

Chairman's Message



The economic conditions are expected to resume an upward trend from global economic downturn caused by the U.S. financial crisis, and the number of airline passengers is increasing in the world today. As a result, aircraft industries such as Boeing and Airbus appear to be getting out of a low demand for commercial aircraft.

In the recovery of the world economy, however, in Japan the March 11 earthquake and tsunami took a heavy toll of human lives. I would like to express my condolences to them and hope the influence on economic activities including aerospace industries in Japan will be minimized.

Last year, the asteroid explorer, "HAYABUSA" came back to the Earth successfully after seven-year space exploration, which demonstrated the cutting edge technologies of Japan to the world. Besides, "The National Defense Program Guidelines for FY2011 and beyond" and "Mid-Term Defense Programs (FY2011-FY2015)" were established, and XC-2, the next-generation transport aircraft developed by the Ministry of Defense, was decided to get into production in March 2011.

Now I would like to review the situation of the aircraft and then space sector in Japan. While the defense aircraft production is shrinking due to the trend of budget reduction, the civil aircraft production accounts for over 50% of the overall production by the widening of joint development projects with overseas manufactures.

In the civil aircraft sector, production in Japanese domestic companies has been on the upswing by participating in Boeing 767 and 777 programs up to now. From this time forward, the expansion of production rate for Boeing 787 which is produced by Japan Aircraft Development Corporation, Mitsubishi Heavy Industries, Kawasaki Heavy Industries, and Fuji Heavy Industries, is expected. Although Boeing 787 achieved successful first flight in December 2009, several problems are reported in various tests performed for Type Certification. We hope these problems will be resolved soon. In addition, the boost of the production of Airbus A380 transport aircraft, for which domestic companies supply components, is also expected.

In the regional aircraft sector, Russian and Chinese companies are planning the entry into the market in addition to Bombardier and Embraer which have been the leading companies. In Japan, Mitsubishi Heavy Industries established a new company named Mitsubishi Aircraft Corporation, which develops a next generation regional jet MRJ. MRJ is a regional jet which drastically improves fuel efficiency and noise reduction. MRJ has entered the production phase and we hope the success of MRJ development and production.

In addition, Japanese industries participate in several engine projects, such as GEnx and Trent1000 for Boeing 787, and Trent 900 and GP7200 for Airbus A380. We hope the progress of these productions as well.

As part of International R&D collaboration, we have been promoting joint research of Super Sonic Transport "SST" with GIFAS of France in the areas of technology for composite structure that can withstand the severe flight conditions during supersonic flight and engine noise reduction technologies.

In the defense aircraft sector, the production of fighter aircraft has been a pillar of the aircraft industry for a long time, however, production is decreasing nowadays. In addition, F-2 fighter production is scheduled to be terminated this year. Development of XP-1 next generation maritime patrol aircraft and XC-2 next generation transport aircraft are nearly completed, and are ready for production. On the other hand, the weakening of the defense industrial base is concerned due to the suspension of fighter aircraft production. In order to maintain and strengthen the defense industrial base proposed in "The National Defense Program Guidelines", the establishment of mid-term defense- industry strategy and steady implementation of the Mid-Term Defense Program are highly required.

In the space sector, the asteroid explorer "HAYABUSA" was successful. On the other hand, Venus explorer "AKATSUKI" unfortunately failed to enter the Venus orbit. The Japanese space industry is committed to expand activities to the full extent in space exploration.

Based on the "Basic Plan for Space Policy", the sales activities of satellites to the overseas market by both government and private sectors were executed. Now, the domestic rocket could be launched all year round, so we believe that the launch business will gain competitiveness in the world market. The H-IIA, Japanese mainstay launch vehicle, has been successful in 12 consecutive launches from February 2005 to September 2010. The H-IIB launch vehicle, which could afford to carry the HTV, H-II transfer vehicle, to the ISS, was successful in two launch sequences. We believe that the Japanese technology has reached the highest level in the world. In particular, the performance and reliability of the H-IIA launch vehicle is highly evaluated and we are expecting orders from overseas markets.

In satellite businesses, Earth observation satellites, Mercury and Venus explorers are steadily progressing. By receiving orders from domestic and overseas markets, the production is expected to increase in the future.

SJAC has been maintaining and strengthening aerospace production and technological base, and also promoting international cooperation. We have been supporting Japanese Aerospace Industry by establishing relationship with Asian, African, South American countries as well as European and North American countries.

We are planning to organize "JA2012 (Japan International Aerospace Exhibition 2012)" at "PORTMESSE NAGOYA" and "Centrair (Central Japan International Airport)" in Aichi prefecture in October 2012. JA2012 is a great opportunity for advertising Japanese aerospace industry, which we have been holding every four years. We are making preparations for exhibitions, presentations, seminars and symposiums for this upcoming event. As a representative of advanced technological industries in Japan, we expect that both domestic and overseas aerospace industries develop steadily and strongly for the future.



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