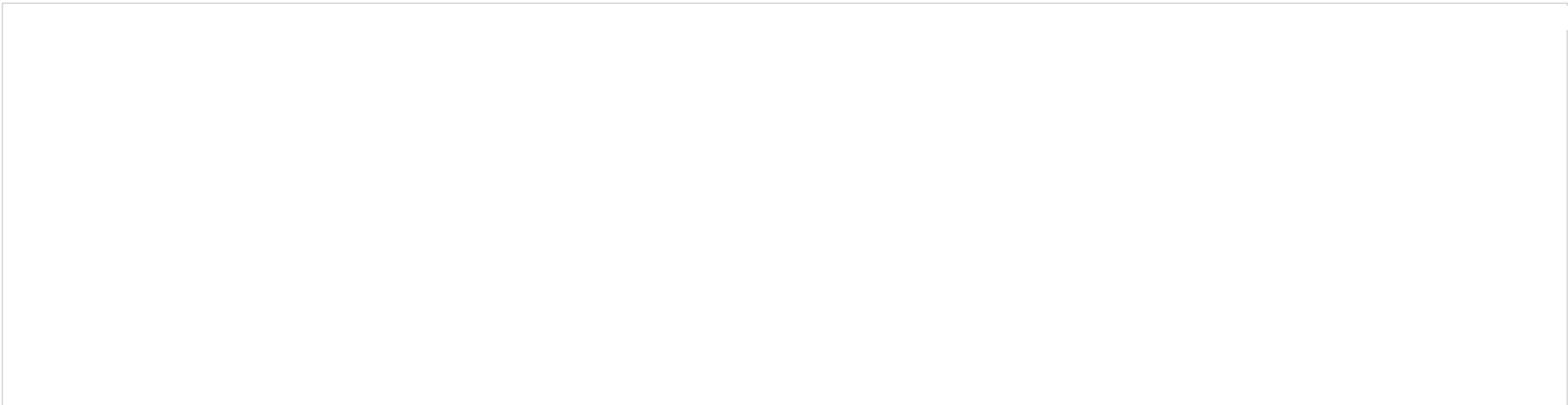




ANALYSIS XATAKA SELECTION MOBILES SCIENCE MOBILITY MAGNET



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The US will finally continue selling engines for the C919. It has also given China a reason not to need them anymore.

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• The US has resumed sales of C919 engines after suspending them in May.

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7 comments    

July 8, 2025



Javier Marquez 

Editor - Tech

The United States [has given the green light](#) to continue selling engines for the [Comac C919](#) , the aircraft with which China seeks to challenge the Airbus-Boeing duopoly. But that very decision contains a paradox: it has given Beijing one more reason to move toward **its own autonomy** . Who can guarantee that another restriction won't be applied in a few months? What will happen when that plane starts crossing borders?

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China has been preparing for this takeoff for years. The C919 is neither a prototype nor a laboratory promise:

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kilometers. Currently, 18 units are in service, but orders are multiplying.

China's aerial dream takes flight with Western help (for now)

This ambitious project continues to rely heavily on foreign engineering . The flight control system, brakes, avionics, auxiliary power unit... many of the critical components come from **American or European companies** . And at the heart of it all is the engine: the LEAP-1C , developed by CFM International , a joint venture between the American company GE Aerospace and the French company Safran.

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Así es el LEAP -1C occidental que utiliza el C919 chino

xataka

0:26

watch on

The US Department of Commerce's move to reactivate export licenses for the aforementioned engines is presented as a temporary relief for China, which will be able to meet planned delivery deadlines, but also as a signal. [As Hugh Ritchie, CEO of Aviation Analysts International in Australia, points out :](#)

"Without access to that technology, the US would essentially control the parts of Chinese aircraft."

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China lleva años aprendiendo a leer entre líneas. Cada restricción comercial, cada veto, ha sido interpretado como un aviso. [Cuando la administración Trump vetó a Huawei](#), el golpe fue muy real. Su cota de mercado se desmoronó y parecía quedar fuera del juego. Pero lejos de resignarse, **Huawei redobló su apuesta tecnológica**. [En 2025 ha recuperado un lugar destacado en el mercado](#), lanza teléfonos con chips propios como el [Kirin 9010](#) y ha reactivado su músculo en inteligencia artificial con su nuevo [Ascend 910C](#).

C919

**Jet Type Trunk Liner****158-192 Seats****4075-5555****Maximum Takeoff Weight**
75,100 kg**Maximum Landing Weight**
67,800 kg**Maximum Fuel Weight**
19,560 kg**Maximum Operating Mach**
0.82 Mach**Takeoff Field Length**
2,000 m**Landing Field Length**
1,800 m**Maximum Operating Altitude**
12,131m/39,800 ft**ANC**
45.5**Range with Maximum Payload**
2,200 nm

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The maximum seating capacity can reach 192 The route revenue potential is fully tapped

La automoción cuenta una historia parecida. Durante años, los fabricantes chinos lidiaron con la desconfianza del mercado internacional. Hoy, nombres como BYD o MG compiten en precio, diseño y autonomía con fabricantes históricos. No ha sido un golpe de suerte, sino el resultado de una estrategia.

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Por eso el C919 no es un caso aislado. Es parte de un patrón. Así que todo parece indicar que es cuestión de tiempo para que China **deje de depender de motores occidentales**. El [CJ-1000A](#) es el nombre del motor que desarrolla AECC (Aero Engine Corporation of China) como alternativa nacional al LEAP-1C. No está terminado, no está certificado, ni tiene luz verde para producción masiva. Pero avanza silenciosamente.



LEAP -1C, el motor occidental que utiliza el Comac C919 chino

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El plan lleva años en marcha. El prototipo [ha completado varias](#) pruebas en banco desde 2018. [Según AirInsight](#), el objetivo declarado es que el CJ-1000A esté listo para reemplazar al LEAP-1C en las futuras versiones del C919 a lo largo de esta década. Las previsiones más optimistas señalan que el motor chino podría estar certificado para vuelos comerciales en torno a 2030, aunque también está en el horizonte un lejano 2035.

China tiene varios argumentos para seguir trabajando en esa dirección. El mercado de la aviación chino es uno de los más grandes del planeta, y **crece con una velocidad que pocos pueden igualar**. [Según el Boeing Commercial Market Outlook 2024–2043](#), China necesitará alrededor de 8.600 nuevos aviones comerciales durante las próximas dos décadas. Comac quiere quedarse con una porción de esa demanda. Y si lo consigue, no necesitará salir del país para convertirse en un actor relevante.



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Hay quien se pregunta por qué los aviones no tienen paracaídas. Este fabricante decidió dejar de preguntárselo y poner uno

Eso explica por qué el C919 puede permitirse operar exclusivamente dentro de China mientras avanza en certificaciones internacionales. También por qué los motores propios —aunque no estén listos mañana— tienen garantizada una vía de entrada. Un mercado interno de ese tamaño ofrece algo que pocas economías pueden asegurar: escala.

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At the same time, Comac makes no secret of its foreign ambitions. [The European regulator \(EASA\) estimates that](#) certification for the C919 could arrive within **three to six years, starting in 2025**, which places possible approval between 2028 and 2031. If it achieves this, it will finally make the leap beyond its borders.

Images | [Comac](#) | [Safran](#)

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La operación de EEUU en Irán ha puesto en escena uno de los

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La otra guerra de Israel contra Irán: le acaba de robar 90

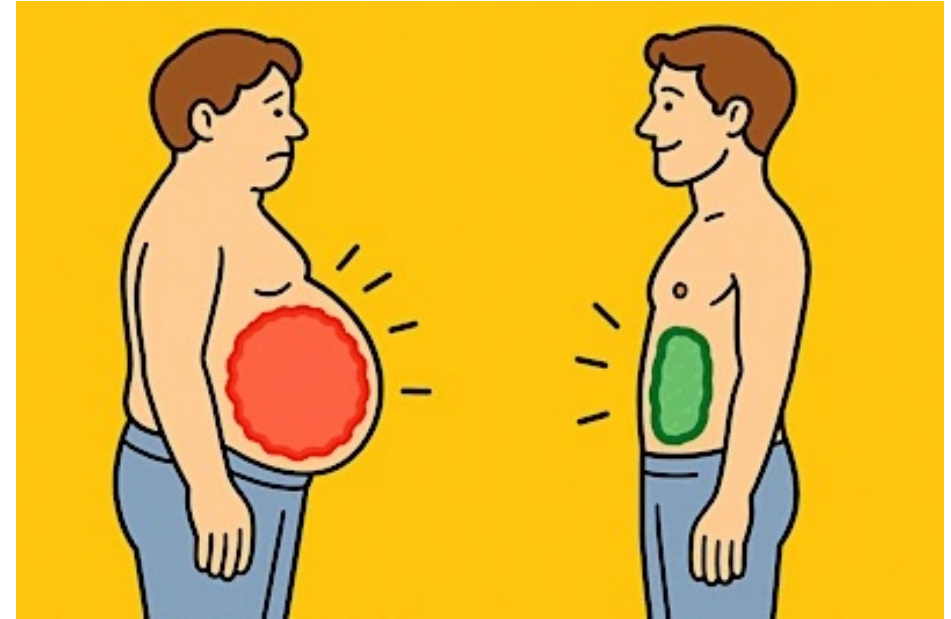


China ha resuelto el misterio de por qué hay gente que se



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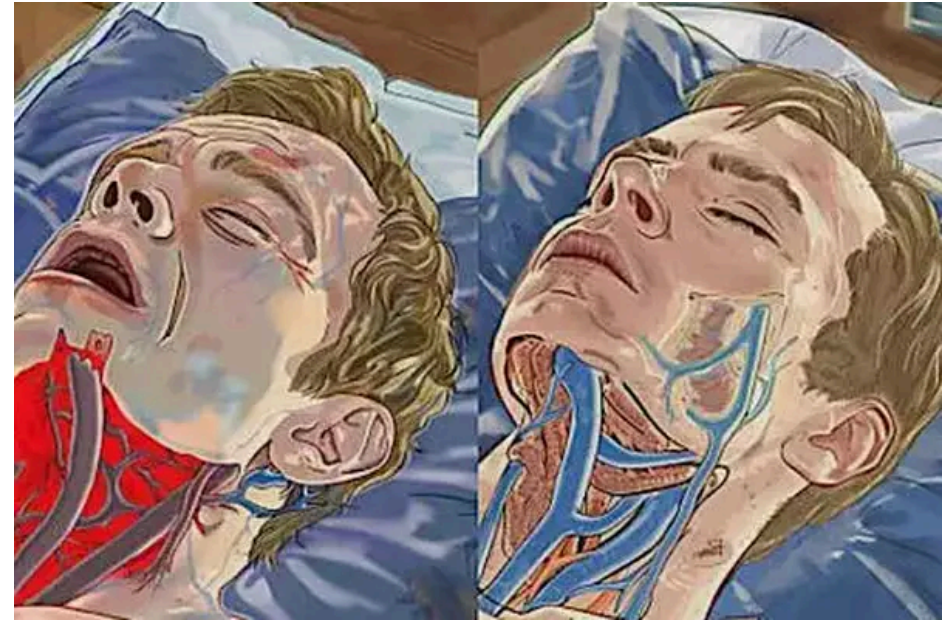
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