Air Ambulance Takes Off in China

Demand for air ambulance services is fueling a boom in helicopter sales into China.

It might be a boost, though it’s not yet the helicopter boom everyone is expecting, says Leonardo Helicopters. But Bell Helicopter disagrees: “Yes, it’s the beginning of the boom. It’s coming.”

Manufacturers are holding commitments from Chinese customers for more than 500 helicopters for delivery within the next 10 years, many for emergency medical services.

Air Ambulance helicopters are at the forefront at this year’s China Helicopter Exposition.

Over the past year, China’s first nationwide air ambulance service took flight. Manufacturers are holding commitments from Chinese customers for more than 500 helicopters for delivery within the next 10 years, many for emergency medical services. Air Ambulance helicopters are at the forefront at this year’s China Helicopter Exposition.

Leonardo Helicopters is supplying rotorcraft for the China’s first nationwide air ambulance service, with 25 AW119Kx types already delivered.

September 14, 2017
China Helicopter Expo

Fourth China International Helicopter Exhibition

PLA Helps Host Heli Expo

陆军首次举办直升机博览会

Avicopter Looks to Future

中航直升机迎新春

Orders in the Hundreds

中国直升机市场不断扩大

Leonardo Helps With EMS

莱昂纳多助力中国EMS腾飞

Airbus: China Beats U.S.

中国已成空客直升机最大市场

Bell to Assemble in China

贝尔直升机将迎来爆发

Beijing 999 Buys Russian

北京999将采购俄直升机

EMS Builds Momentum

中国EMS市场起飞

AVIC Helicopters Progress

AV系列直升机取得进展

Thales H135 Sim Approved

泰雷兹D级模拟器进入中国

Heavy Lifter Deal Nears

AHL将进入下—阶段

Army Aviation in New Era

中国陆军航空兵走向新时代

September 14, 2017
China Helicopter Expo

第四届中国天津国际直升机博览会

2017年9月13日，由中国航空工业集团公司和天津市人民政府共同主办，航空工业直升机公司承办的“2017中国直升机发展论坛”在天津空港经济区举行。

本届论坛以“‘军民融合、一带一路’引领通航产业大发展”为主题，由中国航空工业集团公司副总经理陈元在开幕式上致辞时表示，航空工业具有天然的军民融合属性，也是“一带一路”国际合作的重要领域。特别是在直升机领域，我们以产品制造为核心，以通航运营为推手，形成了系列化的军、民用直升机产品谱系，建立起了较为完备的科研生产、市场营销和维护保障体系，取得了明显成效。

对此，来自政府、通航公司和直升机制造商的各位嘉宾围绕论坛主题，共同研讨直升机行业和通航产业在“军民融合、一带一路”的背景下发展趋势和广阔前景，以及如何在军民融合国家战略和“一带一路”建设过程中发挥重要作用，共享发展的成果。

我国紧急医疗救援直升机市场需求日益旺盛

Air Ambulance Takes Off in China

Air Ambulance helicopters are at the forefront at this year’s China Helicopter Exposition.

Leonardo Helicopters is supplying rotorcraft for the China’s first nationwide air ambulance service, with 25 AW119Kx types already delivered.

Air Ambulance helicopters are at the forefront at this year’s China Helicopter Exposition.

Leonardo Helicopters is supplying rotorcraft for the China’s first nationwide air ambulance service, with 25 AW119Kx types already delivered.
H160
为他所依
为你所依

全新一代H160直升机具备多项出色的安全特性。拥有宽阔的飞行视野，直观的信息显示，无与伦比的Helionix航电系统，以及完美的飞行包线保护。此外，全新H160搭乘12名乘客飞行半径120海里时可减少15%的燃油消耗。凭借众多傲人品质，H160全面超越同级产品，并致力于环境保护。

安全，We make it fly.
Army Embraces China Helicopter Expo
陆军首次以军种参加直博会

The Chinese military is making its debut at this year’s China Helicopter Exposition a host of the show, an upgrade from its previous status as an exhibitor. This much greater—and officially endorsed—involvement allows the show to bill itself as “the only helicopter show in China approved by the Government.”

Hosting the show with the Land Aviation Department of the People’s Liberation Army are the Tianjin People’s Government, and Aviation Industry Corp. of China (AVIC), whose Avicopter helicopter business is based in Tianjin.

The Expo had already become the world’s second largest professional helicopter show, and the only one with a flying display program.

Stars of this year’s flying display will again be the PLA Army’s Feiling helicopter demonstration team, who perform an awe-inspiring aerial ballet with six WZ10 attack helicopters. The display will also feature flying by Avicopter’s entire product line, firefighting demonstrations by an AC313, and a simulated rescue by a Bell 429 air ambulance operated by Beijing Huabin Star General Aviation Co.

The organizers anticipate 10% more exhibitors than in the 2015 event from 22 countries and regions, 25,000 trade visitors and 98 helicopters and drones including 26 in the flying display.

The Chinese military is making its debut at this year’s China Helicopter Exposition a host of the show, an upgrade from its previous status as an exhibitor. This much greater—and officially endorsed—involvement allows the show to bill itself as “the only helicopter show in China approved by the Government.”

Hosting the show with the Land Aviation Department of the People’s Liberation Army are the Tianjin People’s Government, and Aviation Industry Corp. of China (AVIC), whose Avicopter helicopter business is based in Tianjin.

The Expo had already become the world’s second largest professional helicopter show, and the only one with a flying display program.

Stars of this year’s flying display will again be the PLA Army’s Feiling helicopter demonstration team, who perform an awe-inspiring aerial ballet with six WZ10 attack helicopters. The display will also feature flying by Avicopter’s entire product line, firefighting demonstrations by an AC313, and a simulated rescue by a Bell 429 air ambulance operated by Beijing Huabin Star General Aviation Co.

The organizers anticipate 10% more exhibitors than in the 2015 event from 22 countries and regions, 25,000 trade visitors and 98 helicopters and drones including 26 in the flying display.
Avicopter Looks to the Future

Avicopter is steadily building a customer base and a reputation in China for its current civil helicopters as it strives to bring a next-generation product line to market.

It now claims a 10% share of China’s domestic market for turbine-engine helicopters, with some 40 rotocraft in service. Meanwhile it is working toward certification of the top-of-the-line 16-passenger AC352 version of the jointly-developed Airbus Helicopter H175, for which it builds the airframes for both companies. It is modernizing the four-ton AC312 series which traces its origins to license production of the Aerospatiale Dauphin, and it is working on a new light twin, the AC322.

The Tianjin-based company’s current products are the AC311, AC312, the three-engine AC313, and the Y-12 fixed-wing utility aircraft. In the last five years it has signed orders for 43 civil helicopters, of which it has delivered 42, and 40 civil aircraft.

Avicopter’s activities in general aviation continue to expand, with revenues from aerial forest protection, marine monitoring, aerial mineral prospecting and aerial photography, artificial weather modification and other business reaching nearly 1 billion yuan. Today it holds a 30% market share in aerial forest protection.

Avicopter says the last five years have seen the finalizing of design of 10 helicopters; 18 versions have been certified, and the maiden flights of 17 achieved.

Third-generation helicopters are in service and fourth-generation helicopters are on the way, Avicopter says, adding that the Z-10 attack helicopter has to be improved continuously and the Z-19 needs to win more exports.

The company adds that its production capacity is now 150 aircraft a year, and its Tianjin facility has two production lines that can turn out 70 a year AC312, AC301 and AC311 civil helicopters.
China’s Helicopter Boom Gets Underway

Don’t be surprised if there are no big orders at this year’s show. They have already been placed.

Airbus Helicopters, Bell Helicopter and Leonardo Helicopters are together sitting on orders and commitments for more than 500 aircraft to be delivered to Chinese customers over the next 10 years. That’s 50 helicopters a year already booked compared to China’s potential to absorb at least 100 helicopters a year, according to Airbus Helicopters’ Vincent Dufour, vice president-commercial for China.

China has now become Airbus Helicopters’ single largest market, knocking the U.S. from the No.1 position, he notes.

The orders and commitments are:

• Airbus Helicopters’ sale to a Chinese consortium of 100 twin-engine H135 helicopters over 10 years that will be assembled in China in Qingdao.

• A commitment from CM International Financial Leasing Corp., part of China Minsheng Investment, for 100 single-engine Airbus Helicopter H125 Ecureuil and H130 single-engine helicopters under a 100-aircraft deal signed at the 2015 China Helicopter Expo. Some 20 have been delivered.

• Bell Helicopter and Shaanxi Aviation Industry Development Co. Ltd., a subsidiary of Shaanxi Energy Group, and Xi’an Helicopter Company Ltd., agreed last November to the purchase of 100 Bell 407GXPs over five years for air ambulance, law enforcement and other missions, and to consider setting up a final assembly line in China.

• Bell Helicopter has publicly acknowledged commitments for more than 75 of its Bell 505 JetRanger X to Chinese customers, including 60 to Reignwood Investment, Ltd. The first delivery to China is expected early next year.

• Deals by Leonardo Helicopters with its China distributor, Sino-US Intercontinental of Shanghai, for 80 helicopters of all types. Leonardo says it has sold 180 helicopters to Chinese customers; some 47 were active on the civil register at the end of 2016 according to Hong Kong consultants Asian Sky Group (Hall 2, Booth A803).

• Enstrom Helicopter’s owner Chongqing General Aviation won orders in June for 10 four-passerenger turbine-powered 480B helicopters for a customer in Inner Mongolia, and for three 480Bs for a low-altitude tourism company in Sichuan.

China’s civil helicopter fleet has been growing at 15-20% a year and is expected to continue that path. Mainland China had a fleet of 492 turbine helicopters at the end of 2016, and Greater China 540, Asian Sky Group reported in its annual survey.

Light piston-engined helicopters are extremely popular, with about 380 in service, according to the Website Rotorspot. Some 300 of these are Robinson R22 and R44s. —John Morris
Air Ambulance Sales Boost Leonardo in China

The launch of China’s first nationwide air ambulance service by Leonardo Helicopters’ Shanghai-based partner will boost sales of the Italian manufacturer partner for the next several years.

Shanghai Kingwing General Aviation Co. has taken delivery of 25 air ambulance AW119Kx made by Leonardo Helicopters and is working with hospitals and insurance companies to bring them into operation. The vision is to have two or three emergency medical services (EMS) helicopters in every province. Kingwing initially signed with the Shanghai Emergency Medical Centre to develop EMS in eastern China, and a separate agreement with Shanghai Rui Jin Hospital to provide EMS. So far there is no government money involved.

“If you look at the U.S. and European markets, there is EMS covering the whole area,” but in China EMS is still in its infancy, says Leonardo Helicopters VP for China Stefano Zalonis. “The potential is huge.”

Kingwing owns Sino-US Intercontinental, the exclusive distributor for Leonardo in China, Hong Kong and Macau, which has placed orders for nearly 100 AW119Kx, GrandNew, AW109 Trekker, AW169, AW139 and AW189 helicopters, many of which are for its China Helicopter Air Ambulance service. Leonardo has to date sold nearly 200 helicopters to Chinese customers for all uses, including China Helicopter Air Ambulance service. Leonardo has to date sold AW169, AW139 and AW189 helicopters, many of which are for its orders for nearly 100 AW119Kx, GrandNew, AW109 Trekker, for Leonardo in China, Hong Kong and Macau, which has placed huge.”

Jin Hospital to provide EMS. So far there is no government money involved. EMS in eastern China, and a separate agreement with Shanghai Rui Jin Hospital to provide EMS. So far there is no government money involved.

If you look at the U.S. and European markets, there is EMS covering the whole area,” but in China EMS is still in its infancy, says Leonardo Helicopters VP for China Stefano Zalonis. “The potential is huge.”

Kingwing owns Sino-US Intercontinental, the exclusive distributor for Leonardo in China, Hong Kong and Macau, which has placed orders for nearly 100 AW119Kx, GrandNew, AW109 Trekker, AW169, AW139 and AW189 helicopters, many of which are for its China Helicopter Air Ambulance service. Leonardo has to date sold nearly 200 helicopters to Chinese customers for all uses, including law enforcement. Its fleet has grown to 73 rotorcraft, with a record 20 delivered last year and 17 due by the end of 2017.

Included in those sales are 20 EMS-equipped, twin-engine AW139s for Kingwing, with the first to be delivered by the end of the year.

To look after the growing fleet, Leonardo and Sino-US plan to increase after-sales service with additional local training for pilots and technicians, and with the addition of a completions center. They recently opened a major warehouse for spare parts in Shanghai Free Trade Zone.

While EMS is driving sales, Leonardo is very active in law enforcement and VIP helicopters, which are also important markets, says Zalonis. Nonetheless, the EMS industry will require hundreds of helicopters over time, he adds.

Is this the start of the long-awaited helicopter boom in China? Zalonis doesn’t think so – not yet. “China has consistently been taking about 100 helicopters a year for the last three years. It’s not yet the boom that everyone expects,” he says.

In other news, Leonardo anticipates certification next month by the Civil Aviation Authority of China (CAAC) of its AW189 twin-engine helicopter, of which five are on order for China, and next year of the AW169, of which six have been sold in-country.

With the growing deliveries into China, Leonardo and its partners are considering final assembly in country, Zalonis says. Leonardo tried it once before as AgustaWestland, when in 2004 it partnered with Jiangxi Changhe Aviation Industries Company to produce the AW109 Power as the CAH109. Fewer than 10 were produced before market and business conditions changed.

---John Morris

The future arrives: An air ambulance AW119Kx on show here.

莱昂纳多直升机公司的上海合作伙伴发起了中国首个全国性空中医疗服务，这将显著增强这家意大利制造商未来数年中的销售业绩。

上海金通通用航空公司已经引入了25架AW119K医疗直升机，并与多家医院和保险公司一道将这些直升机投入使用。该公司的愿景是在每个省部署两架或三架紧急医疗服务（EMS）直升机。金通通用航空公司最初与上海紧急医疗中心签约，在中国华中地区发展EMS，并与上海瑞金医院签署一份独立协议为其提供EMS，到目前为止，政府还没有投入一分钱。

莱昂纳多直升机公司中国区副总裁Stefano Zalonis表示：”如果看一下美国和欧洲市场，你就会发现那里有覆盖全面的EMS。但是在中国，EMS还是一个新生事物，因此中国市场有巨大的增长潜力。”

莱昂纳多直升机公司在中国大陆，香港和澳门的独家经销商中美洲际直升机公司由金汇通航所有。中美洲际已经售出近100架AW119K、AW109SP GrandNew、AW109 Trekker、AW169、AW139和AW189直升机。其中许多直升机用于中国的直升机空中医疗服务。截至目前，莱昂纳多直升机公司已经向中国客户售出了近200架直升机。用于包含空中执法在内的各种用途。目前，中国的莱昂纳多直升机机队规模已增长到超过30架。仅去年一年，它就交付了150架直升机，今年预计交付17架直升机。

莱昂纳多直升机公司的订单中包括金汇通航订购的20架配有EMS设备的AW139直升机，首架直升机将于今年年底交付。

为了支持不断增长的机队，莱昂纳多直升机公司与中美洲际方面加强售后服务，为飞行员和技术人员提供更多的本地培训，并建立一家完工中心。两家公司最近在上海自贸区开设了一家备件仓库。

直升机在空中执法和VIP直升机领域也很活跃，也是莱昂纳多的重要市场，而EMS产业会有数百架直升机的需求。

莱昂纳多直升机公司在中国大陆，香港和澳门的独家经销商中美洲际直升机公司由金汇通航所有。中美洲际已经售出近100架AW119K、AW109SP GrandNew、AW109 Trekker、AW169、AW139和AW189直升机。其中许多直升机用于中国的直升机空中医疗服务。截至目前，莱昂纳多直升机公司已经向中国客户售出了近200架直升机。用于包含空中执法在内的各种用途。目前，中国的莱昂纳多直升机机队规模已增长到超过30架。仅去年一年，它就交付了150架直升机，今年预计交付17架直升机。

莱昂纳多直升机公司与中美洲际公司加强售后服务，为飞行员和技术人员提供更多的本地培训，并建立一家完工中心。两家公司最近在上海自贸区开设了一家备件仓库。

直升机在空中执法和VIP直升机领域也很活跃，也是莱昂纳多的重要市场，而EMS产业会有数百架直升机的需求。

莱昂纳多直升机公司与中美洲际方面加强售后服务，为飞行员和技术人员提供更多的本地培训，并建立一家完工中心。两家公司最近在上海自贸区开设了一家备件仓库。
驾驶舱显示系统
满足独特的直升机要求

无论您的飞行环境是海上石油平台还是紧急医疗现场，您的直升机机组人员都必须保证在极端的环境下提供安全的运输。我们先进的直升机驾驶舱显示系统提供无与伦比的飞行环境感知能力，即使在最严峻的挑战下，飞行员都可以保持最强的信心安全飞行。

请参观我们在 2017 年中国天津国际直升机博览会 1 号厅 C110 号展位。

旋翼的优势
> 新一代的玻璃驾驶舱
> 价格实惠的改装产品
> 可扩展、灵活的解决方案
China Tops U.S. as No.1 for Airbus Helicopters

中国是空客直升机全球最大市场

Airbus Helicopters believes the H135 will be a popular air ambulance.

China has overtaken the U.S. as the world’s single largest market for Airbus Helicopters, signaling the beginning of a long-awaited boom in demand in the Asian country.

Orders from China last year were a record, boosted by two major long-term 100+ helicopter deals from investors with a vision for a future in which rotorcraft will play an increasing role in police, firefighting, utility and air ambulance work.

“‘This is the first time the U.S. has been beaten as our best-selling market. ‘The Chinese helicopter market has been growing in terms of deliveries by ab,” says Airbus Helicopters’ Vincent Dufour, vice president-commercial for China out 20% a year, and now it is absorbing 100 new aircraft (from all manufacturers) on a yearly basis.”

Airbus Helicopters has nearly 250 civil helicopters in service in Greater China with 70 customers, for a market share approaching 40% of the country’s S40-strong fleet of public-use rotorcraft.

Whereas the bulk of deliveries are single-engine helicopters, the latest contracts have seen a growing demand for more-sophisticated light twin-engine aircraft, especially for law enforcement and for the embryonic air ambulance market.

The potential is huge, says Dufour. “In Europe there is one EMS helicopter for every million people. In the U.S. there are three for every million. China has just 30 EMS helicopters and 1.3 billion people.”

Airbus Helicopters believes demand from China for all makes of light twin-engine helicopters could total 600 rotorcraft over the next 20 years.

—John Morris

Airbus Helicopters to be Built in China

空客直升机将在中国完成组装

Airbus Helicopters has broken ground on a final assembly line in Qingdao, Shandong Province, under a deal for 100 H135 light twin-engine helicopters to be supplied over 10 years for law enforcement and air ambulance missions. The first should roll out in mid-2019.

The 100-helicopter order was placed last June by a Chinese consortium made up of China Aviation Supplies Holding Company, Qingdao United General Aviation Industrial Development Company and CITIC Offshore Helicopter Co. Ltd.

The assembly line will have a total annual capacity of 18 H135 helicopters, which could be extended for future growth, says Vincent Dufour, Airbus Helicopters’ vice president-commercial for China.

Meanwhile Airbus Helicopters has delivered some 20 H125 Ecureuil single-engine helicopters under a 100-aircraft deal signed at the 2015 China Heli Expo with CM International Financial Leasing Corp., part of China Minsheng Investment.

The then-largest civil helicopter contract in China’s history called for 100 H125s equipped with cargo hooks and H130s in air ambulance configuration to be delivered over the next five years.

—JM
The Mission Will Not Wait

Conditions are unforgiving; a thunderstorm, thick fog and hard downpour. But you have a mission to perform.

Have confidence in your equipment – The AW189 performs in the toughest conditions.

It is designed for long-range, all-weather SAR and MEDEVAC missions, with unparalleled safety even in known icing conditions. Advanced avionics and rapid start-up ensure exceptional mission-readiness even in the most challenging conditions.

Inspired by the vision, curiosity and creativity of the great master inventor - Leonardo is designing the technology of tomorrow.
It’s the start of China’s helicopter boom says Bell Helicopter, which stands to triple its in-country fleet from 115 today to more than 300 over the next few years.

“Yes, it’s the beginning of the boom. It’s coming,” says Jose Jacinto Monge, the company’s managing director for China.

Major sales victories for Bell include a contract signed in June for 100 Bell 407GXP light single-engine helicopters for Shaanxi Energy Group and Xi’an Helicopter, to be delivered over the next five years, and 60 of the new Bell 505 JetRanger X for Reignwood Investment with first delivery early next year. In addition, Bell has publicly acknowledged commitments for at least another 505s. Reignwood’s order will make that company the largest 505s. Reignwood’s order will make that company the largest 505 operator in the world.

The first 407GXP for Shaanxi was delivered last month. Most of those delivered through next year will be in air ambulance configuration, says Monge, and outfitted by a U.S. specialist. Helicopters in the order will also be applied to emergency search, forest fire control, police enforcement, tourism and public transport, depending on the needs of Shaanxi province.

With large deliveries into China, Bell and its partners could consider final assembly there. “There’s a grand plan, and aspirations” says Monge, “but certain steps have to be taken over the next five years, such as developing maintenance, repair and overhaul, services and training. First you crawl, then walk, then run.”

Bell Helicopter’s fleet in Mainland China at the end of August comprised 52 407s, 43 JetRanger/LongRanger, 15 twin-engine 429s, and five other various types, according to the Rotorspot website. A recent delivery, in May, was of a Bell 429 to Beijing Jinyu General Aviation Co., Ltd. in multi-mission configuration including air ambulance capability.

Here at the show Bell Helicopter is exhibiting a Bell 505 JetRanger X outfitted for emergency medical service, and a Bell 429 in search and rescue configuration. Reignwood is also showing a 429, equipped as an air ambulance.

—John Morris

Bell Helicopter President and CEO Mitch Snyder joined Xiaoning Yuan, President of Shaanxi Energy Group, during a special signing ceremony in Xi’an, China, last month to mark the delivery of the first of 100 Bell 407GXPs.

Bell Helicopter to Triple Fleet in China
Safran is the world’s leading manufacturer of helicopter engines. It offers the widest range and supports 2,500 operators in 155 countries with one constant aim: to stay focused on their missions and to keep their helicopters flying every day, everywhere.

safran-helicopter-engines.com

: @SafranHCEngines

SAFRAN
Russian Helicopters’ Kazan Ansat rotorcraft has broken into the Chinese market with the sale of two of the light twins to air ambulance operator Beijing 999, part of Beijing Red Cross Emergency Rescue Center. The order was signed in June.

The Chinese company will outfit the AnsaTs to air ambulance configuration. They will join two Airbus Helicopters H135s and an H145 in the rescue fleet.

Russian Helicopters, the umbrella for Russia’s helicopter industry, will also supply improved versions of the Mi-171, the Mi-171A2, the first distributor for its civilian helicopters.

Earlier this year Russia potentially increased its involvement in China in a municipal step “a huge step” says Russian Helicopters, appoints the first distributor for its civilian helicopters.

China operates many Mi-8 and Mi-17 helicopters, especially in government and military service, and there are currently 13 on the civil register, according to website RotorSpot. Russian Helicopters believes there is greater potential for that rotorcraft family, especially as updated versions are introduced, and the company has signed a distribution agreement with United Helicopters International Group Limited, which is now an official dealer for Russian helicopters in the Chinese, Malaysian, and Australian markets. This move, “a huge step” says Russian Helicopters, appoints the first distributor for its civilian helicopters.

China operates many Mi-8 and Mi-17 helicopters, especially in government and military service, and there are currently 13 on the civil register, according to website RotorSpot. Russian Helicopters believes there is greater potential for that rotorcraft family, especially as updated versions are introduced, and the company has signed a distribution agreement with United Helicopters International Group Limited, which is now an official dealer for Russian helicopters in the Chinese, Malaysian, and Australian markets. This move, “a huge step” says Russian Helicopters, appoints the first distributor for its civilian helicopters.

Earlier this year Russia potentially increased its involvement in China in a municipal plan to assemble and manufacture Russian-made aircraft in Ganzhou, Jianxi, as part of a RMB 6.25 billion development in the city’s economic development zone. The aircraft would be Mi-171E helicopters, and Sukhoi SS100 regional jets. The city plan also calls for setting up an airline (Ganzhou Airlines) and a flight academy that would enroll 10,000 students within five years.

Meanwhile Russian Helicopters has certified its latest version of the Mi-171, opening the door for deliveries to commercial customers of the Mi-171A2. This radical modernization reduces operating costs, improves performance and brings the helicopter into line with current airworthiness standards. It features VK-2500PS-03 engines with Fadec, a digital cockpit allowing two-crew operation, and a new rotor system with all-composite blades of improved aerodynamic design.

—John Morris
Safran Helps WZ16 Engine Toward Certification
赛峰助力涡轴16发动机取证

China’s WZ16 turboshaft engine for the 7-ton, 16-passenger Avicopter AC352 super-medium helicopter is on track toward certification at the end of 2018, according to the French joint venture partner in the program.

Turkomeca, now known as Safran Helicopter Engines, agreed in 2006 to jointly develop the 1,700 shp powerplant with AVIC’s Dongan Engine Manufacturing Company (also known as the Harbin Engine Factory) for the AC352, itself jointly developed with then-Eurocopter (now Airbus Helicopters).

The engine was ground-run for the first time in 2013, and first flew in the AC352 at the end of 2016. Two assembly lines will produce the engine, one in China and the other in France where it is called the Ardiden 3C. Certification of the Ardiden 3C by the European Aviation Safety Agency (EASA) is expected at the end of this year.

“The WZ16 is a Chinese engine, produced in China,” says Hervé Pasbecq, general manager of Safran Engines China. “The share between the partners is 50-50, with parts manufactured in both China and France. The arrangement is comparable to Safran’s joint venture with GE on the CFM56 and Leap airliner engines, where both partners have assembly lines.”

Progress toward EASA certification is being shared with Dongan and China’s Civil Aviation Authority (CAAC), which has never before qualified such a bi-national engine. An extra challenge, says Pasbecq, was to maintain the continuity of the program as Dongan was split from AVIC and absorbed into China’s new independent aero-engine company, Aero Engine Corp. of China (AECC), along with all of AVIC’s other engine companies.

The design of the WZ16/Ardiden 3C ensures that the engine will be very reliable and cost-effective, particularly in terms of maintenance and cost-of-ownership, says Pasbecq. It offers 10% lower fuel consumption than other engines in its class, and maintenance will be simplified by a 5,000 hour Time Between Overhaul (TBO) limit. “Because it is designed to perform in the toughest environments with the lowest operating costs, the WZ16 is a perfect match for the AC352. This engine will bring more power, more range and more mission capabilities to this new helicopter,” he notes.

Safran is seeking a first application for the Ardiden 3C, and has suggested that it could power Airbus Helicopters’ version of the AC352, the H175. That helicopter is currently produced with Pratt & Whitney Canada PT6C-67E engines.

“WZ16/阿蒂丹3C”发动机的设计确保了发动机非常可靠，性价比高，特别是在维护和经济成本方面。与其他同类发动机相比，其燃油消耗降低了10%，大修间隔时间（TBO）为5000小时，简化了维修工作。Pasbecq说：“因为它的设计出发点就是在最恶劣的环境中保持最低的运行成本，所以WZ16是AC352的完美搭档。这款发动机将为这架新型直升机带来更强的功率、更远的航程和更多的任务能力。”

赛峰集团正在为阿蒂丹3C寻找第一个装机对象，并建议它可以为空客直升机公司版本的AC352和H175直升机提供动力。H175直升机目前使用的是加拿大小惠公司的PT6C-67E发动机。

The WZ16/Ardiden 3C is claimed to be the most efficient in its class.
EMS Helicopters Begin to Take Off in China

Demand for emergency medical services in China is about to spawn a whole new industry for specially-equipped helicopters.

Experts point to the pioneering and highly visible medevac operation by Beijing 999 with two fully-equipped Airbus Helicopters as the key that will unlock similar operations across the country.

Two years ago this pair of H135 air ambulance helicopters were the only ones of their kind in China. Today, maybe as many as 30 helicopters are providing medical transportation services but some are multi-mission and few are equipped so extensively for emergencies or rescue operations as Beijing 999’s. In comparison, nearly 1,000 medevac helicopters are active in the U.S.

In China, that’s all about to change: In April Shandong became the first Chinese Province to launch a comprehensive road traffic accident and emergency rescue helicopter service system, with HEMS999 operating the first of seven dedicated Airbus H130 helicopters across six support bases in six major cities. And Kingwing General Aviation, the parent of Leonardo Helicopters’ China distributor Sino-US Intercontinental Helicopter Investment, last summer launched in Shanghai what it believes to be the country's largest EMS network, with the first of 55 Leonardo helicopters it has ordered for that role.

Beijing 999 recently announced it is expanding its fleet, adding an Airbus Helicopter H145, and two Ansat light helicopters and a hospital-equipped Mi-171 from Russian Helicopters.

Building an EMS industry will take more than just helicopters, and will involve a lot of experimentation to build a stable business base. Nobody yet knows the best business plan, says Stefano Zalonis, Leonardo Helicopters' head of region for sales in China, but it will evolve over time as the demand for EMS services will only grow stronger.

“Everyone now is looking at EMS even if the business model hasn’t been finalized,” says Vincent Dufour, Airbus Helicopters’ vice president-commercial for China and Mongolia. “The potential is huge.”

—John Morris

Beijing 999 has been operating two H135s.

The sophisticated ambulance interior of Beijing 999’s H135.
Spectrum Aeromed Offers Expertise in China

Making room for a stretcher doesn’t turn a VIP helicopter into an emergency medical aircraft. “There’s much more to it than that,” says Thomas Redder, international sales vice president for air ambulance specialist Spectrum Aeromed.

He’s been studying the potential in China for five years, and says the EMS industry is about to take off.

U.S.-based Spectrum Aeromed plans to be part of it. The company, which has been designing, installing and certifying air ambulance interiors in fixed wing aircraft and helicopters for 25 years, has won its first two orders in China, and is exhibiting here at China Helicopter Expo for the first time (Hall 1, Booth C609).

The company offers turnkey solutions, working with customers to design medical interiors (for example, for intensive care), source the equipment, and then integrate it so that it all works together in a confined space. Its design engineers ensure certification with a country’s airworthiness authorities.

Here at the show Spectrum Aeromed is a pivot system that enables a stretcher to be loaded into a confined cabin, or to be moved in a larger cabin to place the patient in the optimum position for medical.

—John Morris

An air ambulance interior has been designed for the AC311 helicopter by its manufacturer, AVIC Changhe Aircraft Industry Group. Equipment includes medical stretchers, oxygen supply devices and medical equipment racks.

A supplemental type certificate was awarded in May, opening up the emergency medical service market to the light, single-engine helicopter.

AC311 for Emergency Medical Service

Spectrum Aeromed’s pivot enables the stretcher to be easily loaded.

专注航空医疗Spectrum Aeromed公司国际销售副总裁Thomas Redder说，仅为粗架腾出空间并不能把VIP直升机变成紧急医疗直升机，“还有许多其他的事情要做”。Redder研究了5年中国市场，认为中国的EMS行业在即将起飞。

美国的Spectrum Aeromed计划投身其中。该公司从事固定翼飞机和直升机医疗设备舱的设计、安装和取证业务长达25年之久，并已在中国获得了两笔订单，公司提供交钥匙解决方案，与客户合作设计客舱医疗设备（例如，用于重症监护的设备），并对所有设备进行集成，以便它们能在有限的空间内一起工作，同时确保获得国家适航机构的认可。

首次参加中国直升机博览会的Spectrum Aeromed展示了其独特的产品之一：一个框架系统，可以将粗架装放到有限的客舱内，或者在较大的客舱中移动，将患者置于最佳治疗位置。

AC311直升机加装医疗救援设备取得STC证

AC311直升机加装医疗救援设备项目由航空工业昌飞公司完成设计、制造和试验。此项目主要加装了医疗救援担架、供氧装置和医疗设备安装架等设备。

今年5月份，AC311直升机获得中国民航华东管理局颁发的补充型号合格证（STC）。这是昌飞取得的第一个STC，也是华东管理局颁发的第一个国产直升机STC。该STC用于认可AC311直升机加装医疗救援设备改装项目，标志着该改装项目正式通过民航部门审查，也标志着AC311加入到空中医疗服务行业。

AC311 for Emergency Medical Service

AC311直升机加装医疗救援设备取得STC证

AC311 for Emergency Medical Service
军民融合、一带一路引领通航产业大发展

“Military and Civilian Integration, Belt and Road” Boosting General Aviation
Changhe Tests AC311A Sprayer
AC311A加装农林喷洒设备首飞成功

A spray equipped AC311A should be certified by the end of the year, says Changhe Aircraft Industry Corporation, which began flight tests last month.

The quick-install spray equipment comprises a 500 kg tank and high pressure pump; the 9-meter mounting rod carries 24 adjustable sprinklers that can deliver spray widths of 13-18 meters.

8月14日，加装农林喷洒设备的AC311A型直升机在航空工业昌飞吕蒙机场首飞成功，并在10m飞行高度完成了面积达24万㎡的喷洒作业。

据悉，AC311A直升机加装的农林喷洒设备是在直升机腹部加装复合材料药箱，通过高压泵进行药箱药液的抽取和喷洒（喷洒宽度）调节。进行加装的农林喷洒设备满载药量500kg，喷杆长度9m，喷杆上有可调节喷洒状态的24个喷头，喷头设有2档调节，喷幅达到13～18m，整套农林喷洒设备可快速拆装。

目前，AC311A直升机加装农林喷洒设备项目正在进行适航取证，计划今年年底完成。

AC312E Completes Hot-and-High Tests
AC312E直升机完成多种试飞工作

The nine-passenger, twin-engine AC312E helicopter developed from the AC312A by AVIC Hafei Aviation Industry Group (HAIG) for performance in hot-and-high conditions has completed flight tests on China’s plateau.

The helicopter logged 63 flight hours and 63 cycles to determine its envelope at altitude as it heads towards certification by the Civil Aviation Authority of China “in the near future.” The next tests will be for extreme cold weather performance.

The AC312E is optimized for altitude and reduced operating costs. With a maximum takeoff weight of 4,250 kg, it can carry nine passengers or 600 kg of cargo. Power is from two 1,072 shp (one engine inoperative) Safran Arriel 2Es; avionics are by Rockwell Collins with ProLine 21, RTA-4112 multi-scan weather radar RTA-4112 and TTR-4100 TCAS II traffic monitoring system. HAIG reports an order book for more than 80 AC312Es.

8月2日，由航空工业哈飞研制的AC312E直升机完成平原性能试飞。这标志着AC312E直升机平原性能得到全面验证，适航验证试飞取得阶段性成果。

AC312E自6月27日开始平原性能试飞，此次试飞中AC312E共飞行66架次，飞行时数达63小时，验证了悬停性能、爬升性能、平飞性能、A类、B类起飞性能、起降性能、风速包线、极限速度包线等性能。

截至目前，AC312E直升机已完成了调整试飞、发动机科目的适航试飞、部分航电系统的适航试飞、飞行性能平原试飞及高温试飞，正在进行高原试飞，后续该机将进行高寒试飞，而且已开展生产许可审定符合性审定工作，确定了生产许可审定计划，为未来投入市场奠定坚实基础。

CITIC Offshore Will Establish Training Company
中信海直将成立通航技术培训公司

Citic Offshore Helicopter Co., Ltd. said it plans to co-found a professional general aviation technical training company, Offshore Helicopter (Beijing) General Aviation Training Co., Ltd., with the Civil Aviation Management Institute of China.

7月17日，中信海洋直升机股份有限公司发布公告，将与中国民航管理干部学院共同设立海直（北京）通航技术培训有限公司。该公司注册资本达400万元人民币，未来将开展通航市场专业技术培训业务。
AC352 Flight Tests Bring Certification Closer
先进超中型直升机AC352

The advanced medium-sized multi-purpose AC352 made its successful maiden flight on December 20, 2016 in Harbin. The helicopter is jointly developed by Avicopter’s Harbin and Airbus Helicopter. The European version, the H175 is already entering service with Pratt & Whitney engines; the Chinese version is approaching certification next year powered by the WZ16 turboshaft.

The AC352 is on show here at the China Helicopter Exposition, along with a demonstration of a training simulator and an integrated training program.

Launch customer for the 14-16-passenger AC352 is COHC, the maritime helicopter business branch of CITIC, it was announced at the show two years ago.

Weaponized AV500 Enters Service
新型多用途无人直升机AV500

The unmanned AV500 has been delivered to customers “in small batches” and has so far logged 1,200 hours of flight time, says the AVIC Helicopter Research and Development Institute.

The 500-kg AV500 first flew in 2014, and was qualified in October 2016.

With various payloads of up to 120 kg, AV500 can perform a variety of tasks: reconnaissance with a selection of sensors, as a relay platform for battlefield communication and command systems, and rapid assault, precision strike, anti-terrorism and drug control tasks when fitted with small laser-guided weapons, machine guns or other weapons.

The unmanned AV500 has been delivered to customers “in small batches” and has so far logged 1,200 hours of flight time, says the AVIC Helicopter Research and Development Institute.

The 500-kg AV500 first flew in 2014, and was qualified in October 2016.

With various payloads of up to 120 kg, AV500 can perform a variety of tasks: reconnaissance with a selection of sensors, as a relay platform for battlefield communication and command systems, and rapid assault, precision strike, anti-terrorism and drug control tasks when fitted with small laser-guided weapons, machine guns or other weapons.

AV 500是航空工业直升机所研制的一种500KG级无人直升机。该机于2014年底成功实现首飞，2016年完成科研试飞、鉴定试飞以及市场推广演示飞行，并于同年10月完成全机技术鉴定，目前已小批交付用户使用，累计飞行时间达1200小时。

该机最大起飞重量450KG，最大任务载荷120KG。通过搭载不同的任务载荷，AV500无人直升机可用于多种任务。例如在搭载光电、红外、雷达和信号侦察等任务设备时，可执行战术、战役侦察任务；在搭载通信中继设备时，可承担战场通信和指挥系统的中继平台作用，可很好的解决多兵种协同作战条件下的超视距数据链传输的问题，而通过加装小型激光制导武器、机载或车载其他武器时，该机可执行快速突袭、精确打击、反恐缉毒等任务。
Qinghai Feilong is First User of AC311A
青海飞龙首批AC311A高原型直升机
即将投入使用

Qinghai Feilong General Aviation Co., Ltd. received its first two AC311A highland helicopters from AVIC Changhe Aircraft Industries Corp. on July 13, becoming the first operator of the new type. It will use the helicopters for air tours in Zhuo’er Mountain, Qilian, Qinghai. The AC311A is developed for use in hot-and-high and extreme cold conditions from the AC311, and is newly-engined with a single Turbomeca Arriel 2B1A turboshaft. The six-seat AC311A can take off with a load of four passengers at an elevation of 3,200 m and can fly up to 640 km Endurance is 3.9 hrs.

7月13日，青海飞龙通用航空公司顺利从航空工业昌飞接收了首批2架AC311A高原型直升机，成为该机型的首家用户。根据计划，青海飞龙的首架AC311A直升机将于执飞青海祁连卓尔山空中游览项目。作为一款高原高寒性能优异的轻型民用直升机，AC311A直升机的成功投入运营将可更好地为我国尤其是高原高寒地区提供更加便捷、多样的航空服务。

Changhe Hands Over First Sikorsky S-76D Cabin
中国航空工业S—76D合作项目首架机交付

Changhe Aircraft Industries Corp. has delivered the first of an initial five cabin and fuselage structures for Sikorsky’s twin-engine S-76D light helicopter. Changhe is a second source for the airframes, which are also made by Aero Vodochody in the Czech Republic. The second will be delivered by the end of this year. Production volume be up to 12 a year depending on demand. Changhe previously made airframes for the S-76C++. It also manufactures tail units for the Sikorsky S-92.

6月7日，中国航空工业S-76D首架机交付仪式在江西景德镇举行，标志着S-76D项目合作取得了成功。中国航空工业与美国西科斯基公司于2013年签订了关于合作生产S-76D直升机的协议，航空工业昌飞获得了首批5架份订单，并历时4年完成了全机试制生产全过程。根据计划，航空工业昌飞将于今年年末交付第二架S-76D直升机，之后逐步将产能提升至12架/年。

GDAT Imports its First Ka-32 Helicopter
捷德航空引进其首架卡—32直升机

日前，一架由捷德航空技术有限公司引进的卡-32直升机在宁波口岸登陆，这是宁波口岸迄今进口单价最高的直升机。捷德航空集团创始人、董事长江文全告诉记者，早在今年5月，捷德航空团队就前往国外对此架卡-32直升机进行预检，现在已经在捷德航空位于宁波梅山的易达中心等待交付客户。捷德航空自2012年创立至今，已售出180余架飞机，并覆盖了145座维修、91座通航运营以及经营性租赁等几乎直升机全产业链业务。除上海总部外，捷德航空目前运营宁波和苏州两个基地（易达中心），同时还在北京、成都、武汉、西安、厦门、广州、昆明等城市设立分支机构。在美国、欧洲两地布点了海外市场。江文全表示，捷德航空下一步将积极布局全国范围内的易达中心，未来几年内，中国的客户也可以在自己周边的省会城市或经济比较发达的相邻城市选购飞机，并在就近的易达中心进行飞机的维修、托管和后续的一切服务。
第十七届
北京
国际航空展
2017年9月19日-22日
CNCC. BEIJING. CHINA
AVIATION EXPO/CHINA 2017
(17TH EXPO)
SEP 19-22, 2017

因为专注 所以专业
PROFESSIONALISM THROUGH FOCUS

WWW.BEIJINGAVIATION.COM
航空航天新技术新产品发布平台
THE NEW TECHNOLOGY AND NEW PRODUCTS LAUNCHING PLATFORM IN AVIATION AND AEROSPACE IN CHINA
Thales Wins Chinese OK for First Heli-Sim
泰雷兹D级模拟器获得中国认证

The first ultra-modern helicopter simulator in China from French company Thales has been signed off as ready to go by the Civil Aviation Authority of China (CAAC).

Arrival of the first class of students is imminent, the company says.

The state-of-the-art Level D simulator features an Airbus Helicopters EC135/H135 cockpit and scenarios for emergency medical services (EMS) and search and rescue (SAR) training missions. It is located in Tianjin in the Aviation Safety flight training center of Haite Group, which commissioned the simulator from Thales. Haite Group, headquartered in Chengdu, is a leading aviation technology service provider in China.

Different-type helicopter cockpits can be rolled on and off the simulator at a later date if Haite chooses to expand the use of the center, Thales says. Prime contractor for the simulator center is Chinese enterprise First State Ltd.

Haite and Thales signed their simulator training agreement in 2013.

Thales is here in Hall 1, Booth C510.

Frasca Sees Growing Simulator Demand
Frasca看到模拟器需求正在增长

With nearly 240 Robinson R44 and 32 Schweizer 300Cbi piston-engined helicopters in China, Frasca Flight Simulation anticipates growing demand for simulators and flight training devices for these basic trainers.

Earlier this year the U.S. based company installed two combination Frasca S300/R44 FTDs for China Flying Dragon General Aviation Co. Ltd, located in the Heilongjiang Province. The simulator cockpit accurately replicates the aircraft, including panels, controls and instrumentation, and can easily be converted between the S300 and R44 configuration.

Other helicopter customers in China include Sichuan Xilin FengTeng, which operates an S300/R44 Level 5 combo simulator, and Sky Safari General Aviation, a flight training company based in Shanghai, with an R44 Level 5 Flight Training Device.

Frasca has been doing business in China for more than 25 years and now has 38 simulators, mostly fixed-wing, spread across 14 Chinese flight universities, colleges and private training centers. “We are currently working Request For Quotes from multiple prospective customers that involve 12 upcoming simulator opportunities,” says Greg Campbell, Frasca’s director for international business.

The simulators are supported in-country by Beijing-based Lantech Engineering, Frasca’s exclusive Chinese distributor.

Simulators can be relatively expensive when compared to the cost of light helicopters, so Frasca is introducing a new Helicopter Training Device “at an affordable price.” It incorporates the same aerodynamic technology as Frasca’s Level D simulators but without the motion system, and is designed for inadvertent IMC encounters as well as operational and procedural training.

The HTD is aimed at helicopter air ambulance providers, airborne law enforcement, introductory turbine transition training, and ab-initio flight schools. It can be equipped with Frasca’s Helicopter Mission Training Database and databases for a customer’s geographic area of operation. It is available for many types of light helicopter.

Frasca is at Hall 1, Booth D704. —John Morris
Russia-China Near Next Step on Heavy Lifter

The long-proposed joint Sino-Chinese Advanced Heavy Lift helicopter may get the go-ahead in the next few months after nearly a decade of studies.

Rostec, Russia’s state hi-tech corporation and the parent of Russian Helicopters, could sign the contract with Aviation Industry Corp. of China (AVIC) before the end of this year, according to Victor Kladov, Director for International Cooperation and Regional Policy of Rostec. He made the announcement at the Fourth China-Russia Expo in Harbin, China, in June. Negotiations on the conceptual model and configuration have been completed and the draft contract between the parties is being prepared, he said.

The Advanced Heavy Lift (AHL) program is a high priority for the two countries, with framework agreements signed during meetings between Russian President Vladimir Putin and Chinese President Xi Jinping.

China will fully manage the program including design, assembly of the prototypes, testing, certification, serial production and marketing. Russian Helicopters will develop certain subsystems on contract, but will not build them.

“At least 200 heavy lift helicopters are planned to be built in China. This is an estimated market volume. These helicopters will possibly be exported,” according to Kladov.

The AHL is expected to have a take-off weight of 38 metric tons (83,800 lb.). It could carry 10 metric tons (22,100 lb.) of cargo inside the cabin or 15 metric tons (33,100 lb.) on an external sling, or up to 60 passengers. In 2015 Avicopter said the AHL would have a ceiling of 5,700 meters (18,700 ft.), range of 630 km (392 mi.) and a maximum speed of 300 kph (186 mph).
葡萄牙
您欧洲航天航空工业的合作伙伴

葡萄牙可以为您提供高级技术工程师、高效的研发团队，遍布各行业的承包商以及完善的基础设施。

现已在葡萄牙投资的全球大型跨国公司包括英国Cohort集团、巴西航空工业公司Embraer、法国航天航空企业，如Mecachrome、Lauak等等。

正确投资的时刻就是现在，把握机会来葡萄牙吧！

葡萄牙驻华使馆 商务处
aicep.beijing@portugalglobal.pt
portugalglobal.pt
China has become a major market for Enstrom Helicopter Corp., which manufactures aircraft in the U.S. under the ownership of Chongqing General Aviation since the end of 2012.

The Chinese parent invested in the U.S. facilities, supported development of Enstrom’s latest helicopter, the TH180 trainer, and is now its in-country dealer.

Chongqing has just boosted Enstrom’s business by winning orders in June for 10 four-passenger turbine-powered 480B helicopters for a customer in Inner Mongolia, and for three 480Bs for a low-altitude tourism company in Sichuan. The sales are valued at RMB 170 million ($26.2 million). The Mongolian customer already operates two 480Bs that it bought last year for tourism and spraying.

The Chinese orders compare with Enstrom’s total worldwide deliveries last year of 12 helicopters valued at $13.7 million (two F28Fs, one 280FX, and nine 480Bs). There are 27 civil-registered Enstroms currently active in China, according to the Rotorspot website.

Enstrom has been suffering from a depressed helicopter market in the U.S. and elsewhere, and the new orders “will make a big difference to us,” says Orlando Alaniz, director of sales and marketing.

Enstrom is showing a 480B in police configuration.

Meanwhile, two TH180 trainers are in flight test in the U.S. as they progress toward a target for simultaneous FAA, EASA and Canadian certification in the first quarter of 2018.

Enstrom is in Hall 1, Booth D501.

—John Morris

2012年底，重庆通航集团收购了美国恩斯特龙直升机公司，由于中国市场是恩斯特龙飞机的主要市场，所以收购后恩斯特龙飞机的年销售量几乎翻倍。

继480B和280FX之后，重庆通航集团与美国恩斯特龙直升机公司合作开发了主要用于飞行培训的TH180，并成为其中国经销商。今年6月份，重庆通航集团还与内蒙古和四川企业分别签署了10架和3架恩斯特龙480B直升机订单，销售额超过1.7亿。其中内蒙古企业去年采购的2架恩斯特龙480B直升机目前已投入使用，主要从事空中游览、农林喷洒等业务。

去年恩斯特龙在全球范围内共交付了12架直升机，其中包括2架F28F，1架280FX和9架480B，价值1370万美元。而目前中国境内共有27架国内的在役恩斯特龙直升机机。对此，美国恩斯特龙直升机公司市场销售部总监Orlando Alaniz表示恩斯特龙直升机在美国和其他地方的市场一直比较低迷，但公司对中国市场却充满期待。

重庆通航集团曾预测，到2020年恩斯特龙直升机在中国轻型直升机市场中的份额将达到30%，但目前来看，由于中国低空空域尚未开放，这远低于其预测的27架。因此，为了满足中国市场的需要，重庆通航甚至还在美国和中国都建了生产线。目前有2架TH180训练机在美国进行飞行测试，公司预计在2018年第1季度同时获得FAA、EASA和加拿大的适航认证。
《飞旋之梦——中国直升机事业60年》

值中国人民解放军建军90周年，中国直升机工业创建60周年之际，为向党和国家以及为中国直升机事业奋斗的人们献礼，贯彻落实中国航空工业集团公司军民融合发展战略，公开向社会公众展示中国直升机事业发展战略和取得的辉煌成果，中航直升机有限责任公司与航空工业出版社联合编撰出版了《飞旋之梦——中国直升机事业60年》大型画册，并将于2017年9月14日在第四届中国天津国际直升机博览会上举行首发仪式。

本画册图文并茂，资料翔实，既有对重大史实的记述又有大量珍贵的历史照片。书中全面记述了新中国1955年直升机部队组建到2017年中国人民解放军建军90周年，长达60多年的中国直升机事业从无到有、从小到大，从弱到强的艰难历程，取得的一个又一个辉煌成就，为国防现代化建设，为社会经济发展，为人民生活水平提高，做出的不可替代的重要贡献。

本画册的出版是为铭记历史，弘扬传统，缅怀、告慰直升机界的前辈；展示今日中国直升机事业的崭新面貌，激励、教育中国直升机人为中国的航空事业，为实现伟大的“中国梦”而努力奋斗，具有重要意义和价值。
Chinese Army Aviation Corps in the New Era
走向新时代的中国陆军航空兵

1986年10月3日，中央军委正式批准组建陆军航空兵。在总参谋部设立陆军航空兵管理局，并指出：组建陆军航空兵部队，是军队体制的一项重要改革，是提高陆军部队作战能力的积极措施，要下决心建设好这个兵种。”从此，陆军作为一个崭新的兵种，走进了我军诸兵种序列。

经过30多年建设，陆军航空兵已以发展成为拥有多个机型、具备相当规模和作战能力的现代化空中突击力量；中国陆军已经开始由地面向空中扩展，由单一平面作战向多维立体作战转变。

近年来，走进新时期的陆航部队不论是在装备技术和在作战能力上都有了极大的进步。“机动作战，立体攻防”，陆军的新作战指导思想引领着陆军航空兵从后方走向前台，陆航也在新时期的任务中围绕作战指挥、战术运用、综合保障等难重点问题进行攻关，由分散编组、分散使用向大规模、成建制全程集中使用转变，由配属使用向主战运用转变，实现了陆航从辅助兵种到主战兵种的转变。

今年的建军90周年纪念的阅兵式集中展示了中国陆军航空兵的实力。直10、直19武装直升机组成陆军航空兵空中突击队第一个接受检阅，它们作为中国人民解放军陆军航空兵的主战机型大大提升了陆军航空兵的空中突击与反装甲能力。直10编队携载直8运输直升机搭载两个连的兵力进入阅兵区进行机降演练，展示了陆航整体的协同作战能力。
Thirty-one years ago, on Oct. 3, 1986, the Military Commission of the CPC Central Committee formally approved the establishment of the PLA Army Aviation Corps as a new branch of the military. “The establishment of Army Aviation marks a significant reform of the military system and a positive measure to enhance the combat power of our army,” it said.

Since then the Corps has developed into a formidable modern air assault force with several new helicopter models and considerable combat power. It has brought the Chinese army access to air support, evolving its horizons from one-dimensional to multi-dimensional combat.

More recently, PLA Army Aviation has adopted modern technology in helicopters and weapons to magnify its combat power. Guided by the new operational principle of “mobile operations, comprehensive attack and defense,” it has become central to the Army’s battlefield tactics and support. No longer decentralized in scattered groups, it has become a main Army branch instead of an auxiliary unit.

The PLA Army Aviation Corps fully demonstrated its strength at a huge parade in Beijing to mark its 90th anniversary with massed formations and fly-bys of Z10 and Z19 armed helicopters and Z8B transport helicopters. Two companies demonstrated fleet landing exercises in the parade area under cover of the Z10 formation, showing the capability of the Army Aviation Corps to coordinate all its capabilities on the battlefield.
CAAC Releases Airworthiness Directive on S-92A

Civil Aviation Administration of China released an airworthiness directive on Sikorsky S-92A helicopters, requiring that owners/operators of any S-92A helicopter registered in China and installed with tail gear box center housing (P/N: 92358-06107-043) shall check the tail gear box center housing and demolish those that have been used for 12200 hours or more in case of failure in tail rotor drive or loss of control of helicopters caused by cracks in the tail gear box center housing.

Recent, China Civil Aviation Authority issued a directive on Sikorsky S-92A helicopters, requiring that owners/operators of any S-92A helicopters installed with tail gear box center housing (P/N: 92358-06107-043) in China shall check and demolish those that have been used for 12200 hours or more in case of failure in tail rotor drive or loss of control of helicopters caused by cracks in the tail gear box center housing.

On July 26, Jiangxi Changhe Agusta Helicopter Co., Ltd. (CAH) was certified by Civil Aviation Administration of China. Updated qualifications include inspections on AW119/AW119MK II after 1600-hour flight/annually/≤1200 movements; on AW139 after 1200-hour flight/annually/≤2000 movements and change of engines for AW119/AW119MK II and AW139. Up to date, as the after-sales service center of Leonardo S.p.A. in China, CAH’s maintenance qualifications have covered all Leonardo helicopters operated in the country.
中航文化
传播中国航空文化

中航文化有限责任公司（中航文化）是中国航空工业集团公司下属文化宣传业务板块，下设中国航空报社（航空全媒体中心）、航空工业出版社、航空工业期刊事业部、航空工业影视中心、中航汇通（北京）展览有限公司、品牌策划与营销事业部、爱飞客航空文化传播有限公司等七个业务单元。主要业务包括新闻出版传媒、国内外展览展示与会议活动、声像影视、品牌策划与市场推广、通航飞行大会、航空文化企业产品开发与服务等。中航文化的战略目标是在服务航空工业新闻宣传和文化传播业务的同时，不断探索新需求，全面开拓新市场，努力成为集团信赖、国人认可、国际知名的航空文化传播平台。