CHINA CIVIL AVIATION REPORT

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民航报导

Volume 7, Issue 6
June 2005

China's Own:

Why China is Focused on Building a Solid ATC Sector

ALSO

New Shanghai Regional ATC Officially "Accepted"

China's Transport Volume Climbs to 3rd in the World

World's Second Highest Airport Set to Break Ground

NWA Becomes First US Airline to Pass CCAR 129

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Vcr (grüner Strich)* *Vcr (green arc)**	270 km/h TAS
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Vne (roter Strich)* *Vne (red line)**	310 km/h TAS
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Volume 7, Issue 6 June 2005

China Civil Aviation Report (CCAR)

is published monthly by Uniworld LLC in conjunction with China Civil Aviation, a magazine published by the Civil Aviation Administration of China (CAAC).

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US$95/Year (USA)
US$120/Year (International)

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Aviation Headlines

June 2005

Top headlines from China's aviation sector

New Shanghai Regional ATC Center Officially "Accepted"

May 10th, 2005, the Airport Bureau of the CAAC facilitated the acceptance phase of the highly anticipated Shanghai Regional ATC Center. The meeting consisted of delegation members from the Planning and Finance Bureau of CAAC, General Office of CAAC, and East China Air Traffic Management Bureau of CAAC and concluded with successfully establishing acceptance for the construction of the Shanghai Regional ATC Center.

The long-awaited Shanghai Regional ATC Center was originally scheduled for completion at the end of 2004. The RMB 692 million project features a 200,000 square meter facility with access to radar information from 24 radar points around the control region, allowing the center to safely triple the original flight operating capacity. The supply and installation of the ATM system in the project was provided by the French firm Thales Group.

The new Shanghai Regional ATC Center was accepted on May 10th

China's Transport Volume Climbs to 3rd in the World

On May 18th, the Civil Aviation Administration of China (CAAC) announced that the latest statistics from the International Civil Aviation Organization (ICAO) ranked China's total air transport volume as third in the world in 2004. Last year, China witnessed a total air transport volume of 24.076 billion ton kilometers, an increase of 36% over 2003. Currently, the increased transport volume totals place China ahead of Japan (22.43 billion ton/km) and the UK (22.26 billion ton/km) but behind Germany (24.68 billion ton/km) and the US (144.959 billion ton/km). The ICAO statistics however, do not include Hong Kong, Macao and Taiwan regions. Last year, Hong Kong alone witnessed an air transport volume of 12.939 billion ton/km, an increase of 26% from 2003.

According to the same statistics, China's passenger volume witnessed a total of 176.268 billion passenger kilometers, up 41% from the previous year, which is only overshadowed by the UK (182.736 billion passenger kilometers) and the US (1.16 trillion passenger kilometers). Other notable 2004 aviation statistics include China's 8.1 billion ton kilometer cargo traffic volume (6th in the world) while Hong Kong saw a 6.9 billion ton kilometer cargo traffic volume.

The latest ICAO statistics confirmed that in 2004, civil aviation worldwide witnessed one of the largest growth rate increases ever (world average of a 13% increase), with total passengers carried by scheduled flights from global air transportation enterprises totaling 1.887 billion persons.

Airbus Engineering Center to be Set-up in Beijing

Airbus and China Aviation Industry Corporation II (AVIC

II) have agreed to set up an engineering center in the form of a joint venture in Beijing. The facility will in particular perform aircraft specific design work for the A350 program.

Chinese Premier Wen Jiabao and French Prime Minister Jean-Pierre Raffarin attended the signing ceremony at the Great Hall of the People in Beijing.

There are plans to recruit 200 engineers for the engineering center by 2008 and the first group of engineers from AVIC II have already started their training program. The center is to be located in the Tianzhu Airport Industrial Zone, adjacent to the offices of Airbus China.

"China has a solid foundation in the aviation industry with a number of excellent professionals," said Philippe Delmas, Airbus Executive Vice President Government Relations, Communications and External Affairs. "We believe that the Chinese engineers, together with their colleagues in other Airbus engineering centers in the world, will be able to make significant contributions to the design of Airbus aircraft in the future. The engineering center will also enable China to increase substantially the number of world-class aircraft engineers."

"In recent years we have been delighted to see that Airbus has constantly increased procurement in China. The establishment of this engineering center signals that Airbus is committed to strengthening industrial cooperation with China," said AVIC II Vice President Xu Zhanbin. "We are most pleased to participate in this significant program and are looking forward to expanding cooperation with Airbus."

Airbus is committed to the long-term development of China's aviation industry. The setting up of the center is intended to enhance and develop a close relationship between Airbus and the Chinese aerospace industry, with a view to China becoming a full risk-sharing partner in a future Airbus program for new generation aircraft. A risk-sharing partner takes complete responsibility for a part of a program, from design to manufacturing, including the corresponding investment and profit sharing.

The engineering center in China will work with the most modern Airbus technologies and to the most advanced standards, participating in both existing and future programs.

Airbus signed an agreement last October outlining plans to further increase its procurement from China, that is projected to reach an annual total of $ U.S. 120 million by 2010, double the $ U.S. 60 million target for 2007.

Sichuan Airlines Orders Eight Airbus A320 Family Aircraft

Sichuan Airlines has signed a contract with Airbus for the purchase of six A320s and two A319s. The aircraft, scheduled for delivery from late 2005 to 2008, will be powered by IAE's V2500 engines.

"The aircraft will help us enlarge our fleet and increase our operational capability on high-altitude routes," said Lan Xinguo, President of the Sichuan Airlines.

"We are delighted to see that Sichuan Airlines gave us a new vote of confidence by ordering more Airbus aircraft," said Airbus President and CEO Noel Forgeard.

Sichuan Airlines adds eight new Airbus aircraft to its fleet

"We are convinced that the A319 will further boost the fast development of the airline."

The relationship between Airbus and the Sichuan Airlines dated back to 1995, when the Chengdu-based carrier became the first A320 operator and first fly-by-wire operator in the Chinese mainland. Currently, it has a fleet of eight A320s, four A321s and two A319s, which have been operating successfully.

The A320 Family offers optimum cabin comfort in its class, reflecting a common commitment that is found in all Airbus aircraft. And like all the passenger aircraft that Airbus produces today, it features many modern technology features at no extra charge – such as advanced fuel-saving aerodynamics, including winglets, widespread weight-saving carbon fibre composites, and pilot and maintenance-friendly fly-by-wire controls and centralized maintenance.

Airbus' A320 Family is the most successful aircraft family in the world, having been chosen by more than 180 customers and operators around the world. Firm orders for the Airbus A320 Family stand at some 3,400 aircraft, more than 2,300 of which have been

delivered to date. Around 180 A320 Family aircraft are in service in the Chinese fleet on the mainland, Hong Kong and Macao.

China's Own MA60 Out for Delivery

Two MA60 (Modern Ark 60) turboprop regional airliners manufactured by Xi'an Aircraft Industry Company Limited, a subsidiary of AVIC I (China Aviation Industry Corp. I), was formally delivered to Air Zimbabwe on May 4th. The purchase contract for the two MA60s was originally signed in November of 2004, during the Chairman of the Standing Committee of the National People's Congress (NPC), Mr. Wu Bangguo's visit to Zimbabwe.

The two MD60s departed the city of Kunming in the Yunnan Province on April 26th for delivery and traveled over 10 thousand kilometers to arrive at Harare International Airport on April 30th.

Zimbabwe President, Mr. Robert Mugabe, attended the delivery ceremony and remarked that delivery of the aircraft marked the beginning of a new page in a long and friendly cooperation between Zimbabwe and China.

Currently, Air Zimbabwe is operating a fleet of 3 Boeing 737s and 2 Boeing 767s alongside with the newly acquired MD60s. The new regional airliners will be put into operation on May 16th and will be utilized on routes from Harare to Victoria Falls, Harare to Lusaka, and Harare to Zambia.

Sanya Regional Air Control Center to get Radar Control

Haikou Air Traffic Management Center of CAAC announced on April 26th that it had approval from the Air Traffic Management Bureau of CAAC to implement radar navigational control for airspace over Hainan Island and part of the South China Sea. The project is set to initiate in early June and will allow the area to accommodate an increased number of flights.

The new radar navigational control will rely on primary and secondary radars to supply information regarding flight separation. This will allow the air traffic controllers to accurately monitor flight dynamics to shorten flight separation, increase flight traffic, improve landing/takeoff rates, and most importantly, increase safety.

In order to successfully integrate the new radar control, the Haikou Air Traffic Management Center has begun training controllers, establishing a control protocol, operating and examining equipment, and fine-tuning system settings and warning functions. Haikou Air Traffic Management Center is also working alongside the Chinese military aviation authorities to ensure a timely implementation of the new radar system.

Delegates Meet in Hainan to Discuss Parts Manufacturer Approval

Delegates from over 160 different airlines and MRO (Maintenance, Repair and Overhaul) plants across the Asia-Pacific region met in Sanya, Hainan from April 25th to the 27th for the Second PMA (Parts Manufacturer Approval) Asia Summit. Held at the International Asia Pacific Convention Center, the summit was sponsored by US Wencor Company, American Chrome Company and Hainan Airlines (HNA). This year's summit focused on enhancing mutual communication of civil aviation operators in the Asia-Pacific region by further developing understanding of PMA products.

A Parts Manufacturer Approval (PMA) is used to approve the design in order to manufacture replacement parts for public. The CAAC is hoping that greater knowledge and use of PMA will actively facilitate competition levels within the airline and MRO sectors, lowering maintenance costs while increasing quality and civil aviation development.

Inflation Nullifies Sector Growth

The latest statistics out of the Planning, Development and Finance Bureau of the CAAC shows a rough first quarter for China's airlines. Despite an 11.9% (RMB 2.97 billion) revenue increase over the same period last year, the commercial aviation operators saw costs skyrocket 17.3% (RMB 4.1 billion) due to rising aviation fuel costs. The ensuing result for China's airline operators was a sector wide loss of RMB 220 million.

The CAAC reports that the unyielding rise in fuel prices was the main cause of the poor performance. Since March 15 alone, aviation fuel prices in China have increased an additional RMB 430 per ton, causing airlines in China an additional RMB 1.3 billion in fuel costs over the same time period last year. The surging fuel prices also negatively effect passenger rates, as the higher fuel prices are reflected in the cost of each ticket.

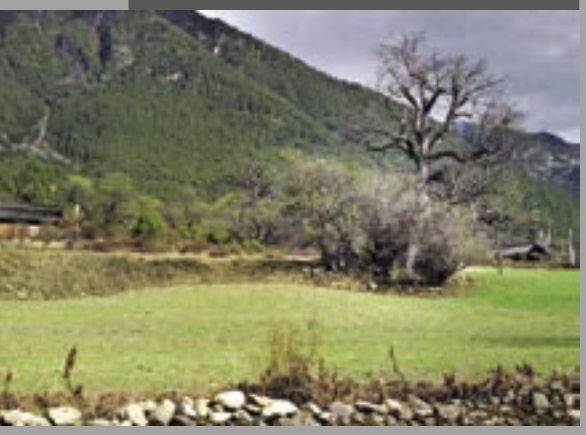
Although the aviation sector continues to grow, rates of growth have not met the expectations of first quarter predictions. The first quarter total transportation turnover was 5.6 billion ton/kilometers, an increase of 10.4% over 2004, passenger volume was reported at 29.218 million, a 9.1% increase, and cargo/mail traffic was 663,000 tons, up 9.8% over last year. All three major indexes finished below the annual forecasts issued at the beginning of the year. According to statistics, the sluggish first quarter results can be attributed to lower overall passenger volumes in China's domestic flights.

Airport Spotlight

Major civil aviation developments

Tibet Building China's First "Forest Airport"

Tibet is in the final planning phase for their newly proposed "forest airport" and expects initial construction preparations to begin shortly. The Nyingchi Airport will be the first full functioning airport in China focused on maximizing the preservation of nature elements surrounding the facility. The RMB 783 million project was initiated last October and is scheduled to commence within three years. The Nyingchi Airport is scheduled to serve primarily as a regional and tourism airport.



Tibet's Jiangnan region is widely know for its breathtaking scenery

The surrounding Nyingchi area is referred to by the locals as "Tibet's Jiangnan (South of the Yangtze River, a local term meaning prosperity and riches)", and is composed of 2.64 million hectares of the most biologically diverse woodland terrain in the world. In the Nyingchi Airport's immediate vicinity, there are two nature preserves, as well as mountains lining the east and west landscape. The Nyingchi Airport will be located at an altitude of 2,954 meters, with lush woodlands and forest terrain immediately surrounding the facility. In a conscious effort to minimize any damage to the surrounding environment, builders are relocating all shrubs and trees that may be disturbed during the construction of the new 3,000 meter long, 45 meter wide runway.

The Nyingchi Airport is situated over 400 kilometers from Lhasa Airport, the largest airport in the region, and only 120 kilometers from the Yalo Tsangpo River Canyon, a natural attraction often referred to as "the last secret resort of mankind".

Nyingchi Airport is expected to be a welcome addition to the surrounding airport structures.

Officials say that the Nyingchi Airport planning will focus on minimizing disturbance to the surrounding enviroment

Currently, there are only two airport facilities in Tibet, Lhasa Gonggar Airport and Bangda Airport. At times, both existing airport facilities are plagued by either altitude problems (Bangda Airport is located at an altitude of 4,334 meters) or harsh weather conditions (Lhasa Airport experiences harsh sand gusts in windy seasons) that adversely affect air traffic. Thusly, Nyingchi Airport is expected to be a well-embraced alternative to the existing infrastructure.

This however, is not to say that Nyingchi will be completely free from the headaches plaguing Lhasa and Bangda Airports. Former Chief of the Southwest Airport Architectural Design

Institute of the CAAC, Mr. Zhou Meng, said that because of the peculiar characteristics of plateau terrains, factors such as poor weather conditions, flight conditions, as well as clearance and navigation factors, all had to be carefully considered, which made the planning of Nyingchi Airport a very intricate task. The project is scheduled to complete in three years.

Dalian Zhoushuizi International Airport Terminal Expansion Complete

The terminal expansion project at Dalian Zhoushuizi International Airport in Dalian, Liaoning Province was officially completed on May 17th. Dalian Zhoushuizi International Airport is the largest and most utilized airport facility in Northeast China, successfully serving 4.61 million passengers last year.

In April 2004, Dalian City promptly authorized the RMB 650 million terminal expansion program after the state government announced that Dalian Zhoushuizi International Airport was to be established as the new hub of Northeast Asia. The expansion plans included a new terminal 41,000 square meter terminal building, a 70,000 square meter apron, and a reception plaza occupying about 100,000 square meters. The newly completed terminal building now sits at 65,000 square meters and has the operational capacity of 6 million passengers, annually.

World's Second Highest Airport Set to Break Ground

After much planning and deliberation, the Kangding Airport located in Simucuo, Zheduo Mountain, in West Sichuan Province, is set to begin construction. Located at an altitude of 4,290 meters, only 10 meters lower than Tibet's Bangda Airport, Kangding will become the second highest airport in the world.

The new airport will be about 38 kilometers from Kangding County, and will allow air travel access for those living in nearby Ganzi County. Ganzi County comprises 31.5% of the Sichuan Province yet has never before been privileged to aviation access. With the new airport facility, domestic and foreign tourists will be able to access the "Shangri-La" region previously inaccessible by air. The total investment for the Kangding Airport project is reported at RMB 1 billion and initial plans call for a 4,000 meter runway.

Lijiang Airport was recently announced as the top aviation facility in the Yunnan Province

Lijiang Airport Sets the Standard in Yunnan Province

On May 18th, Yunnan Province authorities announced Lijiang Airport as the top aviation facility in the province in terms of personnel productivity, rate of development, and top business jet/VIP capabilities. In 10 years of operation, Lijiang Airport has steadily maintained growth and development, witnessing traffic volumes expand to over 40 times since its inception.

Lijiang Airport is a 4C facility with two separate international and domestic flight terminals. The airport can accommodate four simultaneous departures and can accommodate up to 1 million passengers a year. In 2004, Lijiang Airport saw 888,708 passengers and 8,772 take off and landings. Cargo and mail volumes last year reached 4,729.6 tons, and total revenue was reported at RMB 7.7 million.

Xi'an Xianyang Airport Initiates Second Phase Construction

On May 4th, the Development and Reform Commission of Shaanxi Province passed the feasibility report regarding Xi'an Xianyang International Airport's "Second Phase" expansion project. The approval will mean that Xianyang International Airport, the largest civil airport in Northwest China will undergo a new phase of

The Xi'an Xianyang Airport will begin their "Phase II" construction soon

infrastructure construction geared at establishing the foundation towards developing into a complex hub airport.

Located in central China, Xianyang Airport has the geographic advantage of being easily accessed from any region in China. In fact, China's Civil Aviation "Tenth Five Year Plan" and "Ten Year Plan" both have Xianyang confirmed as one of the six major hub airports in China. Recent economical developments attributed to a robust tourism sector have resulted in rapid increases in passenger volumes. Last year, passenger volume for Xianyang International Airport reached 6.36 million, an increase of over 44% from the previous year, making Xianyang the ninth busiest airport in China.

Main items scheduled for the "Second Phase" construction of Xi'an Xianyang International Airport include a new second runway, third terminal building and corresponding support facilities such as apron, navigation, drainage system, etc. The expansion designs were based on projected 2020 passenger volumes and will be able to handle an annual passenger volume of 26 million, with a peak operation at 9,616 persons per hour.

Hainan Airlines Group Becomes Trustee to Datong Airport

The Datong Municipal Government and Hainan Airlines Group (HNA) officially signed a cooperation agreement on May 19th. The new consignment agreement names HNA the new managing partner of newly established Datong Airport.

The Datong Airport project was approved by the State Council and the Central Military Commission in 2000 and began construction in 2001. However, due to funding delays, the project stalled until late 2004, when Datong City re-evaluated the project and once again commissioned the project for completion. Currently, the Datong Airport retains all necessary approvals to complete the project and is hoping to be ready for operation by August this year.

The Datong Municipal Government decided on HNA as their consigning partner because of their vast experience in Chinese aviation. The HNA Group has been a rapidly raising star in the China's aviation industry with experience in aspects of aviation ranging from transportation, airports, hotel and tourism, commercial retail and other related industries. The HNA Group comprises of six airlines including Hainan Airlines and Xinhua Airlines, operates a fleet of 105 aircraft, and utilizes a total of over 480 international and domestic air routes. As a whole, the HNA Group handles 10 million passengers, annually.

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Exclusive Interview

CAAC's Second Research Institute

China's premier ATC research facility speaks about their contribution to Chinese aviation and the future of ATC development in China

Interviewer: Lili Wang
Written By: George Chao

The CAAC Second Research Institute (CAACSRI) is China's foremost research facility in the fields of airport low-current systems, ATC, aviation chemistry, aviation logistics, and agricultural & forestry aviation in China. Established in 1958, the CAACSRI takes great pride in maintaining the highest standards in avionic research and development. Utilizing today's cutting edge technologies, the CAACSRI has received over 187 awards and achievements in science and technology, including 12 national recognitions, and 88 provincial and ministerial honors.

The CAACSRI is fully sanctioned by the CAAC as the scientific research center for China's civil aviation, ATC, IT and logistics programs. Their work has been extensively applied in hundreds of airports, ATC stations, and airlines throughout China.

One of CAACSRI's current airport management projects, the "Airport Comprehensive Information Management System", is currently being utilized by several dozen airports around the country, including six out of the ten most utilized airport facilities in China. This unprecedented management system has led to CAACSRI's newly proposed "theory of digitalized airports", which has piqued the interest of the CAAC and IT industries across the nation.

Since 1994, the CAACSRI has been distinguished as the most technologically advanced R&D research facility by the CAAC. Alongside their ISO9001 quality system certification, the CAACSRI has become the new high-tech enterprise and integrated technology development center in China.

Recently, the CCAR had a chance to learn more about the CAACSRI and their contribution to China's rapidly expanding aviation sector.

What are the CAACSRI's main responsibilities and tasks?

CAACSRI is the application technology development enterprise in the aviation area, mainly engaged in the airport electronics, aviation logistics, ATM, aviation chemistry and agriculture and forestry aviation technologies and the design, research, development, production and sales of the products, and the technical testing for the qualification of aviation chemistry products, civil aircraft non-metal material fire-proof, agriculture and forestry spraying equipments. It is also the ATC, IT and logistics R&D base sanctioned by CAAC.

How has the CAAC implemented CAACSRI developed technologies?

CAACSRI has developed a series of new products which are not only suitable for civil aviation's modernization construction, but are also fit for other industries. The civil aviation applications include the fields of civil airports, logistics, ATC and aviation chemistry, and achieved remarkable economic and social benefits, making a prominent contribution to the civil aviation's construction and development.

CAACSRI's products are utilized in 70% of the domestic market. Our civil airport low-current system focuses on integrated intelligence systems and automated control systems, and is applied to over 60 airports across the country. Our ATC/radar and communication R&D achievements have been applied in the national ATC centers/towers. CAACSRI's aviation logistics luggage handling system has been utilized to fill the domestic void. Our aviation chemistry testing center has been proven as the most authoritative testing institute domestically, and our aviation agriculture and forestry technology research has been acknowledged as an important achievement in the sowing & planting, sand control, insect proofing and aviation plant-protection, which have produced

both remarkable social and ecological benefits.

Has CAACSRI developed any technologies domestically which have replaced imported aviation products or technologies?

CAACSRI developed the luggage handling system which has filled the domestic void. It is currently being utilized at Guiyang, Chongqing, Chengdu and other airports, and has successfully modernized their operations. Its technology and functions are completely equal with the counterparts abroad.

At the airport, domestically developed civil airport low-current systems have completely replaced foreign products. The application incorporates all aspects and areas of the modern airport, including CAAC telegraph handling systems, flight planning dynamic handling systems, meteorology information handling systems, airport operation basic information management systems, VIP management systems, flight information display systems (i.e. LED, LCD, telephone display and etc.), automated broadcasting systems, CATV monitoring systems, time display systems, and integrated distribution systems, just to name a few.

In the ATC field, multi-radar processing, network connectivity and integration of the display system, ATC system, ATIS, radar testing system, etc., have also reached the foreign technological level and fractionally replaced the foreign products. Aspects of these applications have been integrated into every ATC center/station in China.

Aviation chemistry products (i.e. aircraft deicing, spray, cleaner and sanitizer) have completely replaced the foreign products, occupying over 70% of the domestic market. FCY-IA (ISO I type) aircraft deicing has passed a number of international certifications, i.e. AMIL, APS, SMI, FAA and etc., and is entirely ISO and AMS approved, successfully meeting the international production standards. It (FCY-IA (ISO I type) is listed in the FAA flight safety notice – FAST and certified deicing catalog lists (issued) by US Federal Aviation Administration. It has become the first manufacturer to successfully obtain FAA certification in Asia. Currently, all the international airlines flying into China are appointed to use FCY-IA (ISO I type), e.g. United Airlines, Lufthansa Airlines, British Airways, Japan Airlines, All Nippon Airways, Dragon Air, Air France, Northwest Airlines, Swiss Airlines, SAS, etc. Among them, German Lufthansa Airlines listed it in their Winter Maintenance Manual. In the aircraft maintenance field, CAACSRI also participates actively in the R&D and is gradually replacing imported products. Aircraft sound-proofing and heat-proofing isolated film has passed the safety testing in US Garvmark material lab and complying with the FAA latest requirement.

Where does CAACSRI stand when measuring up with international firms in ATC technology?

The overall ATC technology of CAACSRI is still in its development stage. In recent years, we have been improving our technical level and overall capabilities through technical and project cooperation with advanced foreign manufacturers. We are constantly working on increasing our technological abilities.

Eventually, we feel that we will be able to produce our own products which are both economical and practical, with an emphasis on service. We hope this will increase our competitiveness in the international market.

Does CAACSRI consider exporting its ATC technology and equipment internationally?

All the products manufactured by CAACSRI mentioned above (airport low-current system, aviation logistics, ATC, aviation chemistry, etc.) are ready for export.

Are there any ATC technologies created by CAACSRI that can be considered "matured" at this time?

Currently, the mature ATC technologies of CAACSRI include: multi-radar data connecting and integrated processing technology, ATC automation technology, terminal integration information management technology, and radar testing technology.

In your opinion, what steps do the CAAC and China need to take in order to ensure a flourishing ATC sector?

CAAC is very concerned with this issue. To ensure that the ATC industry is properly rooted and developed in China, the CAAC will utilize CAACSRI's new ATC key lab as the national lab in the near future. Presently, the initial activities have been started, and achieved certain results.

At the same time, we want to emphasize the following aspects to further ensure proper rooting and development of the ATC industry:

Increasing the science and technology investment, fostering a professional R&D team

Strengthening the technical and capital cooperation between home and abroad advanced manufacturers, R&D institutes and end-users to improve the overall capacity

Entering Chengdu Technological Industrial Park and utilizing the favorable developing environment and preferential policy to gradually achieve the needed industrialization

June 2005

CAAC COVERAGE

NWA Becomes First US Airline to Pass CCAR 129

On May 18th, the East China Regional Administration of CAAC issued the US airline operator, Northwest Airlines their CCAR Part 129 Operations Certification: Foreign Air Transportation Carriers. This marks the first US airline operator certified under the new regulations.

The East China Regional Administration of CAAC is responsible for implementing CCAR Part 129 certification procedures for airline operators whose origins reside in the Americas and East Asia. CCAR Part 129 states that all foreign air transport carriers must successfully pass certification by December 31, 2006, in order to continue operating in China.

The CAAC has delegated the certification duties to three regional administrations, the East China Administration, North China Administration and South Central Administration, with each regional administration having its own set of airlines to certify.

New Information Management Directive for China's Aviation Sector

In late April, Minister Yang Yuanyuan of the CAAC signed Directive No. 143 of the Civil Aviation Administration of China, officially initiating the Administration of Civil Aviation Safety Information and Management Regulation. The new regulation was originally drafted in 2002 with the intent of better facilitating aviation information exchange across China's vast aviation sector. It will focus on better distribution of aviation information such as flight, ground, and aircraft incidents to all operators in the aviation sector in order to promote an overall increase in security and response to possible problems.

Under the new provisions, aviation security information is defined as information related to civil aircraft accidents, civil aviation ground accidents, civil aircraft flight incidents and other "unsafe practices", and is required to be reported according to the new protocol. One of the stipulations of the new Provision is that it defines CAAC as the governing body responsible for creating the new information system. Learning from the practices of ICAO, US and Germany, the CAAC has created its own event reporting system including an initial report form, a final report, as well as a backup system in the case of an emergency. The new provision also calls for the CAAC to create a security protocol to ensure national security and prevent broadcast of sensitive information.

Airport Forum
2005 Hangzhou, China

China Airport Forum 2005

After a recent successful China GA Forum 2005, the China and international aviation communities are voicing demands for more international aviation events in China. Uniworld has heeded this call and, in cooperation with China's airport authorities/businesses, including the CAAC Airport Division and Beijing Capital Airport Group Company, brings you China Airport Forum 2005, August 24-26 in Hangzhou city. Due to recent decentralization, all airports throughout China have been turned over to their respective local governments for operational and management control. Now local governments throughout China are faced with serious questions about not only how to turn a profit with their airports, but simply how to survive, and they are desperately looking internationally for help in all aspects of airport design, planning, management, and operation.

The first truly business-oriented airport event in China, Airport Forum provides a valuable and unique platform for the international airport community to shake hands with airport operators, authorities, local governments, and investors, and discuss airport issues and business opportunities in China. Critical areas to be addressed include:

- **Management & Operational Training**
- **Technology Solutions**
- **Facility Planning & Design**
- **Airport Construction Management**
- **Finance Modeling**
- **Franchising and Non-Aviation Business**
- **Airport Safety and Security Management**
- **Fuel Farm Management and Safety**

The true value in attending China Airport Forum lies in the fact that you will have the rare opportunity to meet with so many of China's airports and local governments at one time and under one roof and avoid having to spend a fortune of your time and money to visit each of them individually! Your airport services are badly needed in China, and the contacts you make at Airport Forum should keep you busy for years after the event. So learn how to get involved, visit www.chinacivilaviation.com/events/airport.asp or email to info@chinacivilaviation.com.

Hangzhou, China August 24-26, 2005


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