



**Welcoming Remarks by
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U.S. Trade and Development Agency
China-U.S. Aviation Symposium
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Good morning and welcome to the China-U.S. Aviation Symposium. It is wonderful to see such a large turnout and so many familiar faces. On behalf of the U.S. Trade and Development Agency and our many partners, thank you all for coming.

I would like to begin by thanking Minister Li for his insightful remarks. Minister Li, your leadership at the CAAC has been instrumental to the success of the ongoing China-U.S. partnership in aviation. We are delighted to have you here today to lead the delegation.

I would also like to recognize Di Reimold of the Federal Aviation Administration. Di and the FAA have been great partners along with the CAAC in planning this event.

It is a distinct honor for me to be here today. In 2001, I was part of the team that came to China to re-launch USTDA's program. At the time, we knew that transportation would be an area of mutual benefit and thus an area of focus. But what we did not know was how extraordinary the growth in aviation in China would be over the next eight years -- and what an important role the partnerships among the CAAC, U.S. government agencies such as USTDA and FAA, Chinese experts and the U.S. private sector would play in that growth.

I believe there were two components that played an essential role in the growth of the aviation industry in China and will continue to be vital to its ongoing success -- vision and effective partnerships. Clearly the leadership of the CAAC has had outstanding vision. But part of that vision has been its willingness to partner with the U.S. representatives present here today both from the private sector and the public sector.

When I think of examples to define both vision and partnerships, I am hard-pressed to find one better than the U.S./China Aviation Cooperation Program. For those of you who may not be familiar with the Aviation Cooperation Program -or ACP, it is a public-private partnership among the CAAC and Chinese aviation experts, U.S. government organizations such as USTDA, the FAA, and numerous private companies.

When the ACP was proposed, it faced considerable skepticism about whether U.S. companies would be willing to work together. But with effective leadership and a progressive vision, the program was launched with 10 corporate members. Today private

sector membership has grown to 36, a testament to the important role the ACP has played in our groundbreaking partnership.

One of the primary objectives of the Aviation Cooperation Program is to provide training for China's aviation professionals. In the beginning, the training focused mainly on the technical aspects of aviation, such as engineering and flight operations. However, as the program evolved, we saw the need to enlarge the training to include professional leadership training for decision-makers.

Each year, for the past three years a group of young, smart, talented and capable future leaders have participated in the ACP leadership training program. Last night, I had the pleasure of meeting with members of three graduating classes. Today these former students are working in all aspects of the Chinese aviation industry including in the CAAC, Air Traffic Management Bureau and Civil Aviation Management Institute of China. If there was a universal theme to last night's gathering it was the value not only of the technical information learned during the time spent with their U.S. counterparts but also the relationships that were developed.

The ACP is a prime example of what can be achieved under a partnership of mutual respect and a desire to work together constructively. We are proud to continue our support of the ACP and shortly after this opening ceremony will be signing a grant to continue this valuable partnership.

We are also about to embark on a new endeavor with the ACP that demonstrates vision by its participants, particularly the Chinese aviation industry leaders. This new initiative focuses on environmentally sound practices and the use of environmental technologies in aviation. This issue is vitally important to both the United States and China.

Under the recently released National Civil Airport Development Plan the Chinese government announced plans to build 40 new airports by 2010 and an additional 57 by 2020. CAAC plans to accomplish this steep growth with minimal environmental impact.

Similarly, the U.S. aviation industry has been focused on instituting practices and applying technologies that will reduce the environmental impact of aviation.

What better way to accomplish our mutual goals than to bring our experts together to share ideas and learn from one another. That process will begin over the next few days. Several of the panels will address potential solutions to environmental challenges. But to ensure that the discussion continues after we all leave here, we also will be signing a Memorandum of Understanding promoting the establishment of an Airports Environmental Partnership under the ACP. Initially, this partnership will be made up of the CAAC and the ACP, both of which will identify priority environmental issues for joint cooperation; the FAA, which will provide policy advice; and USTDA which will develop the action plan and provide coordination and financial support.

Among the early initiatives of this partnership will be two that are foundational for future activities. The first is an Environmental Best Practices Study for which USTDA provided developmental support and funding. The second is a USTDA sponsored Study Tour that will bring aviation delegates to the United States to witness first hand how some major airports are addressing a variety of environmental issues. I should note, that two of the six airport authorities participating in the Airports Environmental Partnership have representatives here at the symposium and you will be hearing from them later today.

As we all know, China is a country rich in culture and tradition. While it has not lost sight of its past, China also has demonstrated a strong focus on the future. Certainly, the ambitious plans that the CAAC has developed in civil aviation exemplifies the country's vision for its future. USTDA is pleased to partner with the CAAC in this effort.

Together with the CAAC, we have developed an exciting program to take place over the next few days. Our goal is to provide a forum for an exchange of ideas and to provide an opportunity for all of the participants to build long-term partnerships in support of China's aviation sector. I hope to personally meet as many of you as possible -- and I look forward to discovering more ways that we can work together to expand China's civil aviation in a safe, secure and environmentally-friendly way.

Thank you.