

Winner 2013

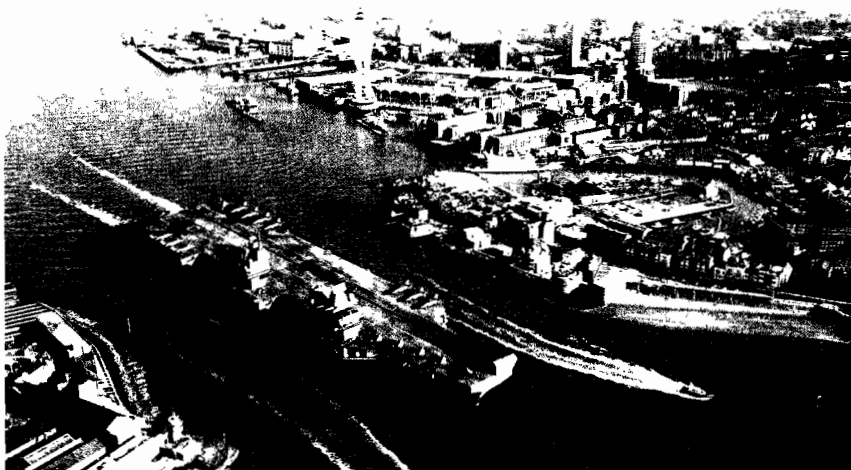
**WEEK**

& SPACE TECHNOLOGY

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**59**

*Britain's largest ever warships, including the HMS Queen Elizabeth, will not serve as bases for fixed-wing aircraft for at least four years, but their introduction is being felt across the country's armed forces.*



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- 12 **Boeing introduces** automated 737 wing assembly process expected to help in increasing production rates
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- 14 **New commercial** high-altitude balloon system developer claims parafoil altitude record of 120,000 ft.

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**SPACE**

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- 36 **Rocket-fuel tank** set for loads testing that could lead to performance increases and launcher cost cuts

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- 37 **Long-awaited intercept** helps GMD dodge a bullet, but questions remain for the system's future
- 38 **New prototype** recon, trainer and attack aircraft being prepped for trip to U.K. for international debut

**UNMANNED SYSTEMS**

- 40 **New technology** may provide low-cost solution to an ongoing UAS problem—the risk of collision

**SAFETY**

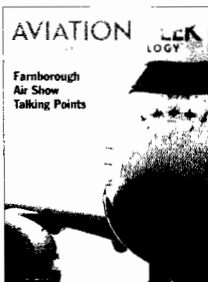
- 41 **Boeing, FAA** under pressure to change 777 speed controls, training and warnings after Asiana crash

**AIR TRANSPORT**

- 42 **Emirates' A350** order cancellation results in new campaign for widebody twinjets
- 43 **Embraer moving** closer to important milestones in a key commercial program—the E2 jets
- 44 **Several U.S.** airlines race to enhance their upgraded cabin offerings on cross-country routes
- 44 **British charter** airline and tanker consortium in deal to fly vacationers on demilitarized aircraft

**ON THE COVER**

With less than two weeks until the global aerospace industry gathers at the biennial Farnborough air show near London, we present a special report beginning on page 50 previewing the issues and trends that will be the talk of the show. One topic sure to be discussed is the running debate on whether the record number of airplane orders Airbus and Boeing have tallied in recent years represents a bubble that may burst. On the cover is an Airbus photo of its latest, the A350. On the defense side, at least two new fighters are slated for their international coming-out parties in the run-up to Farnborough or at the show (see pages 38 and 55).



50 **Both Airbus and Boeing** are planning significant production increases in the next few years. A 20% boost in deliveries is expected in the 2018-19 time frame.

55 **After missing the 2012** Farnborough air show, the F-35B is set to appear this year, but Sukhoi is sitting this one out.

**46 Number of non-EU** investors in European airlines grows, but key policy questions remain unresolved

### ROTORCRAFT

**48 Canada's maritime-helicopter** procurement saga concluding with the signing of Sikorsky deal for CH-148s

**50 Civil aircraft** manufacturers betting on positive market fundamentals, but they alone will not prevent risk

**53 Boeing and Airbus** prepare for higher production rates based on important lessons learned

**55 International political** and security developments casting a shadow on this year's Farnborough show

**56 Britain taking** lead in implementing a space-based means to ensure safer vertically guided aircraft

**58 European business** and general aviation sectors cite hurdles to space-based approaches

**59 Despite delays,** U.K. begins countdown toward the return of carrier strike capability

**62 New U.S./U.K.-developed** flight-control technology might make carrier landings easier

### VIEWPOINT

**66 Delta CEO's** proposals aimed at allowing airlines to succeed based on their competitive merit

*Aviation Week Editor-in-Chief Joe Anselmo (right) and editors Rupa Haria and Jens Flottau were among 150 journalists from 50 countries to fly recently on MSN002, Airbus's second A350 test aircraft. The 1-hr. flight out of Toulouse was the first (non-revenue) passenger flight of the new twin-aisle jet, which has accumulated more than 2,000 flight hours as it progresses toward expected certification in September.*



## On the Web \*

**A round-up of what you're reading on AviationWeek.com**

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in two weeks to bring you

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## LISTEN IN

(see page 30). Will it survive? In the latest Check 6 podcast, Aviation Week editors discuss the prospects of Congress reauthorizing the bank, the issues being debated and who in aerospace stands to win and lose.

On last week's cover package, "Paving the Way to Deep Space," Murky303 started a debate with this question and response: "

No science that can be done on Mars absolutely requires a warm body to do it on planet or in orbit." Weigh in with your own response. [ow.ly/ytY53](http://ow.ly/ytY53)



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