

CHINA CIVIL AVIATION REPORT

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民航报导

Volume 7, Issue 2
February 2005

Growing Pains

Young (and Not-So-Young) Eagles Needed in China



**China Obtains Full Intellectual Rights to ARJ21
Guangzhou Baiyun Airport - Phase II
Wrap-Up to China's Golden Year
And More....**

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Contents

Volume 7, Issue 2

February 2005

Pg 2 News Briefs

China's Own: the ARJ21

CAAC: No More Planes This Year

Consolidation of China Southern, China Northern, and Xinjiang Airlines "Complete"

Bombardier Light Business Planes Enter the China Market

CAAC Clears CRJ-200's for Operation

E-ticketing a Reality for China's Travellers



Pg 4 Commercial Aviation Corner

Guangzhou Baiyun Airport-Phase II

Shanghai Airports Reign as "King of Passenger Volume"

Singapore Keppel Integrated Engineering Ltd Invests in Guangzhou Baiyun Airport

Passenger Volume of Chengdu Shuangliu Airport Rises to 6th Highest Among China's Mainland Airports.

China Eastern Airlines to Purchase 6 B737-700s



Pg 6 Feature Article

Young (and Not-So-Young) Eagles Needed in China

Pg 9 Year in Review

Wrap-up of China's "Golden Development" Year

Aviation Construction Outlook for 2005

Not Just the Year of the Monkey, 2004 was the Year of the Airports



Page 10 Exclusive Interview:

CAOHC President Jia Chang Bin:

On the China Aviation Oil (Singapore) Corporation Ltd. Developments.

Pg 11 Noteworthy News

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China's Own: the ARJ21

Anticipation runs high in Chinese aviation circles with the impending news of the ARJ21. Insiders are especially excited due to the fact that the ARJ21 is the first Chinese-built aircraft to retain complete intellectual rights. Dubbed as the "Advanced Regional Jet", the turbine driven lateral turbo prop ARJ21 has shown great versatility in a variety of harsh conditions.

90% of the ARJ21's structural design as well as 50% of its system design has been sent to China's four largest aircraft manufactures in Xi'an, Shanghai, Shenyang, and Chengdu. Although it has yet to be produced, domestic airlines have already locked up 35 preorders of the aircraft.

The engineering and design for the ARJ21 is credited to The First Aircraft



[The locally developed ARJ21 has sparked high anticipation amongst domestic firms]

Design Institute of AVIC-I located in Xi'an. With Airbus and Boeing concentrating on larger passenger volume aircraft, insiders are very optimistic of this mid- sized creation.

CAAC: No More Planes This Year

In the midst of the aviation boom in China, the Minister of the CAAC, Mr. Yang Yuanyuan announced that the CAAC has rejected any further airplane purchases for the upcoming 2005 year. Presently, China's airlines are awaiting delivery of 147 new aircraft for the upcoming year. The decision to halt airplane purchases comes on the heels of a record breaking year for Chinese aviation where passenger volume easily surpassed the 100 million mark for the first time in history.

Mr. Yang explained that this decision to slow down plane purchases is to avoid "over-heating" of the rapidly developing market. The market has progressed so quickly in the last few years that the CAAC has to be careful not to allow the sector to develop beyond control, resulting in negative or potentially dangerous results. Mr. Yang also added that the CAAC will begin to exert more micro control of the sector and ensure that airlines and operators are properly staffed and are abiding by all regulations before any future expansion of equipment is considered.

While China is experiencing its most exciting aviation year in history, the CAAC is quick to point out that these are the times that an economy is most susceptible to "burn-out" and that a temporary slowdown of the market is not necessarily a bad thing but will help ensure proper development in the long run. Last year alone 7 new

airports were opened and 6 more began construction; China also saw the purchases of billions of dollars of aircraft, air management, air safety equipment as well as lavish renovation projects such as Beijing Capital International Airport. With all these projects progressing simultaneously, it is easy to see why the CAAC is intervening.

Consolidation of China Southern, China Northern, and Xinjiang Airlines "Complete"

The combination and restructuring of China Southern, China Northern and Xinjiang Airlines is finally complete. On Dec. 31, the shareholders approved the acquisition of aviation-related business assets and debts of China Southern, China Northern and Xinjiang Airlines and signed the "Assets Purchase Contract".

After its consolidation, the new China Southern Airlines will have an increased fleet of 229 planes as well as having access to a more extensive network, especially domestically. Its passenger volume will increase accordingly up to 40 million per year, accounting for 1/3 of China's total domestic passenger volume, putting it into the top 10 airlines in passenger transport worldwide. New President of China Southern Airlines believes that the combination will produce a very positive overall effect.

Bombardier Light Business Planes Enter the China Market

The Canadian-based plane manufacturer Bombardier announced that it has recently gained CAAC approval to import their Learjet L40, L45 and L45XR models for use in China. The luxurious business jets will be a much needed injection to the rapidly developing business aviation market in China.



[Bombardier takes a major step into Chinese business aviation with its L40, L45 and L45XR business jets.]

GlobalWings of Tokyo is just one of the many companies looking to take advantage of this approval by being first in line to purchase and utilize two L45XR's in Beijing to develop a business charter flight service between Japan and China. This will be the first charter company of its kind operating between the two countries.

CAAC Clears CRJ-200's for Operation

After the late November crash of a CRJ-200, the CAAC grounded all CRJ-200's and launched a thorough investigation into

the airworthiness of the aircraft. The inspection process for the CRJ-200 aircraft has been completed, and the aircraft has now been deemed safe to fly once again.

In late December, the CAAC, in conjunction with the CAAC East China Management Bureau and Southwest China Management Bureau, released the results of the month-long investigation. The agencies concluded there were no notable flaws relating to the composition and airworthiness of the CRJ-200's. With the findings, all 18 CRJ200's in China have been allowed to resume operation.

E-ticketing a Reality for China's Travellers

On January 11th, China surpassed another milestone in its civil aviation history; enter GoldenHoliday.com. GoldenHoliday.com is China's first electronic ticketing system for airline flights.

The introduction of this ticketing method clearly marks the unprecedented strides in China's aviation progress. Prior to this website, all eight major airlines operated their own billing system, creating major hurdles for the passenger who wished to compare airfare. However, with the introduction of GoldenHoliday.com, now access to all eight major airlines and the ability to compare fare prices are just a click away.

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Guangzhou Baiyun Airport-Phase II

Mr. Zhang Chunlin, President of Guangdong Airport Management Group, reports that the new expansion project at Baiyun Airport has been approved and construction will begin after the Spring Festival this year.

The proposed expansion is estimated at 7.5 billion RMB and is projected to be completed before the Asian Games in 2009. The extensive upgrade includes: enlarging the southeast parking apron, new gates/parking bridges, upgrading the East-3 and West-3 linking corridor, a new 300,000 square meter international waiting building, new bridge/corridor to connect the old facility to the new, a new cargo transport system and a new cargo warehouse with the capacity to handle 500,000 tons of cargo per year. In addition to the plethora of upgrades planned to the actual airport, light rail and subways are also in the works to provide alternative transport methods from the town.

As if the structural upgrades weren't enough, Guangzhou Baiyun Airport is also scheduled to transition into a hub



[The comprehensive "Phase II" upgrade will cost about 7.5 billion RMB and be completed around 2009"]

airport, with expected flights to and from 40 different country destinations with a

passenger volume of over 30 million a year. The complete upgrade is targeted to elevate Baiyun Airport's status into the top 25 airports in the world as well as one of the most utilized hubs in the Asia-Pacific Region by the end of the decade.

Shanghai Airports Reign as "King of Passenger Volume"

Shanghai Airport Group announced recently that the passenger volume of Shanghai Hongqiao and Pudong Airports witnessed a dramatic increase of 45% in 2004 (to 36 million passengers), propelling them into the lead in passenger volume amongst China's airports.



[Shanghai Pudong opened in 1999 and primarily handles international flights]

The Shanghai region airport is, in actuality, two individual operating airports located within an hour and a half car ride of each other. The Shanghai Hongqiao Airport, previously the main airport in the region, not now serves as the main terminal for domestic flights throughout China, while the Pudong Airport (the newly operational airport) is primarily used for international flight purposes. Therefore, since both airports only serve their designated passengers, technically these two fully operational airports are considered one entity. Confusing, yes; record-breaking, also yes!

According to statistics released by the Shanghai Airport Group, the two airports combined to serve over 330,000 flights last year, an increase of over 35%, and also transported 40% more cargo (2.25 million tons) over the previous year. The Shanghai Airport network also added 16 new international routes as well as 5 new foreign airlines. Currently the Shanghai Airport network is connected to 76 different domestic and 86 international destinations with 11 domestic and 38 international airlines operating within. In 2004, the airports averaged 900 flights a day (Pudong 488, Hongqiao 412) with October 27th, 2004, being their busiest travel day and serving 1007 flights.

Singapore Keppel Integrated Engineering Ltd Invests in Guangzhou Baiyun Airport

Keppel Integrated Engineering Ltd, alongside the Guangzhou Baiyun International Airport Ground Handling Service Company Ltd., has established the Guangzhou Baiyun Airport Facilities Management and Operation Company Ltd. Keppel Integrated Engineering Ltd. controls



[GBIAFMO will provide maintenance and operations services to the New Guangzhou Baiyun International Airport for the next 15 years.]



25% of the new company while the Guangzhou Baiyun Airport retains the other 75%.

The joint-venture company will manage and oversee many facets of the Guangzhou Baiyun Airport from baggage disposal operation, air conditioning, construction management, boarding bridges, automatic escalators and lifts to walking machines inside the Guangzhou Baiyun International Airport.

Since the opening of the airport in August 2004, Guangzhou Baiyun Airport has expecting an annual passenger volume of 25 million and a cargo volume of 1 million tons.

Passenger Volume of Chengdu Shuangliu Airport Rises to 6th Highest Among China's Mainland Airports.

According to airport statistics, passenger volume at Chengdu Shuangliu Airport increased a total of 42% to 11.7 million from 2003 to 2004, making it the 6th busiest airport on China's mainland. With take-offs and landings experiencing a 33% increase to over 110,000 last year; cargo volume also experienced a positive spike, increasing over 24% from the previous year. This prosperity has escalated Chengdu Shuangliu Airport's reputation as the main hub of Central-West China.

The influx of passenger flow is attributed to the rapid increase in Sichuan Province's trade and tourism. Tourism figures soared in 2004, especially during the summer to fall months, where passenger volume consistently surpassed 1 million a month. The

majority of destinations and origins to and from Chengdu Airport consist mainly of 8 routes to and from Beijing, Guangzhou, Shanghai, Kunming, Jiuzhai, Shenzhen, Lhasa and Xi'an. These routes account for about 50% of the entire passenger volume.

In terms of passenger volume, Chengdu Airport is still

behind the main players such as Beijing Capital, Shanghai Pudong and the Guangzhou New Baiyun Airports, but this current surge of passengers has ensured Chengdu a pleasant future outlook.



China Eastern Airlines to Purchase 6 B737-700s

China Eastern Airlines recently announced the signing of a purchase contract with Boeing for 6 new B737-700 aircraft, with a delivery in 2006. The total cost of this deal is roughly RMB 2 billion .

Presently, China Eastern Airlines operates 42 Boeing aircraft, which are mainly used in their Northern, Central and Southeast China routes. In 2005, China Eastern Airlines plans to import 13 Boeing B737-700s for operation in the Wuhan, Shanxi and Yunnan branches. The six newly acquired B737-700s are going to be mainly used to compensate for the future growth of the airline.

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Young (and Not-So-Young) Eagles Needed in China

Written By: George Chao

As China's aviation sector primes itself to step into the proverbial shoes left by ambitious forecasts touting it as the "World's Second Largest Aviation Country" by the year 2020, an underlying dilemma looms and continues to manifest itself in the wake of the sudden aviation boom.

Economics 101

On December 7th, 2004, the Jiangsu Provincial Working Arbitration Committee reached a decision. The bottom line had been set, two China Eastern Airlines pilots were ordered to pay the airline 388,000 RMB and 338,000 RMB respectively in order to be able to leave the company. However, the arbitrators declined China Eastern's additional suit of 3.5 million RMB each against the ex-employees for their "Human Resources" fee. This decision came six months after the pilots initially submitted their resignation papers; however, those papers were not honored by China Eastern Airlines, keeping the two workers from being able to find work at another airline.

On the surface this case looks like your typical disgruntled employer/employee fallout, however, in actuality, this case is a microcosm of the current Chinese aviation situation: a depleting supply of newly trained pilots attempting to fulfill the rapidly increasing demand of the world's fastest growing aviation sector.

Any undergrad in college with a basic understanding of Economics can tell you that in order to maximize the growth of any market/sector, there must first be sufficient resources to sustain this growth. At the same time, extraordinary rates of growth in a sector that is not entirely ready for it will often times lead to negative results in the long run. And as China sits back and enjoys its unprecedented aviation growth year after year, the resources which act as the fuel feeding the fire are quickly approaching questionable status.

The previously mentioned court case illustrates the interesting dynamic between China's aviation training recruitment and its ensuing results. However, to gain proper perspective on this case, one must first understand how China's commercial pilots are recruited and trained, and how this relates to the future of Chinese aviation.

A Complex Jigsaw Puzzle

The present pilot situation in China can be traced back to the mentality and the socioeconomic factors of years past. Prior to the aviation boom and the economic prosperity of the new millennium, China was a country in which the government took care of most of its citizens. The best bet for an individual to receive a steady job with modest pay was to enlist in the military. The military would recommend a position for you that fit your characteristics; and if you had the advantage of having perfect eyesight, you could be placed in the air training program to become a pilot. Throughout most of China's aviation history, this was their main method of pilot training, and although flight training academies were available, few had the desires or resources to fund their private pilot training courses.

To this day, the military is still the number one supplier of new pilots for China's commercial aviation market, but the problem now looms in the background: just how much longer can the military sustain this rapidly growing aviation sector?

Case Closed?

The aforementioned China Eastern case may actually be the increased pilot demand issue coming to a head. In the case, the two ex-China Eastern Airlines pilots submitted their resignation papers to China Eastern, however in the face of the lost profits and a potential bargaining leverage for the rest of China Eastern's pilots (if CEA increased the two pilots pay, they would have to do the same for the rest of the pilots), the airline decided not to honor





these resignations. Instead of responding, China Eastern simply allowed this case to go to arbitration, causing the disgruntled employees to be left in between jobs for months until the ruling was unveiled by the arbitrators.

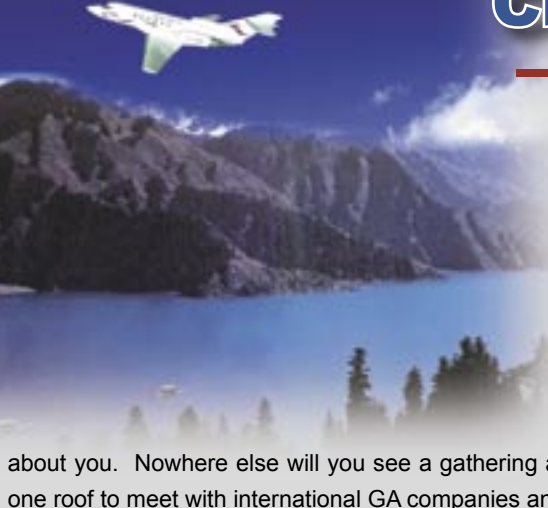
When the dust cleared and the results of the arbitration returned, the arbitrator awarded China Eastern 388,000 RMB and 338,000 RMB from each former employee respectively for lost income for CEA. However the additional 3.5 million RMB “Human Resource” Fee that CEA was also asking for was turned down. What is this “Human Resource” Fee you ask? Well, this fee is the answer to the problem outlined earlier; when an uneven distribution of supply (pilots) and demand (airlines) arise, the value of one additional pilot skyrockets in relation to his actual cost/worth. The market

price of relocating an additional pilot from public service to the entrepreneurial private sector in this case was argued by China Eastern to be 3.5 million RMB. China Eastern Airlines alleged that this 3.5 million RMB “Human Resource” Fee was the market value paid for each of these pilots; however, the arbitrator did not see eye to eye with the Airline and declined that suit.

With cases such as this already surfacing, it appears that the strain of the supply relative to demand is already beginning to manifest itself in Chinese aviation.

FEATURE ARTICLE continued on page 12

China General Aviation Forum



The international aviation community now has a unique and special opportunity to explore the China GA market firsthand, at the annual China GA Forum. Despite the international GA community's lingering conception of China as a "potential" market at best, there are real business opportunities to be had there right now! Spurred on by its increasing demand for GA in its industries, economy, and society in general, China's GA community is anxiously opening its doors to international GA businesses, and they want to shake your hand and learn more about you. Nowhere else will you see a gathering all of the key players and decision makers, from all the major GA sectors in China, under one roof to meet with international GA companies and discuss business.

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Wrap-up to China's "Golden Development" Year

The Minister of the CAAC, Yang Yuanyuan reports that China Civil Aviation is in its "Golden Development Period". According to statistics, the last 11 months of 2004 brought unprecedented records for the Chinese Civil Aviation sector. Air turnover surpassed 20 billion ton/km, while passenger throughput was over 100 million for the first time; mail and cargo volume also saw a dramatic increase to over 2.7 million tons, a 23.3% increase from the previous year. This robust growth played a big part in China's flourishing economy, accounting for 143.49 billion RMB, a total profit of 10.27 billion RMB.

Base construction of China Civil Aviation infrastructure has also received new developments. In 2004, total investments of fixed assets were RMB 19.607 billion as a result of 82 different projects being implemented; important infrastructure developments included construction of important hub airports, west and northeast old industrial base airports, as well as air management and air safety equipment. A total of 7 new airports opened to add to the 137 airports already in use to supply airplane service and support.

Aviation Construction Outlook for 2005

According to the National Civil Aviation Meeting, China is set to embark on twenty major aviation projects in the upcoming year. Notable projects set to finish in 2005 include Changchun Longjiabao Airport, Aviation zone extension of Xining Caojiabo Airport and the Shanghai Regional Control Center. Ongoing projects this year include the extension of Beijing Capital Airport, and land reconstruction of the Beijing-Xiamen Route. Six new ongoing projects will also be initiated this year, with projects such as Shanghai Pudong Airport Phase II extension and Kunming's new airport being the headliners.

Even with its hands full, the CAAC, notes Minister Yang Yuanyuan, places high national importance on the Beijing Capital expansion project for the 2008 Olympic Games.

The New Year also brings specialized funds which the CAAC will invest mainly in "security, air traffic control, and development of West and Northeast China". Alongside these issues, airport construction and "budget management of fixed assets funds" are also high priorities.

Not Just the Year of the Monkey, 2004 was the Year of the Airports

In all, China saw 2004 bring forth eight new airports (including military/civil joint airports) to the robust aviation community. Although the year saw the closing of Hengshan Airport; Wuhai, Kelamayi, Jinggangshan, Xingyi, Panzhuhua, Liancheng, Wuxi Shuofang, and Anshun Huangguoshu Airports were all inducted into the China aviation market, increasing the total number of airports in China to 159 (net increase of 7 from 2003).

Among the newly operational airports, Wuhai and Kelamayi Airports are reopened facilities while Jinggangshan, Xingyi and Panzhuhua Airports are newly built, and all considered 3C facilities. Liancheng, Wuxi Shuofang, and Anhui Huangguoshu on the other hand were former military airports that were converted to military/civil operations and retain a 4D reference code. The closure of Hengshan Airport last year was due to poor volume of passengers as well as air conditions.

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Exclusive Interview

Interview with the President of CAOHC Mr. Jia Chang Bin

Interviewer: Lili Wang

China Aviation Oil Holding Company (CAOHC) is a large state-owned enterprise with main operations including shipping, storage and supply of aviation oil products.

With registered capital of 3.7 billion RMB, it fully owns 5 companies, including China Aviation Oil Supply Corporation (CAOSC) and holds 4 companies, including the China Aviation Oil (Singapore) Corporation Ltd. It owns 155 oil storage facilities at 94 of China's airports, with total volume capacity of 1.4 million sq. meters. It is an independent and completely integrated aviation oil supply entity, and it ranked 76th among China's top 500 companies in 2002 and 2003.

In December of 2004, China Aviation Oil (Singapore) Corp., a corporate child of CAOHC, was involved in risky petroleum derivative trading, which lead to heavy losses valued at well over USD 500 million. This situation showcases the potential difficulties in supervising a large, state-owned corporation with multiple subsidiaries, and as a result has opened the door for international speculation into CAOHC.

Recently, the CCAR had an opportunity to exclusively interview CAOHC President Mr. Jia Chang Bin as he shed some light on the effects of the recent incident and what the future holds for the CAOHC.



CAOHC President
Jia Chang Bin

Q: Has the recent Singapore incident affected CAOHC's position as a major aviation oil provider in China?

A: Following the unusual and unfortunate circumstances in Singapore, CAOHC calmly took assertive measures to effectively and expeditiously deal with the situation. Fortunately, the solid business strategies we have designed and continue to implement have prepared us to face and effectively deal with any crisis we may encounter, and this particular incident has in no way impeded our normal shipping, storage and supply operations. Throughout the entire situation, our business operations have seen no slow-down whatsoever. Moreover, this incident has prompted us to strengthen our internal management structure and capabilities, which are closely approaching international levels. I am very confident that CAOHC will continue to gain market share of China's aviation oil, and we will assuredly maintain our position as the major domestic aviation fuel provider.

Q: What are CAOHC's goals for 2005?

A: We plan to continue on the course we've been following to remain a leader in China's aviation oil supply, relying on necessary reform, stable development, crisis management, and facing all challenges head on. We will diligently heighten our abilities to develop consistently while continuing to fully comply with industry regulations. Moreover, we will unwaveringly implement our business development strategies and continue to maintain our status as China's major aviation oil supplier, while assuring consistent economic growth and maintaining market share. We will strive for high morale and stability among our workers and diligently push forward China's aviation oil management to new levels. As always we strive to create CAOHC as a major competitive player in international oil supply.



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Jan. 2 – The Office of Radio Management in Zhoushan initiated programs targeted at “purifying the electromagnetic environment in the sky, (and) protecting civil aviation’s special-purpose frequencies” within the city.

Jan. 7 – Chengdu Shuangliu International Airport invested RMB 0.2 million towards the cleaning of 20,000 square meters of runway.

Jan. 8 – Sanya Fenghuang International Airport held the “foundation laying” ceremony for their second terminal expansion project, it is expected to be completed by the end of the year.

Jan. 8 – The Emergency Rescue Management System at Shunyang Taoxian Airport was put into operation.

Jan. 12 – China signed a code-sharing Memorandum of Understanding with Portugal.

Jan. 13 – China and Cuba’s aviation departments hold meetings in Beijing to promote bilateral aviation communication as well as to strengthen cooperation in technology, investments and personnel training.

Jan. 20 – German-based Lufthansa Airlines opens its first Asian customer service center in Shanghai.

Jan. 20 – China Aviation Industry Corp II (AVIC II), one of the country’s leading automobile and helicopter manufacturers, announced a 215% profit increase in 2004 over its previous year.

Jan. 20 – Shanghai-based China Eastern Airlines signed an agreement with Taipei-based China Airlines to provide ground services for the China Airline charter flight landing at Pudong Airport on February 5.

Jan. 24 – Mr. Yang Yuanyuan, Minister of Civil Aviation Administration of China (CAAC), and the Singapore Transport Minister, Mr. Yeo Cheow Tong, were awarded as co/winners of Minister of the Year Award for 2004 by the Center for Asia Pacific Aviation (CAPA).

Jan. 24 – Hong Aircraft Engineering Co. Ltd. announces that they have signed an agreement with Hong Kong Airport Authority for permission to build the second hanger at Hong Kong International Airport.

Jan. 24 – Local carrier Shenzhen Airlines, previously an exclusive client of Boeing, places an order for 20 aircraft worth US\$1 billion with Airbus after negotiations with Boeing fell through over pricing, as reported in the Oriental Morning Post.

Jan. 25 – China’s airlines gear up for the Spring Festival transport rush, a 40-day season that marks the annual peak traffic season in China.

Jan. 25 – An executive from China Southern Airlines Co Ltd confirmed that the airline will order five 555-seat Airbus A380 aircraft later this week.

Jan. 25 – Air Canada announced that effective June 2, 2005 it will introduce non-stop service between Toronto and Beijing, further developing its main Toronto hub with more non-stop flights to Asia and creating the first-ever direct link between eastern Canada and the Chinese mainland.

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Young (and Not-So-Young) Eagles Needed in China

From Pg 7

At the present moment this problem surfaces in the form of court cases and monetary settlements; but what happens when the market grows beyond the number of pilots that the military can train in say two, maybe three years? What then will happen to the predictions of “Second Largest Aviation Nation” in the year 2020?

Where are all the “Young Eagles”?

According to Boeing, China will need approximately 10,000 pilots in the next 20 years, with the bulk of the total (6,500 new pilots) urgently needed within the next 6 years. The situation has become such a priority that airlines are now “pre-ordering” pilots currently in flight school. In light of the current situation, the next reasonable questions are why is this only happening in China and how does the rest of the world cope with just such a dilemma?

China may have the money and the structures to accommodate their rapid aviation growth, but it is quite clear that they have yet to develop the spirit of flying. The reason that the United States is able to sustain the number one aviation sector in the world and not have problems with issues like pilot shortages is because instead of an emphasis on salary and profit of each pilot, the US emphasizes the spirit and love of flying.

With its robust general aviation and ultra-light markets, as well as public airspace, the US has developed a very intricate recruiting system for their next generation of aviators. For example, children within the ages of 11 through 17 can sign up for the EAA's Young Eagle Program, in which a certified pilot takes the child along for a ride in a private airplane. This kind of youth cultivation ensures that a healthy handful of these kids develop the spirit and passion for flying in the future.

China, on the other hand, has not yet realized this system. Airspace for the most part is still government controlled and there are no existing general aviation and ultra-light programs.

Long term planning is just as important as how much money is being spent on equipment. China cannot depend solely on new infrastructure and the hundreds of newly imported Boeing and Airbus aircrafts to completely fuel the growth of the market. Important support structures such as general aviation, business aviation, ultra-light aviation and public air space are critical to the complete development of the market. The quickest and easiest way to entice new pilots to enter the market is to show them what the major aviation nations already know: the flying spirit is ultimately fueled by love of flying and not by how much potential profit lies with the market.

But I hope nobody is jumping the gun in regards to this situation. It is true that this potential problem may hinder future aviation growth in China, but the keyword here is “potential”. Recent developments have shown that China has begun taking steps in the right direction. They are now upgrading pilots with sport aviation licenses to General Aviation status, allowing them to fly for profit. This development may just mark the beginning of the much needed General Aviation structure in China. If China continues to encourage youth cultivation and private aviation, these potential problems will hardly register as a dent in the future of China's aviation sector. According to Gary Young of the international flight training organization, Flight Training Australia, although there is currently, “(a) major shortage of pilots in China”, Mr. Young is just as quick to point out that the next 5 to 15 years will be “exciting times” because of the conception and development of, “General aviation, charter, business jet, tourism and commercial aviation (in China)”. With optimism from foreign firms still sky-high, a little planning and continued execution will be all China needs to cast this issue behind them and continue as the fastest growing aviation market in the world.

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