



China Civil Aviation Report

Volume 9, Issue 5

May 2007

民航报导

China must overcome aviation challenges

中国面临着航空成长的挑战

ICAO, IATA bare priority concerns that need attention



Largest air cargo terminal opens in Chengdu
6 airports to rise in Northeast China
Hainan to open freedom rights to boost aviation
Yang, Peters discuss China-US aviation accord

ICAO finishes safety audit in China
UPS, Shanghai sign accord for air hub
China Eastern uses RNP for test flight
77 airlines pass certification test



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Lan Shili, *President, China East Star*

Xu Jiebo, *Chief Financial Officer, China Southern Airlines*

Bryan Huang, *Chief Executive Officer, Juneyao Group*

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Aviation Headlines

Largest air cargo terminal opens in Chengdu	2
6 airports to rise in Northeast China	2
Hainan to open freedom rights to boost aviation	2
Yang, Peters discuss China-US aviation accord	3
Mohe Airport to operate in 2008	3
ICAO finishes safety audit in China	3
Aircraft airworthiness center opened in Shanghai	3

CAAC Updates

Flight standard meeting held	4
China to finish airspace classification by 2010	4
Forum on approach control held	4
China, Kazakhstan sign MOU on aviation	4
CAAC, IATA sign settlement service accord	4
Guangzhou ATMB holds symposium	5
China okays use of WGS-84	5
China, NZ airlines agree to share codes	5
Third sector added in Shenyang region	5
On-time flight performance reaches 93.61% in China	5
Yang meets Spanish minister	8
Maintenance association launched	8
Aviation reform symposium held	8
US official urges open skies agreement between China, US	8
Beijing Airport posts 20% increase in profit	8

Cover story

China must overcome aviation challenges	6
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Commercial Aviation News

Russia to supply jet fuel to China	9
UPS, Shanghai sign accord for air hub	9
Airport development pushed in Inner Mongolia	9
AVIC 1 has own finance unit	10
ARJ-21 to be sold at lower price	10
Zhejiang airports handled 4.5-M passengers in Q1	10
Shanghai Pudong Bank extends credit to HNA	10
China Eastern uses RNP for test flight	10
Mangshi Airport expansion to cost RMB 140-M	11
Development of Guangxi civil aviation set	11
77 airlines pass certification test	11
Yalian Business Jet launched	12
Shanghai Public Security Bureau buys 3 helicopters from Eurocopter	12

COVER: China Cargo Airlines' Boeing 747-400 Extended Range. China Cargo is a subsidiary of China Eastern Airlines (Photo courtesy of Boeing Co.)

From the Publisher's Desk

Air transport liberalization

The hot topic in the aviation industry today is the ongoing negotiation between China and the United States on the liberalization of the air transport market between the two countries.

The US government is urging China to agree to an open skies agreement that will give airlines of both parties unlimited access. China has yet to announce its decision and there are still issues needed to be resolved.

Incidentally, liberalization is one of the topics discussed during the China Civil Aviation Development Forum held in Beijing on May 9.

Both the International Air Transport Association and the International Civil Aviation Organization underscored the importance of liberalization in the growth of air transport industry.

Giovanni Bisignani, IATA director general, said China can lead the shaping of policy in the world since the center of gravity in aviation is moving towards the East.

ICAO chief, Dr. Taieb Cherif, emphasized that liberalization should flourish without compromising aviation safety and security.

Besides the issue of liberalization, our cover story focuses on the different challenges that China is facing as its aviation industry grows at a fast rate.

With growth comes many issues that China should resolve especially that it will host the Olympics next year.

Cherif says that the Beijing Olympics "will be a proud moment for China and a time to showcase an air transport system that builds bridges with the rest of the world."

If China's air transport industry proves that it can handle the Olympics, it will be an affirmation of its leadership in global aviation.

航空运输自由化

当今航空产业的热门话题就是中美之间持续在进行的关于两国航空运输市场自由化的协商。

美国政府正在敦促中国同意签署开放天空的协议，该协议将使得两国的航空公司可以不受任何限制地进入对方市场。中国尚未公布最终决定，仍有问题待解决。

同时，自由化也是5月9日在北京举行的中国民航发展论坛上讨论到的主题之一。国际航空运输协会与国际民航组织都强调了航空运输产业发展中自由化所发挥的重要作用。

国际运输组织总干事Giovanni Bisignani谈及中国能够影响到国际航空政策的制定，因为航空重心正在向东方移动。

国际民航组织秘书长Taieb Cherif则强调了自由化应当在不危及航空安全与安保的前提下兴盛起来。

除了自由化的问题，本期的主题文章则关注于中国在航空工业快速成长中所面临的各种挑战。

中国需要解决成长中的许多问题，尤其是即将在明年迎接奥运会的到来。



Francis Chao
Publisher
赵嘉国
发行人

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Publisher

发行人
Francis Chao
赵嘉国

Production Director/Writer

撰稿人
Jonathan Hicap 乔纳森

Chief China Correspondent

中国新闻联系人
Lili Wang
汪莉莉

China Staff Writer

中国新闻撰稿人
Jing Fang
景方

Layout and Graphic Design

版面与美工设计
Emeng Hu 胡艳霞
Huang Wei 黄炜

Editor

编辑
Bill Wine
David Rodenhaver

To contact CCAR or subscribe to CCAR, please send your email to: Info@ChinaCivilAviation.com or visit: www.ChinaCivilAviation.com

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China Civil Aviation Report
c/o Uniworld LLC
690 Garcia Ave, Ste. A
Pittsburg, CA 94565
Tel: 925-439-3799 ext 12
Fax: 925-439-3268

北京联系电话：86-10-8559-0830
传真：86-10-8559-1253

Aviation Headlines

Largest air cargo terminal opens in Chengdu

中西部最大航空货运站在成都建成运营

The largest air cargo terminal in central China was completed and is now in operation in Chengdu.

The Chengdu Airport Cargo Terminal is a joint venture of investors from Sichuan and Hong Kong. The cargo terminal cost more than RMB 200 million (about US\$25.95 million).

The cargo processing house, with an area of over 33,800 sq. m., can handle 380,000 tons of cargo per year.

The cargo terminal can operate domestic and international air cargo services such as cargo receiving and delivery, loading and unloading, apron service, warehouse, a Customs and lease of Customs-supervised warehouse and business house.

The cargo handling services include common cargo and freeze, cold storage, fresh keeping, and valued goods and animals, and nine categories of dangerous

goods that are allowed to be transported.

The cargo terminal implements a "one-stop" service, including a Customs inspection and health inspection department.

The terminal can ensure that 90 percent of arriving and departing domestic cargo leave the terminal on the same day, and that the delivery of departing international cargo occurs on the same day.



6 airports to rise in Northeast China

“十一五”期间中国东北地区将新建6个民用机场

China is planning to build six new civil airports in Northeast China by 2010. Currently, Jilin Baishan Airport and Heilongjiang Mohe Airport are being constructed and will be ready next year.

During the Heilongjiang Provincial New Airport Construction and Operation Symposium on April 10, Song Jun, director of the Civil Aviation Administration of China's Northeast Regional Administration, acknowledged a boom in civil aviation and airport construction as the economy continues to grow in Northeast China.

The six new airports will be constructed in Heilongjiang's Jixi, Yichun, Daqing and Mohe, and Jilin's Baishan and Tonghua. The locations were considered because of tourism potential and mineral development.

Hainan to open freedom rights to boost aviation

海南开放第三、四、五航权取得重大突破

China's military, the People's Liberation Army (PLA), has approved the plan to open more air routes in Hainan province by granting third, fourth and fifth freedom rights to airlines.

Hainan, the smallest province in China, will form two full flight sectors to the north and south in its bid to become a regional international air hub.

In recent years, the Civil Aviation Administration of China (CAAC) and the Hainan provincial government have been studying the possibility of opening more air routes in and out of Hainan.

In 2004, they developed a plan to open an air route from Hainan's main island to the south to link with international air routes above the South China Sea and above the North Bay.

According to Han Shengchou, chief of the Hainan Flight Freedom Office, there were seven international air routes in Hainan as of 2006, used by about a

hundred airlines.

Flights from Hainan to Japan, Korea and Europe lack convenient air routes. Domestic and foreign airlines flying to Hainan have to fly a longer distance, costing more and taking more time.

The adjustment of air routes will shorten the flight distance of international flights in and out of Hainan and greatly reduce costs for airlines.

For example, the round-trip flight between Hainan city of Sanya and Singapore used to cover a distance of 6,311 km and took about 8 hours. When the air route was solved, the flight distance was reduced to 2,224 km and flight time to 2.5 hours. If a Boeing 737 flies the air route, about RMB 123,000 in costs could be saved.

The distance and flight hours of a round-trip flight between Haikou and Singapore was reduced from 5,937 km and 7.5 hours to 1,153 km and 87 minutes.

By calculating the 772 flights from Hainan to Southeast Asia in 2005, the adjustment in the air route could save airlines about RMB 60 million.

Last year, 18 new international airlines started flying to Hainan, adding 30 new international flights.

International aircraft movements reached 5,443, up by 34.6 percent compared to 2005 and 24 percent higher than the average domestic flight increase level.

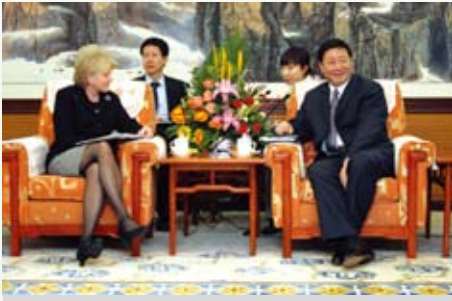
The air route adjustment will ease the flight bottleneck at Hainan and will enhance the link to Southeast Asia, Australia and New Zealand. It will also provide convenience for flights to Korea, Japan and Russia.

Han disclosed that his office is negotiating with the military and civil aviation air traffic management departments for an earlier implementation of the plan.

Yang, Peters discuss China-US aviation accord

杨元元局长会见美国运输部长玛丽·彼得斯女士

Minister Yang Yuanyuan of the Civil Aviation Administration of China and United States Transportation Secretary Mary Peters met on April 13 in China to discuss the opening of the air transport market between the US and China and forge an open skies agreement.



Secretary Mary Peters and Minister Yang Yuanyuan

The US has been urging China to agree to an open skies agreement to liberalize the air transport market. The two countries have an existing air services agreement.

Yang and Peters signed a memorandum of understanding between the CAAC and the US transportation department to enhance the bilateral aviation cooperation.

Before the meeting, Peters spoke to student participants in the middle-aged and youth training course at the Civil Aviation Management Institute of China. Peters and Yang answered questions from the audience about China-US civil aviation.

Mohe Airport to operate in 2008

中国漠河正在建设首个寒地冻土区机场

The new airport in Mohe in Helongjiang province will be finished by next June, according to the chief of the Northeast Regional Administration of the Civil Aviation Administration of China (CAAC). Half of the airport project is finished.

Mohe is known as China's Arctic Village because of freezing temperatures during the winter.

Vice Director Che Jinjun of the NRA said during the 11th Five-Year Plan, six new airports in the northeast region will be constructed by 2010. These are in Mohe, Baishan, Jixi, Yichun, Daqing and Tonghua. All these airports are located in the tourism region or mineral source areas. Construction of the Baishan Airport has also begun.

General Manager Jiang Menghong of the Mohe Airport Construction Co. said the Mohe Airport is the first airport established in a frozen soil area in China. The geological conditions in the area

have made the construction of the airport complex.

Before the inauguration of the project, several symposiums were held to discuss how to construct the airport on frozen soil. An expert who was involved in the Qinghai-Tibet railway construction was also invited to give his advice.

The airport was designed to withstand environmental factors such as frozen soil, rain and snow, and weather.

Mohe Airport's flight area, terminal building and service facilities will be finished by next winter. The airport will operate next year.



ICAO finishes safety audit in China

国际民航组织对中国民航安全监督审计圆满结束

The International Civil Aviation Organization (ICAO) has finished its aviation safety oversight audit in China.

Henry Gourdjji, acting chief of the ICAO Safety Oversight Audit, led the audit group. The audit was finished in 15 days. Nine ICAO audit officials strictly followed audit guidelines under the ICAO Universal Safety Audit Program.

The audit covered eight areas: safety rules and organization of the Civil Aviation Administration of China, staff license management, aircraft operation, aircraft airworthiness, air flight service, aircraft accident and incident investigation, airport operation, and the transport of dangerous goods.

The audit group also visited CAAC regional units and will present its preliminary audit report to China in 90 days.

Within 60 days of receipt of the report, the CAAC will present its rectification plan to ICAO to solve the problems found by the audit group.

Aircraft airworthiness center opened in Shanghai

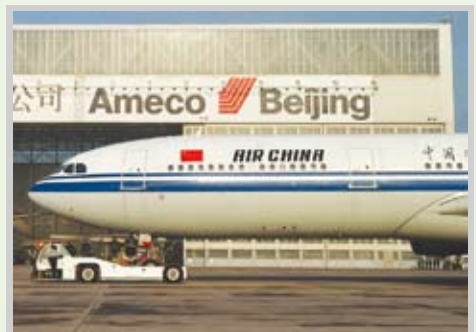
中国民航上海航空器适航审定中心在上海揭牌

Officials from the United States Federal Aviation Administration (FAA) Shanghai office and Civil Aviation Administration of China (CAAC) held the unveiling ceremony of the Shanghai Aircraft Airworthiness Certification Center of CAAC.

Among those who attended were Director Qi Chengyuan of the National Development and Reform Commission; Vice Secretary General Hu Yafeng of the Commission of Science Technology and Industry for National Defense; Vice

President Li Yuhai of the China Aviation Industry Corp. I; and representatives from the Shanghai municipal government, CAAC regional administrations, Hong Kong Civil Aviation Department, Aviation Cooperation Project Group of the American Chinese Business Association, and important suppliers of the ARJ21 aircraft including General Electric.

CAAC Vice Minister Li Jian and Shanghai Vice Mayor Hu Yanzhao unveiled the marker of the center, which is now operational.



Ameco Beijing has started performing 8C-check, or the highest level of maintenance, on Air China's A340 aircraft. Ameco performs maintenance services on Boeing and Airbus wide-bodied aircraft.

CAAC

Updates

Flight standard meeting held

飞标司在未来3-5年将建设飞行标准监察系统

The Civil Aviation Administration of China held its Flight Standard Working Meeting in Kunming on April 10-11, when the Flight Standard Supervision System was introduced.

The new management system is for the daily supervision of air carriers. It uses new safety management ideas and a computer system to provide a working platform to report, exchange, evaluate and analyze data. Corresponding actions will be taken based on evaluation and analysis.

The main goal of the system is to unify examination and daily supervision standards, and provide supervisors with support tools. The system consists of two parts—program evaluation and safety factor.

Forum on approach control held

西北空管通信总站完成近扇区划分设备设置

The Communication and Navigation Central Station of the Northwest China Air Traffic Management Bureau organization will hold a forum to discuss the automation of related functions on the approach control system.

Implementing a perfect approach control system is an important part of the ATMB's approach sector division.

The CNCS has finished the technical work on the automatic transfer of sectors. Equipment has been installed and is now operational.

China to finish airspace classification by 2010

我国确定空域分类实施目标时间

The Office of the National Air Traffic Management Commission said that it is targeting 2010 to implement airspace classification in China.

Airspace classification is an important standard of the International Civil Aviation Organization (ICAO).

In 2004, The State Council and Central Military Commission determined the strategic target of learning ICAO airspace classification standards and scientifically dividing airspace classification.

In recent years, the Civil Aviation Administration of China (CAAC) has studied the foreign airspace classification situation. It provides full technical preparation for China to implement airspace classification that is appropriate to its situation.

The goal of airspace classification is to meet the various needs of civil aviation, general aviation, and the military, and to ensure that airspace be used safely and

effectively.

Airspace classification can increase the airspace safety level within an acceptable range by classifying requirements on flight rules, flight personnel qualification, air ground communication, navigation, and supervision equipments capability.

It can also fulfill the optimal deployment of airspace resources, and release the maximum airspace resources for general aviation.

Airspace classification can also implement optimal deployment of air traffic management resources. It can provide appropriate air traffic service for various airspace users, provide control separation service in the busy airspace, and ensure flight safety and order

Furthermore, it can provide flight information service and alert service in the airspace for general aviation flights.

China's low-altitude airspace management reform is a test of airspace classification.

China, Kazakhstan sign MOU on aviation

中国与哈萨克斯坦举行航空会谈将增加新航点

China and Kazakhstan signed a memorandum of understanding on April 17 to expand the bilateral air services agreement between the two countries, which held aviation negotiation in Beijing.

The agreement adds additional flights and expands transport capacity.

CAAC, IATA sign settlement service accord

民航总局清算中心与国际航协签订财务清算服务协议

The Civil Aviation Administration of China's Settlement Center and the International Air Transport Association (IATA) signed a finance settlement service agreement on April 2 that seals a bilateral business cooperation between the two entities.

CAAC Minister Yang Yuanyuan, who attended the ceremony, said because of China's reform to open its economy to the

world, civil aviation has experienced rapid development in the last decade.

Last August, CAAC and IATA signed a memorandum of understanding for cooperation to provide better service to domestic and foreign airlines in China.

The new agreement will improve the settlement efficiency of air route fees of foreign airlines and reduce settlement costs and simplify business procedures.

Guangzhou ATMB holds symposium

雷达管制技术研讨会在广州召开

The Guangzhou Air Traffic Management Bureau held the Radar Control Technology Symposium on April 12-13. Among those who attended were Wang Liya, vice director of the Civil Aviation Administration of China's Air Traffic Management Bureau; Zhang Zhongxiao, director of Central South ATMB; Liang Shijie, chief pilot of Central South Regional Administration of CAAC; and directors of regional air traffic management departments, as well as 10 air traffic controllers.

Director Su Lan'gen, ATMB-CAAC, listened to the results of the research on radar control technology from every region.

Issues discussed at the meeting included further reducing radar control separation, visual flight separation, control dispatch skill, and radar control training.

Su said that related works discussed at the meeting should be implemented.

That includes establishing a lead group to study and guide the development and implementation of technology of visual separation; issuance of a directive to further reduce radar control separation as soon as possible; initially establish air traffic management service quality system by the end of September; and get opinions from aviation stakeholders.



China, NZ airlines agree to share codes

新西兰与中国拓展彼此间合作实现新代码共享

China and New Zealand have agreed to change their 1993 air services agreement to pave the way for their airlines to have code-sharing agreements.

Transport Minister Annette King of New Zealand met with Minister Yang Yuanyuan of the Civil Aviation Administration of China to discuss the new agreement.

King said the new code-share agreement will boost tourism and business travel between China and New Zealand.

There were 114,000 visitors to New Zealand from China during the first quarter of the year.

Last November, Air New Zealand launched direct flights from Auckland to Shanghai. The airline plans to increase the service from three to five flights a week starting in November.

Third sector added in Shenyang region

民航沈阳管制区03号扇区正式开放

The flight volume within the Shenyang control region is rapidly increasing, prompting authorities to add a third sector.

The original sector plot established over ten years ago no longer meets the current demand as civil aviation is experiencing rapid development in Shenyang.

After investigation and discussion, the third sector was added. Before the new sector was opened, the Shenyang Air Traffic Control Center applied for two additional telephone hotlines, adjusted some equipment, improved the video chart, cleared up the work program, and revised control transfer regulation.

On the other hand, the personnel were given new guidelines and training regarding the new sector.

The opening of the third sector relaxed the work pressure on controllers, improved safety and made utilization of airspace more reasonable.

China okays use of WGS-84

中国民航将全面使用世界大地坐标系统 (WGS-84)

Various national departments in China have given the go-signal for the Civil Aviation Administration of China (CAAC) to use the World Geodetic Survey 84 (WGS-84) starting July 1.

The CAAC will gradually transfer to the new WGS by the International Civil Aviation Organization in the next several years to promote flight safety.

The coordination system will facilitate the full implementation of new technologies, such as satellite navigation and RNAV; the functioning of aircraft airborne equipment; solving safety operation problems of airports with complex terrain in west China; and improving the use of limited airspace resources in east China.

The CAAC will soon develop preparation work for the WGS-84. The CAAC will gradually transfer geodetic data to the WGS-84 coordination system, and settle the issue of military and civil aviation to use coordination data together.



On-time flight performance reaches 93.61% in China

民航总局公布全行业一季度三率通报

The Civil Aviation Administration of China (CAAC) said Chinese carriers had an on-time flight performance of 93.61 percent in the first three months of the year. Airlines carried more than 31 million parcels in the period. The passenger complaint rate was 0.0013 percent and the cargo transport mistake 0.01 percent.

China must overcome aviation challenges

中国面临着航空成长的挑战

ICAO, IATA list safety, environment as priority concerns



COVER STORY

By JONATHAN HICAP

The secretary general of the International Civil Aviation Organization (ICAO) declared China's air transport industry as the "second largest in the world" while International Air Transport Association's director general and CEO said it is the "future global leader for air transport."

During the China Civil Aviation Development Forum held in Beijing on May 9, ICAO's Dr. Taieb Cherif and IATA's Giovanni Bisignani agreed that China's aviation sector is an important player in the world today.

But Cherif and Bisignani also warned that this growth is coupled with major challenges that China must overcome in order to build an efficient air transport system.

IATA pointed out five issues that China faces: efficient air traffic management, environmental sustainability, cost-efficient airport infrastructure, internal cost control and commercial freedoms.

These are similar to the problems that Cherif has enumerated: aviation safety, aviation security, environmental protection and liberalization.

"China is at a critical moment that is also a great opportunity. And to build a more successful future, China has to avoid the mistakes made in other parts of the world," says Bisignani.

China is laying the foundation for what it calls the next generation of air

transport system. From the air to the ground, China has been busy in the last five years trying to build more airports, open air routes, and use different technologies to compensate for its limited civilian airspace.

Last year, China's airports handled 332 million passengers, further straining their capacity.

Safety

Bisignani says that in the 1990s, China's safety record in aviation was "not good." Based on data, China's fatal accident rate from 1996 to 2000 was 0.65 per million flight hours. This dropped more than half to just a 0.29 accident rate per million flight hours from 2001 to 2005.

Cherif emphasized that, "our first priority, as always, must be safety." According to ICAO, the worldwide accident rate last year was 0.0193 fatalities per 100 million passenger-kilometers, just barely higher than the 2005 rate of 0.0191. The total number of passenger fatalities last year was 755 in 12 aircraft accidents, compared to 712 in 17 accidents in 2005.

IATA's CEO says China's safety record today "is among the best in the world," emphasizing that there were no aviation accidents in China last year.

But ICAO cautions that countries should remain vigilant given the "growth in traffic and increasing complexity of air operations" today.

ICAO is pushing for the Global Aviation Safety Plan, a blueprint and a performance-based approach to safety.

The GASP aims to reduce the number of accidents and fatalities worldwide and achieve a high decrease in accident rates.

A key element is the ICAO Universal Safety Oversight Audit Program, which has already improved aviation safety around the world.

Cherif says, "China has taken good note of the intent behind these initiatives and has been proactive in reforming its safety system."

He commended China for its achievements. Among these are: steady progress in the implementation of recommendations made during the safety oversight audit carried out in 1999 and followed up in 2001; adoption of many Safety Management Systems principles within its aviation system; fostering of a safety culture whereby organizations and companies accept responsibility for safety; a shift to a proactive safety management style instead of reliance entirely on post-accident action; promotion of compliance with international safety standards; placing a new emphasis on training programs; and encouragement of greater utilization of technological solutions.

Cherif says China is aiming to achieve a reduced accident rate from 2006 to 2010 of less than 0.3 hull losses for every million hours of flight time.

Aviation security

Cherif says the terrorist plot in the United Kingdom last year which aimed to blow up planes using liquids as explosives showed that the air transport system is

vulnerable.

He says, "What is at stake is lives, those of passengers and crews and those of people on the ground."

Poorly enforced security measures can erode public confidence in air travel and bring considerable losses to airlines and airports, he adds.

In the implementation of these security measures, Cherif says governments around the world must fulfill the need to maintain anti-terrorist vigilance without causing tremendous inconvenience for passengers.

He says ICAO will issue a new list of items that may not be brought on board aircraft in June.

Environment

Bisignani and Cherif say that the air transport industry must ensure environment protection by reducing greenhouse gas emissions.

"Climate change is among the biggest issues facing aviation today," says Bisignani.

Cherif says greenhouse gas emissions from aircraft are affecting local air quality and global climate change even though aircraft today are 70 percent more energy-efficient.

"The reason, of course, is the continued growth in traffic," he says.

Bisignani advises Chinese authorities to use technology to improve the fuel efficiency of aircraft. He says China's average aircraft age is 6.3 years, which gives it an advantage.

He also says China should implement efficient air traffic management.

"Every minute of flight costs US\$120 and emits 160 kg of CO₂," Bisignani says.

He adds that China should avoid taxes and charges that limit airlines from investing in new technologies.

Last February, ICAO held a meeting on environmental protection where recommendations were submitted regarding aircraft engine emissions. To reduce air emissions, three approaches were recommended: action at the source,



China's safety record is one of the best in the world, according to IATA.

operational measures to reduce emissions and market-based measures.

"ICAO is committed . . . to bringing together all stakeholders—States, the industry and service providers—to refine and implement measures that can cumulatively minimize the impact of aviation on the environment and contribute to a healthier planet for all," says Cherif.

Liberalization

The United States has been urging China to agree to an open skies agreement that will give airlines of both countries unlimited access.

Whether China agrees or not is still under negotiation as representatives from both countries are committed to holding further talks to lay down the parameters of the agreement.

Cherif says, "Liberalization is the cornerstone upon which to build the future growth of the air transport industry." He says that today there are more than 120 open skies agreements between countries.

Bisignani ties liberalization to China's growing economy. He commends CAAC Minister Yang Yuanyuan for implementing

progressive liberalization. Examples are the opening of Hainan as a free port for aviation and liberalization with ASEAN countries, Japan, Korea and the US.

He further urges China to open its aviation market, but with less government supervision. He says that by 2010, intra-Asia travel will be the largest single aviation market in the world, with China at the center.

"So there is an enormous leadership opportunity to shape policy in a very meaningful way. Nobody is asking to change the system overnight, but it is the role of government to anticipate and lead change," says Bisignani.

Cherif cites the recent open skies agreement between the US and European Union which "will have a significant impact on the global liberalization process."

"In short, the aim is to create an environment in which international air transport may develop and flourish in a stable, efficient and economical manner without compromising safety and security," he says.

Bisignani also says China should have a cost-efficient infrastructure and efficient air traffic management.

He says China's airspace design is inefficient, which costs airlines lots of money. He urges China to expand its limited number of entry points to Chinese airspace.

"Our goal is to use global standards to make Chinese airspace among the most effective in the world—to meet demand safely and efficiently," he adds.

Bisignani is optimistic that China can achieve its goals in aviation based on its achievements in the last 30 years.

"China has an important role in the industry today. And we are working together to build an even more successful future," he says.



Dunhuang Airport

Yang meets Spanish minister

杨国庆副局长会见西班牙客人

Vice Minister Yang Guoqing of the Civil Aviation Administration of China (CAAC) met with Spanish Minister of Development Magdalena Alvarez and discussed enhancing technology cooperation and exchanges in air traffic management and airport. The Spanish delegation was invited by the CAAC to visit China.

US official urges open skies agreement between China, US

美运输部助理部长到访飞院

The assistant secretary of the US Department of Transportation urged the liberalization of the air transport market between China and the US to boost economic development.

Speaking at the Civil Aviation Flight University of China on April 27, Andrew Steinberg of the DOT Aviation and International Affairs, pointed out that air transport is enhancing the links between countries at an unprecedented rate.

The opening of China's air transport market will promote the economic development of southwest China area, and will enhance the economic relationship between China and the US.

China and the US have been in talks for an open skies agreement.

Steinberg said China can take a cue from the open skies agreement between the US and Europe. He said US airlines currently operate 55 daily flights directly to Germany, but there are only 11 direct flights to China.

He said US airlines are already dissatisfied with the current situation and urgently need to increase flight volume.

The China-US talks on April 25 to 27 in Chengdu were in preparation for the ministerial open skies agreement negotiation.

Maintenance association launched

中国民航维修协会挂牌成立

The Civil Aviation Maintenance Association of China was formally unveiled in Beijing on April 20.

It is the third industry association in civil aviation in China after the China Air Transport Association and China Civil Airport Association.

At the inauguration ceremony, the Ministry of Civil Affairs awarded the association the social organization registration certificate. Vice Minister Wang Changshun of the Civil Aviation Administration of China congratulated the new association and unveiled its name plate.

The CAMAC took two years to prepare before it registered with the Ministry of Civil Affairs. It has 48 members that are civil aviation maintenance units.



Aviation reform symposium held

民航改革与政策法规工作
座谈会在哈尔滨召开

Vice Minister Wang Changshun led the Civil Aviation Reform and Policy and Rules Work Symposium held in Harbin from April 23 to 25.

Wang emphasized establishing civil aviation harmony, saying that in the last ten years, system reforms have been implemented.

He said China has strengthened its policies and rules on civil aviation and that establishing a harmonious civil aviation can be achieved through continuous reforms.

Wang emphasized five areas to enhance harmony.

The first is to keep civil aviation reforms.

Second is to revise civil aviation laws to enhance civil aviation rules.

Third is to regulate and enhance administrative enforcement through various means, such as perfecting the

system, implementing and perfecting the administrative enforcement manual, and enhancing the management and service of supervisors.

The fourth is to use the current situation to plan for the future and enhance civil aviation policy research.

The fifth is to improve the general aviation service environment, relax economy restrictions for general aviation enterprises, enhance macro management of general aviation development, and lead general aviation enterprises to improve capabilities.

On April 25, Wang inspected the Flying Dragon Special Aviation Co. and Jiagedaqi Forest Protection Station. He was accompanied by Director Gao Zonglu of the CAAC Northeast Regional Administration, and Vice Director Zhang Baozhu of the Northeast Forest Protection Center of the State Forestry Administration.

Beijing Airport posts 20% increase in profit

首都机场去年业绩增两成

Beijing Capital International Airport earned RMB 1.093 billion in 2006, higher by 20.3 compared to 2005.

Total revenues reached RMB 3.16 billion, of which RMB 2.29 billion came from aeronautical business, including passenger fees, aircraft movements and airport fees. Non-aeronautical revenue amounted to RMB 863.76 million from concessions, rental, and car parking.

Operating profit reached RMB 1.63 billion last year, up from RMB 1.36 billion in 2005.

Aircraft movements in 2006 totaled 376,643, an increase of 10.2 percent from 341,681 in 2005.

Total passenger volume reached 48.65 million last year, an increase of 18.7 percent, and cargo volume totaled 1.02 million tons, higher by 31.6 percent.

Commercial Aviation News

Russia to supply jet fuel to China

中国航油与俄石油达成战略合作意向

The China National Aviation Fuel Corp. said it will get long-term jet fuel supply from Rosneft, Russia's second-largest oil producer.

CNAF and Rosneft will cooperate on jet fuel business in China, Russia and other countries. Rosneft, which will use its refineries in east Russia to save on transportation costs, has increased its oil production to 7 million tons a year.

CNAF, which sold 11.4 million tons of fuel to Chinese and foreign airlines in 2006, currently sources its fuel from China

Aviation Oil (Singapore) Corp., China National Petroleum Corp. (PetroChina) and China Petroleum and Chemical Corp. (Sinopec).



UPS, Shanghai sign accord for air hub

国际快递巨头UPS在沪建立国际航空转运中心

United Parcel Service (UPS) and the Shanghai Airport Authority signed an agreement on April 12 to establish the UPS International Air Hub at Shanghai Pudong International Airport. Attending the event were United States Transportation Secretary Mary Peters and Shanghai Vice Mayor Yang Xiong.

The air hub will be opened next year and will first be constructed by a US carrier, and will link China to the UPS international network, with direct service to Europe, the Americas and Asia.

UPS and Shanghai Airport Authority officials signed the operating agreement and lease contract for the hub.

The UPS air hub will pave the way for the Shanghai Pudong Airport to become an international cargo hub, and promote the development of the Shanghai transportation center.

In the last five years, UPS has invested about US\$ 600 million in China.

The air hub will be located at the West Cargo Terminal Area under construction at Pudong International Airport and will be built on land totaling almost 96,000 sq.m.

The hub sorting capacity is projected to reach 17,000 pieces per hour by 2012, with employment exceeding 1,000 by 2010.

When the hub opens, it will operate seven days a week and UPS will increase its capacity into Shanghai by "up-sizing" aircraft from the current MD-11s to Boeing 747-400s.

UPS currently operates 76 takeoffs and landings per week in Shanghai, with an additional 24 dedicated movements operated by Yangtze River Express. These numbers will increase as UPS's hub becomes operational and the capacity at Pudong International Airport continues to grow.

"UPS is adding jobs and expanding operations in the United States to keep up with the new business from its operations in China," observed Secretary Peters. "This demonstrates the very real benefits of opening air services between two great trading nations."

"Today's announcement represents another first for UPS in China," said Ken Torok, president of UPS Asia-Pacific.

Airport development pushed in Inner Mongolia

投入25亿元 2010年内蒙古民航机场将达12个

The Inner Mongolia Civil Aviation Airports Group said there will be 37 new airports built in West China during the 11th Five-Year Plan. Six airports will also be moved and 31 airports expanded in West China. Civil airports in Inner Mongolia will increase from nine to 12 by 2010.

The airport group is working to increase the number of airports in the region. It is expected to invest about RMB 2.5 billion in the next three years for airport development.

Hohhot Airport began construction in 2005 and will be put into operation this July. The retrofitting and expansion projects of Baotou Airport, Hailar Airport, and Wulanhot Airport will begin this year.

The construction of the Chifeng Military and Civil Airport, Arshan Airport and Erlinhot Airport will also begin this year, and the Xilinhot Airport flight area will also be expanded.

By 2020, there will be 18 airports in Inner Mongolia based on the plan.



AVIC 1 has own finance unit

中国航空工业第一集团公司组建财务公司

China Aviation Industry Corp. I (AVIC I) has established its own finance unit to fund its future projects.

The finance unit is made up of the reshuffled finance firms of two AVIC I subsidiaries, Xi'an Aircraft Industry Co. and Guizhou Aviation Industry Co., and will have a registered capital of RMB 1 billion.

AVIC I developed China's first regional jet, the ARJ 21, which can carry 70 to 110 passengers. The company is also developing China's first jumbo aircraft.

AVIC I provides China's military with 90 percent of its airborne weapons. It has produced 1,500 aircraft, 50,000 aero-engines and more than 10,000 missiles.

Last year, AVIC I earned RMB 80 billion in sales, higher by 15.7 percent than in 2005, and profit reached RMB 3 billion, up by 42 percent.

Zhejiang airports handled 4.5-M passengers in Q1

浙江省民航运输生产首季度保持高速发展势头

Airports in Zhejiang province handled a combined 4.5 million passengers in the first quarter of the year, higher by 17.6 percent compared to the same period last year and up by 6.1 percentage points over the average increase rate in East China.

Cargo and mail throughput reached 61,000 in the first quarter, up by 5.2 percent, and aircraft movements totaled 45,000, higher by 11.3 percent.

Hangzhou Airport handled 2.63 million passengers, which rose by 23.2 percent. Passenger throughput at Wenzhou Airport and Ningbo Airport increased by 11.8 percent and 4.2 percent.

Yiwu Airport handled 107,000 passengers and 1,129 aircraft movements.

In the first quarter, on-time flight performance in Zhejiang was 73.9 percent, lower by 5 percent. More delayed flights contributed to the decrease.

ARJ-21 to be sold at lower price

ARJ-21支线飞机价格初步确定

ARJ-21, the first China-built regional jet, will be sold for about US\$30 million, lower than Bombardier's C-series jet and Embraer's E-jets, which sell for more than US\$35 million each.

ARJ-21's operating costs will also be 15 percent lower than those of its rivals.

Besides China, the ARJ-21 will also be marketed in Asia, Africa and South America.

The maiden flight of the aircraft will be held next year and the first delivery of the ARJ-21 is scheduled for 2009.

The ARJ-21 is a project involving eight Chinese aviation companies.



Shanghai Pudong Bank extends credit to HNA

浦发银行贷款支持海航引进国内首架B787飞机

Shanghai Pudong Development Bank signed an agreement to provide a loan to Hainan Airlines Group for the purchase of the first Boeing 787 in China. The first US\$42 million was transferred to Hainan Airlines' account.

As of this January, HNA Group—the fourth biggest airline in China—has a total fleet of 125 aircraft for trunk routes, regional routes and business charter services.

China Eastern uses RNP for test flight

东航昆明至林芝航线试飞成功

China Eastern Airlines successfully held its test flight using RNP technology from Kunming, Yunnan to Nyingchi, Tibet. The air route will be opened soon.

The Tibet Nyingchi Airport is known as one of the world's most difficult airports as it is surrounded by mountains. It is located in the valley area of Yarlung Zangbo River, on the Qingzang plateau.

Standard altitude of Nyingchi Airport is 2,954 meters. Aircraft taking off and landing can only fly on the narrow and curved valley. During the year, only 100 days can be used for flights because of difficult weather.

Because of its special terrain and changeable weather, it is the airport with the most complicated clearance condition, weather condition, flight situation and navigation station layout in the world.

The Kunming-Nyingchi air route will

adopt RNP technology, allowing pilots to fly complex approach and departure flight profiles without using ground-based navigation aids.

RNP flight procedures allow aircraft to land safely while RNP navigation operation can be used in airports with complex terrain and variable weather.

Nyingchi Airport is the third civil airport of Tibet. It was formally opened in October 2006. As of this March this year, the airport has handled more than 16,000 passengers.



Mangshi Airport expansion to cost RMB 140-M

芒市机场改扩建工程启动 项目总投资1.4亿

After three years of preparation, the expansion of the Mangshi Airport in Yunnan province will begin this year and will cost RMB 144.88 million.

The Yunnan Airports Group began devising the plan in 2004. The expansion project will allow the airport to handle 12,221 aircraft movements, 1.1 million passengers and 8,800 tons of cargo by 2015.

The new terminal building will have a total area of 13,000 sq. m. The new apron will cover an area of 34,860 sq. m. and a new vertical connecting way will be added. Service facilities including power, communication, water supply, fire fighting and oil will also be established.

Of the total cost, airport construction will

cost RMB 138.77 million; oil construction, RMB 2.15 million; and public service facilities, RMB 3.96 million.

During a ceremony held on April 11, Vice Minister Li Jian of the Civil Aviation Administration of China (CAAC) and leaders of CAAC's Southwest Regional Administration, Kunming Command Post of Chengdu Military District and Dehong County laid the foundation for the Mangshi Airport expansion project.



77 airlines pass certification test

中国民航总局:中国民航飞行安全水平持续提高

There are 28 airlines and 49 general aviation airlines in China that have passed the operation certification examination imposed by the government.

Airlines that have passed the certification are under continuous supervision and inspection on every level.

Under CCAR Part 121, airlines that were examined were Okay Airlines, Spring Airlines, Eagle United Airlines, East Star Airlines, Juneyao Airlines, China United Airlines, China Express Airlines, Lucky Air, Donghai Airlines, Jade Cargo International, Great Wall Airlines, Shanghai Airlines Cargo International, and Grand China Express.

On the implementation of the CCAR Part 129 examination, after January 1, 2007, all foreign air carriers operating in China must pass the examination of Part 129. Currently, the North China Regional Administration, East China Regional Administration, and Central South Regional Administration of the Civil Aviation Administration of China (CAAC) have issued regulations for 120 foreign air carriers.

There are also 12 domestic airlines and 44 foreign airlines holding dangerous goods permission under the CCAR Part 276 examination. The CAAC's Flight Standard Department, through a series of measures such as establishing a communication channel with the China Air Transport Association, enhanced effective management on the transportation of dangerous goods.

32 airlines passed the examination in 2006 under CCAR Part 91, bringing the total of airlines that have passed the exam to 49. According to the CAAC's Flight

Standard Department, general aviation airlines that have not passed the CCAR-91 operation examination after September 1, 2006 cannot operate.

From 2005 to 2006, seven domestic flight training centers and 12 foreign flight training centers were examined and awarded operation certificates under CCAR Part 142.

On the implementation of the CCAR Part 141 examination, two domestic units have acquired the aircraft pilot school temporary certificate. To expand pilot training and meet the demand for pilots in civil aviation, the Flight Standard Department created certification exams for foreign pilot schools. Currently, 18 foreign pilot schools have passed the examination. As of last January, 1,072 students were enrolled in foreign pilot schools.

On the implementation of the CCAR Part 147 examination, six maintenance training units have now passed the examination.

On the implementation of the CCAR Part 145 examination, the Flight Standard Department organized an examination for domestic and foreign maintenance units. In 2006, there were 351 domestic maintenance units and 322 foreign maintenance units holding maintenance licenses from the CAAC.

Last year was the first year for the implementation of CCAR Part 60. The identification of simulators, including 119 units for 15 domestic training centers and 52 units for 22 foreign training centers, has been completed.

Development of Guangxi civil aviation set

民航总局与广西壮族自治区人民政府签署《关于加快广西民航发展的会谈纪要》

Nanning, the capital of Guangxi Autonomous Region, and the Civil Aviation Administration of China signed the minutes of talks for expediting development of Guangxi civil aviation on April 26.

Governor Lu Bing, Vice Governor Mu Hong of Guangxi Autonomous Region and Vice Minister Gao Hongfeng of CAAC signed the minutes.

Both parties agreed that during the 11th Five-Year Plan, the CAAC will set aside at least RMB 800 million for the Guangxi Airport construction fund, and that Guangxi will match it with the same amount.

The fund will support the expansion project of the Nanning Wuyu International Airport, which will have a new runway with grade 4E standard, and a bigger terminal building accommodating 10 million passengers per year. Nanning Airport is being groomed to be an international gateway hub airport serving ASEAN countries.

Guilin Airport will expand its flight area to accommodate the super jumbo A380, and expand the terminal building. The airport is seen as an important tourism hub airport. Construction of regional airports in Guangxi will be expedited, and Hechi Airport will be established.

Liuzhou, Wuzhou, and Baise Airports will be retrofitted and expanded. The expansion project of the Beihai Airport will be completed and the primary work of Leye Airport will be developed.

Meanwhile, the CAAC is encouraging airlines to open regional flights from Nanning and Guilin Airports. It is also supporting the opening of trunk routes throughout China, and the opening of international flights to ASEAN countries, Japan, Korea, Europe and America.

The opening of flights departing from Guangxi regional airports to main domestic cities such as Beijing, Shanghai and Guangzhou will be given preference.

Asia United Business Aviation launched

亚联公务机有限公司成立

Asia United Business Aviation Co., Ltd. was launched on April 28, the first business jet company jointly owned by companies from Mainland China and Hong Kong.

Vice Minister Wang Changshun of the Civil Aviation Administration of China (CAAC), who attended the ceremony, said Asia United will help in promoting domestic business jet operation.

Asia United's main investors are Shenzhen Airlines, Business Aviation Asia Limited (BAA), a subsidiary of Hong Kong-listed New World Cyberbase Ltd., and Beijing National Trust and Investment Co. Ltd.

Asia United will be principally engaged in business flights, aircraft management in trust, aircraft charter, and business jet ground service. Shenzhen Airport will be Asia United's main base of operations. The company is eyeing Shenzhen, Hong Kong, Macao and Pearl River Delta region as its target areas.



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投递信息与稿件请联系：

中国信息联系人：

汪莉莉 Lili Wang

Tel: 010-8559-0830

Fax: 010-8559-1253

E-mail: LiliWang@UniworldChina.com



Shanghai Public Security Bureau buys 3 helicopters from Eurocopter

购买三架直升机 上海组建警务航空队

Shanghai Public Security Bureau and Eurocopter signed a contract on April 28 for three helicopters in Shanghai. The signing was attended by Director Wu Zhiming of the Shanghai Helicopter Procurement Project Committee, and officials from the Shanghai Public Security Bureau, Shanghai Municipal Committee of Political and Legislative Affairs and Municipal Standing Committee.

The bureau purchased two light twin-engine EC135 and one medium twin-engine EC155.

The EC135 has superior performance, mission versatility, and high flight safety, and is now established as the most successful lightweight twin-engine helicopter.

The EC155 is a member of the famous Dauphin family, which is widely used by law enforcement authorities. It features the new generation of helicopter in terms of passenger comfort, piloting aid, safety and performance. With long-range capabilities, it is particularly adapted for troop transport operations and VIP transport.

These helicopters will be used by the Shanghai Public Security Bureau for police missions, including air patrol and air reconnaissance. They will also be deployed for other public missions, such as emergency medical service, firefighting, and evacuations, as well as directing road traffic. Shanghai is purchasing helicopters in line with the national police aviation policy. A police helicopter squad will be set up in the



municipal public security bureau, which is positioned to provide police services and serve other administrative functions of the government.

Eurocopter says it has a 45 percent share in China's civil aviation and parapublic markets.

The Shanghai Public Security Bureau will be the new police force in China, to be equipped with Eurocopter helicopters after the Guangdong police, which today operates one EC135 and one EC120.

Norbert Ducrot, Eurocopter senior vice president, said: "Beyond the high quality and performance of our helicopters, we demonstrated to the Shanghai Public Security Bureau our ability to provide them with the best technical support in the long run, so that they can concentrate on their daily operations."

Eurocopter has been present in China for the last 40 years and has, since 2003, implemented a helicopter-dedicated maintenance center in association with Citic Offshore Helicopter Co. in Shenzhen. Eurocopter China Co. was opened in 2006 to centralize commercial operations and provide close and reinforced assistance to its customers.

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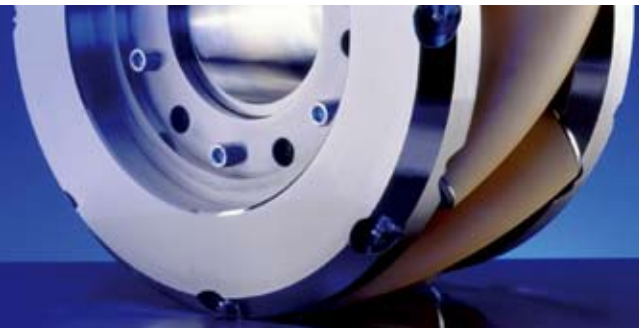
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電話: (86) 10 - 8773 0641/42/43

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