



China Civil Aviation Report

Volume 9, Issue 1

January 2007

民航报导

China aims for aviation harmony and safety

中国的航空目标：和谐与安全

To balance development, and improve training and airspace management



US clears Great Wall Airlines

Airport, tourism fees to continue until 2010

Bank of China buys SALE

Eurocopter to establish second plant in China

Shenzhen Airlines, Mesa Group to launch new airline

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Cover: Beijing Capital International Airport is undergoing expansion in preparation for the 2008 Olympics. China is set to build more airports this year with the increase in passenger and cargo demand.

From the Publisher's Desk

China's civil aviation industry is facing new challenges and opportunities at the start of 2007. Last year was remarkable but the Civil Aviation Administration of China is not sitting on its laurels.

The unprecedented passenger and cargo growth in China is already a given; the most important aspect now is to ensure that safety and security of passengers is not compromised.

The CAAC also wants equality in aviation development in other areas in China. Indeed, while eastern China is enjoying a boom, the western part is being left behind. What the CAAC wants is to spur growth in undeveloped areas by constructing airports and encouraging airlines to fly there.

There are still so many growth areas in China that have not been serviced by airlines. This is a vast opportunity for aviation companies to contribute to the growth.

In our current issue, we also discuss how the Hong Kong airport is depending on China's growth in aviation for its main lifeline to sustain passenger and cargo volumes in the next 20 years.

Hong Kong has realized that China is making a leap in civil aviation and wants to be part of it. This will surely benefit both growth areas.

Judging from this, there will be more outstanding developments in China's civil aviation industry this year, much more so because all the preparations are geared towards achieving smooth operations during the 2008 Olympics.

And the China Civil Aviation Report will be there as they happen.

中国民航业在2007年之初正面临着新的挑战与机会。中国民航在去年创下了辉煌的成绩，但并不因此而自满。

众所周知中国已获得了空前的客货运增长，目前至关重要的问题在于确保快速的成长不会威胁到旅客的安全与保安。

中国民航也希望看到中国其他地区的航空事业也能够得到均衡的发展。确实，相较于东部的快速发展，西部地区未能得到妥善的发挥。中国民航希望通过新建机场的建设与鼓励航空公司开通航线来刺激待开发地区的发展。中国还有许多发展中地区还没有得到航线覆盖，对于航空企业来说这是一个不可多得的发展机遇。

本期民航报导的内容还讨论到香港机场如何借着中国航空业的发展，在未来20年持续性地保持其客货运量。

香港已经认识到中国将在民航上取得飞跃，并且也希望参与其发展的过程。这显然对双方的持续性发展都有益处。

由此判断，中国民航业在今年将有着更加辉煌的发展，因为所有的工作都在为迎接2008年奥运会的顺利举行而积极筹备。

《民航报导》也将见证这个发展与历程。



Francis Chao
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Aviation Headlines

Bank of China buys Singapore Aircraft Leasing Enterprise

中行9.65亿美元现金
收购新加坡飞机租赁公司

Bank of China has acquired 100 percent of the issued share capital of Singapore Aircraft Leasing Enterprise Pte. (SALE) for US\$965 million.

SALE, the largest aircraft leasing company based in Asia, owns a fleet of 63 aircraft and manages 14 aircraft on behalf of third parties. SALE also has firm orders for another 28 aircraft, and options and purchase rights to acquire 20 additional aircraft. More than 70 percent of its fleet comprises the narrow-body Boeing Next-Generation B737 and Airbus A320 aircraft. SALE has customer bases in 20 countries.

As of September, SALE's total assets amounted to US\$3.1 billion, total debt amounted to US\$2.28 billion, and equity amounted to US\$535 million.

The acquisition forms part of BOC's overall corporate strategy in expanding its scope of diverse financial services and increasing its diversification into non-interest income. SALE will provide a well-established platform for BOC to expand into aircraft leasing, potentially leading to other cross-selling opportunities with airline companies.

BOC will leverage its global client resources and institutional network in China and overseas to support SALE's global business development, particularly in the Chinese aviation sector, which is one of the fastest growing in the world.

BOC will appoint directors to the board of directors of SALE following the acquisition. SALE will continue to be run by its existing management team, based in Singapore and led by Chief Executive Officer Robert Martin.

Chinese pilots ordered to improve English proficiency

杨元元赴国航调研 强调加快飞行员英语培训

Chinese pilots need to improve their English language skills to international standards, or they face the consequence of not being allowed to serve on international and certain domestic flights.

The International Civil Aviation Organization (ICAO) issued a new regulation on the Convention of International Civil Aviation. It imposed that by March 5, 2008, all pilots, co-pilots and flight navigators of internationally operating airplanes and helicopters should attain an

ICAO English radiotelephony proficiency of Level 4 or operational level.

The Civil Aviation Administration of China revised its rules on pilot English proficiency in the Regulation of Operation Certification for Civil Aircraft Pilot, Flight Instructor and Ground Instructor (CCAR-61) and Regulation of Operation Certification for Large Aircraft Public Air Transport Carrier (CCAR-121).

CAAC mandates that by March 5, 2008,

those who have failed the ICAO English language proficiency Level 4 test cannot serve as pilot or navigator on international flights.

The regulation was implemented on November 30. About 70 percent of the 11,000 domestic pilots in China will undergo the test.



Learning English is a way to professionalize Chinese pilots to meet international standards.

Flag carrier Air China established its pilot English training office and created teaching groups in six branches. Air China spent about RMB 20 million to establish and retrofit

10 English teaching rooms and eight CBT teaching rooms, which are equipped with audiovisual equipment and train 44 English teachers approved by the ICAO.

More than 2,500 Air China pilots underwent English level general evaluation. The pilots were grouped into three levels, each with designated teaching hours. As of November, 16 of the airline's pilots achieved the ICAO Level 5 certificate, and another 45 acquired Level 4 certificates.

Airport, tourism fees to be collected until 2010

财政部:续征机场建设费获上级批准 将征至2010年

Airport construction and tourism development fees in China will be collected until 2010.

Domestic travelers pay US\$6.25 per flight as an airport construction fee. They only have to pay US\$1.25 at branch airports.

International travelers pay US\$8.75 for the construction fee and US\$2.50 as a tourism development fee.

Only passengers taking overseas flights

pay the tourism development fee, which China started collecting in 1991.

The Chinese government reportedly collected RMB 29 billion (US\$3.6 billion) in airport construction fees from 1992 to 2005.

The funds are transferred to the central treasury, which allocates the funds for the modernization and operation of airports.

The fee was used to build new airports.

Great Wall Airlines cleared by US in WMD case

美国解除制裁 长城航空明年二月将恢复运行

Shanghai-based Great Wall Airlines will resume flights in February after the United States Treasury Department cleared its name on December 12 and removed it from the list of companies suspected of providing support to Iran for the acquisition of weapons of mass destruction (WMD).

In August, the US Treasury's Office of Foreign Assets Control put Great Wall Airlines on its Specially Designated Nationals List (SDN), which prohibited all American citizens from any transaction with the airline and froze the company's assets in US jurisdiction.

Great Wall appealed the decision and won to have it removed from the list. Great Wall began operating last June and is owned by China Great Wall Industry Corp. (51%), Singapore Airlines Cargo (25%), and Dahlia Investments (24%).

One week before it started operating on



June 22, the US Treasury designated China Great Wall Industry Corp. as a company which supplied Iran with missile-related and dual-use components.

The U.S. Treasury Department did not disclose why it put Great Wall Airlines on the list.

The airline suspended its operations because Boeing Co., an American company, could no longer provide it with service as a result of the designation.

Great Wall has cargo flights to Amsterdam, Mumbai, Incheon and Chennai.

China Southern orders \$450-M worth of engines

中国南方航空以4.50亿美元向普惠公司订购IAE V2500发动机

China Southern Airlines has placed orders worth US\$450 million for International Aero Engines (IAE) V2500 engines from Pratt & Whitney in an agreement signed on December 12.

The airline has chosen the V2500 to power 50 new Airbus A320-family aircraft, and backed the engine purchase with a long-term V2500Select after-sales agreement. The V2500Select agreement will be extended to cover the airline's existing fleet of V2500-powered aircraft.

"We are extremely pleased that China



Southern has again chosen the dependable V2500 engine to power their fleet expansion in one of the fastest growing aviation markets in the world," said Todd Kallman, president of Pratt & Whitney Commercial Engines.

China Southern operates 74 V2500-powered aircraft, including the Boeing MD90 and Airbus A319, A320 and A321. The group began V2500 operations in August 1996 with the MD90 at its Northern branch, while the Southern branch began V2500 operations in June 1997 with A320 aircraft.

The V2500-A5 is available in seven different thrust settings, from 22,000 to 33,000 lbs. of thrust, to power the Airbus A319, A320 and A321 family of aircraft, as well as the A319 Corporate Jet.

IAE is a consortium composed of Pratt & Whitney, Rolls-Royce, Japanese Aero Engines Corp., and MTU Aero Engines. More than 1,300 V2500-powered aircraft have been delivered, and the worldwide fleet has accumulated more than 40 million flying hours.

Initial design of Z15 helicopter finished

直十五型直升机研制已完成全机初步设计及评审

The initial design and evaluation of the Z15 helicopter, being developed by Harbin Aviation Industry Co. and Eurocopter, has been finished, according to the Commission of Science, Technology and Industry for National Defense (COSTIND). The detailed engineering design of the helicopter will be developed in China.

The Z15 is a six-ton class medium utility helicopter which can be used in transport, security and rescue.

Harbin and Eurocopter signed an agreement in December 2005 to develop the Z15. The No. 602 Institute of the China Aviation Industry Corp. II (AVIC II) is the chief designer unit.

Total investment for the project is about 600 million Euros. Two assembly lines will be built in China and France before 2012. The Z15's maiden flight is scheduled in 2009 and final flight approval is scheduled in 2012.

Since January, the 602 Institute has sent more than 120 employees to Eurocopter to participate in the design of the helicopter.

New airport to rise in Kunming

我国正式批准昆明建新国际机场

The Civil Aviation Administration of China has approved the construction of an international airport in Kunming, capital of Yunnan province.

The construction started in December and will be finished in three years. The new airport is designed to handle 20 million passengers and 600,000 tons of cargo yearly, with the annual capacity to be expanded to 60 million passengers and 1.2 million tons of freight. The airport will have an area of 21 sq. km in Dabanqiao. About RMB 23 billion (about US\$294 million) will be spent to build the airport. The airport will connect China with Asian countries and regions, and become the fourth aviation hub after Beijing, Guangzhou and Shanghai.

Hangzhou, Hong Kong airport authorities launch new company

杭州萧山国际机场合资公司正式成立

Hangzhou Xiaoshan International Airport Co. and Airport Authority Hong Kong launched on December 18 their joint venture company after getting approval from China's National Development and Reform Commission, Ministry of Commerce and the Civil Aviation Administration of China.

The joint venture company will undertake Hangzhou airport's RMB 6.8 billion massive expansion program The NDRC approved HXIA's second phase expansion plan in August 2006.

Targeted for completion by 2011, the plan includes the construction of a 4F-grade runway which is able to accommodate super jumbos like A380, a new international passenger terminal, the second domestic passenger terminal and other related facilities. The expansion will boost HXIA's annual handling capacity to 25.6 million passengers, 500,000 tons of cargo and 260,000 aircraft movements by 2015.

HXIA is the first civilian airport in the Chinese Mainland with direct foreign investment. The joint venture is an important initiative of the Closer Economic Partnership Arrangement (CEPA) signed between Zhejiang and Hong Kong.

Since the signing of the JV agreement in April 2005, the number of flights serving Hong Kong-Hangzhou has more than doubled, to 140 from around 60 a week. Zhejiang is one of the fastest growing provinces in China.

"The partnership with HKIA will bring capital, advanced airport management expertise and know-how, and an extensive international air network to HXIA. This will further improve the management quality of HXIA and contribute to its second phase development," said Chen Haimei, chairman of HXIA.

"We are confident that the two airports will better serve the need of the region's economic growth by strengthening our competitiveness through sharing experience and leveraging each other's competitive advantages," said David Pang, HKIA chief executive officer.



CAAC Minister Yang Yuanyuan and Xi Jinping, secretary of the provincial Party Committee, unveil the tablet of the new company.

Xi Jinping, secretary of the provincial Party Committee and Yang Yuanyuan, CAAC Minister unveiled the tablet of the company. Deputy Secretary of the Provincial Party Committee and Governor of Zhejiang Province Lu Zushan delivered a speech. Also present were provincial and municipal officials Wang Guoping, Zhang Mengjin, Li Qiang, Sun Zhonghuan, and Feng Guojing, chairman of the AAHK.

Shareholders of Hangzhou and Hong Kong airports signed the agreement in Hangzhou for a capital increase subscription of Hangzhou Xiaoshan International Airport Co Ltd in April 2005 to invite AAHK to become a strategic investor for the management of HXIA.

Under the agreement, HXIA Co. Ltd will have a registered capital of RMB5,686 million (about HK\$5,600 million). The AAHK now holds 35 percent equity interest of HXIA Co Ltd by investing RMB1.99 billion (HK\$1.9 billion) and has appointed four members to the board.

Since opening in 2000, HXIA's passenger and cargo throughputs and aircraft movements have been growing at an annual rate of about 30 percent. In 2005, passenger volume and cargo tonnage rose 28 percent and 29 percent over 2004, to 8.09 million and 166,000 tons, respectively. HXIA ranks No. 8 among civilian airports in the Mainland and No. 3 in Eastern China following Shanghai's Pudong and Hongqiao airports.

欢迎来稿

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CAAC

Updates

JAL, CAAC to launch cooperative projects

日本航空公司将与中国民航开展飞行安全合作

The Civil Aviation Administration of China and Japan Airlines will launch cooperative projects with the Civil Aviation Safety Institute of China to develop global flight safety. A meeting to exchange information and opinions was held from December 12 to 15 in Tokyo.

The Civil Aviation Safety Institute of China was established this May to strengthen the safety management system of China's civil aviation as it experiences an increase in air transport volumes.

It has six departments, including operational standards, airport safety management, air traffic safety management, aircraft airworthiness certification, accident investigation and safety information, and safety theory.

The institute also provides education on air safety for Chinese commercial airlines' staff and students. It aims to expand to 400 staff and 8,000 students per year by 2010.

JAL and CAAC have conducted exchanges, JAL accepting a total of 146 CAAC personnel as trainees.

Since the establishment of the institute, JAL's Corporate Safety Division and the China Business Promotion Department

have played a central role in holding discussions on the establishment of a cooperative relationship.

A mission of 11 members headed by Dian Baohua, the director of the institute, will visit Japan. The mission will consist of representatives from the public and private sectors, including executive officers of the institute, CAAC, and Air Traffic Management Bureaus; and persons responsible for maintenance and flight operations of Air China, China Eastern Airlines, China Southern Airlines, and Hainan Airlines.

They will visit JAL's aircraft and component maintenance facilities, the JAL Safety Promotion Center, and hold discussions and exchange opinions with flight operations and maintenance personnel. The two parties will hold such meetings several times a year, and promote diverse cooperative projects, such as the exchange of safety-related lecturers, in order to achieve the common goal of flight safety.

The JAL Group is Japan's leading air transportation group, a result of the integration of Japan Airlines and Japan Air System in October 2002.

Ukraine allowed to fly to Shanghai

中国与乌克兰航空会谈在北京举行

China and Ukraine signed a memorandum of understanding on November 23, adding Shanghai as a new flight destination as part of a new bilateral aviation agreement between the two countries. Wu Zhouhong, vice director of the International Cooperation Department of the Civil Aviation Administration of China, led the Chinese delegation to the talks in Beijing with the Civil Aviation Authority of Ukraine.

The two parties discussed flight destinations, flight capacity and the fifth traffic right.

The two countries first signed an air transport agreement in 1993. Aerosvit Ukrainian Airlines operates two flights a week on the Kyiv-Beijing air route, and Ukrainian Cargo Airways operates a Kyiv-Shanghai cargo route once a week.

The new air transport agreement will increase flights and passenger traffic for the two countries.

China to implement rules to prevent air collision

中国民航总局将发布防止航空器相撞指导文件

China will tighten air traffic management regulations to reduce the chance of air collisions, according to the Civil Aviation Administration of China (CAAC).

Departments that will be found to have failed in implementing the measures will be punished.

The CAAC ordered the installation of anti-air collision system equipment in all planes in China in 2004. It is estimated that China's fleet will reach 1,000 by the end of 2006.

The CAAC says that direction, guidance and supervision in the air and on the ground are necessary to prevent collision.

The CAAC will invest in a new air traffic control infrastructure, and the airspace in east China will be fully covered by radar systems by the end of 2006.

China, Taiwan discuss aviation weather service

海峡两岸共同研讨航空气象服务与飞行安全

Mainland China and Taiwan took part in a weather service and flight safety symposium held in Taiwan to discuss aviation weather affairs activities.

The symposium was organized by the Taiwan Chinese Aeronautical Metrological Association. The Aeronautical and Astronautical Metrological Commission of the Chinese Metrological Society under the Air Traffic Management Bureau of the Civil Aviation Administration of China sent a delegation to the symposium.

The two parties discussed the development of aviation weather service, aviation weather forecast technology and the requirements for weather by flight.

The Chinese delegation also visited Taiwan's civil aviation and weather units.

China aims for aviation harmony and safety

中国的航空目标：和谐与安全

Industry needs to meet the demands of a rapidly developing aviation market

COVER STORY

By JONATHAN M. HICAP

While China's civil aviation industry has made significant strides in 2006, including record passenger and cargo volumes, there is still a huge amount of work to be done this year to ensure equality in infrastructure development, improvement in management and supervision, and safety and security of passengers.

In its New Year's message, the Civil Aviation Administration of China (CAAC) acknowledged the smooth implementation of the 11th Five-Year Plan which started last year. Efficiency was increased, services and infrastructure development progressed smoothly, and reforms, including the opening of China's civil aviation market, were implemented.

But these achievements only heighten the need for more tough measures. CAAC said stakeholders need to work to address the problems and shortcomings. Safety continues to be a major issue, along with the achievement of high economic growth.

The CAAC points out the five major problems in China's civil aviation: pressure is building up on safety management and poor management tools; civil aviation development is uneven and sustainable development has been affected; infrastructure is lagging; airspace management is critical; and there is a shortage of professional and technical personnel.

The civil aviation industry needs to meet the demand of a rapidly developing market.

The CAAC considers civil aviation safety its most important task. The civil aviation authority will focus on operational control, ramp order, general aviation safety and aviation fuel supply, among others.



MORE PERSONNEL. China needs to produce more professional and technical personnel in aviation to keep up with the growing demand.

Last year, the CAAC started the China Aviation Safety Audit Program (CASAP) as a mandatory industry-wide tool. The CAAC is also preparing to implement the safety audit-related work from the International Civil Aviation Organization (ICAO).

Among the strategies to be employed are improving safety regulations and the standards system of civil aviation, as well as improving the responsibility mechanism of safety production. The CAAC will also implement safety management systems (SMS) to reduce safety risk to an acceptable level.

From 1981 to 2005, the safety level in China's civil aviation industry improved. The fatal accident rate for commercial flights decreased from 5.42 per million flight hours

from 1981 to 1985 to just 0.29 per million flight hours from 2001 to 2005.

The CAAC says it will enhance training and promote personnel quality, and increase safety investment. It will also expand the application of safety information, strengthen capability of emergency response and improve performance of accident investigation team.

Under its macro-control program, the CAAC will try to balance resources to prevent the acceleration of growth rate. Effective planning will be used to determine the objectives and tasks for various departments to track inspection and supervision.

CAAC says infrastructure development must be comprehensive and coordinated. The CAAC and the Ministry of Finance have submitted

to the State Council a proposal to revise the airport building fee, including airport subsidy. Feeder airports will also be built.

Thirty-three construction projects are scheduled to be completed this year. One of these is the expansion of the Beijing Capital Airport in preparation for the 2008 Olympics.

Airlines, on the other hand, will be encouraged to open more international routes and expand the international route network. By the end of 2006, China had signed bilateral air services agreements with 106 countries. China's 15 airlines fly to 88 cities in 43 countries, providing 1,307 weekly scheduled passenger flights.

The CAAC is also focusing on solving flight delays, which severely affect the operation of airlines, causing income losses. The CAAC aims to raise awareness and enhance the sense of responsibility. It says airports and air traffic control departments must improve their work, including coordination with airlines.

Ground service agents should assume responsibility for the security of flights. Last year, China began deploying marshals on flights to the United States.

Another major focus is on reforms. CAAC will establish and improve the institutional mechanism to implement the scientific concept of development. Regional agencies and departments will be streamlined to minimize duplication and overlapping responsibilities. Pricing will also be re-examined, including civilian airport fees and domestic air transport fees.

China is keeping its eye on the orderly liberalization of the air transport market. China and the US are reportedly going to negotiate for a new air services agreement this month. China will actively participate in the ICAO to improve multilateral affairs. It will also encourage and support private investment in the civil aviation industry.

Lastly, China will start the deployment of technological innovation this year, hinging on the establishment of a new generation of air traffic management systems, including air traffic control and weather service.

The CAAC will study the Chengdu-Lhasa route pilot program and RNP technology in the Tibetan Plateau, and buy aircraft for scientific experiments to gather data.

China will also collaborate on research and development at home and abroad in the application of key technologies in large hub airports, system integration and the China-made aircraft worthiness certification.

Education and training of personnel will be pushed through the construction of laboratories, with instruction in air traffic control and aviation maintenance.

Chinese pilots will be further educated to improve their English skills, as required by the ICAO: China will not allow pilots who have poor English skills to fly international routes.

In all these pursuits, China hopes to make major improvements in civil aviation as part of the run-up to the 2008 Olympics.

"Building a harmonious civil aviation is an inherent requirement of building a socialist harmonious society," says the CAAC.

The expansion of the Beijing Capital International Airport is being rushed in time for the 2008 Olympics.



Qingdao implements radar control

民航青岛空管站对青岛空管区域实现雷达管制

Qingdao Air Traffic Management Station of the Civil Aviation Administration of China has implemented radar control for Qingdao airspace starting December 22.

With this change, the on-time performance of scheduled flights will be greatly increased. Qingdao air gate can now accommodate over 300 flights daily with annual passenger throughput reaching 20 million.

The Qingdao Air Traffic Management Station can now reduce the horizontal distance of 150 km. between the two aircraft with the same direction and same altitude to just 25 km. The separation time between the departure and landing of aircrafts also was reduced from 10 minutes to 2 minutes.

Yang meets with Japanese minister

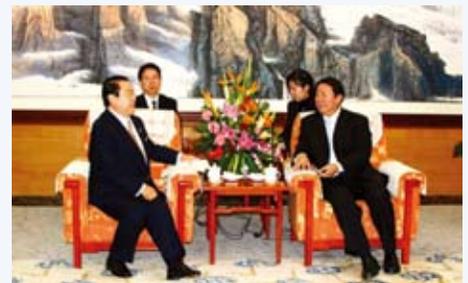
杨元元会见日本国土交通大臣

Minister Yang Yuanyuan of the Civil Aviation Administration of China met with Minister Tetsuzo Fuyushiba of Japan's Land, Infrastructure and Transport department in Beijing.

This marks the 35th anniversary of the resumption of diplomatic relations between China and Japan. It is expected that civil aviation cooperation will be enhanced to mark China-Japan friendship.

In April 1974, China and Japan signed the first civil air transport agreement. In September 1974, the CAAC and Japan Airlines made maiden flights to Tokyo and Beijing.

For over 30 years, the China-Japan air transport market has been increasing. China has become the second largest international air transport market of Japan. In 2005, China-Japan air routes carried 6.91 million passengers and 0.3 million tons of cargo.



Hong Kong airport aims to be a main gateway hub to Mainland China by 2025

香港机场设定目标：至2025年成为通往中国大陆的主要门户枢纽机场

By JONATHAN M. HICAP

Hong Kong International Airport wants a piece of the growing aviation market of China, positioning itself in the next 20 years as a main gateway hub to the Mainland by servicing all kinds of aircraft from "commuter aircraft to jumbo jets."

Airports today serve as an economic catalyst to countries, and air travel has proven to be the fastest mode for the exchange of goods and services. In a day, business executives travel all over the world to seal multiple deals, contracts and buyouts.

This is evident nowhere more than in China, which has leaped in the past 30 years to become one of the world's economic superpowers. China's aviation industry has, in part, contributed to this feat. From estimates, China may post a total passenger volume of about 150 million in 2006. Shanghai's two airports, for instance, raked in 46 million passengers in 2006.

Because of this tremendous growth, China is spending billions of dollars to built airports and other aviation infrastructure, and is buying more aircraft on its way to claiming the position as the second largest aviation market in the world after the United States by 2020.

And this is the basis of the Hong Kong International Airport as it unveils its HKIA 2025 plan, a 20-year long-term development outlook that contains strategies to sustain passenger and cargo growth.

This year marks the 10th anniversary of the handover of Hong Kong to China. In the last two years, the two growth areas have forged new air services agreements, opening up more flights to accommodate the demand.

The Airport Authority Hong Kong "envisions (HKIA) as one of the most important gateway hubs of China in 2025."

In the next 20 years, HKIA aims to "serve an expanded home market, comprising the Pearl River Delta, the Pan-PRD region and the Mainland as a

whole." Part of this strategy is to "provide an unrivalled international network connecting China to the world."

The last two decades have seen Hong Kong's rise as an economic hub. In 2005, the Hong Kong airport posted a passenger volume of 40.7 million and a cargo volume of 3.4 million tons, making it the

of the more than a billion residents traveled abroad in 2005. The Civil Aviation Administration of China (CAAC) estimates a 10-percent annual growth in passenger and cargo traffic until 2020.

AAHK acknowledges that competition in the aviation market "has become

By 2025, Hong Kong International Airport will serve 80 million passengers, and handle 8 million tons of cargo and 490,000 aircraft movements yearly.



fifth busiest airport in the world. Aircraft movements totaled 264,000, which came from the operation of 85 airlines that link the special administrative region to 150 destinations, including 40 Chinese cities.

The AAHK notes that in the past years, HKIA transformed itself from being solely an origin-and-destination airport to becoming a link to a second destination. The authority says Hong Kong's aviation industry contributed 3 percent, or HK\$36 billion, to Hong Kong's gross domestic product in 2004.

The realization of HKIA 2025 also hinges on world tourism growth.

"The Asia-Pacific region is expected to receive over 400 million arrivals by 2020, with the Mainland attracting 130 million and Hong Kong nearly 57 million," according to the plan.

It says there is a lot of growth potential in Mainland China, where only 31 million

increasingly complex and dynamic." It cites Mainland China, which opened more direct flights, as "reducing the need for passengers to transfer through Hong Kong."

"With this in mind, HKIA cannot simply wait for traffic; it must work to attract cargo and passengers in a highly competitive market," the airport authority says.

Instead of competing with the Mainland, Hong Kong's strategy is to link with it and build a harmonious relationship to grow. And the numbers say it all. AAHK says about RMB 140 billion will be invested to expand the Beijing, Shanghai and Guangzhou airports and the construction of 42 airports.

It concedes that in 2005, Beijing and Shanghai surpassed Hong Kong in passenger traffic. By 2025, Beijing, Shanghai and Guangzhou airports will

surpass the passenger traffic of Atlanta and Chicago/O'Hare, the world's busiest airports.

"In view of these developments, HKIA's challenge will center on working with airlines and other business partners to establish a strong network that facilitates more transfer flows through Hong Kong."

One problem HKIA is facing is the limited civilian airspace among the five major airports in the PRD area—Hong Kong, Guangzhou, Shenzhen, Macao and Zhuhai. It says the usable airspace north of Hong Kong's boundary is limited, "and flow control measures on flights operating to the east and northeast of the Mainland cause significant delays."

The key is to strengthen HKIA's network to and from Mainland China. The AAHK recently signed a joint venture with Hangzhou Xiaoshan International Airport and took over the operation of the Zhuhai airport to enhance its competitiveness.

"By increasing the number of destinations and flight frequencies, passengers, freight companies and shippers will enjoy more competitive prices and a greater range of value-added products and services." Last year, the AAHK announced an incentive to cut fees at the HKIA starting this year for airlines that will open new destinations.

AAHK is also expanding the Hong Kong airport through new projects. These include the SkyCity that "will transform (it) into a comprehensive, service-oriented business, offering unique airport experience to customers and stakeholders." These facilities around the airport will include a Marriott Hotel, a golf course, and Airport World Trade Center.

The HKIA 2025 is not the end of the airport's development but rather a guide to sustain the growth it experiences today.

"(The Plan) is not a static conclusion for Hong Kong International Airport. Rather, it is part of a dynamic process that allows the Airport Authority to constantly plan ahead and enhance HKIA's long-term competitiveness.

The AAHK "is confident that HKIA will remain one of the most important gateway hubs of China and continue to contribute to the economic development of Hong Kong, the Pearl River Delta and the Mainland as a whole."

ATMB holds meeting

全国民航管工程建设协调会在合肥召开

The Air Traffic Management Bureau of the Civil Aviation Administration of China (CAAC) held a meeting in Hefei on December 6-7 to discuss civil aviation projects.

At the meeting, newly approved projects were introduced and the Zhongpengcheng Certified Public Accountants office unveiled the audit of several projects.

ATMBs in Central South, East China, Southwest, Northeast, North China and Northwest reported on the development of ongoing projects.

They also made suggestions regarding air traffic management in relation to the 11th Five-Year Plan, as well as the organization, authorization, and standardization management aimed at now and during the 11th Five-Year plan.

Officers from the project construction office, planning, financing, communications and navigation of every regional ATMB also attended the meeting. The delegates visited the Hefei air traffic control center and the secondary radar station project.

China, Singapore hold aviation meeting

中国/新加坡民航高官委员会第四次会议成功召开

Vice Minister Yang Guoqing of the Civil Aviation Administration of China and Secretary Choi Shing Kwok of the Singapore Ministry of Transport led their respective delegates in the fourth meeting of the China/Singapore civil aviation officials commission held on December 8.

The two countries discussed civil aviation cooperation on airports, security, training and personnel exchange.

Representatives confirmed plans for an aviation safety forum, and the design



and operation of the new airport terminal building in 2007.

Dalian approach region uses radar control

大连管制区实施全面雷达管制

On December 21, the Dalian approach control region (below 6,000 meters) started operating using radar control.

This completes the use of radar control in all the Dalian control region. The Dalian high altitude airspace (from 7,200 to 12,000 meters) have already been using radar control since September 2005.

In 2005, the flight flow volume of the Dalian region has already increased to 144,340. Daily average flow volume has already increased to 395 flights, with 594 flights during peak time.

The Dalian control area has a complicated airspace environment. Previous supervision method, command and allocation of air traffic control are not appropriate for requirement of busy air routes and busy control.

Wulanhot airport expansion completed

乌兰浩特机场扩建大型波音飞机直通京沪

The Inner Mongolia Wulanhot Airport's expansion was completed with one trial flight of a Boeing 737-800 landing and departing from the airport on December 18. Ten flights of large and small aircraft also landed and departed on the same day.

The new airport can now have two B737 aircraft park simultaneously. The runway can now accommodate the landing and departure of aircrafts of the same sizes as that of B737-700/800, A319 and A320. Air routes from Wulanhot can now allow direct flights to big cities such as Beijing, Huhhot, Shenyang, and Shanghai.

The expansion will increase Wulanhot airport's competitiveness as it can now accommodate large aircraft.



Lukou freight center now operating

南京禄口机场货运中心通过海关验收投入运营

The Nanjing Lukou International Airport Freight Center is now in operation after passing Customs regulations on December 1. Lukou's international freight traffic volume is among the top five domestic airports.

Nanjing Lukou International Airport will have flights to Chicago, Los Angeles and Bangkok, with almost 30 international freight flights per week. The freight center is designed to have an annual freight capacity of 300,000 tons. Since July, it has served 792 international freight flights.

Lukou Airport ranks 10th for cargo throughput among 146 domestic airports.

Shenyang airport breaks past 5-M passenger traffic

旅客量首破500万
沈阳桃仙确立枢纽机场地位

Shenyang Taoxian International Airport is expected to post a 5.3-million passenger traffic volume for 2006, strengthening its position to become a regional hub airport.

In 2003, the airline's passenger throughput broke the 3-million mark. In 2004, it reached more than 4 million.

In the last three years, Shenyang airport added 41 air routes, consisting of 15 international and regional, and 26 domestic, routes. Today, the airport has 30 international and regional air routes and 51 domestic routes.

Aircraft movement to increase at Pudong airport

浦东机场航油公司年供油量突破200万吨

Pudong International Airport in Shanghai is expected to reach an increase of 13 percent in aircraft movements by the end of 2006.

This year, landing and takeoffs will reach 240,000, higher than the 2005 total of 205,046. Aircraft movement at Pudong International Airport has been experiencing double-digit increase since 2000, when it posted 58,306 landing and takeoffs.

The increase also complements the increase in annual jet fuel supply of the

Pudong International Airport Aviation Fuel Supply Co.

The company provides fueling service to domestic and foreign airlines at Pudong airport. Its annual fuel supply volume has increased from 0.41 million tons in 2000 to 1.87 million tons in 2005.

It is estimated to reach 2.15 million tons this year, up by 15 percent. It currently provides fueling service to 59 domestic and foreign airlines arriving and departing from Pudong Airport.

Ameco, EVA Air sign overhaul accord

Ameco与台长荣航空再签起落架大修协议

Ameco Beijing and Taiwan EVA Air signed an agreement to overhaul a Boeing 747-700 owned by the airline. Last year, Ameco overhauled EVA Air's Boeing aircraft.

The contract was signed in Taiwan

by Chai Weixi, chief executive officer and general manager of Ameco Beijing; Zheng Yan, director of sales and purchase department; and Li Ji, manager of market department Asia area.

China Aviation Supplies to establish base in Shanxi

国家航空产业基地与中航材集团签署全面合作协议

China Aviation Supplies Import and Export Group Corp. (CASGC) will establish a base in Xian in Shanxi province as part of its plan to diversify its key core business as an import and export supplies agent.

The company recently signed a strategic cooperation agreement with Xi'an Yanliang National Aviation High Tech Industry Base for the establishment of the base. The signing was witnessed by Mayor Chen Baogen and Vice Mayor Yang Guangxin of

Xi'an City.

CASGC's goal is to become an aviation equipment service provider in addition to buying aircraft from manufacturers for Chinese airlines.

The industry base will provide 2000 mu (about 132 hectares) of land to CASGC for its base. The two will jointly develop, manufacture and repair aviation aircraft, including turboprop regional jets, retrofit of large aircraft, and engine and parts repair.

Harbin Group passes Boeing evaluation

哈航集团投产“波音787”整流罩 13年将制造1300架份

Harbin Aviation Industry Group passed Boeing Co.'s evaluation as a composite material supplier for the Boeing 787 wing-to-body fairing panels. Harbin is set to deliver the first set of panels next February.

In 2005, Boeing signed a RMB 5-billion subcontract deal with China Aviation Industry Corp. I and II for the manufacture of four Boeing aircraft parts. The deal will allow AVIC I and II to become the suppliers for Boeing 787 composite rudder, fairing panels and leading edge assembly for the vertical fin.

Harbin Group, an AVIC I affiliate company, will produce the fairing panels for 13 years with a yearly production of 100 sets.



Workers at Harbin making material for wing-to-body fairing panels.

This year, Harbin Group produced the first composite material panel simulation, which was sent to Boeing for evaluation.

CIMC Group wins bid for Pudong airfreight station

中集中标浦东机场货运站项目

The China International Marine Containers Group (CIMC) won the bidding to construct the second airfreight station equipment system project at Shanghai Pudong International Airport.

The contract signing, held on December 14 in Shanghai, was witnessed by Wu Fapei, CIMC vice president; Zheng Zuhua, general manager of CIMC Tianda; Li Derun, executive vice president of Shanghai Airport Group; and Jing Yiming and Wang Qilong, vice general directors of Shanghai Pudong International Airport.

The contract value is about RMB 166 million (about US\$22 million).

The airfreight station project, due to be finished in 2008, will become the second biggest airfreight station in the world. Pudong Airport's airfreight station occupies 0.2 million sq. m. and is designed to handle 1.2 million tons a year.

CIMC also built Pudong Airport's first airfreight project, which began operating in 1999.

CIMC's air cargo handling systems are used in Shenzhen, Guangzhou, Fuzhou and Shanghai airports.

Boeing hires Gameco for repair job

波音与GAMECO签署起落架维修和大修服务协议

The Boeing Commercial Aviation Services signed an agreement with Guangzhou Aircraft Maintenance Engineering Co. (Gameco), Messier Services-Asia and SR Technics to repair and overhaul the landing gear of its Boeing airplanes.

Gameco and SR Technics will work on the 737-NG landing gear program, and Messier Services-Asia will support Boeing's 777 and 737-NG landing gear program.

Boeing says these agreements are part of the Boeing Component Repair Network Service Centre program within the Component Repair and Leasing Services group. Its aim is to reduce overall

repair costs and manage complex rotatable programs by establishing additional maintenance, repair and overhaul services worldwide.

The three companies will join Boeing's repair network service centre program as part of a continuing strategy to reduce maintenance costs for airline customers.

Boeing Commercial Aviation Services, a unit of Boeing Commercial Airplanes, provides products, services and integrated solutions to improve fleet utilization, reduce costs, leverage leading-edge information management, and ensure passenger well-being.

Caodianfei, Kazan to produce helicopters

中俄合资生产直升机

Caodianfei Industrial Region in Hebei has signed an agreement with Kazan Helicopters to assemble, manufacture and sell 100 Ansat light helicopters in the next eight years.

The Ansat project has a funding of RMB 370 million. The helicopters will be used mainly in offshore emergency, oil drilling, medical rescue, forest fire prevention, and anti-riot fields.

The Ansat helicopter can accommodate a load of nine passengers or one ton.

China National Aviation audited

中航集团4年实现净利润超过百亿元

China National Aviation Holding Group, which holds a majority stake in Air China, has posted a total net profit of RMB 10.47 billion in the last four years, based on the report of the Special Office of China's National Audit Office. The company's rate debt fell to 67.69 percent.

According to the audit, Air China's fleet increased from 118 to 208 aircraft and its ranking in global airlines increased to Number 12 from Number 32 in 2000.

In 2004, Air China posted a profit of RMB 2.98 billion. In 2005, the airline posted a profit of RMB 2.559 billion. In the first half of 2006, Air China was the only large airline that posted profit in the Mainland.

CNAH focused on its main business by cancelling 38 enterprises which were not closely related to its core business. The airline reduced 42 secondary units to 27. CNAH has allotted two aircraft to establish the first flight-training group among domestic civil aviation enterprises.

Currently, Air China has the lowest operation cost per ton kilometer in the domestic industry.



Eurocopter to establish second production line in China

上海将建新型直升机维修基地

Eurocopter announced that it is planning to set up a production line for its EC-135 helicopter in Shanghai in partnership with Kingwing General Aviation and Citic Offshore Helicopter Co.

The Shanghai production line will be Eurocopter's second unit in China after having established the first company in Harbin in the 1980s.

The affiliate of European Aeronautic Defence and Space Company (EADS) also established a maintenance center in Shanghai, partnering with local aircraft leasing company Kingwing.

The maintenance center is part of an accord in October when Eurocopter sold two EC-135 helicopters to Kingwing for more than RMB 100 million (US\$12.8 million).

Norbert Ducrot, Eurocopter vice-president, considers China an important producer of helicopters.

Eurocopter and Aviation Industry Corp. II are developing an advanced helicopter, which is expected to make its maiden flight in 2009.

Eurocopter is China's largest foreign partner in manufacturing helicopters and has 50 per cent of the country's civil helicopter market with roughly 70 copters.

China has roughly 300 aircraft in general aviation.

Urumqi to undergo third expansion

民航总局安排专项资金
改扩建乌鲁木齐国际机场

On December 13, the Civil Aviation Administration approved a proposal to expand and retrofit the Urumqi International Airport.

The third stage in Urumqi airport's expansion has a total investment of RMB 2.832 billion. Of the amount, RMB 2.488 billion is for airport construction; RMB 267 million for the construction of a building for civil aviation air traffic management and Xinjiang Regional Administration of CAAC; and RMB 77 million for fueling facility. CAAC has agreed to arrange a special fund of RMB 1.71 billion for airport construction.

Shenzhen Airlines, Mesa Air to establish new airline

中美航企合资支线航空公司

Shenzhen Airlines and the Phoenix-based Mesa Air Group signed a joint venture agreement on December 21 to create a new Chinese regional airline, which is expected to start operating in 12 months.

The new airline, which has yet to be named, will initially operate 20 50-seat regional jets on domestic routes in China, including Shenzhen, Beijing, Chongqing, Xiamen, Nanjing, Kunming, Dalian, Shenyang, Xian, Zhengzhou and Nanning.



Officials of Shenzhen Airlines and Mesa Group at the launch of the new airline

"We are delighted and privileged to be the first US passenger airline to form a strategic alliance to create a new airline to operate in The People's Republic of China," says Jonathan Ornstein, Mesa Air Group chairman and CEO.

The new airline, also the first joint-venture airline between China and the United States, is expected to start operation before the end of next year. It will have a registered capital of RMB 500 million (about US\$64 million), with 51 percent controlled by Shenzhen Airlines,

25 percent by Mesa and 24 percent by Wilmington Trust, a financial service provider.

"Today represents an important milestone for our company as through this joint venture we extend our service to many smaller communities throughout the country. Mesa's experience and reputation as a leader in the regional airline industry make it the perfect choice to partner with us in launching this new regional airline," says Shenzhen Airlines president Li Kun.

Shenzhen Airlines was founded in 1992 and currently operates a fleet of 45 A320 and B737 aircraft and flying 100 routes. It has carried nearly 5.3 million passengers in 2006.

China currently has just 70 regional jets in operation divided among seven carriers. The new airline is positioning to fly before the Beijing Olympic Games in 2008, growing to more than 100 planes within five years, comprising a mix of 50-, 70-, and 90-seat regional jet aircraft.

Ornstein says, "Mesa will initially provide significant technical capability, including pilot, maintenance and operations support and training, as well as the sourcing of aircraft."

He says China is the world's fastest growing air travel market, with the number of airports growing rapidly over the next decade.

Mesa currently operates 199 aircraft, with over 1,300 daily system departures to 173 cities, 43 states, Canada, Mexico and the Bahamas.

Training center established

海航牵手汉莎组建中国飞机维修人才培养企业

Lufthansa Technik and Hainan Airlines Group signed an agreement on December 21 at Hainan New State Guest House to establish an aircraft maintenance training joint venture.

To be known as Lufthansa Technique Training (China) Co., the joint venture will establish a training center for aircraft maintenance personnel for the rapidly developing domestic civil aviation market.

The training base is located at Haikou Meilan International Airport, occupying 2,700 sq. m. The training base is planned to provide certification training for 500 graduates annually, including basic capability training, practical handling training and maintenance program training.

It can also provide aircraft type training, maintenance management training and other related specialty training.



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