

# CHINA CIVIL AVIATION REPORT

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民航报导

Volume 7, Issue 4  
April 2005

## General Aviation

Sky-High Hopes for China's Developing GA Sector

China's First Police Helipad

China Eastern Strikes Deal  
With Airbus

Jinan International Airport  
Expansion

CAAC Officials Head Back to  
School

AND MORE....

**Exclusive Coverage:**  
**2005 China General  
Aviation Forum Review**



From Challenge to Results



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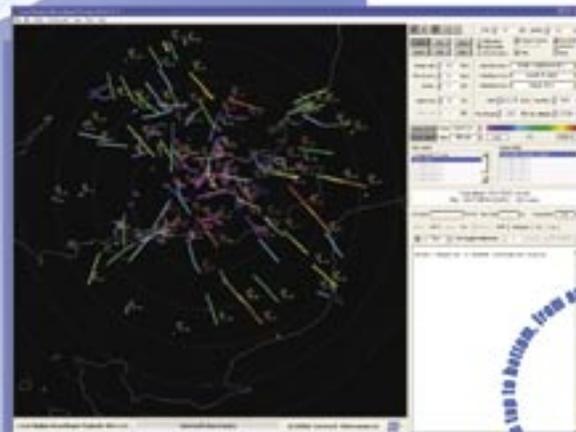
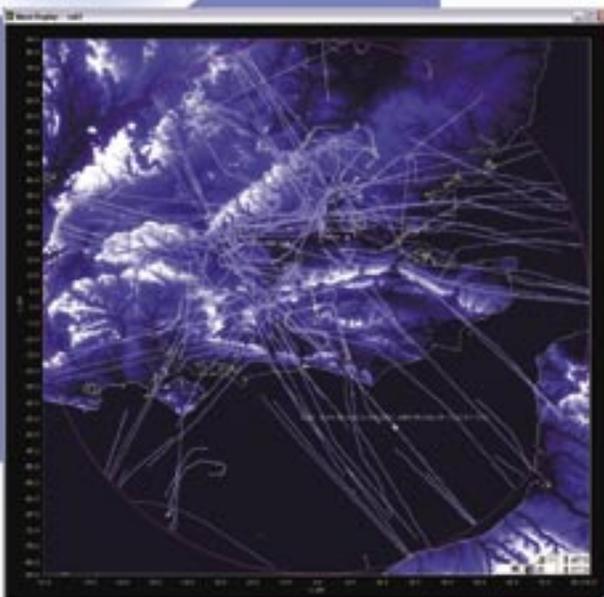
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**Publisher**  
Francis Chao

**Productions Director/Staff Writer**  
George Chao

**Advertising/Subscription Director**  
Andrew Edlefsen

**Chief China Correspondent**  
Lili Wang

**China Correspondent**  
Zhang Yu

Layout and Graphics Design  
Emeng Hu  
Zhang Lin

To contact CCAR or Subscribe, please contact: [Info@ChinaCivilAviation.com](mailto:Info@ChinaCivilAviation.com) or visit: [www.ChinaCivilAviation.com](http://www.ChinaCivilAviation.com)

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## China Eastern Strikes Deal With Airbus

China Eastern Airlines Co. Ltd. and the plane manufacturer Airbus signed a purchase agreement on March 16th for the purchase of five A319 aircraft worth a total of RMB 1.9 billion (USD 200 million). The new aircraft will serve CEA's high-elevation routes such as Lhasa Airport in Tibet. The delivery of the aircraft is scheduled between February 2006 and July 2007.

Presently, CEA has ten A319s in operation within their fleet, 5 being utilized by the CEA Shandong Branch and 5 being used in the Shanxi Branch. The newly ordered A319s will all be furnished with high-elevation and high-temperature equipment and is going to be designed to fill the void in China Eastern Airlines' domestic operation.



[China Eastern Airlines Co. LTD., signed purchase agreement for 5 Airbus A319]

## Police Utilize GA to Combat Crime

March 30th saw an unprecedented landmark in Chinese general aviation application. The Nanjing Municipal Public Security Bureau located in the Shifosi, Pukou District of Nanjing City, witnessed for the first successful takeoff and landing via their newly constructed heliport. The run-through and subsequent examination of the helipad featured two Robinson helicopters, a R22 and a R44. The newly

implemented heliport is reported to be the first built according to the new police flight standard in China, which is good news for China's GA industry.



[The Nanjing Municipal Public Security Bureau is the first to utilize helicopters for law enforcement operations.]

The helicopters and heliport will be used by the Nanjing police to conduct regular patrols, assist in tracking criminals, and assist in accident or natural disaster rescue. The accurate and up-to-date information provided by helicopter visuals will be a tremendous asset to the Nanjing Municipal Public Security Bureau.

## Winter Winds Help Usher in Hot Civil Aviation Sector

Coming off a very busy Spring Festival, civil aviation statistics show a significant increase in passenger volume in China. Compared to February of 2004, this year witnessed a 24.7% increase in passenger volume as well as a 14.1% increase in traffic volume, bringing the totals to 9.82 million passengers and 1.76 billion ton-kilometers, respectively. International and Hong Kong, Macao air routes exhibited the highest rates of growth while domestic travel continued to increase steadily. On the other hand,

cargo/mail volume experienced a slight decrease from the previous year's numbers, 171,000 tons.

The CAAC analysis suggests the decrease in cargo/mail volume was due to the "holiday effect": the observance of the Spring Festival resulted in an extraordinary spike in passenger travel while businesses closed for the holidays accounted for the decrease in cargo/mail. Domestic travel in China experienced two distinctive spikes during the February holiday season, one immediately before and another immediately following the Chinese New Year celebrations. International and HK, Macao routes in February witnessed an unparalleled growth rate of 48% over the previous year, with an 830,000 flight increase during January of this year.

Since July 2004, international and Hong Kong, Macao routes have experienced consistently higher growth rates in relation to domestic travel, accounting for 1.8 million passengers in the first two months of this year, a 26.2% increase over the same time-span last year.

The overall financial situation for China's aviation industry continues to progress with positive momentum. Currently, China is experiencing positive increases on most statistical categories: average passenger occupancy rate is 70.6%, an increase of 7.6% over last year, aircraft utilization is at a rate of 9.4hr on average (increase of 0.4hr from last year), the national fleet has expanded to 758 (increase of 4 from last month), and the on-time departure rate is at 79.8%.



## New Technology Ensures Smooth-Sailing for HNA



[New ACARS equipment will allow HNA to receive real-time weather information]

Hainan Airlines recently began incorporating ACARS (Aircraft Communication Addressing and Reporting System) into their operational fleet. The ACARS equipment allows pilots to acquire real time weather conditions and forecast information from over 3,000 airports worldwide. Given the additional information, pilots can utilize the ACARS equipment to make swift decisions regarding weather to maximize flight safety.

## The Future of the ARJ21

The Flight Standard Department of China Aviation Administration of China and

AVIC I's Commercial Aircraft Company, Ltd. held a meeting on March 14th, 2005, to discuss certification procedures regarding the airworthiness of the Chinese-built ARJ21. During the meeting, the AEG (Aircraft Evaluation Group) of CAAC met with the MRB (Maintenance Review Board) of ACAC regarding the examination and approval of the ARJ21.

The ARJ21 is a mid-sized aircraft and retains the distinguished title as first Chinese-built aircraft to retain complete intellectual rights.

## Cuba Quickly Becoming Hotspot for Chinese Tourists

On March 17th, the Director of the CAAC, Mr. Yang Yuanyuan, sat down with visiting Cuban Minister of Government, Mr. Ricardo Cabrisas Ruiz, and discussed in-depth about increasing civil aviation cooperation between the two countries. China and Cuba have enjoyed a blossoming relationship in recent years, as reflected in Minister Ruiz's comment:

*"In 2003, China announced Cuba as a tourism destination country for Chinese tourists. In recent years official delegations and tourists from China to*

*Cuba are also increasing. It puts forward urgent requirements for further reinforcing aviation cooperation between the two countries. In February this year, China announced 8 Caribbean countries as tourism destination countries. So it is in urgent need now to establish a convenient air route to let Chinese Tourists arrive in Cuba and the Caribbean area."*

In 1993, China and Cuba entered a bilateral civil aviation transportation agreement. Presently, airlines such as Air China, China Eastern, and China Southern Airlines all have a special prorate agreement (SPA) with Cuban Airlines.

## International Firms Bid For China's Business

The process of retrofitting two air routes in China with new radar equipment has been initiated. On March 7th, 2005, Australia's THALES ATM, Italy's AMS, and UK's COSSOR, all submitted project proposals to provide equipment to upgrade the Beijing-Jinan-Hefei-Xiamen and Shenyang-Dalian-Qingdao-Shanghai air routes. The new radar equipment is expected to be utilized in Rongcheng, Hefei, Fuzhou and Xiamen. The project is currently at the technical evaluation phase.

## Aircraft Charter Aircraft Management FBO



## Integrated Cockpit Display Systems



## Helicopter Autopilot Systems



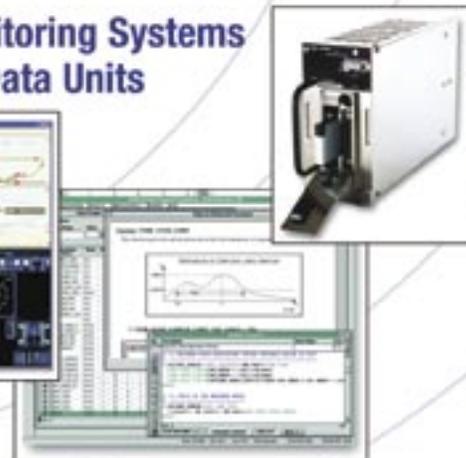
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## Satellite Communication



## Aircraft Data Monitoring Systems and Flight Data Units



## Electro-Mechanical Actuation





## Jinan International Airport Expansion Complete

Jinan International Airport now has the distinction of being China's "most technologically advanced airport". The Jinan Airport, located in Shandong Province formally re-opened March 28th after extensive upgrades and retrofitting. The new structure integrates technologies which have never before been used in China's airports; some of the distinguishing features include a passenger capacity of 8-10 million per year at a 3,200 passenger per hour rate, the first all-glass wall (with XIR "X-infra-red" film interlayer anti-sunlight glass) construction without a concrete center support column in China, and a crowd management informational system (the first airport to adhere to the new Chinese airport standard), just to name a few.



The complete expansion project incurred a cost of RMB 1.624 billion and was initiated in late April, 2003. Initial approval for the facility was passed on January 25th, 2005, and then formally opened for operation on March 28th.

## New Expansion Project Approved for Tianjin Airport

On March 8th, the Tianjin Communication Commission reported that the National Development and Reform Commission (NDRC) recently approved the proposed expansion project for Tianjin Binhai International Airport. The NDRC reportedly agreed to the RMB 1.86 billion expansion

proposal to the airport terminal and surrounding support facilities on the principal that the plans be based on "one plan with implementation by stages".

Tianjin Airport received the "go-ahead" from the CAAC last year; and with the recent decision, will begin with stage one very soon: a 60 thousand square meter facility upgrade aimed to meet the requirements of the 2008 Olympic Games. The planning and fundraising for the expansion will be organized by the Capital Airports Holding Company.

## Guizhou Regional Airports Experience Rapid Development

The Guizhou Province has experienced a recent surge in aviation development in the region. Fresh off the establishment of Tongren and Xingyi Airports last year, the Guizhou Province is eagerly awaiting completion of two more airport projects by the end of next year. The Liping Airport, which is expected to be finished later this year, and Libo Airport, projected to be complete in 2006, will put the finishing touches on a five airport hub and spoke-type network, with the Guiyang Airport as the hub.

The upshot in aviation development in the Guizhou Province is directly related to the area's flourishing civil aviation industry in recent years. Tongren Airport reported a passenger volume of 60,000 last year, a 50% increase over the previous year while Xingyi Airport reported serving 10,000 passengers in only five months of operation.

## New Cargo Station at Chengdu Shuangliu Airport Approved

The feasibility report of the newly

proposed cargo terminal at Shuangliu Airport, submitted by China Airport Construction Corporation of CAAC and the China Airport Planning and Design Institute, was recently approved by the Sichuan Provincial Commission of Development and Reform. The plans call for the construction of a 48,700 square meter cargo terminal at Sichuan Airport beginning this June and expected to be finished by June of 2006.

The cargo terminal, which was part of the original planning of the airport, is to be located to the south of the current passenger terminal. The design was created to meet the expected cargo volume projected in 2011 (360,000 tons of cargo/mail). The total cost of the new cargo terminal is reported at RMB 200 million.

## Guiyang Airport Parking Apron Expansion

On March 21st, authorities representing the Guiyang Airport in Guizhou Province announced that the planned expansion of its new parking apron is set to begin this summer. The projected construction costs for the new parking apron is RMB 100 million (USD 12 million) and designed to accommodate 20 aircraft.

The Guiyang Airport has been actively increasing its flight volume capacity ever since the construction of its new north and south taxiways. Historically, Guiyang Airport has been notorious for having insufficient flight volume capacity, forcing planes to circle for as long as 10 minutes before available space would permit a landing. The new parking apron is expected to be completed by the end of the year, increasing the capacity of the airport to 3.4 million passengers per year.

# China GA Forum 2005 Review

Written by: George Chao

Amidst a chilly spring backdrop in a city graced with both beauty and history, Xi'an, China played host to the highly anticipated 2005 General Aviation Forum. From March 16th-18th, international aviation operators and manufacturers from all over the world sat down face to face with their Chinese counterparts to discuss progressive ideas and promote the smooth and rapid development of China's general aviation sector. Sponsored by Capital Airports Holding Company VIP Department, DeerJet, and hosted by Uniworld, LLC, the 2005 GA Forum saw the participation of nearly 120 international and Chinese attendees from firms such as FedEx, Raytheon, and China Aviation Oil Holding Company, to name a few. The three-day long event in Xi'an featured two days of informative conferences focusing on the general aviation situation in both China and the international arena, one-on-one meeting sessions where international firms sat down with particular Chinese firms for in depth business discussions, followed by a one-day tour of a civil/military aviation facility as well as the Terracotta Warriors of the Qin Dynasty.

The 2005 General Aviation Forum officially kicked off Tuesday evening, March 15th, with a reception ceremony unique to this type of event in China. Drinks and appetizers set the table for preliminary introductions between attendees. The relaxed atmosphere encouraged individuals to discuss their goals at this year's forum and actively seek out participants in complementary fields. As the two and a half hour reception came to a close, the attendees retired to their rooms to rest up for day one of the 2005 General Aviation Forum.



Andrew Edlefsen of Uniworld greets international participants at the opening reception.



Francis Chao of Uniworld welcomes attendees in opening address.

## Wednesday March 16th, 2005 – Day 1



Zhao Qijiang, GM of Beijing Capital Airport VIP Dept, as host of China GA Forum 2005, welcomes attendees in his opening speech.

Although the first day of the 2005 GA Forum was met with light rains, the spirit among the attendees remained sky high. From the opening remarks of Mrs. Fan Xiao Mei, the Deputy Director of the China Aviation Association and Mr. Barry Valentine, the Senior Vice President of International Affairs of GAMA (General Aviation Manufacturers Association), it was clear that the attendees all shared a common goal of cooperation at this year's forum. That, reinforced with the official forum theme of "Application of GA in China's Society Today", opened the door for constructive dialogue between attendees.



GA Forum participants gather in the beautiful conference hall for the first day of presentations.



Fan Xiao Mei of China Aviation Association, and former Deputy Governor of Shaanxi Province, welcomes all Forum attendees to Xi'an City.



Mr. Chen Ming, GM of Deer Jet, welcomes attendees in his opening remarks.



GAMA's Barry Valentine addresses the benefits of establishing aviation associations.



David Lonergam of Rockwell Collins stands up to be recognized during the international roll-call on day 1 of the Forum.



Raytheon's Jason Liao converses with Metrojet's Jolie Chung Howard and Chris Buchholz during day 1 of presentations.

The first day saw presentations from Capital Airports Holding Company VIP Department, DeerJet, GAMA, China Development Bank, FedEx FAO, Flight Training Australia, Cirrus Design and the China GA Research Center. Wednesday's discussions peaked as Mr. Tim Harris and Mr. Robert McAndrew of FedEx FAO spoke of possibly expanding their Feeder program into more remote areas of China and how that would positively correlate with a stronger GA network. It was apparent through the first day of talks that both sides acknowledged the lack of infrastructure and equipment in China as an issue, but with investors like the China Development Bank beginning to line up, optimism about the future of GA in China remained high.

After a brief intermission for lunch, Mr. Jason Liao, Sales Director of North Asia for Raytheon, launched the afternoon session with an insightful presentation regarding the benefits of general aviation to China's economy as well as different applications of general aviation which can be applied to China's vast and varied topography.

The first day of the 2005 GA Forum concluded with a dumpling banquet and a mesmerizing show featuring music and dance from the Tang Dynasty.



Timothy Harris of Fedex gives his presentation on feeder aircraft operations.



Forum delegates enjoy an evening of traditional Tang Dynasty music and dance at local restaurant in Xi'an.

## Thursday March 17th, 2005 – Day 2

Clear skies accompanied the attendees into the second day of the GA Forum. Mr. Chen Ming, General Manager of DeerJet, a subsidiary of Hainan Airlines, kicked-off the day's presentations with an important message central to the spirit of the 2005 GA Forum, the importance of open dialogue and cooperation between the international and Chinese firms. Mr. Chen explained that, in order for Chinese GA to be successfully established, operators must: 1) seek out and follow successful models of operation in the international GA sector and 2) form associations to bring forth new ideas and cooperation into China's industry. This speech then segued into one of the highlights of Thursday's presentations, Mr. Johnny Zeven, CFO of Intersoft Electronics, introducing the ADS-B Air Traffic Control equipment, its functions and potential applications in the remote regions of Western China. ADS-B is a GPS based ATC system that allows the operator to precisely pinpoint aircraft location, and when coupled with radar information, greatly increases the accuracy of air traffic management. More practical, however, is the ability of a standalone ADS-B system to bring reliable ATC data to remote areas with unyielding terrain and dangerous flying conditions without straining local government budgets or having to set up complicated radar systems; which may be a viable option for China's cities and provinces with less than extravagant means.



A large banner officially welcomes China GA Forum attendees as they watch the dazzling Tang Dynasty music and dance performance.



Most of GA Forum participants gathered for a group photo in front of the Conference Center during lunch break.



China Development Bank's, Director Li Yingbao, explains China's government policies on GA financing during his presentation.



Johnny Zeven of Intersoft explains radar and ADS-B to Forum audience.



## CAAC Officials Head Back to School

January 14th, 2005, saw the successful completion of the first "Aviation Law Training" class held for CAAC officials at the Civil Aviation University of China. The class, consisting of 26 members from the Civil Aviation Administration of China's different Regional Management Bureaus and Safety Supervision Management Offices, focused on aviation regulations and featured lectures by law professors from the Civil Aviation University of China as well as other civil aviation law experts. The four and a half-month course was sanctioned by the CAAC's Policy and Regulations Bureau.

## Remaining Airports Transferred to Local Government

In a recent report from the office of the Minister of the CAAC, the last of the regional airports have officially been transferred to local government control. Lanzhou Zhongchuan, Dunhuang, Jiayuguan, and Qingyang airports have recently been handed over to the Gansu Province, marking the completion of the reform. The successful shift in governance of local airports means that the CAAC now only retains ownership of two airports



*[Ownership of Dunhuang Airport was recently transferred to Gansu Province]*

in China, Beijing Capital Airport and Lhasa Airport in Tibet.

The President of the Gansu Provincial Airport Group, Mr. Kang Hesheng recently remarked, "Local airport management brings both opportunity and challenge", acknowledging the prevalent management woes currently experienced by many other local governments. His sentiments mirror those of Mr. Yang Yuanyuan, the Minister of the CAAC, in that, Mr. Yang notes that although the shift to local management seems to give the local government great wealth, but in fact, it brings just as much burden, and the receivers of the airports need to actively manage and develop the infrastructure and operational protocols to ensure success.

## Re-Thinking Landing Fees

Currently in China, 85% of the 94 small to medium size airports located inland are reporting losses in profit as a result of a lack of passengers. Regional airports and lesser utilized facilities have all voiced their concerns regarding the unified landing fees currently imposed by the CAAC; as a result, the CAAC has announced plans to re-evaluate the current "across the board" landing fee policy. The new proposal is aimed at encouraging increased flights to inland facilities in order to increase passenger rates.

The Director of the Airport Bureau of the CAAC, Mr. Zhang Guanghui, says that the CAAC has started to look into various solutions to rectify the current trends by revising the current price system regarding landing fees. Presently, landing fees are set based on the type of aircraft, as constituted by regulations set forth from the CAAC, and the fees are uniform regardless of airport location. However, this approach puts smaller airports

at a major disadvantage; it does not make sense for airlines to fly into smaller airports when they can fly into an airport like Guangzhou Baiyun at the same price.

Although there is not a definite structured system to update the landing fee schedule just yet, Mr Zhang did say that the new system will set a cap on the maximum landing fee while keeping the low end limit open.



*[In order to help struggling regional airports, the CAAC is considering revising landing fees]*

It is reported that currently there are 55 airports in China with a passenger throughput of less than 100,000 a year and are suffering large profit losses. The incomes of these small-medium sized airports come mainly from landing fees, counter rentals, and terminals rented to airlines. The CAAC hopes that the reduction of some of these fees will entice more airlines to utilize the smaller facilities throughout China.

## CAAC Highlights Technology as Main Goal

The Civil Aviation Administration of China recently convened for the first China Civil Aviation Science and Technology Conference in Beijing. The two-day meeting was held March 29th and 30th to discuss the growing need for scientific and technological development to drive



China's aviation sector. At the conference, minister Yang Yuanguang spoke about the importance of actively developing new technologies for the aviation sector in order to support civil aviation growth and modernization. The meeting also established a platform for developing goals catered to help meet this need.

The conference concluded with the formulation of the "2005-2010 Civil Aviation Science and Technology Development Plan", which calls for construction of facilities and infrastructure to support the rapid development of aviation technologies. The development plan calls



[CAAC introduced the "2005-2010 Civil Aviation Science and Technology Development Plan"]

for the construction of 10 new science and research centers throughout China as well as new "science and technology industry zones" to efficiently transition new technologies into practical applications. Other issues covered in the development plan include the development of an e-Governmental Affairs program to help streamline and expedite the government review/approval process.

Overall, the CAAC has decided to invest RMB 1.7 billion into this new six-year development plan in order to promote cutting edge technology development in China.

## Resolving Mutual Recognition Issues

On March 15th and 16th, the Flight Standard Department of Civil Aviation Administration of China (CAAC) held their "Second Working Conference" in Tianjin, China. The conference consisted of members from the CAAC, Hong Kong Civil Aviation Department (CAD) and Macao Civil Aviation Authority (AACM), and revisited the issue of mutual recognition regarding Civil Aircraft Maintenance

Licenses.

The conference was a follow up to the November 2004 conference in Beijing, where beginning talks to facilitate mutual recognition of aircraft maintenance licenses between the three parties took place. The first meeting focused on setting overall goals for the conferences, while the recent meeting concentrated on finalizing these goals, as well as establishing a course of action to implement mutual recognition of maintenance licenses.

The "Second Working Conference" resulted in establishing basic outlines regarding a certification process in order to obtain a mutually recognized maintenance license. The certification process consists of exam questions (offered in three languages) based on the JMM module. The examinees will have a choice of taking the test either in the mainland, Hong Kong, or Macao.

The other conclusion reached at the conference was the common understanding of mutually recognizing maintenance training facilities that are approved under Part 147 of Chinese regulations.

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Continued from Pg 7....



*Wilson Kao, President of Taipei GA Association, explains the GA situation in Taiwan during his speech.*

Another prominent topic that arose out of two days of constructive dialogue was the necessity of establishing aviation associations in China for the purpose of promoting unified development as well as increased awareness for firms in the GA sector. Mr. Barry Valentine of GAMA first introduced the importance of GA associations in his opening speech in the Wednesday morning session of the forum, and his ideas were then reinforced on Thursday as Mr. Wilson Kao, a representative of the Taipei GA Association, took the podium. Mr. Kao began by identifying the benefits of a unified sector, followed by demonstrating how members of an association gain from the increased cooperation instead of direct competition with each other. Throughout the duration of the 2005 GA Forum, the idea of establishing GA associations in China remained a prominent focal point of discussions.



*Robert Nelson introduces the latest ADS-B technology during his presentation on the 2nd day.*



*Martin Hankins of Multi Services meets with Embraer's Paulo Menegusso by the polling station.*

The second and final day of presentations at the 2005 GA Forum wrapped up with one-on-one meetings and business discussions between Chinese and International counterparts. During this phase, attendees got a chance to sit down and discuss potential partnerships and future business opportunities with other attendees who may have piqued their interest during the duration of the conference.



*Shandong Jiu Tian Flight Training Academy GM, Han Bao Lu, discusses the pilot training program in NE China during his presentation.*



*Zhao Minhe, Sr. Engineer of China International Engineering Consulting Corp., addresses the issue of airport construction in China during his speech.*



*Eric Lee, a member of the Taiwan delegation, expresses interest in AC500 aircraft with Pan Jia Zheng, Vice General Engineer of Nanjing Light Aircraft Co.*



*Forum participants applaud the conclusion of a successful China GA Forum following Francis Chao's closing remarks.*

## Friday March 18th, 2005 – Day 3



*Hawker Pacific delegates David Grant and Helena Lang meet with Paulo Menegusso of Embraer during one-on-one meetings.*

After two tiresome, yet productive, days of presentations and uninterrupted seriousness, the attendees were finally able to get some fresh air and enjoy the beautiful Xi'an countryside. After a quick breakfast, two charter buses (complete with police escort) rounded up the attendees and headed out towards the Yan Liang Flight Testing Facility in the outskirts of Xi'an. Usually restricted to international delegations, the civil/military joint use airport is located next to AVIC 1 (China Aviation Industry Corporation I), China's largest military aviation research and development institute, and is the flight testing and research center for various aircraft from fighter jets to GA applications. With special permission, the GA Forum attendees were escorted onto a runway and received overviews of the operations and the aircraft tested at the facility. The delegation was then ushered into the control center of the facility for a brief welcome speech followed by a video presentation of the facility via four large flat panel screens in the front of the control center. After the presentation, the delegation headed off in search of lunch, leaving with the realization that they had just been privileged to a tour that only a few international personnel have ever had the opportunity to witness.



*Jim Shirey of Sagem Avionics meets with Tronair delegates, Ken Greene and Daniel Wong, in front of the company display booths.*



*In one-on-one meeting, Wu Xiao Dong of Sino Private Aviation (HK) Ltd translates for Matthias Betsch of Flight Design, He Chi of Beijing Xihua GA Co., and Liang Zeng Hui of Xinjiang Asia Center GA Co.*



*Delegates visit flight testing and research center.*



*Delegates got to see the thousands of Terra Cotta Warriors during their tour of the site near Xi'an.*



*Delegates gather for a picture before entering the Terra Cotta Warrior site.*

County. For most of the international attendees of the 2005 GA Forum, this was their first time visiting the historical site, and upon arrival, the awe-inspiring pits baring over 8,000 clay warriors and horses dating over 2,000 years did not fail to impress. During the three hour tour, the attendees roamed three huge pits and witnessed hundreds of restored warriors, horses, chariots, priceless artifacts and even had the opportunity to shake hands with the farmer who originally discovered the first clay soldier back in 1974! The tour was definitely a captivating way to cap off a tremendously successful 2005 GA Forum. For the fortunate few who were able to attend the forum to share the incredible experience; it can be safely said that it will not be soon forgotten; but for those who have to settle for living vicariously through the details of this article, I suppose there is always the 2006 GA Forum to look forward to.

# Interviews

## GA Forum Interviews

### Barry Valentine

*Senior Vice President of International Affairs - GAMA*

**Q: “What can a strong GA association contribute to China’s aviation sector as a whole?”**

A: “An association can do a number of things, it can act as a focal point for bringing together all the parties interested in seeing growth in general aviation in China, second, as the Chinese authorities develop GA regulations, a GA association can act as a resource because it generally contains the people who are knowledgeable about the activity and can be used of assistance to developing regulations and rules.”

**Q: “You mentioned the different types of GA associations in the US, in your personal opinion, which type of GA association would most benefit China presently.”**

A: “As I understand it, the goal in China is to develop aviation as an additional transportation resource for access to those parts of China which one does not currently have commercial or scheduled airline service, so I think initially the association would be related with the business use of aircraft.”



### Gary Young

*General Manager/ Marketing Manager - Flight Training Australia*

**Q: “As the GM of a flight training academy, what is the link between a robust GA industry and a healthy flight training sector; is there a correlation between the two.”**

A: “Most important, we believe that for any graduate to make it to any airline, they must be exposed to general aviation. Now that would be by development of a culture of flying, per say, mission, mining, pasture, tourism and different categories that GA makes up. We find that in Australia there is such a vast variety of GA, it’s important that all young graduates go through [general aviation].”

**Q: “What is the most important aspect of GA that needs to be developed in China currently?”**

A: “One of the major areas of the GA industry for China is tourism. It’s an untapped, major market, particularly with the Olympic Games coming upon us. So many other tourism sites to be viewed from the Great Wall to the Yellow River. Tourism as a GA, site-seeing, joyflights, are all areas that China could absolutely develop. From that there are so many other supportive GA areas, from say, health services, flying for pasture companies, agricultural companies, are all important areas because Australia has similar geographic.”

**Q: “What aspect of flight training operations in China needs to be improved?”**

A: “The major area that I’ve experienced, and I’ve been involved in aviation for 35 years since obtaining my license, is that you have to develop a cultural awareness of where young graduates must be shown and taught firstly English. They [students] must be able to relate to their senior pilots and speak to Captains, this is called Cockpit Resource Management “CRM” and unfortunately today in [Chinese] airlines, there is not too much “CRM”. This is what we are training in our current schools, the culture of allowing students to be able to speak and develop this cockpit awareness.”



### Johnny Zeven

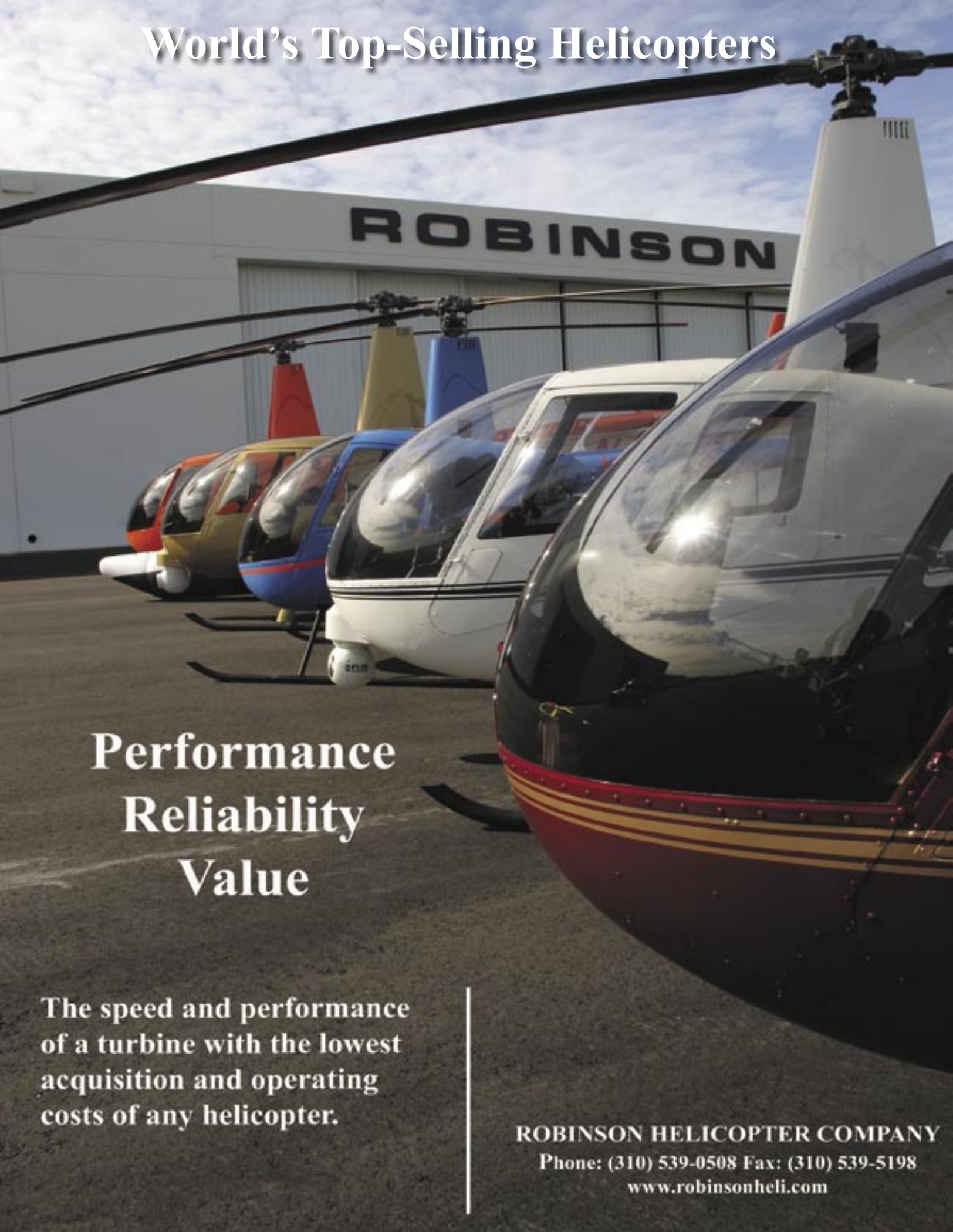
*Finance and Marketing Director - Intersoft Electronics*

**Q: “What are the main benefits of the new ADS-B technology in comparison with the radar?”**

A: “The ADS-B technology I would say firstly is cheaper than the radar technology; it’s a more simple technology. You can use it in more in places than the radar, I would say for regions, especially regions where radar is a very impractical thing, for example, Alaska in the United States, Australia which is a very big territory, and probably some regions in China, ADS-B will certainly provide advantages because you have a very precise location and its cheaper and it’s very reliable equipment.”



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