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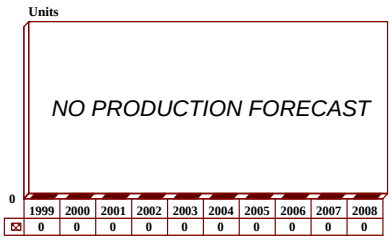
AVIC/AIA/STA AE31X - Archived 5/2000

Outlook

- Program dropped in 1998
- Airbus pursuing A318 on its own

10 Year Unit Production Forecast
1999-2008



Orientation

Description. Twin-turbofan, short/medium-range passenger transport aircraft.

Sponsor. Aviation Industries of China (AVIC), Singapore Technologies Aerospace (STA), and Airbus Industrie Asia (AIA).

Contractors. AVIC, STA, and AIA.

Status. Airbus, AVIC ended talks, dropped program in 1998.

Total Produced. None.

Application. 100-seat regional/commuter commercial passenger service.

Price Range. Not applicable.

Technical Data

(AE316/317)

(Preliminary)

Design Features. None released.

	Metric	US
Dimensions		
(External)		
Length overall	31.3/34.5 m	102.66/113.16 ft
Height	10.4 m	34.11 ft
Wingspan	31.0 m	101.68 ft
Weight		
Max take-off weight	49,000/54,200 kg	108,300/119,780 lb
Capacities		
Fuel	22,000 liters	5,820 gal
Performance		
Design range	3,700 km	2,000 nm

Propulsion

(2) Turbofan engines in the 80-100 kN (18,000-22,560 lbst) power class; to be selected. Candidates include Pratt & Whitney PW6000, BMW Rolls-Royce BR715 (or variant thereof), and CFM International CFM56 Lite.

Seating

AE316: 95 passengers in two-class layout, or 105 in single class.

AE317: 115 in two-class layout; 125 in single class.

Variants/Upgrades

AE316. Baseline design seating 95-105 at six abreast, with max take-off weight of 108,300 pounds. A high gross weight (HGW) variant, at 117,800 pounds, is also under consideration.

AE317. Stretched by six fuselage frames over the AE316 to seat 115-125 depending on cabin layout.

Program Review

Background. During the second half of 1994, the governments of the People's Republic of China and the Republic of Korea agreed on the joint development of a twin-engine 100-seat regional jet. The two countries were represented on the project by Aviation Industries of China (AVIC) and the Korea Commercial Aircraft Development Consortium. Disagreement over work shares, program leadership, and final assembly site caused increasing tension between the two principals and were a factor in China's subsequent recruitment of Singapore Technologies Aerospace (STA) into the program. The Sino-Korean differences were not resolved, resulting in Korea's withdrawal from the project.

Search for Partners. AVIC and STA discussed partnerships with Boeing, McDonnell Douglas, and

Europe's Aero International Regional (AIR); the latter ultimately won out and the European participation has since been expanded to include Airbus Industrie Asia (AIA), established specifically for this program.

The AirExpress AE-100, redesignated AE31X, is to be marketed as a complement to the Airbus A319/320/321 family of narrowbody jets. AVIC had wanted to develop the new family into the 130-seat category, but Airbus opposed this as it feared such a design would compete with its own A319.

Recent Developments. In 1998, unable to agree upon a number of issues, the Sino-European team ended discussions and the project was terminated.

Funding

Development costs estimated at $2 billion.

Timetable

Month	Year	Major Development
	1994	Chinese, RoK governments agree on 100-seat joint development
	1995	Collaborative bids from European, US industry
	1995	Singapore Technologies Aerospace joins program
	1995-96	Discussions of assembly site, etc., continue
Jun	1996	RoK withdraws from program
July	1996	AIR selected as western partner
	1997	Airbus Industrie expected to assume AIR's program share
	1998	Program dropped

Worldwide Distribution

Not applicable.

Forecast Rationale

Sino-European talks continued into last year but a number of issues such as technology transfer, seating range, and work sharing remained unresolved and the parties decided to drop the planned joint venture.

Airbus Industrie has since gone its own way with the A318 (see **Program Review**), sized to fit in below the present A319 in terms of seating capacity.

Ten-Year Outlook

No production forecast.

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