



China Civil Aviation Report

Volume 9, Issue 6

June 2007

民航报导

SKIES WIDE OPEN

中美签署新航空协议但仍存有争议
US and China sign a new accord but problems linger



Passenger volume reaches 41-M in Q1
China to focus on airport, airline development
China, Russia hold aviation meeting
Airport passenger volume to reach 540-M in 2010

Security audit of Shanghai airports set
Baiyun Airport, U-Freight sign cargo accord
Cross straits flights important
CAAC, ICAO chiefs meet

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COVER: A China Eastern Airlines 737-700 using Required Navigation Performance (RNP) flight procedures lands at Linzhi airport in Tibet. The technology was provided by Boeing and Jeppesen. (Photo courtesy of the Boeing Co.)

From the Publisher's Desk

Rapid demand

The start of the construction of the A320 final assembly line plant in Tianjin, China, marks a milestone for China and Airbus. The plant in China is the first assembly line of Airbus in Asia.

Airbus says by 2009, it can produce 40 A320s a month with the China plant producing two aircraft a month in the same year.

China is becoming a powerhouse in the aviation market. Last year, Chinese airlines carried 160 million passengers.

This is the reason why the United States is urging China to an open skies agreement. A new agreement was signed in the US during the Strategic Economic Dialogue, where 13 new daily flights will be added from this year to 2012.

Minister Yang Yuanyuan of the Civil Aviation Administration of China is urging Chinese airlines to take advantage of this opportunity.

But can Chinese airlines compete with their US counterparts? In our cover story, we tackle the different issues and problems that hamper the growth of aviation between the US and China.

It will not be easy for China to finally agree to an open skies agreement unless certain conditions are met.

Can the two countries finally seal the ultimate deal by 2011? We'll see.

快速增长的需求

A320飞机的总装线最终落户中国天津，这标志着中国与空客合作的里程碑。该工厂是空客在亚洲的第一条总装线。

空客表示至2009年，每月将能生产40架A320，其中中国则将每月产出2架。

中国正在成为国际航空市场的动力来源。去年，中国航空公司运送了1.6亿旅客。

这正是美国强烈要求中国达成开放天空协议的原因所在。中美战略经济对话期间，在美国签署了一项新的协议，其中包括从今年到2012年，将新增13条每日航线。中国民航总局杨元元局长也敦促中国的各航空公司抓住此次机遇。

但，中国航空公司是否能够竞争过美国航空公司呢？在本期的专文报导中，我们触及了几个阻碍中美航空发展的不同问题。

要中国最终同意开放天空的协议并非易事，除非某些条件被满足了。

两国是否能够最终在2011年达成一致目标呢？我们将拭目以待。



Francis Chao
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Aviation Headlines



Passenger volume reaches 41-M in Q1

民航总局通报2007年一季度民航行业运行情况

China's air transport industry handled 40.886 million passengers and 858,000 tons of cargo and mail in the first three months of this year, higher by 16 percent and 13.3 percent, respectively, compared to the same period last year.

Total traffic throughput reached 7.92 billion ton kilometers in the first quarter, up by 19.5 percent.

In the first quarter, domestic passengers, excluding Hong Kong and Macao, reached 35.85 million, higher by 15.5 percent, and cargo and mail totaled 583,000 tons, up by 11.1 percent. International passengers accounted for 3.763 million and international cargo and mail reached 238,000 tons, an increase of 23.9 percent and 25.1 percent, respectively.

Hong Kong and Macao handled 1.265 million passengers, 37,000 tons and total traffic throughput of 0.22 billion ton kilometers. Total traffic and cargo volume were down by 0.2 percent and 11.9 percent, while passenger volume was up by 3.8 percent.

Total flight hours in the first quarter reached 846,000 hours, an increase of 17.6

percent.

By the end of the first quarter, China had 1,028 registered civil aircraft, an increase of 30 aircraft from the end of 2006. Average flight occupancy rate is 72.7 percent, while the flight load factor reached 63.9 percent.

The flight incident rate in the first quarter was 0.31 per ten thousand hours, which is the same as last year.

In the first quarter, the whole Chinese aviation industry posted a profit of RMB 530 million (about US\$ 69.4 million). Main operating income rose to RMB 57.45 billion (US\$ 7.52 billion), higher by 19.6 percent compared to the same period last year. Operating cost also rose by 16.6 percent to RMB 56.92 billion (US\$ 7.45 billion).

Chinese airlines posted a loss of RMB 820 million (US\$ 107.37 million) in the first quarter as costs reached RMB 41.27 billion, higher than the operation income of RMB 40.51 billion.

In the first quarter, Chinese airlines flew 383,000 flights with an on-time performance of 83.61 percent. Airlines with higher on-time performance include Shandong Airlines (85.68 percent), Air China (84.95 percent) and China Eastern Airlines (84.2 percent).

In the first quarter, Chinese airlines transported 31.3 million parcels of baggage with an average mistake rate of 0.067 percent.

General aviation in China fulfilled 9,299 flight hours in the first quarter.



Aviation institute approved

中国民航大学创建中欧航空工程师学院

The Chinese Ministry of Education has approved the establishment of the China-Europe Aviation Engineer Institute.

The Civil Aviation University of China partnered with GEA France to establish the institute, which will train students on aircraft maintenance and aviation safety operation management.

The program will help train aeronautic engineers in China using international standards.

Graduates of the institute will be conferred undergraduate or graduate diplomas by the CAUC.

This year, CAUC will choose about 100 high school graduates to study at the institute.

Subsidy to regional airlines, small airports sent for comments

民航总局：我国支线航空、中小机场将获补贴

Copies of the draft of the proposed Management Measures for Subsidy of Regional Airlines and Subsidy of Medium and Small Civil Aviation Airports have been sent for discussion to interested parties in China.

The measures would expand the air route network of airlines to second- and third-line cities, especially in undeveloped regions.

Currently, domestic air passenger flow is highly centralized at three big hub airports-- Beijing, Shanghai and Guangzhou--and some trunk air routes. Almost a hundred Chinese airports have a seriously insufficient use rate, including 50 airports which have fewer than 200 passengers of daily traffic.

Because of low demand and high operation cost, airlines refuse to add and open regional flights to medium and small airports. The low passenger demand is bleeding small and medium airports.

The planned subsidy to small and medium airports would be given to undeveloped areas.

The subsidy to airlines would be awarded to airlines that will open air routes linking with the central and west China areas, former military base areas, areas inhabited by minorities, remote and border areas and poverty-stricken areas, tourism areas, and air routes linking with regional hub airports and regional airports.

Last year, the China northwest area was listed by the Civil Aviation Administration of China as a regional aviation subsidy test area. The four representative air routes--Xi'an-Yan'an, Xi'an-Ankang, Xining-Golmod, and Xi'an-Qingyang-Lanzhou--gained policy subsidy. So far, the flight volume of the four air routes has doubled.

Construction starts on A320 plant in China

A320系列飞机天津总装线项目正式开工

French aircraft maker Airbus has started constructing its A320 Family final assembly line plant in Tianjin, after the China State Council approved the feasibility study report for the project.

The assembly line will be built in Tianjin Binhai New Coastal District.

Fabrice Bregier, Airbus chief operating officer, attended the ceremony together with Tang Jiaxuan, State councilor.

Included in the construction of the FAL are dedicated hangars, office buildings, a delivery center and other facilities, including electricity, gas, water and fuel supply systems.

Airbus said the FAL in Tianjin will be identical to the latest Airbus single aisle final assembly line in Hamburg, Germany. The aircraft will be assembled and delivered in China according to the same standards as those assembled and delivered in Europe.

"The A320 FAL in Tianjin, China is of great significance. Government leaders from both China and European Union have attached great importance to this project. It provides a win-win result and represents a new achievement of the China-EU strategic partnership," said Tang.

He said the FAL project will enhance the development of the aviation industry of China and EU.

"Today is a day of great significance for Tianjin, our Chinese industrial partners

and Airbus. This not only represents a new level of mutually beneficial industrial cooperation between China and Airbus, but also demonstrates our long-term commitment to the development of the Chinese civil aviation industry," said Bregier.

Bregier said the plant will start operating next August, aiming to produce the first aircraft assembled in China in 2009.

"I believe when the day for the first delivery comes, it will be another great day for you, for myself, for Airbus and for the Chinese civil aviation industry," he said.

The Tianjin plant aims to ramp up production to reach four aircraft per month in 2011. An Airbus delivery center will also be set up by Airbus in Tianjin.

China's National Development and Reform Commission and Airbus signed a memorandum of understanding (MOU) in France in December 2005 during the visit of Chinese Premier Wen Jiabao. The agreement outlined the possible establishment of the A320 plant in China.

Last June, NDRC and Airbus announced Tianjin Binhai district as the site of the FAL.

A framework agreement was signed last October between Airbus and a Chinese consortium comprised of Tianjin Free Trade Zone (TJFTZ), China Aviation

Industry Corp. I (AVIC I) and China Aviation Industry Corp. II (AVIC II) in Beijing.

Under the agreement, Airbus agreed in principle to set up the FAL in Tianjin, and the parties settled the main details of the corresponding joint venture to be created between the Chinese consortium and Airbus.

The feasibility study report was jointly conducted and signed by the Chinese consortium and Airbus in January 2007 and submitted to NDRC for approval.

As of the end of March 2007, 10 airlines in China operate over 270 A320 family aircraft, with over 370 aircraft still on order. According to Airbus' latest Global Market Forecast, Chinese Mainland will need more than 1,900 single aircraft in the next 20 years.



Airbus COO Fabrice Bregier (left) and State Councilor Tang Jiaxuan (middle) at the formal ceremony of the A320 Final Assembly Line in Tianjin.

China has aviation agreements with 108 countries

中国民航已与108个国家签署了航空协议

As of the end of 2006, China has signed air services agreements with 108 countries, according to Wu Zhouhong, vice director of the International Cooperation Department of the Civil Aviation Administration of China (CAAC).

The continued growth in aviation agreements is a testament to CAAC Minister Yang Yuanyuan's goal of opening China to the international air transport market.

Of the total, China has 34 bilateral air traffic right agreements, including third party code-sharing; and 22 bilateral agreements with wet lease. China also opened a fifth traffic right on cargo to seven countries.

Today, 93 foreign airlines fly to 30 Chinese cities from 51 countries and regions, with 1,578 scheduled flights every

week. Fifteen Chinese airlines fly to 91 cities in 42 countries and regions with 1,511 scheduled flights every week.

China has improved the foreign investment rate in Chinese airlines to 49 percent. Foreigners are allowed to invest in joint venture airlines. Jade Cargo



Vice Director Wu Zhouhong of the International Cooperation Department of the Civil Aviation Administration of China.

International and Great Wall Airlines are examples of this policy in effect.

The CAAC will continue to open China to the international air transport market by perfecting the international air route network, including increasing air routes to Africa and South American countries. Preference will be given to flights to and from West China, Northeast China and Central China.

The air cargo market will also be opened. Chinese airlines will be encouraged to enter into international alliances. Entry and exit procedures for international cargo will also be simplified.

China is also aiming to unify aviation management rules under the direction of the International Civil Aviation Organization and implement regional air transport liberalization.



Yang, Bregier talk benefits of A320 FAL

杨元元会见空客首席运营官
法布里斯·布利叶先生一行

Minister Yang Yuanyuan of the Civil Aviation Administration of China (CAAC) and Fabrice Bregier, Airbus chief operating officer, met on May 15 at the VIP Lounge of Tianjin Airport after the ceremony was held on the A320 Family final assembly line in Tianjin.

Yang said the A320 Family has gained orders from Chinese airlines because of its fine safety record.

He said the A320 final assembly line in Tianjin marks the cooperation between China and Airbus on aviation.

Tianjin Airport will benefit from the construction of the FAL. In the first four months of this year, passenger volume reached 1 million, higher by 41.9 percent compared to the same period in 2006.

The A320 FAL is located southeast of the Tianjin Binhai International Airport. In June 2009, the first A320 assembled in China will take off from the airport.

After the FAL is constructed, parts produced from other countries will be transported to Tianjin for final assembly.

Along with the construction of the FAL, Tianjin Airport will expedite the construction of its second runway, which will serve the FAL operation and test flight.

Tianjin will be the fourth city in the world—along with Seattle, Toulouse, and Hamburg—to have a final assembly line for large aircraft.

Eleven aviation-related companies have decided to set up in the Tianjin aviation industry zone.



China, Sudan hold aviation talks

中国与苏丹举行航空会谈

China and Sudan held aviation talks in Beijing on May 14, when the two parties agreed on code sharing and the opening of traffic rights.

The two countries are planning to open flights between Beijing and Khartoum as part of the agreement signed by the Sudanese Civil Aviation Authority and the Civil Aviation Administration of China.

Symposium on GNSS held in Beijing

民航新技术交流卫星导航
专题研讨会召开

The Air Traffic Management Bureau under the Civil Aviation Administration of China held a symposium on the Global Navigation Satellite System (GNSS) in Beijing.

Experts from the International Civil Aviation Organization (ICAO), US Federal Aviation Administration and the Boeing Co. briefed participants on GNSS, establishment of standard and policy, certification of facilities and equipments, monitoring and enhancement of navigation signals, and transition of GNSS application and implementation.

Representatives from the China ATMB talked about China's civil aviation technical policy on navigation, GNSS research and application advancement, and the research and application advancement situation of related new technologies such as ATN (Aeronautical Telecommunication Network) and ADS-B (Automatic Dependent Surveillance-Broadcast).

Vice Director General Lu Xiaoping of the ATMB urged civil aviation departments and airlines, airports, and aeronautical and astronautic industries to enhance communication exchange and together promote research and implementation work for GNSS technology application in China.

China to focus on airport, airline development

民航总局规划发展司副司长
王志清：“十一五规划”
中国民航业的发展展望

Between now and 2010, China will be giving priority to the rehabilitation and expansion of existing airports and building new ones, including new small airports.

According to Vice Director Wang Zhiqing of the Civil Aviation Administration of China, the number of airports in China will increase from 142 to 190 by 2010.

China will also increase its aircraft fleet by increasing the number of large aircraft to suit the requirement of growing passenger volume on main trunk routes. Cargo and regional aviation will be supported and developed.

Furthermore, Wang said the CAAC will also improve its rules and standards system, especially in safety management, flight standards, airworthiness, air traffic management, airport operation, and aviation security. Government safety supervision and safety auditing will be further enhanced.

He added that air traffic management system construction will also be enhanced. CAAC will improve control capability and service level, enhance weather service, and promote new technology application.

According to Wang, China will improve aviation economics on price system, airport charges and fuel prices. It will reform the air route operation certification and flight schedule management measures. He added that technology and education training of aviation professionals will be enhanced.

CAAC will continue to develop its new-generation air transport system to handle the higher requirements of the Chinese aviation market, especially in air traffic management and the aviation weather system. China will also expand aviation agreements with other countries and regions.

ATMB completes Eurocat upgrade

西南空管局欧洲猫系统成功升级

The Radar Equipment Department under the Communication and Navigation Center of the Southwest Air Traffic Management Bureau has completed the upgrade of its Eurocat system.

The upgrade was completed after several talks with Thales Co., which supplies the system.

Two weeks were allotted to prepare for the upgrade process, which took only three hours.

CAAC, ICAO chiefs meet

杨元元会见国际民航组织秘书长谢里夫

On May 8, Minister Yang Yuanyuan of the Civil Aviation Administration of China (CAAC) met with Dr. Taieb Cherif, secretary general of the International Civil Aviation Organization (ICAO), who visited China to attend the China Civil Aviation Development Forum.

Minister Yang and Cherif signed a letter of understanding for the CAAC and ICAO technology cooperation and a memorandum of understanding on a training project in aviation.

China will cooperate with ICAO to grant training every year to aviation practitioners from developing countries.

China, Russia hold aviation meeting

高宏峰副局长出访俄罗斯参加第11次中俄运输分委会及第9次民航工作组会议

China and Russia held the Ninth Meeting of the Civil Aviation Working Group in Moscow from May 11 to 15.

The group is part of the 11th Transport Cooperation Subcommittee of the Joint Commission for the Regular Meetings of Heads of Government of Russia and China. Vice Minister Gao Hongfeng of the Civil Aviation Administration of China (CAAC) and the director of the Russia Federal Air Transport Agency signed the minutes of the group talks.

At the meeting, the two parties reviewed the bilateral civil aviation development since the last meeting.

Chongqing implements radar control

民航重庆空管站实现高空雷达管制

On May 10, the Chongqing Air Traffic Management Station high altitude control area implemented the complete use of radar control. The new system improved airspace use rate, expedited flight flows, and improved flight safety rate and flight on-time performance in the Chongqing area.

In recent years, the flight flow within the Chongqing control area has continuously increased to about 20 percent yearly. The peak daily flight reaches 598 movements.

Chongqing ATM Station implemented radar control for the terminal area under 6,000 meters in 2005.

The implementation of high altitude

radar control decreased the longitudinal horizontal separation for Chongqing area control to 40 kilometers from 150 kilometers.

The use of radar control will help Chongqing in the establishment of a logistics center in Yangtze upriver.



ICAO meeting on vertical separation held

ICAO关于中国实施缩小垂直间隔的特别协调会在京顺利召开

The International Civil Aviation Organization (ICAO) held a coordination meeting on the implementation of reduced vertical separation in China in Beijing.

Nearly 60 representatives attended the meeting from international organizations including ICAO, International Air Transport Association, International Pilots Association, and Asia Pacific Safety Supervision Organization, and countries including Russia, Kazakhstan, North Korea, Mongolia and Indonesia.

Vice Director General Wang Liya of the Air Traffic Management Bureau of the Civil Aviation Administration of China also attended.

The meeting was held before China implements reduced vertical separation. The goal was to negotiate with countries in the implementation of the metric system. The attendees agreed to further discuss the details of the transfer agreement and let air control units of every region be responsible for the negotiation.

FAA chief visits CAFUC

美联邦航空局局长马里昂·布莱基访问飞院

Last May, Administrator Marion Blakey of the US Federal Aviation Administration (FAA) led a seven-man delegation on a visit to the Civil Aviation Flight University of China (Cafuc) to observe flight training and ADS-B technology application.

The US delegation was accompanied by Minister Yang Yuanyuan of the Civil Aviation Administration of China, Director Li Jiangmin of the CAAC

International Cooperation Department, Director Jiang Huaiyu of the CAAC Flight Standard Department, and Director Guo Weimin of the CAAC Southeast Regional Administration.

Ms. Blakey commended the move of Cafuc to introduce private investment in enhancing education.

Minister Yang told Blakey that under the regulation of domestic investment in civil aviation, Cafuc entered into an agreement with Xingyao High Technology Development Co. for the use of private funds to purchase 60 Cessna 172 aircraft to develop and strengthen the school's training capability.

She said this will benefit the general aviation industry in China, and that private capital will promote investment in China's aviation industry and play an important role in China-US civil aviation cooperation.





COVER STORY

By JONATHAN HICAP

The United States was hoping for an open skies agreement with China, but this did not materialize during the Second US-China Strategic Economic Dialogue held in Washington in May.

As the dialogue wrapped up on May 23, US Transportation Secretary Mary Peters and Minister Yang Yuanyuan of the Civil Aviation Administration of China (CAAC) instead announced that the daily passenger flights between their countries will double by 2012.

"Piece by piece, we are making it easier, cheaper, and more convenient to fly people and ship goods between our two countries," Peters said. "We both understand that the path to friendship and cooperation is paved with easy access and close connections."

She said that, under the new agreement, 13 new daily flights operated by US airlines to and from China will be added in the next five years.

One new daily flight will be added in 2007 and 2008, four new daily flights in 2009, three more daily flights in 2010, and two new daily flights in 2011 and 2012, for a total of 23 per day.

Under the 2004 agreement, US airlines today can operate only 10 daily flights to Beijing, Shanghai, and Guangzhou.

The new agreement also allows the US to designate three additional US carriers to operate to China—one in 2007 and two in 2009.

A major aspect of the deal involves the lifting of all restrictions on cargo flights to China. It allows an unlimited number of US cargo flights to any point in China, and further allows an unlimited number of US cargo carriers to serve the Chinese market by 2011.

The US and China have agreed to resume

negotiations for an open skies agreement in 2010, a proposal that the US is pushing for and that China would agree to.

The new agreement was praised by the Air Transport Association, the trade association of leading US airlines that transport more than 90 percent of all US airline passengers and cargo.

"We applaud the efforts by the United States and Chinese governments in reaching an agreement that expands cargo and passenger services between both nations," said James May, ATA president and CEO. "While this is an important first step, we look forward to the countries ultimately establishing an open skies agreement."

In a press conference, Peters said the new agreement "will strengthen both of our economies. It will open opportunities for business, travel and tourism, and cultural exchanges across the Pacific."

The agreement was more than enough for Peters, calling it a "breakthrough" after months of negotiations.

"Over the next several years, we estimate that this agreement will stimulate some \$5 billion in new business for our airlines as they take advantage of the growing demand for travel between our two countries," Peters said.

She said as much as 16 percent of US-China passenger traffic is lost to airlines from a third country. She said that by 2012, US airlines will be able to operate 23 daily flights to China, compared to 10 today.

"In a market where every filled seat and every piece of cargo shipped can mean a difference between success and failure, this agreement will go far in guaranteeing the success of our airlines in both of our countries," Peters explained.

The US government recently inked an open skies agreement with the European Union. It hopes to do the same with China, which is now the second-largest

SK WI OP

中美签署新航空

US and China agree on agreement but problems before an open skies a

aviation market in the world.

Last year, Chinese airports handled 332 million passengers, an increase of 16.7 percent compared to 2005.

Peters commended Minister Yang, whom she called a "true visionary, and without whom this agreement would not have been possible."

Issues

But while US airlines are ecstatic over the new air services agreement, this is not the case for Chinese airlines.

The American Chamber of Commerce (AmCham) in China has just issued a white paper detailing the problems that the US and China should solve first in order to level the playing field in aviation.

For China, AmCham lists the limited airspace, navigation and air traffic control systems, and taxes and duties as factors which pose a roadblock to aviation growth.

For the US, AmCham believes that the US government's rigid export and licensing policies prevent American companies from doing business in China.

Chinese airlines complain that Chinese residents are having difficulty getting US visas, which is "the single most important issue preventing them from increasing the frequency of air services to the United

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协议但仍存有争议

on a new air services ns need to be resolved agreement is reached

States.”

The group added that Chinese businessmen and government officials are made to undergo background checks, such as the so-called Security Advisory Opinions, before they are issued US visas.

AmCham complains that airspace for civil aviation in China is very limited as the military “controls 70 to 80 percent of the airspace.” It says airports like the Beijing Capital and Shanghai Pudong are operating at maximum capacity.

“The limited number of narrow corridors currently allocated as civilian airspace and the scarcity of access points create lengthy airport backups, en route congestion and unnecessarily long routes for air traffic, and serve as a general deterrent for local airport expansion,” the AmCham said.

For its part, the CAAC is implementing several measures in time for the Beijing Olympics in order to maximize the use of airspace. It is employing several technologies, including the RNP/RNAV. Additional air routes are also being opened for the Olympics, and coordination between the CAAC and the Chinese military is being improved for the smooth use of airspace.

“However, only 46 out of the current



Early this year, the US Department of Transportation awarded United Airlines the right to fly to Beijing from Washington Dulles International Airport. (Photo courtesy of United Airlines)

156 airports served by scheduled flights in China are covered by the Aeronautical Information Publication (AIP) published by the Air Traffic Management Bureau. This means more than 100 domestic airports do not have the necessary navigation databases to take advantage of modern technologies, which results in less than optimal usage of the entire airspace,” AmCham noted.

AmCham adds that China needs to overhaul its regulations to promote development of regional and general aviation. It cites the high importation cost of regional and general aircraft.

“For example, the combined import duty and value-added tax for the importation of regional and general aircraft and equipment is 22.5 percent, while that for commercial air transport and equipment is 6 percent,” it says.

It recommends that China should “establish a favorable policy and provide financial incentives.”

In particular, AmCham said China should open general aviation to serve small cities in the northwest and west.

“Opening the general aviation market will help meet this demand, while also creating over time a ready supply of experienced aircraft pilots and maintenance personnel for the commercial aviation market,” it said.

High operating costs for foreign airlines are also a hindrance to the development of aviation in China. AmCham said foreign airlines pay high landing and parking fees at major airports.

It said, “airport fees paid by airlines in Beijing and Pudong are two to three times that in Singapore.”

“The high cost of aviation fuel imposed at the airports in Beijing, Pudong and Guangzhou are not transparent and consist of a base differential that is not linked to market rate,” it said.

AmCham recommends that the US government should “allow increased exports of American aviation products to legitimize end-users in China by revising export control levels consistent with documented foreign availability and domestic capability in this sector.”

On US visas, it says, the US government should “develop special aviation-related visa procedures that minimize the negative commercial impact of the current system.”

For the Chinese government, AmCham says, it should “move expeditiously to create significantly more civil airspace available for civilian and commercial use,” and level the Customs duties and VAT rates for commercial, regional and general aircraft.

China should also reduce airport charges and allow foreign airlines to hire local staff directly through employment agencies, the AmCham says.



Airport passenger volume to reach 540-M in 2010

机场发展

Director Zhang Guanghui of the Airport Department of the Civil Aviation Administration of China says that, based on estimates, passenger traffic in China's airports would increase to 540 million by 2010, a yearly increase of 14.5 percent. Annual cargo volume would reach 12.8 million tons, up by 13 percent.

By 2010, the number of Chinese airports would reach 190, including three hub airports, eight large airports, 40 medium airports, and about 140 small airports.

Air transport service range will be expanded to within 100 km of ground traffic, or about 1.5 hours of vehicle distance. By 2010, 72 percent of China's population can enjoy air service, Zhang said.

He also said that by 2010, China will expand 37 airports, including the Beijing Capital Airport, Shanghai Pudong Airport, Guangzhou Airport, Shanghai Hongqiao Airport, Shenzhen Airport, Chengdu Airport, Xi'an Airport, Hangzhou Airport, Chongqing Airport, Nanchang Airport and Xi'ning Airport.

Terminal buildings of 25 airports will be expanded, including Urumqi Airport, Harbin Airport, Zhengzhou Airport, Lanzhou Airport, Shenyang Airport, Wuhan Airport, Shijiazhuang Airport, Sanya Airport and Wenzhou Airport.

The flight areas of nine airports will also be expanded, including Nanjing Airport; and 12 airports will be relocated, including Kunming Airport, Dalian Airport, Hefei Airport and Shantou Airport.

Rehabilitation of facilities in 59 airports will be completed and 40 new airports will be constructed by 2010.



Director Zhang Guanghui of the Airport Department of the Civil Aviation Administration

Chinese airlines can benefit under new accord with US

民用航空运输达成新协议

Minister Yang Yuanyuan of the Civil Aviation Administration of China said Chinese airlines should take advantage of the additional routes between China and the United States to remain competitive.

In May, China and the US agreed to double the air routes by 2012.

However, Yang said the US should simplify its visa policy for Chinese citizens to support balanced aviation development.

The new agreement increases the number of flights to 70 per week each for China and the US between now and 2012. Central China will be fully opened under the new agreement.

China and the US also agreed to start negotiating for an open skies agreement in 2010. The air cargo market, on the other hand, will not be fully opened until 2011.

The US Department of Transportation says there will be a total of 23 daily passenger flights by 2012 by American airlines to Beijing, Shanghai and Guangzhou.

Seven Chinese airlines currently operate routes to the US. Air China, China Eastern Airlines and China Southern Airlines operate passenger routes, and Shanghai Airlines and three other carriers operate cargo routes.

Analysts are optimistic that the new agreement will benefit Chinese airlines.



137 SDR in China in April

2007年4月份SDR千时率情况概述

In April, the Flight Standard Department of the Civil Aviation Administration of China handled 137 aircraft service difficulty reports that were sent by airlines.

Of these, 101 SDRs were related to aircraft system malfunction and 36 to other difficulties, including bird strikes and weather.

CAAC buys full flight simulator

中国民航监管部门首次 购买自用全动飞行模拟机

The Civil Aviation Administration of China, China Aviation Supplies Import & Export Group Corp., and Thales Group Training and Simulation Co. signed a contract in Beijing on May 30 for the purchase of an A320 full flight simulator.

The contract consists of an A320 level D full flight simulator and an A320 flight maintenance trainer.

CAAC Vice Minister Li Jian, CASGC General Manager Li Hai, General Manager Zhu Haiping of China Aviation Supplies Import & Export Co. and Jean-Paul Perrier, executive vice president of the Thales Group, attended the signing ceremony.

Li said the simulator will enhance civil aviation flight safety supervision management and meet the growing need of flight supervisor training. It will also help airlines improve their training quality and ensure flight safety.

This is the first time that the CAAC will purchase its own full flight simulator, which will be used to train supervisors. These personnel are responsible for inspecting domestic A320 full flight simulators and check if they reach pilot training standards.

The set of the A320 FFS and trainer will be installed at Hua-Ou Aviation Training and Support Center, which will be responsible for the daily operation and maintenance of A320 FFS. Hua-Ou currently has an A320 and A340 FFS, manufactured by Thales.

Hainan Airlines to open flight to Saint Petersburg

北京-圣彼得堡航线即将开通

Hainan Airlines will open a flight between Beijing and Saint Petersburg, the second-largest city in Russia, in July.

The airline will use a B767 aircraft for the once-a-week flight. The opening of the flight will promote economic and cultural relations between China and Russia.

Security audit of Shanghai airports set

民航总局对上海机场进行航空保安审计

The Civil Aviation Administration of China held the Shanghai Airport Aviation Security Audit Meeting on May 15 to begin the 11-day security audit on Shanghai Pudong International Airport and Hongqiao International Airport.

CAAC Vice Minister Wang Changshun attended the meeting with representatives from Shanghai Airports Aviation Security Commission, including Shanghai Airport Authority, East China ATMB and airlines.

The CAAC Audit Group is composed of 20 personnel, divided between Pudong and Hongqiao Airports.

The audit will be based on regulations and programs of the Civil Aviation Safety Security Rules of China and National Civil Aviation Security Audit Rules. Procedures to be followed are on-site observation, personnel interviews and discussions, document examination, and an on-site test. Each group is asked to

audit 125 items in 10 aspects, including organization structure and administrative management, restricted area management and pass control, passenger and hand baggage security, check-in baggage security, aircraft in-flight security, aviation cargo security, aircraft catering and supply security, emergent handling of illegal interference, safety security facilities and equipments, personnel and training.

China established its own aviation security audit based on the requirements of the Convention on International Civil Aviation Security and related Chinese laws and rules, and the ICAO security audit program.

CAAC established and issued the National Civil Aviation Safety Security Plan to regulate China civil aviation.

In 2005, CAAC audited the Shenzhen Airport and Haikou Airport. This year, the CAAC plans to conduct an aviation security audit on 27 airports.

Cross straits flights important

中国民航总局将开放第二批两岸直航包机地点

During the Third Cross Straits Economic, Trade and Cultural Forum held in Beijing on April 29, Vice Minister Gao Hongfeng of the Civil Aviation Administration of China said that cross straits direct flight is imperative and will be beneficial.

The CAAC will open the second batch of direct charter flight destinations including Chengdu, Hangzhou, Nanjing, Shenzhen, Dalian and Guilin. Meanwhile, airports including Tianjin, Fuzhou, Chongqing, Zhuhai, Shenyang, Qingdao and Guiyang will be designated as alternate airports for said charter flight destination airports.

North China regional aviation gets policy support

华北支线航空获政策支持

The North China Regional Administration of the Civil Aviation Administration of China announced that to encourage airlines to increase regional aviation flights, the regional administration would support three aspects: preferential deployment of resources, operation subsidy, and air route protection.

NCRA Director Huang Dengke said the agency would carry out the operation subsidy policy and encourage local governments to subsidize airlines.

Airlines with newly opened regional air routes will enjoy a two-year protection period.

The protection period for unpopular air routes will be longer.

This year, the NCRA will put the Beijing Capital Airport, Nanyuan Airport and Liangxiang Airport under a unified management area of Capital Airport Big Airspace.

By 2010, approximately 28 airports will be built in the North China area, including 21 regional airports.

Zhuhai helicopter passes operation certification under CCAR 135

南航珠海直升机分公司通过CCAR135部审定

On May 29, the Central South Regional Administration of the Civil Aviation Administration of China awarded the operation certification for small aircraft commercial transport operator and operation regulation to the Zhuhai helicopter branch of China Southern Airlines.

The certification means that the company has passed the operation qualification examination of CCAR Part 135.

The Zhuhai branch is a Category A general aviation enterprise. In the 1980s, it began various offshore and overland general aviation flights and small

commercial transport flights. In 2005, the company passed examination and verification of the CAAC, and gained operation certification for commercial non-transport operator and operation



Baiyun Airport, U-Freight sign cargo agreement

白云机场联手联邦货运 拓展国际市场

Baiyun Airport in Guangdong province signed a strategic cooperation agreement with U-Freight Holdings on May 15 to help the airport in building its international cargo network, increasing its cargo volume and speeding up the process of building an air cargo hub.

Based on the agreement, U-Freight will try to increase the cargo volumes that enter and exit the airport and recommend that international airlines open new air routes to Baiyun Airport.

On the other hand, the airport will simplify its Customs clearance procedures for U-Freight by building channels for cargo safety inspection and extending the cargo processing hours.

Last year, cargo and mail volume at Baiyun Airport reached 151,000 tons, up by 5.1 percent compared to 2005.

Guilin airport posts passenger, cargo increases

桂林机场5月旅客吞吐量 有望突破50万人次

Guilin Liangjiang International Airport handled 489,266 passengers in the first quarter of the year, up by 112,621 passengers compared to the same period last year. The airport also handled 3,638 tons of cargo and mail, higher by 1,677 tons.

Aircraft movements reached 4,500 during the same period from 1,109 last year.

During the May Day Golden Week from May 1 to 7, Guilin Airport handled 120,646 passengers and 544 tons of cargo and mail.



CCTV buys copter for Olympics

央视奥运航拍CA109直升机 采购合同在京签署

China Central Television (CCTV) signed an agreement on May 18 with Jiangxi Changhe August Helicopter Co. for the purchase of a CA109 helicopter to be used for aerial photography during the Beijing Olympics.

In 2002, CCTV bought a Z11 helicopter from Jiangxi Changhe that has flown 1,150 hours.



Upgrade of Guiyang airport near completion

贵阳机场飞行区升级 工程预计6月底完工

The upgrade of the runway of the Guiyang Longdongbao International Airport from category 4D to 4E will be completed by this June, according to the Guizhou Airports Group.

Currently, 90 percent of the total project has been completed. After completion, the project will be submitted to the Civil Aviation Administration of China for approval. When completed, the airport will be able to handle the landing and takeoff of large aircraft like the B767.

Passenger volume at the Guiyang airport reached 3.71 million in 2006. There are 16 airlines that fly to and from Guiyang.

Aircraft movements average 1,000 a week. Average daily passenger volume is about 13,000. From January to April this year, passenger throughput at the airport reached 1.5 million. Total passenger volume is estimated to reach 4.6 million this year.

Total investment for the upgrade project has reached RMB 12 million. The upgrade project includes widening and thickening of the taxiway, retrofitting of connecting way, nav-aid light system, and flight area guiding plates.

Chinese Eastern flies to Linzhi using RNP

东航成功试飞西藏林芝航线

On May 29, China Eastern Airlines completed a flight from Kunming to Linzhi Airport in the mountainous region of Tibet using Required Navigation Performance (RNP), an advanced method for aircraft navigation suited for high-altitude areas.

The test flight was led by Deputy Director General Fan Ru of China Eastern and Deputy Director General Liu Jianping of the airline's Yunnan branch.

The Boeing aircraft used RNP through the modern avionics and global positioning system (GPS) in maneuvering through the area. The RNP flight procedures provide operators a highly effective tool for enabling safe and efficient operations in challenging terrain and weather conditions.

Working in cooperation, Boeing, Jeppesen, the Civil Aviation Administration of China (CAAC), U.S. Federal Aviation Administration, and China Eastern Airlines have been helping to support and expand new air traffic routes in China.

Linzhi Airport is described as the world's most complicated airport for landing and takeoff because of its severe weather conditions, topography, navigation station layout and flight procedures.

China Eastern's B737-700 landed at Linzhi Airport after a flight that lasted for one hour and 50 minutes.

The flight demonstrated the airline's adherence to CAAC requirements for airline RNP operations into the airport, and is an important step in validating the technology that allows the airline to conduct revenue flights into Linzhi.

After the test flight, the first commercial air route between Kunming and Linzhi will be opened soon, with the airlines using four B737 aircraft for the route. The opening of the Kunming-Linzhi air route will be helpful to passengers in gradually adapting to the plateau climate. Linzhi Airport thus becomes the first choice for passengers flying to Tibet.



Jet fuel need at Baiyun Airport increases

白云机场铺第二条航油管道

The rapid development of passenger and cargo air transport at New Baiyun Airport has increased the jet fuel requirement by 16 percent. It is estimated to reach almost 1 million tons, and break 2 million tons by 2012.

General Manager Huang Qingding of the South China Bluesky Aviation Oil Co. said it is investing RMB 680 million to lay the second fuel pipeline, which is 80 km long, to improve oil supply service capability.

He said Bluesky Aviation has a 13.46 percent market share of China's aviation oil market, of which 59 percent of the fuel is used for airports.

The aviation kerosene requirement in China increased by 9.13 percent in the last decade.

The aviation oil requirement in China would reach 4 million tons by 2020.

Bluesky will add storage volume of 60,000 to 100,000 cubic meters, establish 283 new fuel ground wells, and buy 30 fuel vehicles.

It will also introduce a foreign advanced automatic fueling dispatch system and fueling safety management system, and improve the apron operation efficiency and safety level.

Bluesky Aviation is a joint venture of China Aviation Oil Supply Co., UK BP Amoco and Hong Kong Fortune Oil, with a total investment of US\$ 210 million. It has an oil pipeline with a length of 203 kilometers, an oil storage volume of 240,000 cubic meters, 100 various oil vehicles and 206 oil discharge positions. The company provides fueling service for 15 airports in China.



Passenger volume at Enshi Airport up by 43%

5月恩施机场旅客量首次突破两万 同比增43%

Passenger throughput at Hubei Enshi Airport in May reached 20,341, up by 43 percent compared to the same period last year.

Last year, the Enshi Autonomous Prefecture government said it would provide an annual subsidy of RMB 3 million for new air routes of airlines. Enshi Airport and China Express Airlines opened the Enshi-Chongqing air route. Today, the load factor has reached 88 percent.

In May, China Southern Airlines increased daily flights between Wuhan and Enshi from one to two. China Southern and Hainan Airlines also offered promos for passengers flying between Wuhan and Enshi which contributed to the passenger volume increase.

SWA gets spare-parts production order from Boeing and Airbus

西南铝业拿下波音、空客的配件生产订单

The Southwest Aluminum (Group) Co. in Chongqing passed the supplies acceptance test by Boeing and Airbus to produce die forgings and forging stocks for their aircraft. SWA is the only company that obtained the certification for producing precise aviation die forgings and forging stocks for Boeing.

To ensure the output for Boeing and Airbus, SWA recently invested over RMB 1 billion to build a new product line for producing precise aviation die forgings and forging stocks.

SWA will provide B7 series assembly for Boeing, and supply aircraft structural parts and force-bearing frames for Airbus.



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Outlook for China's air transportation in 2007

2007年航空运输发展展望

China's civil aviation industry will enjoy growth this year based on an economic forecast by the International Monetary Fund (IMF) and the International Civil Aviation Organization (ICAO).

Last year, China's passenger volume reached 160 million, an increase of 15.5 percent, and cargo and mail reached 3.49 million tons, up by 13.9 percent over 2005.

According to the IMF, the world economy will increase by 4.9 percent and international trade will increase by 7.6 percent. It said multinational investment will still be active and regional economic cooperation will grow.

ICAO says that this year world aviation passenger turnover will increase by 5.8 percent, reaching 4,177 billion passenger-km and, in 2008, will increase by 5.6 percent to reach 4,411.2 billion passenger-km.

This year, the Chinese economy will develop rapidly with a total value of domestic production increasing by about 8 percent.

Foreign trade will also increase with the expected import-export total value reaching US\$ 2,000 billion, an increase of about 15 percent. The tourism industry will keep its comparable rapid development, with international tourists expected to rise by 4 percent to 129 million people, and domestic tourists reaching 1.5 billion people, up by 8 percent.

By the end of 2006, the tourism destination countries and regions for Chinese civilians approved by the State Department reached 132. There are 86 destinations already implemented, and the number of overseas tourists will increase.

The main advantage factors for Chinese aviation development in 2007 are: deepening civil aviation system reform, thus improving the "opening up" level; further embodiment of the airport localization, the improvement of the local government capability to build airports and their enthusiasm to develop civil aviation; the perfection of the aviation enterprises' internal resources re-organization to improve their management capabilities, and enhance their competitiveness; and the market orientation of domestic air transportation pricing that will increase the market demand for air transportation.

The disadvantages are: the rapid development of air transportation will increase pressure on safety; the infrastructure and air space resources in some regional airports and ATCs will not be able to meet the requirements for the air transportation development; the lack of special technical personnel in pilot and aircraft services; and the conflict between supplies and demands are notable.

Air Transportation Development Forecast

In 2007, the whole air transportation industry will experience a rapid increase. The expected overall turnover will be 35.2 billion ton-km, passenger volume will be 185 million people, and cargo and mail volume will be 3.9 million tons, increasing by 15 percent, 16 percent, and 12 percent, respectively.

There are several policies to be implemented to enhance the growth of the air transport industry in China. One of these is optimizing the investment structure and enhancing the

infrastructure construction. The CAAC will also efficiently use civil aviation funds to support underdeveloped regions and small and medium-sized airports.

This year, the Chinese government will complete several airport expansion projects, including those at Huhhot Baita, Qingdao Liuting, Wuhan Tianhe and Zhengzhou Xinzheng.

It will start the construction of new airports in Kunming and Lali, and expansion projects for Shanghai Hongqiao, Hangzhou Xiaoshan, Shenzhen Baoan, Changsha Huanghua, Chengdu Shuangliu, Xi'an Xianyang, and Urumqi Diwopu.

It will also actively boost the pre-stage work of the construction for a new airport in Hefei, the flight area of Chongqing Jiangbei Airport, the terminal of Guiyang Longdongbao, and the expansion projects of Lhasa Airport and Nanchang Airport.

It will also press for the expansion of Beijing Capital Airport, Tianjin Binhai, Shanghai Pudong, and Nanchang Airport.

In addition, the Chinese government will also complete air route reconstructions for Beijing-Xiamen and Shanghai-Xi'an-Chengdu-Kunming; a home-made radar system in Changchun; and start the construction of a Chengdu area traffic center and a Xi'an area traffic center.

It will also push for radar control projects in Shanghai ACC, Guangzhou ACC, eastern region and western air routes, and the civil aviation management center; reconstruction of the first phase of the Beijing air space and terminal area; and reconstruction projects for Shenzhen-Shanghai and Beijing-Shenyang air routes.

The Chinese government will also continue to deepen the opening-up and reform policies, and accelerate industrial science development and carry out the "guidance on the deepening civil aviation reform" policy.

It will further trim the responsibilities of the CAAC headquarters, regional bureaus and other offices; and will complete the ATC system's separation of administration and business, and integrate reform.

It will implement pricing reform in airports and amend the "domestic air transportation pricing reform solution" and release the "domestic air route pricing management methods" in order to perfect the domestic air passenger and cargo pricing management system.

It will improve multilateral business involvements in ICAO and actively participate in the constitution of international civil aviation standards and regulations. It will also push for direct air transportation over the Straits.

The Chinese government will push for research on China's next-generation air transportation system.

China will lead in using several new technologies such as green civil airport constructions, jumbo transport aircraft, and engine maintenance, and organize teams to tackle key problems.

It will accelerate planning and construction of civil aviation safety test bases and boost the construction and management of scientific and technologic bases. It will also research and fulfill various strategic projects for the Olympics and enhance civil aviation safety management.

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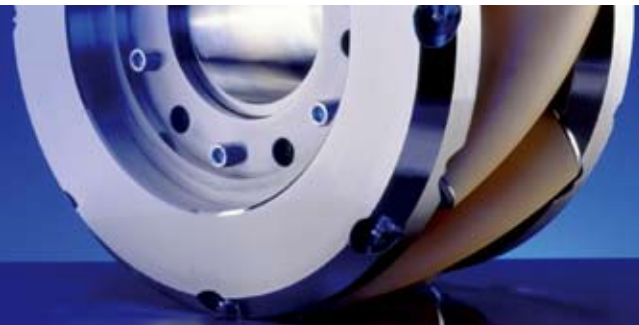
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