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STEFAN EISELIN

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Irkut MS-21: Not long fly.

Irkut

How much the new aircraft manufacturers from Russia and China are real? An expert assesses the chances of Sukhoi, Irkut and Comac.

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With all the power of young guns coming onto the world market, The Russian Sukhoi wants with its Superjet 100, the press is also Russia's Irkut with the MS-21 and the Chinese Comac with its C919 and the ARJ21 the two top dogs, Airbus and Boeing, but also the smaller Bombardier and Embraer - not only with attractive prices. The Russian party has 144 orders for its new aircraft, the Chinese 105, and rising. Chris Seymour is the head of market analysis at aviation consulting firm Ascend Worldwide. For aero telegraph he assessed

the opportunities and shortcomings of the new aircraft manufacturer.

The Russian and Chinese aircraft maker to make quick progress. Who is in this race earlier - Sukhoi or Comac?

Chris Seymour: Sukhois Superjet 100 is already in use in Russia. The company has already received some orders from abroad. The Chinese ARJ21 regional jet Comac was postponed to the MS-21 of Russia's Irkut hardly be placed before traffic in 2016/17 - these stages.

When the new providers will truly be the extent that they are serious Airbus, Bombardier and Embraer?

Seymour: It takes time for any manufacturer to become a global player in the market. You have to deliver a proven, reliable product that meets customer needs and also are there for the international service. The first sales reach all aircraft manufacturers usually starts in the home market. China is of course a very large domestic market - that is an advantage for Comac. Airbus and Embraer took twenty years to achieve a breakthrough. We believe that it will take less time to Comac.

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 Wer liegt in diesem Rennen weiter vorne - Sukhoi oder Comac? Chris Seymour: Sukhois Superjet 100 ist in Russland bereits im Einsatz.
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Are the planes from China or Russia, or simply copies of Western models is in them also innovation?

Seymour: The Comac C919 and the Irkut MS-21 has been reinvented on the drawing board. Like all modern aircraft construction projects and they are collaborative works, which collaborate with Western partners. They are new types that build on existing ones. They are not revolutionary.

Actually the price is the main selling point?

Seymour: The price is certainly an important factor. But the airlines need a reliable aircraft with reliable services. You also have to see: Airbus and Boeing alone because of their size but also a very strong pricing power

Western will accept passengers per aircraft from Russia or China?

Seymour: To be honest most of the passengers have no idea what kind of plane they sit down. Is more important that they arrive on time, that it is comfortable that they get their luggage at the destination. They are therefore also the reasons why airlines choose specific aircraft manufacturer.

Ryanair announced negotiate with Irkut and Comac to purchase new aircraft. Is this serious or just a means to push for Airbus and Boeing in the price?

Seymour: airlines should consider all alternatives. Ryanair is in this respect perhaps the most aggressive representative. High utilization and high reliability for a low cost but just as important as a good buy price.



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