

# Flight test: a350 singapore-segura

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The paper " Flight Test: A350 Singapore-Segura" is a great example of a technology essay.

In Asia-pacific, the focus has shifted to A350 and 787-9 flight tests. During the Singapore Airshow, the new Airbus and Boeing took the center stage. There is a ready market for airlines and customers are more concerned with the development of A350 and 787-8 flight programs. The Singapore show has brought along certification campaigns. The A350 flights can fly 100 hours every month.

At the Airshow, Airbus brought MSN3, which was used as the second aircraft test as of February 10th MSN1, and MSN3 had made 1. 025 flight hours and 505 cycles. Airbus hoped to deliver the first aircraft to Qatar Airways during the fourth quarter of 2014. However, Airbus anticipated difficulties and expected a large number of improvement requests. Before the two airlines presented the airlines in Singapore, the A350 was presented to Qatar Airways in Doha. Before the show began, two pilots were allowed to fly the A350. Additionally, before the end of February, Airbus was to launch MSN2 and MSN4 while MSN5 was scheduled to fly in May. After being tested in Bolivia and Canada, A350 was to undergo extreme temperature tests at the McKinley Climatic Laboratory at Eglin AFB, FLA. The hangar would be cooled to -40C and heated to +45 C. such hangars have been used before in aircrafts such as 787.

In the Singapore visit, the 787 flight was displayed together with its arch-rival A350. The various advancements taking place in the airlines and the certification process became very important in every test before the aircraft starts flying. More aircraft are undergoing performance tests at the 15000

ft.-long runway at Edwards AFB, Calif. These include the 787-9, ZB001, and 787-9 ZB002.