

CHINA CIVIL AVIATION REPORT

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Exclusive Coverage

Aviation professionals converge in Shanghai
for the 2006 China General Aviation Forum

China's "West Gate" Airport Complete After 10
Years of Construction


ARJ21 Headlines the China-US Bilateral
Airworthiness Meeting

HSBC Provides Historic Loan to Air China

US-China Aviation Cooperation Program Initiates
Chinese Executive Management Training

And More....





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2006 China General Aviation Forum comes to town**

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Aviation Headlines

ARJ21 Headlines the China-US Bilateral Airworthiness Meeting

On March 3rd, the AVIC Commercial Aircraft Company Ltd (ACAC) facilities in Shanghai hosted the China-US Bilateral Airworthiness Meeting to discuss the ARJ21-700's airworthiness inspection. During the meeting, the two parties touched



on the subject of foreign supplier management of the ARJ and the desire to apply for FAA model certification. After the meeting, both airworthiness authorities toured the ARJ21-700 aircraft system integration lab.

The ARJ 21 is the first Chinese-built transport aircraft to be designed to the specifications of the CCAR-25

regulation since its inception. The airworthiness examination and approval process of the ARJ21 will lay the foundation to further the China-US bilateral airworthiness agreement and hopefully lead to the successful exporting of Chinese civil aviation products.

Aviation Professionals in High Demand

According to the Civil Aviation University of China, China will need at least 240,000 civil aviation specialists in the next two decades to sustain their current growth rates.

Du Yefu, an expert at the university, warned, "China's civil aviation business will suffer a shortage in specialists for quite a long time." According to Du, the number of planes and size of companies will dictate the demand for specialists in this business. As domestic civil aviation continues to develop in China, there will surely be an influx of new equipment.

According to the International Air Transport Association, China will need approximately 2,400 planes in the next 20 years, making it the world's second-largest aviation market. The current international average of staff members to aircraft stands at about 100:1, but is about 200:1 in China. Specialists needed by China's growing sector include civil aviation entrepreneurs, flight crews, air transportation safety professionals and mechanics.

Yunnan Province Unveils Grand Plans for 11th Five-Year Plan

The Yunnan Airports Group announced on March 27th that the



Yunnan Province will invest over RMB 20-billion during the Eleventh Five-Year Plan in airport construction. According to the new construction plans, Yunnan Province hopes to have 15 completed airport facilities by the end of the decade, as well as increase the passenger/cargo throughput totals of Kunming Airport into the top 80 facilities in the world.

The new construction details include utilizing Kunming Airport as China's gateway to Southeast Asia and the surrounding countries, then utilizing a trunk and feeder network to service the surrounding areas.

The Kunming New International Airport expansion project is the only major airport upgrade scheduled for the Eleventh Five-Year Plan.

Harbin Aviation Industry Group Delivers First Y12 (IV) to International Operator

Harbin Aviation Industry Group delivered two of its Y12 (IV) aircraft to



Air Fuji on March 24th, making them the first Y12 (IV) model to be exported internationally.

This is the second purchase of Y12's for Air Fuji. The company originally purchased two Y12 (II) aircraft in June of 1991 from Harbin Aviation, operating them for over

15 years. The Y12 (II) was highly regarded by Air Fuji for its efficient work rate, performance and quality in rough environments.

The Y12 (IV) aircraft features an improved design, including increased takeoff weight, passenger capacity and cargo capacity. In total, 90 of the Y12 series aircraft have been exported to 20 countries and regions worldwide. Harbin Aviation reports that five Y12 (IV)'s are scheduled to be delivered to Zambia in the latter half of 2006.

Shanghai Accounts for 60% of National Export Totals



The Shanghai Customs reports that air cargo traffic in the Shanghai ports now accounts for over 60% of the entire national traffic volume. In a report published on March 28th, statistics from January through the end of February exceeded 370,000 tons, with 300,000 tons accounting for export cargo, up 27.9% and 13.6% from 2005, respectively.

According to statistics published by the Airports Council International in 2005, Pudong Airport ranks 7th in air transport volume for foreign trade. Increases in domestic air transport demands of the region have been the driving factor for the prosperous

numbers. In recent years, Shanghai and the neighboring Yangtze River Delta area have formed a technology-driven region, producing microelectronics and optical fibers for export, and accounting for over 30% of products exported.

Huangshan Announces Plans of East China Tourism Network

The city of Huangshan, located in the Anhui Province, announced on March 9th that it is planning to set up a Huangshan Custom Category-1 Airport as well as an expansion of the existing Huangshan Airport later this year. The city hopes to introduce 20 more air routes, including connections with Hong Kong, Macao, Korea and Japan. Plans are in place to establish Huangshan as the center of the East China tourism network, which consists of Shanghai, Wuhan, Nanchang and Nanjing. The information was disclosed recently by Wan Qimin, Party Secretary for Huangshan City at the Huangshan City Tourism Internationalization Promotion.

Huangshan is home to the Global Geopark, World Natural Heritage and World Culture Heritage Centers.



Civil Aviation News

HSBC Provides Historic Loan to Air China

The international financial institution, HSBC (Hong Kong and Shanghai Banking Corporation), announced on March 30th that it had acquired an exclusive commission to provide Air China an USD 881-million financing loan. This is the largest single aircraft financing transaction in Chinese history.

According to HSBC, the lease loan agreement will incorporate a 10-year payment method to provide financing service for 14 new aircraft scheduled to be delivered by the end of 2006. The leased models include eleven Airbus aircraft (6 A330-200s, 5 A319-100s) and three Boeing 737-700s.

Beijing Capital Implements New COSYS Cargo System

NIIT Technologies, the global IT solutions provider, in partnership with Singapore Airport Terminal Services Ltd (SATS), has successfully implemented the comprehensive Cargo Operations System (COSYS) at the Beijing Capital International Airport, for Beijing Aviation Ground Service Company Limited (BGS).

The COSYS has been implemented at the Airport's BGS Airfreight Terminal over an 11-month period in 2005. The

project covers the entire gamut of air cargo operations, from Export-Import to Electronic Data Interchange (EDI) for international as well as domestic air services.

The project was executed from the company's software development facility in Shanghai, manned by experienced local software developers and project managers.



Speaking at the felicitation ceremony, Mr. Koh Teow Ngan, First Deputy General Manager, BGS, said, "NIIT Technologies has proved itself to be a highly efficient and trustworthy partner in the successful implementation of COSYS at the Beijing Capital International Airport."

"We look forward to continuing this association with NIIT Technologies," Mr. Koh Teow Ngan added.

Speaking on the occasion, Mr. Arvind Mehrotra, Senior VP and Asia-Pacific Head, NIIT Technologies, added, "COSYS will gear up Beijing

Capital International Airport cargo operations to handle significant volume growth expected as a run up to the Beijing Olympics in 2008."

The successful implementation of COSYS is working proof of NIIT Technologies' strategy to develop China as its Southeast Asia delivery center.

NIIT Technologies' transportation practice and SATS have successfully developed and implemented COSYS in Singapore and deployed a solution for a ground-handling services provider at Taipei International Airport.

In September of 2005, NIIT Technologies tied up with Powerise IT, a leading Beijing-headquartered software company to jointly address the emerging software market.

China's "West Gate" Airport Complete After 10 Years of Construction

After over 10 years of construction and certification, the Kashi Airport, located in the region aptly named China's "West Gate," has finally completed its expansion construction. The Kashi region is located in close proximity to eight countries, including Pakistan, Afghanistan, Tajikistan, Kyrgyzstan, and India, offering an ideal point of entrance for the Middle



East countries.

The Kashi Airport opened for operation in April of 1993, and shortly thereafter underwent a collective expansion effort funded by China's State Council as well as the Xinjiang Autonomous Region and the Kashi Region Governments. The total investment for the project totaled RMB 256-million and was separated into three phases. The new facility now occupies over 6,200mu (413 hectares) and features a 3,200-meter runway, a 3,400-meter taxiway, and a 78,000-square-meter parking apron. And rounding out the list of upgrades are a 3,100-square-meter international joint inspection building and supplementary support structures.

The Kashi Airport is equipped with advanced ATC equipment, radio and navigation, and is certified as a 4E facility according to the ICAO standard.

Kashi is situated at a very comfortable 1.5 flight hours from neighboring capitals such as New Delhi, Islamabad, Dushanbe, and Bishkek. The total population of the eight neighboring countries is close to 1.3-billion, offering bountiful resources for import/export. Kashi is one of the top six fruit bases in the world and one of the top five irrigation regions in China, producing large quantities of quality produce.

In recent years, China has actively signed trade agreements and investment protection agreements with the countries surrounding the Kashi area. As a result, trade and tourism between South Xinjiang and neighboring countries have witnessed continual increases. Last year, the total amount of import and export in the region was USD 65.42-million, an increase of 36% over 2004.

SAS Increases Chinese Hospitality on Flights

On March, 23rd, Scandinavian Airlines System's China Regional General Manager, Mr. Bjorn Ekegren, announced that SAS will continue to promote a Chinese-friendly operation by adding an additional 34 Chinese flight attendants to service their Beijing-and-Shanghai-to-Copenhagen flight this March. In his Shanghai address, Mr. Ekegren noted China's double-digit aviation development as the reason behind SAS's dedication to the market.

Currently, there are Chinese directional systems, Chinese speaking staff, and counter service supplied at Copenhagen Airport. Since the MOU between China and the EU, tourism numbers have steadily increased and have become one of the most important segments for SAS. Presently, passenger volume of Chinese travelers comprises 30-40% of SAS's global market.

News Briefs

March 3rd – The Technical Center of the ATMB held a meeting with the coordinator from EUROCONTROL regarding the EPISODE3 project. China's ATMB is working with the European air traffic management firm to implement the SESAR (Single European Sky ATM Research) project, which will be molded after Europe's Single Sky program.

March 8th - After an extensive examination and certification process, the North China Regional Administration Director, Hurang Dengke, awarded the Civil Aviation University of China (CAUC) the "License of Flight Dispatcher Training." Graduates of the CAUC course can now apply to all airlines in China as flight dispatchers.

March 20th – The CAAC inaugurated the Kunming Forest Aerial Fire Fighting Base at Chenggong Airport. The facility is responsible for carrying out tasks such as air patrol, aerial

scouting, fire fighting and building aerial-fire-fighting awareness.

March 23rd – CIMC (HK), a subsidiary of China International Marine Containers (Group) Ltd, signed a contract with the Beijing Capital Airport Expansion Project Headquarters to supply passenger boarding bridges for the new T3 terminal building at Beijing Capital International Airport. The company will supply 96 passenger boarding bridges and accompanying systems at a contracted value of RMB 168-million. The project is set to be completed in October 2007.

March 23rd – FedEx staff met with Xinjiang Air Traffic Management Bureau to discuss utilizing Urumqi Airport as the alternate airport for the regional navigation L888 air route. This is the second negotiation between the two parties regarding the establishment of an alternate airport at Urumqi.

2006 China Gener

What happens when you put China's top general aviation decision makers and operators in a room with an experienced delegation of international GA professionals to discuss the age-old question, "Which came first, the chicken or the egg?" Naturally, a forum breaks out. This was the scene at the 4th Annual China General Aviation Forum 2006, as CAAC officials, airport management, and GA operators met with international attendees from firms such as Cessna, Cirrus Design, Rockwell Collins, and others to discuss the progression of China's young GA industry.

With Shanghai's robust economic development and scenic grandeur as the backdrop for this year's forum, attendees gathered with both optimism and curiosity, eager to learn from their respective international counterparts. Differentiating itself from the usual conferences and expos, the China GA Forum 2006 focused solely on providing a platform for the active facilitation of dialogue for the purpose of developing China's general aviation sector. With an array of attendees from flight training schools to tandem skydiving operations, this year's forum brought a true taste of international general aviation into the heart of China.

Tuesday, March 14th – Reception

With the air beginning to cool and the sun preparing to set, the conference hall at the Lansheng Hotel in Shanghai grew increasingly abuzz. Attendees from all corners of the globe began

The 2006 China GA Forum kicked off with a meet and greet reception on Tuesday, March 14th



arriving for the meet-and-greet portion of the China General Forum 2006. Greeted by an architectural scale model of the new Beijing Capital Airport FBO, the largest FBO facility in the world, attendees get a sense of the type of investments and market potential that exist in China's general aviation sector.

Mr. Grame Patten of Absolute Skygear and Mr. Peter O'Connor of DAC chat with professor of aviation Dr. Li Da Li



By 6:30 PM, most of the attendees had situated themselves in the conference room, anxiously chatting amongst themselves. A glance around the room confirmed what event organizers had been predicting for months: a vastly diverse turnout with VIP's from all over the world. In the far corner of the conference room was the Capital Airports Holding Company, which helps to operate over 40 different airports in China, including Beijing Capital international Airport. Directly adjacent stood Mr. Gu Qing, Managing Director for Embraer China, alongside Mrs. Teresa O'Leary from Cessna, Peter Claeys of Cirrus Designs, and the delegation from Shanghai Airlines. In total, over 100 attendees participated during the four-day event, rendering the China General Aviation Forum 2006 one of the most successful general aviation meetings in Chinese history.

al Aviation Forum

GA takes flight in Shanghai

By: George Chao

Wednesday, March 15th – Day 1

In true “first day of school” fashion, attendees arrived at the conference hall early with notebooks and pens ready, and took seats next to unfamiliar faces. At 8:30 AM, the GA Forum 2006 officially kicked into high gear. Francis Chao, Editor of the CCAR, provided on-the-fly translation as the first day of meetings got under way.

Within the first hour of the forum, a fundamental conundrum within China’s general aviation sector had been raised, and would be discussed thoroughly throughout the remainder of the four-day event. Mr. Martin Lin, the Managing Director for Rockwell Collins China, and the Forum Chair for the American Chamber of Commerce Aerospace Program in China, likened the present general aviation situation to the age-old riddle, “Which came first, the chicken or the egg?” His meaning: that Chinese general aviation desperately needs new equipment and infrastructure, but that new equipment acquisition will not be initiated without new air routes; however, without new air routes, any equipment acquisition will be pointless; thus the industry continues down a perpetual cycle of stagnation.

After an American School of Aviation-sponsored lunch banquet, the attendees once again reassembled to discuss the current state of general aviation in China. During the afternoon session, Mr. Guan Dong Yuan, Managing Director for Embraer China, presented on the state of corporate aviation in China, a very fitting presentation, given that the forum was being held in the corporate aviation capital

of China. Aside from the development and construction of China’s first locally built regional jet, the ERJ135, Embraer is also an active player in the corporate aviation sector in China. Mr. Guan touched on the potential of China’s business jet market, which is still vastly uncharted. At the moment, the total world fleet of corporate jets is approximately 13,124; of that number, only 26 aircraft call China their home. Thus there is much room for growth, and China’s policy towards general aviation and equipment procurement once again became the topic of discussion, as presenters and attendees voiced their opinions and possible ways to motivate the government to promote healthy aviation growth nationwide.

The first day of presentations concluded with some thought-provoking dialogue between speakers and attendees. After a short intermission, forum attendees gathered again for a banquet dinner in downtown Shanghai.

Two charter busses loaded up the attendees and headed out to one of Shanghai’s most famous Yunnan Restaurants, Dai Jia Cun. The half-hour drive offered the attendees a chance to wind down and enjoy Shanghai’s famous sights, such as the Pearl Tower and the metropolitan downtown. The banquet dinner featured native folk dancing and music performances from China’s countryside, and cuisine that encapsulated China’s various provinces and flavors. In addition to partaking of good food, conversation and entertainment, a few members of the delegation were even coaxed into dancing a traditional Yunnan dance on the stage for all the patrons at the restaurant.



Mr. Zhao Ming He, Director of China International Engineering Consultant Corp., speaks on the future trends in Chinese aviation development



Mr. Zhao Qi Jiang (President) and Ms. Chen Jing Yun (General Manager) of BCIA VIP Department pose with Uniworld's Managing Director Francis Chao

Thursday, March 16th - Day 2

After a bit of rest and a complimentary breakfast, the attendees were once again back to discussing the future of general aviation in China. The topics of the second day of presentations shifted from policy and conceptual ideas to more practical applications.

The day's events kicked off as Mr. Zhao Qi Jiang, the General Manager for the Beijing Capital Airports Holding Company VIP Department, introduced their current feature project, the largest FBO in the world. Located at the Beijing International Airport, the FBO is scheduled for completion in June of 2006, and will be able to accommodate approximately four 747s and 10-15 corporate jets, simultaneously. As he wrapped up his presentation, Mr. Zhao introduced perhaps the largest single international partnership opportunity of Forum. He announced, for the first time publicly, that BCAH was looking for an international business partner to operate the MRO portion of the FBO operation. As anticipated, a barrage of questions and speculation ensued as to which international partner would be a solid fit for the new Beijing FBO. The unprecedented announcement exemplified the premise of the China General Aviation Forum events and its focus on the development of international partnership and dialogue.



Mr. Jin Yong Fa, Assistant to the Managing Director of the BCIA VIP Department

The second day of the forum concluded with a "Present Your Project" session, in which attendees had the opportunity to introduce current projects in China. From aircraft manufacturers to hover-cars, magazines to extreme sports, a buffet of aviation-related topics were touched upon and discussed. As the presentation portion of the GA Forum wound down, attendees prepared to get some rest in anticipation of the Shanghai Airlines Hongqiao FBO tour the next day.



Coffee breaks provide an opportunity for attendees to discuss topics expressed in presentations

Mr. Qin, GM of the Beijing Capital General Aviation Company gives a presentation of his helicopter operation



Shanghai hospitality included dancing on stage during dinner

Vivian Tsui, Editor of Jet Asia Pacific Magazine, addresses the delegation during the "Present Your Project" segment



Friday, March 16th - Day 3

Without missing a beat, the next presentation kept the level of energy in the conference room sky-high, as Mr. Graeme Patten embarked on a topic unfamiliar to most Chinese aviation professionals--skydiving. Representing Absolute Skygear in Australia, Graeme put on a visceral display, featuring video and audio of the recent record-breaking group skydive in Thailand that left the attendees in awe. As China's economy continues to expand and its citizens begin looking for alternative forms of recreation, niche market recreational activities such as skydiving will undoubtedly witness a rapid and prominent increase, as demonstrated by Graeme's final question, "Who would want to do this?" A roomful of hands went up.

Day three began with the one-on-one portion of the forum, in which attendees got the chance to sit down with other members to discuss topics of interest. The culmination of the last two days of presentations meant numerous topics of discussion and partnership potential. With the aid of on-the-fly translation provided by Francis Chao, true international dialogue was made possible between the Chinese and international parties.

In the afternoon, the international delegation set off to visit the Shanghai Airlines FBO at Hongqiao Airport. Greeted by the Shanghai Airlines staff, attendees witnessed firsthand the operation

2006 China General Aviation Forum

of Shanghai's only FBO and their Hawker business jet. The modest facility was very symbolic of China's entire GA infrastructure, a growing younger sibling looking up to and learning from its more mature brethren, the US and EU.

The delegation was then bussed across town to visit the old Shanghai airport facility, Long Hua Airport, which ceased commercial operations in August of 1966. Since, the facility has been reduced to a runway with a few scattered hangars lining its length. While, at first glance, the facility looks all but deserted, we soon found out that this relic facility was in actuality the home to Shanghai's only flying club, as well as China Eastern's flight training program. In a hangar on the far end of the runway, three meticulously cared-for Cessnas sat waiting to see some action. During our visit to the Long Hua Airport, we learned one very interesting fact about China's aviation environment, while chatting with the manager of China Eastern's private flight training program., He revealed that, because commercial aviation is in such demand, private air training has basically been put on hold,



The GA Forum delegation pose for a photo opportunity with one of China Eastern's trainers

Long Hua Airport, Shanghai's first international airport now houses the city's only flying club as well as China Eastern's pilot training course

GA Forum guests were welcomed by Shanghai Airlines to tour their FBO facilities at Hongqiao Airport

and noted that, currently, his aircraft offer only an aesthetic appeal, as they hardly ever see daylight.

The 2006 edition of the China General Aviation Forum ended with something old and something new. Attendees got a chance to witness the next chapter of Chinese aviation, GA and business aviation at Hongqiao Airport, as well as Shanghai's first commercial airport, Long Hua. The 2006 Forum accomplished many of its fundamental goals, the most important of which was to increase the international dialogue and foster new business relationships to aid the development of China's GA sector. This truly international event realized many important characteristics, both positive and negative, of China's emerging GA sector, and will no doubt be a springboard towards future business relationships and industry growth; in a country where development is often out of the hands of operators, gaining a voice is perhaps the first real step towards progress.



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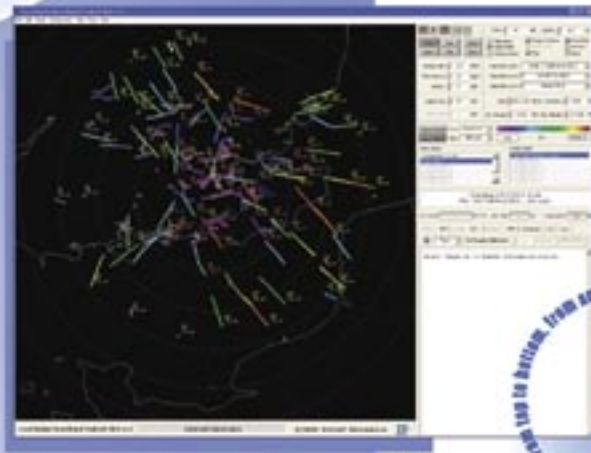
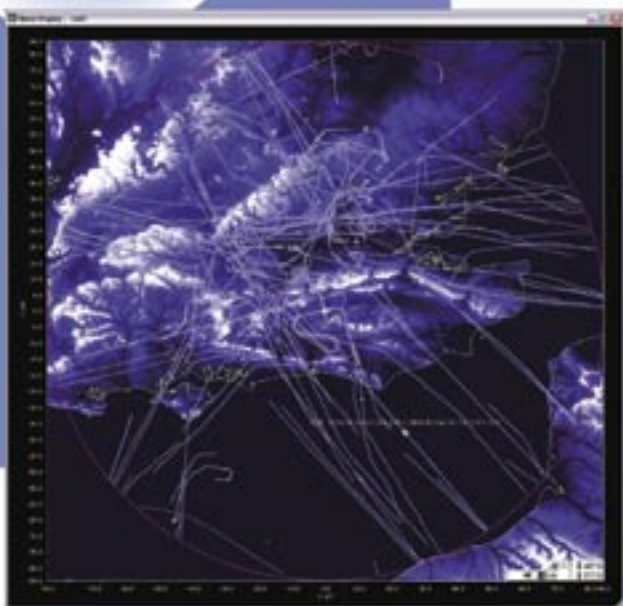
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From data to actions, from actions to control, from control to actions

CAAC Corner



US-China Aviation Cooperation Program Initiates Chinese Executive Management Training

On March 15th, the US-China Aviation Cooperation Program announced their first training program, the CAAC Executive Management Development Training (EMDT), which will commence in 2006. The new training program is established in conjunction with the US Department of Transportation, Department of Commerce, FAA, USTDA, and the Wright Brothers US-China Aviation Program, which was initiated in April 2004 and aimed at enhancing the relationship between bilateral governments and enterprises.

Mr. David S. Sedney, Minister of the US Embassy, stated at the inauguration ceremony of the training program, "On the one hand, the project benefits the development of China civil aviation and promotes cooperation between the US and China; and on the other, it expands commercial benefits of US enterprises within China. It's a win-win situation."

According to the introduction speech by Dr. Joseph Paul Tymczyszyn, FAA Attache of the US Embassy and Co-President of the US-China Aviation Cooperation Project, the EMDT has the support of 10 member organizations of the US-China Aviation Cooperation Program, including the FAA. The training topics will involve subjects such as management, administration, and technical operations. Fifteen officials from the CAAC and twenty ATMB managers will participate in the 22-week-long program held in the US.

Northern China ATMB Issues New Information Disclosure Policy

The Shenyang Operation Center of the Northeast China Air Traffic Management Bureau of CAAC recently issued the Information Notification Rule in order to enhance the fluidity of the ATC information network of the air traffic management departments of Jinzhou, Dandong and Chaoyang Airports, as well as Liaoning Provincial general aviation

bases.

The new Information Notification Rule states that facilities must now make public air traffic information pertaining to daily operation information and abnormal information of each facility. Daily operation information includes airport takeoff and landing times, peak hour traffic, flights within a controlled region, ATC equipment data, and more. Abnormal information is outlined as aircraft hijackings and dangerous situations, ATC equipment malfunction, aircraft failures, any deviation or change from the flight plan, flight cancellation, and more. The new regulation will unify the ATC Departments Daily Operation Information Notification Charts and the Important Flight Reports, as well as establish a new Shenyang ATC Operation Center Information Report Flow Chart.

CAAC's ATMB Announces Measure to Clean Up Aviation Information Disclosure

The Civil Aviation Flight Normal Statistics Work Analysis meeting was

held in Shenzhen on March 16th. During the event, the CAAC announced that, in 2006, the Operations Center of ATMB will begin to establish national civil aviation flight network management systems, revising the current civil aviation flight data disclosure policies, as well as modifying the ground taxiing time in selected airports.

During China's recent aviation boom, flight volume has witnessed rapid increases, and establishing dependable civil aviation operation data for airlines, ATC departments and airports has become especially critical. The current Civil Aviation Flight Normal Statistics Measure (civil aviation flight data) has its share of shortcomings, such as a long statistics period, withheld flight information, and a lack of supervision and inspection measures. The new version of the measure will focus on information sharing in order to support and promote civil aviation growth.

During the meeting, the ATMB Operations Center also unveiled the 2005 civil aviation flight data and issued the "Guiding Opinion on Enhancing Flight Normal Statistics Work." It states that, in order for civil aviation to thrive in 2006, normal flight statistics and data accuracy must be improved.

China and Afghanistan Establish New Bilateral Agreement

The Cooperation Department of the CAAC announced on March 9th that China has reached a new bilateral air transport agreement with Afghanistan, and that they are expected to mutually open the fifth freedom right between the countries. The new bilateral agreement now allows designated airlines to operate up to seven passenger/cargo flights per week.

Fifth freedom right refers to the right to transport passengers, mail and cargo to a contracted state; pick up passengers, mail and cargo at that location; and then continue the flight to another contracted state. In other words, it is the right to operate a flight that enplanes passengers/cargo at a foreign location, and then drops passengers/cargo at another foreign country as part of a continuous operation serving the airline's home country.

On March 7th, 2006, Wang Ronghua,

Director of the International Cooperation Department of CAAC, and the Director of Law, Air Transport Agreement Bureau of the Afghanistan Ministry, met in Beijing to revise the previous bilateral agreement, which was established in 2003. The meeting established a new Memorandum of Understanding on issues including air route schedules, transport capacity, fifth freedom rights and charter flights.

Currently, the only air route between China and Afghanistan is operated by Ariana Afghan Airline and is limited to one flight per week. In 1995, Ariana Airlines applied for operations between Kabul and Urumqi, but the application was halted because of war. In 2002, it was finally granted the permit to operate passenger flights between the countries.

Statistics show that, after the establishment of Afghanistan's new government, an increased number of Chinese traveled to Afghanistan to distribute commodities.



Training To

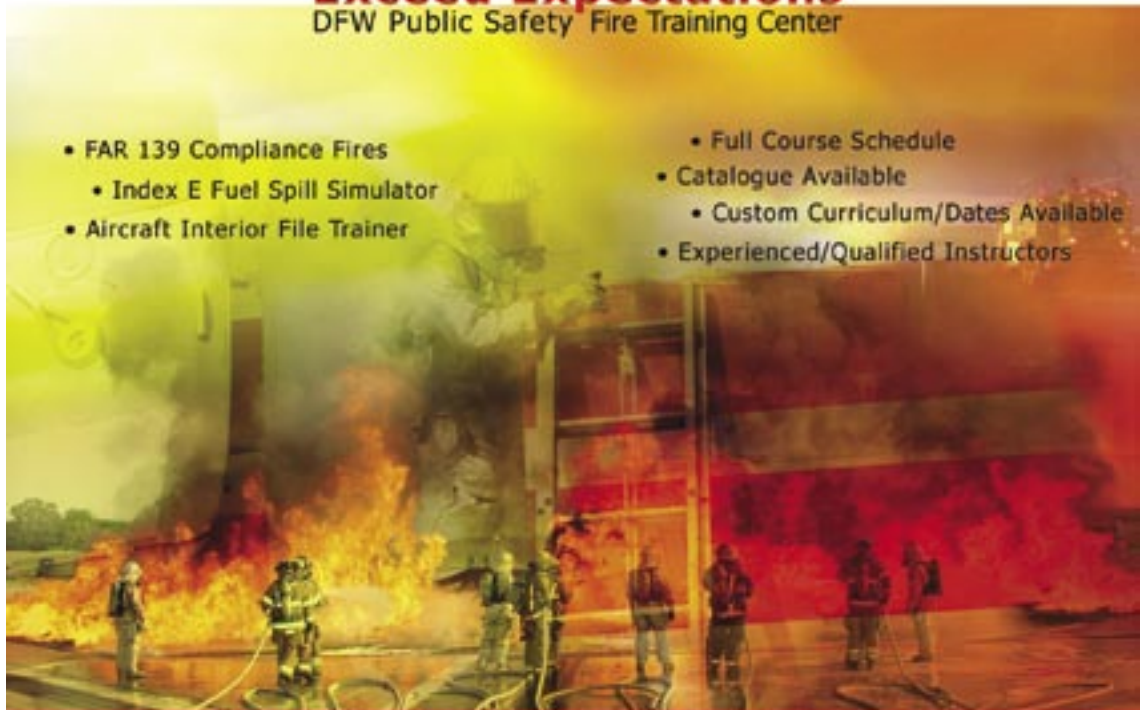
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