

CHINA CIVIL AVIATION REPORT

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民航报导

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Beijing Capital Airport's Run for the Gold! The Expansion Race for the 2008 Olympics

Chinese-Built "Air Sedan AC500" Takes Off
UPS Expands China Distribution Network
and more...

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Message from the Publisher



For most of you reading this, hopefully by now you are familiar with our China Civil Aviation Report (CCAR). But for those who have just stumbled across our humble publication (this being the first transition issue into our new format), I feel that this may be a good opportunity to share with you our vision and hopes behind our CCAR. Now, unless you have been living under a rock for the last few years, you probably know that China's aviation economy has been thriving, and continues to do so, at unprecedented rates.

And just like the news that it reports, our CCAR has grown parallel with its market. Since its conception as a very rough, hand stapled, two color, newsletter, the CCAR has undergone many facelifts, with this January 2005 issue being the most extensive yet. However, through all its different looks, the China Civil Aviation Report continues to hold its primary objective to the highest regard, to report on the most pertinent, unbiased aviation-related news out of China, in order to help facilitate a safe and prosperous development of China's aviation infrastructure.

Since our inaugural issue back in April, 1999, the CCAR has reported aviation-related developments from an unbiased, government-free perspective. In return we have received quite an amount of feedback from individuals who have experiences trying to set up business ventures in China only to have them fail, leaving them disgruntled and with a negative image of China. But actually, this feedback fuels our determination to continue publishing CCAR; we feel that if people have a reliable source for obtaining relevant and pertinent information that can aid individuals in succeeding in the Chinese market, then in the long run this benefits everyone. So with that said, I hope you enjoy our new format, and just like aviation in China, we still have plenty of room to grow.

Francis Chao
Publisher

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Fatal Crash of CRJ200 in Baotou

On November 21, a China Eastern Airlines CRJ200 on the way to Shanghai from Baotou (in the Inner Mongolia Autonomous Region) crashed in the Lake of Nanhai Park near the airport shortly after take off. All 47 passengers and 6 aircrew were killed in the crash. One person on the ground was also killed, bringing the total number of known fatalities to 54. This is the worst air disaster in China in two years.

An eyewitness reported seeing the plane, dense smoke billowing from its tail, careen into the lake. The 50-passenger CRJ200, made by Canada's Bombardier, was on lease from Yunnan Airlines by China Eastern. All bodies have been recovered. No evidence of terrorism has been discovered.



Rescue workers recover the remains of the China Eastern CRJ200. [Photo Courtesy: Xinhua]

Beijing's New High-Rise Helipad

Beijing's first high-rise helicopter landing pad is under construction. The helipad is also Beijing's first full steel helipad, and will be completed before the end of the year.

Because of traffic jams in Beijing, there are problems in trying to accomplish disaster and medical rescue, and in policing using only ground traffic. Especially during rush hour in Beijing's center, ambulances and disaster rescue vehicles can not reach their destinations rapidly enough for immediate assistance, thus the plan for a high-rise helipad to serve the public.

The helipad is located on the roof of Beijing's Public Security building, southwest of South 2nd Ring Road. The helipad has room for one helicopter and is the first of 9 scheduled for Beijing.

UPS Launches New Flights to China

Additional service follows record volume growth in China

Hong Kong, Nov. 8, 2004 – UPS (NYSE:UPS) last week began the first of 12 new flights to China with MD-11 service to Shanghai. The new flights, recently awarded to UPS by the U.S. Department of Transportation (DOT), will triple UPS's current service from six to 18 flights a week and comes on the heels of UPS's impressive 129% growth in China export volume in the third quarter.

Last year, UPS took an ownership

position in Sinotrans and also became the first foreign carrier to form a commercial agreement with a domestic Chinese air carrier, Yangtze River Express, cutting



UPS triples service routes from 6 to 18 in China. [Photo Courtesy: UPS]

a day off delivery times. UPS also established its Greater China office out of Shanghai as a sign of its increased commitment to the China market.

In addition, UPS is offering enhanced access to the fast-growing intra-Asia trade through the company's hub in the Philippines. In its most recent quarter, UPS reported a 29% increase in export volume across the Asia Pacific Region.

To facilitate that growth, UPS recently launched an additional six weekly flights between Hong Kong and its intra-Asia hub in Clark Field, the Philippines. UPS customers now can take advantage of even greater flexibility provided by "double-daily" flights from Hong Kong, via Singapore to Clark and the rest of Asia. All of Asia's major economies are within a four-hour flight from UPS's intra-Asia hub.

China's Z8F Helicopter Completes Maiden Flight

Group Ltd. and the China Helicopter Research and Development Institute, achieved a successful trial flight at Jingdezhen Lumeng Airport in Jiangxi Province.



The Z8F (photo left) is an updated helicopter of Z8 series, it is installed with three PT6B-67A engines manufactured by Pratt & Whitney Co., Canada. The helicopter is fit for both high temperature tablelands and cold regions. The Z8F has increased reliability, lower operational costs, more comfort and maneuverability.

As China's premier helicopter manufacturer and research centers, Changhe Aircraft Industries Group Ltd. and China Helicopter Research and Development Institute have developed advanced civil helicopters such as the Z8F, the Z11MB1.

PetroChina, Sinopec and CAOHC Set Up China Aviation Oil Co., Ltd

PetroChina Company, LTD (PetroChina), Sinopec Corp. (Sinopec), and China Aviation Oil Holding Company (CAOHC) signed an agreement in Beijing on November 8 to restructure China Aviation Oil Supply Corp. and set up a Limited Company. CAOHC will hold 51% of the limited company, PetroChina 20% and Sinopec 29%.

China's "Air Sedan AC500" Completes Successful Test Flight

A five-seat aircraft "AC500" or "Air Sedan AC500" made its first flight in Nanjing, capital of east China's Jiangsu Province, Tuesday.



The "Air Sedan AC500" attempts to merge the advantages of a plane with the ease of driving a car.

[Photo Courtesy: Nanjing Light Aircraft Co., Ltd.]

"Air Sedan," a light airplane developed jointly by Nanjing Aeronautics and Astronautics University and the Nanjing Light Aircraft Co., Ltd., got airborne on Dec. 7

in its virgin flight. Equipped with advanced avionics and with a range of 1,000 kilometres, the airplane is designed for business, sightseeing and prospecting.

Two AC500 aircraft made a 22-minute aerobatics flight. "The functions are pretty good," said a veteran pilot surnamed Wang who piloted an AC500, "it's just as convenient and comfortable as driving a car."

With independent intellectual rights, the light aircraft was developed by the Nanjing Light Aircraft Company Limited and the Nanjing University of Aeronautics and Astronautics (NUAA). It was produced by the Hongdu Aviation Industry Group based in Nanchang, capital of east China's Jiangxi Province.

The General Administration of Civil Aviation of China accepted the developer's application for certification of the new aircraft models and set up a committee to monitor and examine the production and quality of the aircraft in 1998.

The craft currently has two prototypes including a business model and a trainer model with dual control system.

The aircraft is 10.2 meters in wing span, 8.4 meters long and 3.2 meters high. It can fly 1,000 kilometers non-stop with a maximum speed of 289 kilometers per hour and a maximum flight elevation of 5.5 kilometers.

An efficient and economic vehicle, light aircrafts are used worldwide and the United States alone has about 200,000 light aircrafts. The planes are expected to have a large potential market in China, said Pan Jiazheng, chief designer of AC500.

China GA Forum 2005

To learn more about the China GA Forum, go to page 12.



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Beijing Capital Annexes Wuhan Tianhe Airport

First, Beijing Capital International Airport got 51% of Wuhan Tianhe Airport. On November 26, Capital Airport got the rest of Tianhe Airport.

Li Peiyong, General Manager of Capital Airport, reports that after the merger, a second terminal, invested with more than RMB 2 billion, will be built at Tianhe Airport. The airport will then begin to develop international routes to destinations such as Australia in order to establish itself as an aviation hub for Central China.

Tianhe Airport is one of six regional aviation hubs listed for China's 10th Five-year-plan. On November 28 1997, Tianhe Airport was separated from the former CAAC Hubei branch, and Wuhan Tianhe Airport Co., Ltd. was set up on May 18 1998. The airport was the first joint venture of CAAC and a local government, with CAAC holding a 51% share and the Wuhan city government 49%. On February 28 2004, CAAC and the Hubei provincial government signed an agreement turning CAAC's 51% over to Hubei Province. On May 5, Capital Airport and the Hubei Provincial Government signed an agreement for Capital Airport to take a 51% share of Tianhe Airport.

Shanghai Airlines Joins the 'Big Boys'

After 19 years of development, Shanghai Airlines has achieved an annual volume of 5 million passengers for the first time. On November 12, the airline held a ceremony on the north parking apron of Shanghai Hongqiao International Airport to welcome the 5,000,000th passenger. The annual volume of 5 million passengers illustrates the airline's size, capability and competitive strength. Shanghai Airlines has now entered the realm of the "big boys".

Shanghai Airlines imported 9 planes this year. The airline has 37 planes to cover 1,142 scheduled passenger flights and 56 all-cargo scheduled flights each week. The airline has opened more than 140 domestic

(including regional) and international air routes. The domestic routes serve the capital cities of every province, as well as China's main large cities and tourist cities. The airline flies international routes between Shanghai and Phnom Penh, Bangkok, Phuket, Ho Chi Minh City, Osaka, Toyama, Shimane, and Seoul.

According to its development plan, Shanghai Airlines will buy 6-8 planes each year and by 2010 is expected to have over 100 planes and surpass the 11 million mark for passenger volume. This development is projected to be attributed due to their development of US, European, and other international routes.

Hainan Airlines to Get 8 A319s

Hainan Airlines has signed a contract with Airbus for 8 A319s. The aircraft will be delivered from 2005 to 2007. They will be used on medium- and short-range routes, and will be based in Beijing, Xi'an and Haikou. After putting the aircraft into service, the airline will have a capacity of 10,249 seats per day, compared to the current 9,209.

Details of Air China's IPO

Air China began its IPO listing on the HK Exchange on December 6th and all issue purchase procedures completed December 9th. The listing on the HK Exchange will begin on December 16th. The airline issued 2.81 billion shares, about 31% of its total capital stock, and plans to raise US \$1 billion. In addition, Air China has the option to add another 15% to the number of shares issued in the IPO. Of the issued shares, 90.9% are new shares. The others were already in existence.

After the IPO, the biggest shareholder in Air China, China National Aviation Holding Company (CNAH), will see its holdings reduced from 77.8% to 53.7%, and the second shareholder, China Aviation (Group) Co., Ltd., will see its holdings reduced from 22.2% to 15.3%.

If Air China exercises its option, China

National Aviation Holding Company (CNAH) and China Aviation (Group) Co., Ltd. will see their holdings reduced to 51.2% and 14.6% respectively.

Air China is expected to also be listed on the London Stock Exchange. A month ago, the President of the London Stock Exchange confirmed that negotiations to have companies listed at the same time on the London Stock Exchange and the HK Exchange had failed, but he said this was still the goal for both parties. He didn't comment specifically on Air China being listed at the same time in London and HK. If Air China succeeds in its quest, it will be the first company to be listed simultaneously on both exchanges.

Air China will use the proceeds of the IPO to purchase new aircraft and buy bonds back. The airline has 136 planes of various types that fly to 69 domestic destinations and 34 international destinations. Air China is one of China's three main airlines. The others, China Southern Airlines and China Eastern Airlines are already listed. The market value of China Southern Airlines is US \$1.7 billion and the market value of China Eastern Airlines is US \$1 billion. After its IPO, Air China's market value will be US \$2.5 to \$3.3 billion.

New Parallel Taxiway for Shijiazhuang Zhengding Airport

Construction has begun on a parallel taxiway at Shijiazhuang Zhengding Airport, which has been designated as a subsidiary and back up for Beijing Capital International Airport during the 2008 Olympic Games. The runway is 3,400 meters in length and 23 meters in width with two 15 meter wide lanes on each side. The total cost is RMB 47.33 million.

The construction of the parallel taxiway will improve the basic operation of the airport and increase its capacity for handling aircraft. Zhengding Airport is a big civil airport, has one civil runway, can handle all types of aircraft, including B747s, which can take off and land with a full cargo load. The parking apron area is 140,000 square meters, with space for 24 planes.

Blood, Sweat, Beijing Capital Airport's R

BAM!" The starting pistol rings through the stadium, the sprinters jet out of the starting blocks, all vying for the recognition as the world's finest athlete. This is the stuff that dreams are made of...

The summer Olympics are not just a phenomenon that "just happens" every 4 years, contrary to what most people see as just a late summer spectacle, behind the scenes are thousands and thousands of individuals working tirelessly for years in order for the Olympics to come to fruition. As we have recently witnessed with the 2004 games in Athens, a city must first prove itself worthy before hosting duties of the world's largest athletic celebration can occur. By upgrading their public transportation, city security, transportation infrastructures, as well as general presentation of their city, Athens was able to successfully accommodate the surge of travelers brought forth by the Games of the XXVIII Olympiad. Now as Athens officials relax and reflect on the job well done, the next venue begins its mad dash towards "readiness" for the 2008 Olympics.


On 13, July 2001, Beijing was officially chosen as the site of the 2008 (XXIX) Olympiad Games. Since that day, Beijing has been in an unrelenting, no holds barred race to renovate the city. In any part of the city, dozens of cranes and construction equipment can be seen within any given block radius; and constant additions to their subway infrastructure also reflect upon this spirit of preparation. However, nothing symbolizes Beijing's determination to put on a memorable Olympic experience better than the projected expansions to their already hectic international airport. To say that the Beijing Capital Airport is busy is quite the understatement. News released from the Beijing Capital International Airport Company Limited in mid-November (2004) reported an annual passenger throughput of over thirty million persons, an increase of over 26% from the previous year. Aware of the need for a larger facility a project was launched in late March, 2004, to expand the Beijing Capital Airport in preparation of the Olympic Games.

This colossal project which is due for completion in 2007 calls for construction of a massive third terminal, runway, cargo zones and many other structures costing an estimated 19.45 Billion Yuan (2.3 Billion USD). On the structural side, Beijing seems to have all the firepower necessary to handle the influx of air traffic for the 2008 Games; with top notch architectural firm (Norman Fosters and Partners), airport planning firm (NACO), and engineering company (ARUP) by their side Beijing Capital looks like they will easily accomplish the necessary structural upgrades. However, a closer inspection of past Olympic venues reveals that procedure preparation weighs considerably heavier than its structural counterpart.

and Airplanes

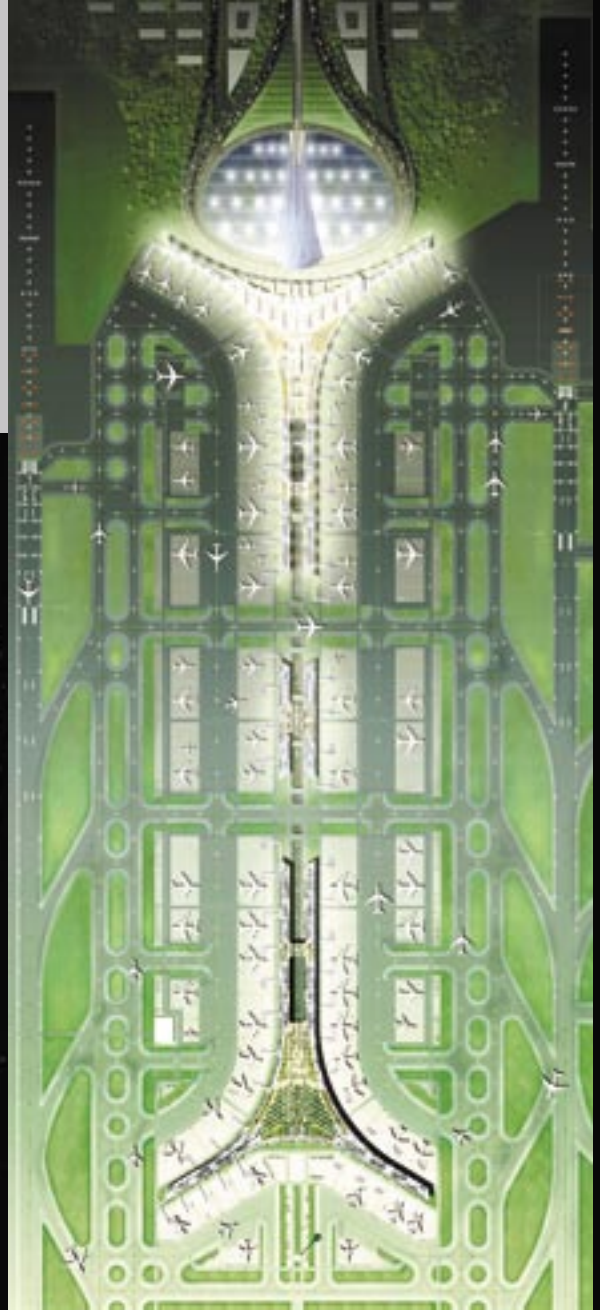
Race for the Gold

Written By: George Chao



Upon completion of the new facilities, there is no doubt that the new Beijing Capital Airport structure should be able to handle the increased incoming flights for the Games, however knowing that China is relatively new to business jets and personal aircrafts, will the ATC personnel and equipment be ready to direct them all? The question now turns from capacity of the airport, to capabilities of their ATC and from "Can we hold all these planes?" to "Who gets to land first, the President of Serbia and Montenegro, or a 747 full of paying passengers?" The procedural implications of hosting something as significant as the Olympic Games can be seen in the way the FAA handled the Winter Games of 2002 in Salt Lake City, where 70% of the emphasis was on procedure and only 30% was structural (increased radar coverage, radio transceivers, added ATC positions, etc.). The FAA's main goal was to prepare for the increased air traffic activity during the Olympic Games and in turn created a "Slot Reservation Plan" which in essence meant that if you are a general aviation or charter aircraft, you need a reservation to land, otherwise, "Fagggedaboutit!" Early planning and careful consideration regarding procedure is definitely what allowed Salt Lake City to easily handle the sudden increase in air traffic.

Another issue for the upcoming Games is the lack of public airspace throughout Beijing. The "no fly zone" throughout the city is a potential train wreck in the making. The main problem with a lack of public airspace is the inability for security units to effectively survey and patrol large areas quickly, and in the world of terror prevention, a "bird's eye view" is priceless. Another potential problem that stands out is that the Olympic venues will undoubtedly be spread across town, and without air transport, access is limited to only ground or metro, which if you have ever been to Beijing, closely resembles the initial release of "Tickle Me Elmo" or "RoboSapien" and the ensuing sea of crowds fighting for the precious prize. Traditionally helicopters



(Courtesy photos by Foster & Partners)

have been used to facilitate the rapid transport of VIPs (referees, athletes, etc) from venue to venue. However, with the lack of air transport, imminent delays and potential disasters lie in wait.

The fact that China has embarked upon such a grand expansion project for their Beijing Capital Airport is a great sign because it shows that they are trying to greet the international community with their best foot forward. But just as evident, in order to be completely sufficient and able to handle everything that is going to be thrown their way there are still many issues to be addressed. Although still plenty of kinks to work out, the good thing is that China still has time before the torches are lit to put all the speculations to rest. Regardless of the outcome, one solid fact remains; I am still definitely planning on attending the events in 2008, even if I have to use my "Chevro-legs" to get me from event to event!

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Report From the International Aviation and Aerospace Forum

According to Gao Hongfeng, vice-minister of the Civil Aviation Administration of China (CAAC), China will open the aviation sector wider to private and foreign investment while encouraging development of regional airlines. Speaking at the recent International Aviation and Aerospace Forum, Gao said air transport in China is growing at a pace unseen in other countries and holds unmatched development potential. "In the whole of 2004, the number of air travelers in China is expected to rise to a record high of 120 million."

As the country's rapid economic development continues to increase demand for air transport, the civil aviation sector will realize sustainable growth by implementing revised policies. Gao said that, in the years ahead, administrative limits required for civil aviation projects will be reduced to allow enterprises to compete on a fair footing, while guaranteeing the interests of the State, enterprises and consumers.

For example, operation rights for domestic air routes will be subject to relaxed procedures. In addition to State-owned firms, foreign and private companies will be "guided and encouraged" to invest in air transportation, airports and other civil aviation projects. "We'll actively adapt ourselves to the global air transport liberalization tendency by phasing in the opening of China's air transport market". The vice-minister said his agency will support code-sharing between China's and foreign airlines and support the formation of strategic partnerships and other joint marketing efforts.

Between 1980 and 2003, more than US \$30 billion in foreign investments was injected into China's civil aviation sector in projects including plane and engine maintenance, ground service and air catering. According to the vice-minister China will step up international collaboration in order to prevent terrorism from threatening civil aviation safety.

Yang Yuzhong, vice-president of the China Aviation Industry Corp I (AVIC I), China's major aircraft manufacturer said

his company aims to become the country's leading regional airliner supplier. Demand for regional jets will be growing in China as air travel between small and medium-sized cities becomes more frequent, according to Quanwang, vice-director of the Aviation Industry Development Research Center of China. With the optimization of China's air routes and fleet structure, he believes the country's airlines will favor planes with 50 to 70 seats.

AVIC I announced the ARJ21, China's advanced regional jet program, four years ago. Before manufacturing of the ARJ21 started last December, the company had already clinched 35 orders for the jets, according to company president Liu Gaozuo. "We offer regional jets of the best quality but at a price and operational cost up to 10 percent lower than foreign counterparts," Liu said. "More importantly, we provide products that most suit Chinese market needs."

The forum preceded the week-long Airshow in the coastal city of Zhuhai in South China's Guangdong Province, where the Airshow has been held every two years since 1996.

Clear Skies Forecasted for China's Aviation Market

According to latest statistics released by China Aviation Industry Corporation I (AVIC I) under the Commission of Science and Technology and Industry for National Defense, the number of passenger and cargo transport airplanes in service in China will reach 2,769 by the year 2023, of which 396 will be cargo airplanes and 2,373 will be passenger airplanes. China civil aviation needs to add 2,194 passenger airplanes in the next 20 years.

Regional aviation as an indispensable part of China's civil aviation transport system is about to experience new development. Since 2000, there has been a trend toward development of regional aviation. The demand of small and medium cities for aviation transport, increased flight frequency and the coming into operation of advanced regional jet aircraft is expected to impel regional aviation to take up a full third of civil aviation's growth in China over the next 20

years. The number of regional aircraft needed for this expected growth exceeds 700.

Average daily utilization rate is expected to reach the level of the airlines in developed countries. The rate for regional jet aircraft will be 9.5 hours per day. Regional airplanes will establish aviation services in the vast western regions and provinces between provincial capitals and small and medium cities and between tourism cities.

China Market Attracts Global Attention

At the recent Zhuhai Airshow, the fact was pointed out that China's continuously growing aviation market has attracted global attention and provides enormous opportunities for the aviation industry worldwide. According to estimates from Airbus and Boeing, China will need about 1,500 new aircraft by 2015. Establishing solid business relationships with China has therefore been an urgent matter for aircraft makers, engine manufacturers, and other related producers.

"In the past 50 years, traveling by air has stimulated the world economy," said Craig W. Welsh, president of International Aero Engines (IAE) Beijing office. For China "everything is possible in the future," said Welsh. He added, "China has many advantages in expanding its influence in the world aviation industry, such as economic leverage, low labor costs and strong tourism". China Northern Airlines introduced the first Airbus A321 aircraft powered by an IAE V2500 engine.

Since reform and opening up, China's aviation industry has leaped from being in 37th place in 1978 to being 5th in the world in 2003. China's civil aviation in 2003 reached 17.1 billion tons km, volume of passenger traffic was 87.59 million and volume of cargo transport was 2.19 million tons, increases of 54, 36 and 31 times (respectively) over the numbers for in 1978. Annual growth rates for the same categories were 18, 16 and 16 percent (respectively). China's growth rate has been 3 times higher than that of world aviation for the same period. The development of China's civil aviation industry is seen to present an unprecedented opportunity in the coming 10 years.

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Nov.1 - Airbus announced plans of new research center in China next year.

Nov.2 - Agusta signs cooperation agreement with Jiangxi Changhe Helicopter Manufacturing Corporation to produce A109E.

Nov.9 - Beijing Capital Airport announces that it has served 30 million passengers this year, making it the first airport in China having a yearly throughput of over 30 million passengers.

Nov.11 - An airplane scheduled to transfer in Dalian lost a component over 30kg, which fell into the corridor of the 44th high school of the Dalian Zhongshan District.

Nov.15 - Hujintao visited Brazil National Airspace Research Institute and EMBRAER, located in the suburb of St. Paul.

Nov.15 - Hosted by CAAC and assisted by China Eastern Airlines, the 57th Annual International Aviation Security Meeting took place in Shanghai.

Nov.16 - The aviation freight station in Ningbo Lishe Airport began operation.

Nov.17 - CAAC and Macao Civil Aviation Corporation signed a memorandum regarding aviation transport.

Nov.19 - CAAC signed the "Cooperation Letter of Intent on Senior Manager Training" with Cathay Pacific in Beijing.

Nov.22 - Construction of the parallel taxiway of Shijiazhuang Zhengding Airport began.

Nov.23 - CAAC Announced that Beijing Capital Airport would no longer increase the number of 100-passenger or less seated airplanes passing in and out of the airport this year and next year, and restrict daily rise and fall to no more than 1,000 sorties.

Nov.25 - Korean Airlines and Shanghai Airlines held a ceremony in Seoul to announce the new route from Shanghai to Seoul.

Nov.26 - Hong Kong International Airport held an emergency rescuing maneuver demonstration.

Nov.27 - China Hainan Airlines surpassed 10 million in its annual passenger carriage.

Nov.28 - The expansion project of Chongqing Airport passed the national examination.

Dec.1 - China Southern Airlines OCC settles in Guangzhou New Baiyun Airport.

Dec.5 - New navigation equipment (RMB4.2million) arrives in Yantai Airport.

Dec.7 - Hainan Airlines' FOC (Flight Operation Center) begins operation, it has the capability of controlling over 300 planes and 1,500 scheduled flights per day.

Dec.7 - Malaysia Cargo Airways signs agreement with Chongqing Airport to open Kuala Lumpur-Bangkok-Chongqing cargo charter.

Dec.10 - The throughput of Xiamen International Airport breaks 5 million and is expected to reach 5.6 million by the end of this year.

Dec.12 - Chongqing Airport's new terminal building begins construction.

Dec.13 - Shanghai Airlines' new simulation cabin is put into operation.

Dec.15 - Construction for Nanjing Airport's Logistics Center begins.

Dec. 17 - The contract to manufacture forward cargo doors of the Airbus A330/A340 Family aircraft was signed Wednesday by Airbus first-tier supplier Eurocopter, Shenyang Aircraft Corporation (SAC) and the China National Aero-Technology Import and Export Corporation (CATIC), with a contractual value of about 40 million US dollars.

Dec. 20 - China National Aero-technology Import & Export Corp (CATIC) and a Xi'an Aircraft Company strikes landmark RMB 2 billion (\$250 Million USD) contract for 20 MA 60 order.

Dec.23 - China Eastern Airlines and Boeing sign a contract to buy 6 B737-700 costing a total of RMB 2 billion, delivery is scheduled for 2006.

Dec. 23 - Guangzhou Baiyun International Airport announces record passenger turnover of over 20 million.

Dec. 23 - The HJ-2000 airship, developed by the Beijing Huajiao Airship Co., Ltd., was granted flight licenses by the General Administration of Civil Aviation of China (CAAC) for two airborne vehicles, ending China's history of relying on imported manned airships.

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China General Aviation Forum

Despite a common and lingering misconception among international aviation communities, General Aviation (GA) is no longer a mere “potential” market in China - there are real business opportunities available there right now. During the past several decades, GA development was set aside because of China’s emphasis on developing commercial aviation. This is no longer the case. China, spurred on by its increasing and urgent need for GA, has literally opened its doors to international GA business, as is evidenced by the continuing developments in the formulation of regulations and in the relaxation of restrictions.

Now the international aviation community has a safe and affordable means of exploring the China market and its many opportunities. China GA Forum is designed to create a platform for the international aviation community to meet face-to-face with key aviation players in China, including government aviation authorities, aviation manufacturers/operators, flight training schools, local governments, investors and financial institutions, to discuss the current and future GA environment there and ways to build up the country’s developing GA industry.

China GA Forum 2004, held in Beijing May 25-28, 2004, was a tremendous success. Participants from China and from abroad took advantage of this historic first-time meeting between China’s General Aviation (GA) community and the international GA community to effectively discuss ways to do business together. China GA Forum 2005, to be held in Xi’an City, March 16-18, with the theme “Application of GA in China’s Society Today”, will focus even more on real GA business opportunities and trends in China. If you’re in aviation, you won’t want to miss this unique chance to explore what will soon be the world’s 2nd largest aviation market. Visit www.uniworldusa.com/gaforum2005 to learn more about GA Forum 2005 and how to participate.

For more details, please contact Uniworld LLC, Tel: (925) 439-3799, Fax: (925) 439-3268, China@UniworldUSA.com



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China Open Bid

Bidding NO: 0748-CASITC03122
Issuing Date: 12-15-2003
Deadline: 01-13-2004
Bidding Agency: China Aviation Supplies International Tendering, Co. Ltd.
Region: Jilin
Project Name:

Procurement of VHF, ACS & AWOS

China Aviation Supplies International Tendering Co. Ltd. Entrusted by the purchaser, invites sealed bids from eligible suppliers home and abroad for the supply of the following goods and / or services by the way of International Competitive Bidding.

1. Name of Products/Equipment, Quantity, and Main Technical Data: Package 1: 8 Channel VHF Communications System
One Set
Package 2: Voice Communication System (VCS)
One Set
Package 3: Automatic Weather Observing System (AWOS)
One Set
Qualification....
Pricing....
Time of Selling Bidding Documents....
Place of Selling Bidding Documents....
Deadline for Submitting Bids/Time of Bid Opening (Beijing Time)....**And More!!!**

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