

al-aircraft manufacturers will be on display at the show. These include the Dornier 328-100, the IPTN CN-235, Bombardier's Dash 8-300 and Raytheon's Hawker 800. Aero International Regional (AI(R)) will be exhibiting for the first time under its new title. AI(R), which was officially formed on 1 January, brings together the ATR, Jetstream and Avro RJ turboprop and regional-jet operations of Aerospaciale, Alenia and British Aerospace into a unified marketing and support company. AI(R) will display a range

of aircraft, including the RJ-85, Jetstream 41, ATR 42-500 and ATR 72-200.

Producing a 100-seat entry-level passenger jet-airliner has caught the imagination of many of Asia's aspiring aerospace producers. While IPTN appears determined to go it alone with the development of the N2130 twinjet, joint-venture partners China and South Korea are looking for a Western technology organisation to help with their planned \$2 billion AE-100 project.

Cathay Pacific and SIA, together with JAL, have voiced an interest in Boeing's planned 747-500/600.

ENGINE OF COMPETITION

The battle to place engines in the Asia-Pacific region has been no less fierce. Following the success of the Rolls-Royce Trent 800 (having its second consecutive appearance at Asian Aerospace) with SIA, MAS, Thai Airways International and Cathay Pacific, the company finds itself in the front of the race to power the large twinjet airliners in south-east Asia. Although the smaller Trent 700 has been popular with airlines in the region, including Cathay Pacific, Drangonair and Garuda Indonesia, R-R's push has come too late in the day for other markets, as Pratt & Whitney has already cleaned up in Japan and South Korea with its PW4084, and the General Electric GE90 is now entering service with Southern China Airlines.

The burgeoning general-aviation (GA) market in Asia has attracted several GA manufacturers to Asian Aerospace '96. Canadair and Cessna will display, respectively, the Global Express (in mock-up form) and Citation X business jets for the first time in Singapore. Asian interest has primarily focused on larger, long-range corporate jets, and regional success has been recorded for the new Gulfstream V, Canadair Challenger 604, Hawker 1000 and Dassault Falcon 9000EX. Malaysia, in particular, is proving a particularly rewarding market, with MAS chairman Tajudin Ramli and businessman Amin Shah ordering GVs.

At the smaller end of the market, Learjet and Cessna will be hoping to capitalise on the success of their aircraft in the region. In February 1995, SIA placed a \$56 million order for two Learjet 31As and four model 45s to replace its existing fleet of 31s. Korean Airlines operates a fleet of Citation Vs at its training school on Chenju Island.

The GA presentation at Asian Aerospace will also include the Canadair CL-415 amphibious water bomber, being flown on a world demonstration tour; the Bell Helicopter Textron twin-turbine Model 430 and newly certificated single-turbine 407.

Asia's manufacturers have long participated in joint programmes, including that of the Eurocopter EC-120 light helicopter, which Eurocopter manufactures in association with Singapore Technologies Aerospace and CATIC. Some nations are now eager to design and build their own aircraft. Japan is one example, proposing its FS-X fighter aircraft and YS-X regional jet, while Indonesia's IPTN is planning its N2130.

Asian Aerospace '96 has drawn a plethora of military-aircraft manufacturers to Singapore, with defence spending in the region at an all-time high. Japan has reportedly set aside ¥4.845 trillion (\$46 billion) in its 1996 defence budget, and China — which spent 63 billion

INFORMATION



FLYING DISPLAY

There will be a flying display of 1h each day. On 6 February it will take place between 12.00 and 13.00 and between 14.30 and 15.30 from 7-11 February.

AEROSPACE INDUSTRY AWARDS

Flight International will be hosting the third annual Aerospace Industry awards at the Shangri-La Hotel on the evening of Thursday, 8 February. The awards are designed to recognise achievements across the aerospace and aviation industry. The winners will be announced on the night and a report on the awards ceremony, including a list of winners, will be published in both *Flight International* and *Flight Daily News*.

FLIGHT INTERNATIONAL

Flight International, which is the official magazine for the show, will be providing coverage of Asian Aerospace throughout the build-up and the duration of the exhibition, starting with a comprehensive guide to the show in the Asian Aerospace special issue (31 January-6 February). First

news will be published in the following issue (7-13 February), succeeded by a full show report (14-20 February), with a final review published in the 21-27 February edition. For further information, contact Forbes Mutch, Deputy Editor, tel: +44 (181) 652 3852 or fax: +44 (181) 652 3840.

FLIGHT DAILY NEWS

Flight International will also be producing four consecutive issues of its *Show Daily News*, beginning on 6 February. Contact Hugh McAtear, Editor in Chief, tel: +65 338 3356 or fax: +65 334 0486; or Alan Peaford, Editor, +44 (171) 236 2727 or fax: +44 (171) 236 4740.

CONFERENCE

The third Asia Pacific defence conference will run concurrently with Asian Aerospace '96. Major topics to be discussed include Asia Pacific security and regional stability, issues of defence and the rapidly emerging business opportunities in Asia for manufacturers. The conference will be held at the Westin Stamford Hotel on 6-7 February.