairman, Shandong Nanshan Aluminum Co. Ltd.
**GAMECO and Satair Sign Agreement**

**GAMECO成为“空客库存管理服务”首个中国客户**

Guangzhou Aircraft Maintenance (GAMECO) says it has signed, on the sidelines of Airshow China, a long-term with Airbus subsidiary Satair.

It says it will be using Satair’s Airbus Managed Inventory Service (AIM), “optimizes inventory management, ensuring high-usage and non-repairable parts being automatically replenished.”

广州飞机维修工程有限公司（GAMECO）与空中客车公司旗下的欧航航材集团（Satair Group）签署了“空客库存管理服务”（Airbus Managed Inventory）长期协议，成为空客在中国首家选择空客库存管理解决方案的客户。该方案是根据GAMECO及行业的供应链发展需求而量身定制。该服务的范围初始阶段仅覆盖了空客公司专利件，但是空客库存管理服务允许灵活的调整和涵盖其他类别的航材，也包括其他厂家零部件和标准件等。

**SF Airlines and China Air Cargo Turn To Ameco For Maintenance**

**顺丰航空、中航货运分别与Ameco签署维修协议**

Ameco Beijing has signed agreements with two Boeing 757 operators in China.

SF Airlines has signed a 10-year engine maintenance contract with Ameco Beijing covering 40 Rolls-Royce RB211 engines that power its 757 fleet. The MRO company will also provide 24-hr technical support to SF.

China Air Cargo, meanwhile, signed a letter of intent with Ameco Beijing to provide aircraft overhaul, freighter conversion, engine overhaul and component overhaul. The airline started using Ameco Beijing in October for RB211 engine overhaul.

The agreements with SF and China Air Cargo were both signed on the sidelines of Airshow China.

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**Signaling Ceremony for LOI & Contract for first RB211 Engine Overhaul**

**昨日，北京飞机维修工程有限公司（Ameco）与顺丰航空有限公司签署了一项为期10年的发动机包修协议。根据协议，Ameco将为顺丰航空波音757机队的40台RB211发动机提供修理和技术支援。顺丰还将利用其分布在国内十一个重点城市的维修资源为顺丰航空提供24小时航线支援服务。**

**另外，Ameco还与中航货运签署了维修合作意向书及首台RB211发动机维修协议，为Ameco向中航货运提供包括飞机大修、客改货、发动机维修、附件等产品在内的“一站式”服务奠定了良好的基础。**

**Ameco Beijing**
2017郑州航展
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2017 / 04 / 28
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携手美国EAA顾问团队（美国飞来者大会运营执行机构），打造亚洲最具规模通航盛会；室内展馆2万平方米；室内展馆10万平方米；参展企业将达到100家；参展飞机200多架；展示飞行飞机50余架。

亚洲首次夜间特技飞行表演，激光秀、烟火秀、露天音乐会……一场全新视觉盛宴。

开设汽车营地营地，各大房车厂商参与，近千辆房车自驾露营，开启狂欢之夜。

举办中原飞行大会，邀请国内国际飞机制造商和飞行爱好者驾机来展示交流。

预计航展总人数将超过50万人次，电视观众数更将高达20亿人次。

“2017郑州航展”全球寻找冠名企业、赞助企业、合作企业、指定商品、指定服务商、指定供应商等合作伙伴！

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“2017郑州航展”——中国最大规模的通航展，期待您的参与！
Airbus last month celebrated the delivery of its 10,000th aircraft - an A350-900 for Singapore Airlines. The milestone event was marked by a special ceremony in Toulouse hosted by Airbus Group CEO Tom Enders and attended by Goh Choon Phong, CEO of Singapore Airlines.

The aircraft is the sixth A350-900 for Singapore Airlines, out of a total order for 67. Featuring a special “10,000th Airbus” logo, the aircraft will launch the airline’s new non-stop services between Singapore and San Francisco.

The current Airbus product line comprises 16 models spread across four aircraft families - the A320, A330, A350 XWB and A380. Airbus has recorded over 16,700 orders for its various models and its aircraft are flying today with more than 400 airlines worldwide. The company’s backlog of 6,700 aircraft on order for future delivery is the highest ever recorded by any aircraft manufacturer and represents some 10 years of full production at current rates.

Airbus floated balloons around its 10,000th aircraft.

Airbus Tianjin Broadens to Asia

空客天津总装线更名“空客亚洲总装线”

2007年6月，空中客车公司与由天津保税区、中航一集团和中航二集团组成的中方联合体在北京签署空中客车A320系列飞机天津总装线合资企业合同，共同建设A320系列飞机总装生产线。

天津总装线第一期的合作完成后，空客与中方的合作又延长了10年，并且还扩展了合作内容，将生产能力拓展至A320neo，现在，总装线的月产已经达到了4架，每年交付48~50架飞机。到目前为止，该总装线已经交付了290余架飞机。在二期合作开始后，空客公司天津总装线即更名为“空客亚洲总装线”，该总装线将向更多的亚洲航空公司交付飞机。

The Airbus A320 family Final Assembly Line in Tianjin will provide aircraft to customers outside China under a 10-year extension of the joint venture signed earlier this year.

The plant, now renamed A320 FAL Asia, delivers 48 to 50 aircraft a year. It has delivered more than 290 since it was launched in June 2007. In the future it will also build A320 / 319 neo aircraft, and Head of State versions.

A320 FAL Asia is a joint venture between Airbus and the Chinese Consortium, comprising Tianjin Free Trade Zone (TJFTZ) and China Aviation Industry Corporation.
60年，我们联通世界航空......

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