



China Civil Aviation Report

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民航报导

China must embrace General Aviation 中国必需拥抱通用航空



CAAC issues new decree on general aviation

China to spend \$3.34-B for 33 key aviation projects

ICAO to audit China civil aviation

Yang: Civil aviation should focus on quality

China to implement RVSM



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COVER: Aircraft like the Cirrus SR22 are fueling the growth of general aviation. (Photo courtesy of Cirrus Design)

From the Publisher's Desk

Commercial aviation in China is soaring but unfortunately, general aviation is lagging behind. In this issue, I wrote a piece on the importance of general aviation in sustaining economic growth in China and in linking cities and rural areas where there is no airport.

In the United States, for example, general aviation is a thriving industry because of its role in different areas including medical evacuation, news gathering, farming and the like.

According to the Aircraft Owners and Pilots Association, 166 million people fly on small airplanes every year in the US, which is equivalent to the passenger traffic in China last year.

General aviation can be a major industry in China if it is given the chance and support it needs. China has a population of 1.3 billion and many of its regions are not served by commercial airplanes.

GA can augment the gap by providing transport to passengers and cargo from remote areas to urban cities. GA can provide the services commercial aviation cannot do.

Also in this issue, we tackle how China is providing money to modernize its airports and fleet. This year alone, 33 key projects are targeted for completion in time for the 2008 Olympics.

But with the growth comes the demand for more pilots, technicians and other aviation professionals. China needs to sustain the growth in aviation by building its personnel that will handle different responsibilities from flying an aircraft to manning air traffic control towers.

As the demand grows, so is the responsibility. And this is always the cycle.

中国的商业航空正在腾飞，而通用航空却严重的滞后。本期月刊中，我写了一篇关于通用航空在当今中国的可持续性经济中扮演重要角色的专题文章，讲述了通航在没有机场的偏远地区如何关键性地连接着城市。

以美国为例，通用航空是一个旺盛的产业，因为它包括医疗救援、新闻播报及农牧业等不同领域中发挥着重要作用。

根据美国航空器所有人与飞行员协会的资料显示，每年美国有1亿6600万人次搭乘小型飞机，这相当于中国去年全年的商业旅客量。

如果通用航空能获得所需的机会与支持，它能够成为中国的重要产业。中国有13亿人口，许多地区还无法得到由商业飞机提供的服务。

通用航空能够增强偏远地区与城市之间人员与物资的运送能力，并可提供商业航空所无法提供的服务。

本期月刊中，我们还讨论到中国如何提供资金促进机场与机队现代化的问题。仅今年一年，就有33个重点项目设定在2008年奥运会以前完工。

然而，伴随着航空业的成长，出现了越来越多的飞行员、机务与其他航空专业人士的需求。中国需要建立自己的人才库，他们必须分工合作，承担从驾驶飞机到负责空中交通管制塔台的各种职责，这样才能确保航空的可持续性发展。

需求不断增长的同时，责任也愈来愈重大。这是一个周而复始的循环。



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Aviation Headlines

China to spend \$3.34-B for new airports, aircraft

中国民航建设今年将投资260亿元 重点项目33个

China will spend RMB 26 billion (about US\$3.34 billion) to construct airports and buy new aircraft this year involving 33 key projects. A substantial amount of the investment will be poured into the expansion of the Beijing Capital International Airport in time for the 2008 Olympics.

Other airports that will be used during the Games will also be expanded. These are Tianjin Binhai Airport, Qinhuangdao Shanhaiguan Airport, Qingdao Liuting Airport, Shanghai Pudong International Airport, Shanghai Hongqiao International Airport and Shenyang Taoxian Airport.

China will purchase 155 aircraft this year and retire 25 for a net increase of 130 aircraft.

Also this year, Chinese airlines are expected to fulfill transport throughput of 34.8 billion ton-km, passenger traffic volume of 187 million, and cargo/mail traffic volume of 3.85 million tons. These figures will be 15 percent, 16 percent and 12 percent higher compared to 2005, and will allow China to retain its position as the second biggest civil aviation country in the world after the United States.

From January to November last year, Chinese airlines logged in transport throughput of 27.56 billion ton-km, up by 15.4 percent on a year-on-year basis. Passenger traffic volume also reached 146.67 million and cargo/mail traffic volume totaled 3.09 million tons, higher by 15.3 percent and 11.4 percent, respectively, compared to 2005 figures.

It is estimated that, for 2006, China's transport throughput would reach 30.2 billion ton-km, passenger volume of 160 million and cargo and mail of 3.42 million tons.

China needs 9,100 pilots until 2010 to meet demand

高校、地方政府、机场联手打造飞行员培养新模式

The rapid development of China's civil aviation is increasing the demand for pilots in the next decade. China needs 9,100 new pilots in the 11th Five-Year Plan until 2010 and 16,500 new pilots in the 12th Five-Year Plan from 2011 to 2015, according to estimates.

Last December 28, a cooperation agreement was signed to establish the Chaoyang Flight School of Civil Aviation University of China (CAUC). It was signed by Wu Tongshui, president of CAUC; Mayor Zhang Tiemin of Chaoyang City; and Song Yuqi, general manager of Liaoning Provincial Airport Management Group. The trilateral cooperation will facilitate the sharing of resources.

China needs more flight training schools to fill the demand for domestic pilots.

The CAUC will be responsible for establishing Chaoyang Flight School. The



Representatives from the Civil Aviation University of China, Chaoyang City and Liaoning Provincial Airport Management Group sign the cooperation agreement to establish the Chaoyang Flight School.

Chaoyang municipal government will provide land and local preferential policy for the construction of the Chaoyang Flight School. The Liaoning Provincial Airport Management Group will retrofit the Chaoyang Airport facilities to meet related technical requirements for flight training.

ICAO to audit China civil aviation

国际民航组织三月将对我国民航进行安全审计

The International Civil Aviation Organization (ICAO) will implement in March a universal safety audit of China's civil aviation with the aim of checking the implementation of ICAO standards in contracting states.

This will be China's third audit by ICAO, following those conducted in 1999 and 2001. This time, the audit will cover 16 annexes related to organization, human resource, finance support, legislation, flight standard, airworthiness, and airport

and air traffic management.

Vice Minister Wang Changshun of the Civil Aviation Administration of China says the audit group will go to the North and East China areas to make verification of China's civil aviation regulations against international standards.

As the first category council member of ICAO, China is doing the preparatory work for the audit to ensure that its regulations are in accordance with ICAO standards.

China signs 106 air agreements in 2006

中国已签署106个航空运输协定
其中草签13个

China signed 106 bilateral air services agreements in 2006, including 13 initial accords, according to the Civil Aviation Administration of China (CAAC).

China forged agreements with Afghanistan, Algeria and Burma, and signed agreements with 22 other countries.

By the end of 2006, China's 15 airlines were flying to 88 cities in 43 countries, with 1,307 regular round-trip flights a week.

On the other hand, 93 foreign airline companies operated flights to 31 cities in Mainland China with 262 regular round-trip flights and 307 regular round-trip cargo transport flights every week by the end of 2006.

Minister Yang Yuanyuan of the CAAC says China will continue to open the country's international aviation sector.

China to implement RVSM

民航总局领导要求确保按期实施
缩小垂直间隔

China is planning to implement reduced vertical separation minimum (RVSM) on August 30 this year to increase air traffic in preparation for the 2008 Beijing Olympics.

The Air Traffic Management Bureau of the Civil Aviation Administration of China has done the preparatory work on RVSM implementation for a year, and Minister Yang Yuanyuan of CAAC believes that ATMB can implement it on schedule.

Under the RVSM principle, the vertical separation between aircraft flying between 29,000 and 41,000 ft will be reduced from 2,000 to 1,000 ft to allow more aircraft to use the airspace.

On the Olympic Games airspace service work, Yang says adjustments should be made on Beijing's flight area and optimization of ground and approach procedure. Air routes will be adjusted for departing planes.

Air traffic in China will increase by 50 percent by 2008, according to the International Air Transport Association.

Passenger, cargo volumes up at Shanghai's two airports

浦东机场货邮吞吐量跃居全球第七

In 2006, Shanghai's Pudong and Hongqiao International Airports handled 46.01 million passengers and 2.52 million tons of cargo and mail, higher by 11.31 percent and 14.04 percent, respectively, compared to 2005 figures.

The two airports had combined aircraft movements of 409,532 last year, up by 9.21 percent on year-on-year, with an average of 1,122 landings and takeoffs daily.

There are 64 domestic and foreign airlines flying scheduled flights to Shanghai. The number of domestic and foreign cities linking with Shanghai has reached 169.

Pudong Airport's second terminal building, traffic center, power center, and the main structure of terminal area intersection roads have been completed.



Pudong Airport

Mechanical and electrical equipment is being installed at the airport's main terminal building.

The third runway project and construction of the main body of the west freight area, and the support public works for south main road to the airport, have started. Pudong Airport's expansion project will be completed this year, in time for the 2008 Beijing Olympics.

Guangzhou Baiyun Airport uses area navigation

白云机场将实施区域导航飞行程序 航班拥堵将缓解

The Guangzhou Baiyun Airports started using area navigation (RNAV) flight procedures on January 18 which are expected to gradually ease flight congestion.

RNAV is "a method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigation signals or within the limits of a self-contained system capability, or a combination of both."

Since 2002, the Civil Aviation Administration of China has been researching the use of RNAV in China's air routes.

The technology was tested at Tianjin Airport and Beijing Capital Airport. The experiments were used to implement RNAV in large hub airports.

Required Navigation Performance (RNP), on the other hand--a brand-new navigation concept--is a precision navigation system based on RNAV. It could let aircraft possessing precision navigation capability take off and land under complicated weather and terrain conditions, and could let aircraft effectively avoid obstruction and unfavorable terrain during descent.

RNP could also improve the aircraft

takeoff weight limit. Precise takeoff path navigation capability could greatly improve the safety factor of flight. In 2004, the CAAC began testing RNP technology, and has successfully applied it in two plateau airports with complicated terrain, Lhasa and Nyingchi, resulting in remarkable safety and economic benefits. RNP technology will continue to be promoted in plateau airports, and gradually applied to areas with congested airspace.

Implementation of RNAV and RNP technology will bring innovation to China's civil aviation flight and control mode and improve safety.

Guangzhou Baiyun Airport implemented the RNAV procedures with the help of the CAAC's Flight Standard Department, Air Traffic Management Bureau, Central South Regional Administration and Central South Air Traffic Management Bureau.

In recent years, the flight volume at Guangzhou Baiyun Airport has increased rapidly from 10-15 percent. The limited and congested airspace will restrict the increase in Baiyun Airport's flight volume.

Guangzhou Baiyun Airport is one of 10 large airports to implement RNAV flight procedures.



CAAC Updates



CAAC issues guide on airport fund

民航专项补助向不发达地区、中小机场倾斜

The Civil Aviation Administration of China issued guidelines on the civil aviation special fund that will be used in investing in, and subsidizing, airport construction projects. The fund will be allocated to undeveloped areas and small and medium airports.

The fund will mostly benefit areas in the Class 4 regions consisting of Tibet, Xinjiang, Inner Mongolia, Ningxia, Qinghai and Gansu.

The fund will be divided into two parts: the new airport fund and airport development fund for management. The first will be used for the construction of new airports and the second for the expansion and retrofitting of existing airports.

ICAO safety audit seminar held in Beijing

ICAO亚太地区安全监督审计研讨会在北京召开

The Asia Pacific Safety Supervision Audit Seminar, attended by 132 delegates, was held in Beijing in December with the assistance of the Civil Aviation Administration of China.

The seminar was divided into 10 modules to make a detailed, systematic and complete introduction of the International Civil Aviation Organization (ICAO) safety supervision audit.

The delegates came from Australia, Cambodia, Democratic People's Republic of Korea, Japan, Mongolia, Nepal, Philippines, Republic of Korea, Singapore, China, Hong Kong SAR, Macao SAR and officials of ICAO and the ICAO North Asia office.

CAAC Minister Yang Yuanyuan and Vice Minister Wang Changshun attended the seminar to hear about the audit results of 31 countries.

The seminar is a foundation for the preparation work for ICAO's safety supervision audit on China civil aviation next year.



China, Tajikistan sign air services agreement

中塔正式签署民用航空运输协定

Minister Yang Yuanyuan of the Civil Aviation Administration of China (CAAC) and the general manager of Tajikistan National Airlines signed a civil aviation agreement in Beijing.



The agreement establishes parameters for China and Tajikistan to operate flights between the two countries. It will facilitate bilateral exchanges of personnel and strengthen bilateral cooperation on trade, tourism and culture.

Currently, China Southern Airlines operates one flight a week from Urumqi to Dushanbe. Tajikistan National Airlines also operates the same flight once a week.

Management information system developed

通信导航监视综合管理信息系统通过验收

Officials and experts from the different agencies under the Civil Aviation Administration of China (CAAC) held a meeting recently in Beijing to accept the communication and navigation supervision management information system.

Organized by the Technology Center of the Air Traffic Management Bureau (ATMB), the meeting was attended by leaders and experts from the ATMB of North China. ATMB Vice Director Lu Xiaoping is the leader of the group.

This is a key research project of the ATMB for 2005-2006. The system was developed by the Aviation Data Communication Corp. and Air Traffic Management Technology Co. of the Second Research Institute of the CAAC.

The system includes equipment management, information notification, task management, document management, and personnel and license management, and provides management of domestic civil aviation air traffic management communication and navigation supervision equipment.

The system provides assistance for decision analysis of equipment planning. It facilitates the reasonable layout and planning of stations. The system will also be devoted to improving industry management effectiveness and developing safe production information platform with overall dynamic management.

Fuel surcharge cut by 20%

国内航线旅客运输燃油附加收取标准下调

China cut 20 percent of the fuel surcharge imposed on domestic flights. Passengers will now pay RMB 80 instead of RMB 100 on domestic flights, according to the National Development and Reform Commission. Passengers on flights of less than 800 km will pay RMB 50 instead of RMB 60.

The new policy also cuts the surcharge on children, police and soldiers from RMB 30 to RMB 20 for short flights, and from RMB 50 to RMB 40 on flights of more than 800 km.

China decreased the wholesale price of aviation fuel by RMB 90 per ton last January.

HK, Macao ticket agencies can now operate in the mainland

民航总局出新规 港澳机票代理商可执业内地

Starting January 4, Hong Kong and Macao air ticket agencies are allowed to set up wholly-owned companies in Mainland China.

The Civil Aviation Administration of China recently issued a regulation allowing air ticket agencies in Hong Kong and Macao to set up joint ventures with local partners or operate as wholly-owned in the mainland.

China requires a registered capital of RMB 1.5 million for first-grade domestic air ticket agency and RMB 0.5 million for second-grade agencies.

Yang: Civil aviation should focus on quality

杨元元：民航业要着力谋求质的提高
实现又好又快发展

China's civil aviation industry should strive to improve quality in light of its rapid development.

This was the message of Minister Yang Yuanyuan of the Civil Aviation Administration of China (CAAC) at the China Small Airports Management Symposium held in Yuncheng City in Shanxi Province.

Yang said China is now the second largest aviation market in the world next to the United States.

He said the development of civil aviation comes from the rapid development of the national economy and society that fuels the demand in the air transport market. China has implemented the fast development of its civil aviation, resulting in uneven growth.

Yang said there are more than 90 small airports in China with an annual throughput of fewer than 500,000 passengers. The passenger volume is only about 3.3 percent of the total domestic throughput. Most of these airports are losing money. Despite this, says Yang, these airports should be given support rather than closed down.

Small airports help in the growth of the national economy and provide the public with universal service, he says. They also fill the requirement in the implementation of harmonized development in China.

Based on the plan, says Yang, by 2010, about 72 percent of China's population can reach an airport in just 1.5 hours.

China, Switzerland sign aviation agreement

我国与瑞士举行民航会谈

China and Switzerland signed an agreement to expand their existing bilateral aviation agreement by allowing direct flights between the two countries this year and in 2008.

The negotiation was held in Bern, where both parties agreed on a new air transport agreement.

Vice Director Liu Fang of the International Cooperation Department of the Civil Aviation Administration of China (CAAC) and Director Marshall of the Aviation Policy and Strategy Department of the Federal Office of Civil Aviation of Switzerland signed the agreement.

Under the agreement, Hainan Airlines and Swiss International Air Lines will open direct flights between the two countries in 2007 and 2008.

In 1975, Swiss Airlines opened the Zurich-Beijing-Shanghai flight. In 2001, the company went bankrupt and was restructured. In 2003, the airline dropped its scheduled flights to Beijing and Shanghai. The CAAC opened the Beijing-Zurich air route in 1978, but canceled it in 1999.

Commission meeting held

民航NDT委员会工作会在成都召开

Last January 17-18, the meeting of the Non-Destructive Testing (NDT) Qualification and Certification Commission of the China Civil Aviation was held in Chengdu.

Among the attendees were commission Director Xu Chaoqun, vice director of the Flight Standard Department of the Civil Aviation Administration of China; Chen Lun, deputy director of the commission and vice general manager of Chengdu Maintenance Base of Air China Engineering branch; Wang Jian, chief engineer of the Southwest Administration of the CAAC; and commissioners from civil aviation units, including AMECO, Gameco, Xiamen Airlines, and Shanghai Airlines.

China, Portugal hold aviation talks

我国与葡萄牙民航在里斯本举行双边航空会谈

China and Portugal held a bilateral air negotiation on January 15-16 in Lisbon. The Chinese delegation was led by Vice Director Liu Fang of the International Cooperation Department of the Civil Aviation Administration of China (CAAC), and the Portuguese delegation was led by Chairman Luis Fonseca de Almeida of the National Institute of Civil Aviation.

The two parties discussed developing the aviation market between the two countries.

China and Portugal first signed an air transport agreement in 1999, but there is no direct flight between the two countries.

Portugal TAP Airlines had operated the Lisbon-Macao route, but stopped.



China must e

中国必需拥抱通用航空

By Francis Chao

China is purposely ignoring and maintaining distance in proper general aviation development, resulting in a critical missing piece in the jigsaw puzzle of the image of a harmonious society the Chinese government is trying to build.

中国对通用航空的刻意忽视和疏远将会是造成通用航空成为中国建立和谐社会大拼图中唯一遗漏的小图片。

General aviation covers all aviation activities outside scheduled airlines, including business aviation, medical evacuation, aerial photography, crop dusting and forestry, firefighting and rainmaking, news gathering, public security, pilot training, sport and private aviation, among others.

通用航空在国际上的定义是除了商业固定航班外的一切航空活动如公务飞行, 医疗救援, 航空摄影量测, 农业造林, 消防造雨, 新闻播报, 公安执法, 运动和私人飞行, 飞行员培训等等。

Indeed, general aviation is growing fast and has matured in countries and regions such as the United States, Europe, Australia and Brazil, and it has become the nerve end of the overall aviation transportation infrastructure, connecting remote areas to the cities. In fact, it is a very important element in balancing the development of nations and regions.

通用航空在美国, 欧洲, 澳洲和巴西等地区和国家发展非常快速和成熟, 是整体航空运输体系的神经末梢, 连接偏远地区和枢纽城市的纽带, 对国家和地区的均衡发展起到重要的作用。

According to the General Aviation Manufacturing Association (GAMA), which represents 60 of the world's top GA manufacturers, the GA industry made a record billing in 2006 by selling US\$18.8 billion worth of GA planes, higher by 24.1 percent compared to 2005. Worldwide shipments of GA planes totaled 4,042 last year, higher than the 3,580 planes sold in 2005.

根据代表全球60余家世界顶尖通航飞行器制造商的通用航空制造商协会(GAMA)统计, 通航制造业在2006年突破纪录销售价值188亿美元的飞机, 较2005年增加24.1%。飞机交货总数为4,042架高于2005年的3,580架。

Twenty years after China launched reform and opened up its economy, commercial aviation is moving very fast due to the jostle and drive resulting from the fast economic development, expansion of fleets, construction of airports, updated regulations, upgrading of management, and establishment of a concept of customer service that is keeping the hands of China's civil aviation full. There is nonstop reorganizing, regrouping, studying and exchanging in China in order to meet the international standards and maintain the highest safety record. However, general aviation is not moving forward due to the limited airspace, lack of air routes and charting, incomplete regulations and rules and lack of safety inspectors that is no better compared to the stage prior to the reform and opening up. Today China's GA industry is relatively small compared to commercial aviation and is far behind most of the nations around the world. Is it because general aviation does not contribute to China's economic reforms? Or is it because there is no need for general aviation in China at all? Or is it that general aviation is not a priority?

在中国经济改革开放20年后, 中国的商业航空在经济快速发展的主动推挤和哄抬下神速的发展, 机队的扩编, 机场的建设, 法规的更新, 管理的提升, 服务意识的建立都使得中国民用航空万分忙碌, 马不停蹄的重组, 整编, 学习和交流以便和国际接轨并确保最高的飞行安全。在此同时经济成长中不可或缺的通用航空却因空域的未能及时开放, 航路航图的厥如, 法规制度的不到位和安全督导人力不足而裹足不前, 停滞于改革开放以前的规模和运力, 其相较于商业航空的相对规模远远落于其他世界各国之后。究其原因难道中国经济的改革开放不需要通用航空的支撑? 中国没有通用航空的需求? 还是通用航空没有建设的优先性?

Observing the promotional activities of foreign aircraft manufacturers in China in the last few years, one notices that besides certain regional transport functions that have been mentioned, most of the main emphasis remains on pleasure, privacy, convenience, efficiency, safety and luxury. The appeal focusing in individual or small groups of people usually cannot catch the attention and care of the Chinese government that is trying to build a mass transportation infrastructure for the general public. Even international communities gain balance in developing city and rural areas by supporting general aviation and, still, this failed to attract China to get excited in this industry that usually serves individuals and small traveling groups. Originally, general aviation is part of the state policy of "fly with two wings" (when China first established the aviation industry, the state policy was to build both commercial and general aviations), and the delay in building general aviation already affects the social and economical development. The price to be paid for not having GA will be costly and painful down the road.

综观历年来通用航空飞行器制造商在中国推动的主力不外乎除少许区域运输功能诉求外, 绝大多数集中在私人飞行的乐趣, 私密, 便捷, 效率, 安全和尊贵地位。这些以个人和少数群体为出发点的诉求很难取得政府在谋求建设大众运输体系时的重视和关切。虽然国际上对通航的鼓励与支持使其经济的持续发展和城乡差距得到合理的调配, 但也无法吸引中国对这个以少数人为服务对象的产业激起强烈的兴趣和责任感。这个原本是“两翼齐飞”的一支翅膀在长期不能得到活动空间严重的萎缩下开始影响了社会和经济的正常发展, 其代价将是昂贵而痛苦的。

Because GA aircraft are mostly small on so many occasions, the marketing is focused on individual and special groups. Pleasure, privacy, convenience, efficiency, safety and luxury are natural sales pitches of the manufacturers. But this doesn't mean that the small aircraft has lost its public transportation function, especially its unique performance and capability under special urgent conditions—like disasters.

由于通用航空飞行器是属于小型航空器, 所以在推销时绝大多数以私人或企业作为推广对象。乐趣, 私密, 便捷, 效率, 安全和尊贵地位等自然是业界争取生意的工具与说词, 但这并不代表小型航空飞行器失去了公共运输的价值与功能, 尤其是在特殊紧急情况下的优越性能与表现。



Embrace General Aviation



The correct policy from government and persistent enforcement is part of the reason that China's economy continues to move forward, but most of the factors for this success are international marketplaces, financing, technologies and know-how. In other words, China's reform and opening-up policy cannot be isolated from the international community, and the international concepts and experiences should not be disregarded.

中国经济改革开放的持续发展除了政府正确的政策和持之以恒的执行力外，有很大的一部分成功因素仰仗于国际的市场，资金，技术和经验。换句话说中国的改革开放不能独立于国际社会之外，更不能将国际思维和经验视为无物。

If we look at most of the industrial nations around the world, natural and human-made disasters are part of the economic landscape, and are becoming larger in scale and more frequent, and China can not avoid the same destiny. While China is building its economy in unprecedented scales and speeds, establishing an emergency rescue capability is the government's responsibility and cannot be ignored, and the general aviation is the cornerstone and assurance in successfully obtaining such capabilities.

综观世界各工业发达国家伴随着经济快速发展的同时，自然与人为的灾难与意外其频率与规模都在扩大与加速之中，相对的中国也无法回避这一现象的发生。在中国经济持续扩大规模与速度的同时，建立应急救援能力成为政府不可忽视的重责大任，而通用航空正是这重责大任的基石与成功的保证。

The GA's unique feature of convenient, high mobility and easy landing and takeoff can help to minimize the loss of life and property when disaster occurs and it is a safeguard to the people's right to survive. Not long ago, we saw GA aircraft shuttle to provide services in transporting human cargo and supplies, performing medical evacuation, gathering news, and conducting searches during and after Hurricane Katrina in the US and the tsunami disaster in the Indian Ocean. Many people were rescued from helpless and isolated conditions and got their second chance to live. Just before last Christmas, a family of four got lost in Oregon on the way back from a Thanksgiving family get-together in Washington. After days of intensive searches both on the ground and in the air, the mother and her two little girls were finally found by local Burger King franchise owner operating a private helicopter. Unfortunately, the brave father had died trying to get help to save his family. In North America and Europe, if there is disaster you can see a GA aircraft quietly performing its function and duties, and, surprisingly, most of the GA equipment is owned and maintained by individuals.

通用航空其独特的便捷，高机动性，起降容易等优点在应急救援时可将天灾人祸的生命财产损失降到最低，是人民生存权的最终保障。从不久前所发生的美国新奥尔良水灾和东南亚印度洋海啸事件中我们看到通用航空日以继夜的穿梭提供指挥调度，人员运送，物料补给，医疗救援，灾情播报，搜索救难等勤务使无数的受难人们在孤独无助和与世隔绝的情况下得到救援与帮助使其得以幸存。最近又有美国俄勒冈州韩裔美人一家四口于感恩节度假返家时迷路误入森林雪区，经救援当局数日扣人心弦的地空联合搜索，最后由当地拥有8家汉堡王(Burger King)连锁店的老板驾驶上下班用的私人直升机在森林山区中找到母女三人，父亲因外出寻找救援而不幸丧生的感人事件。在欧美及其他开发国家，只要有天灾人祸就可看到通用航空的影子在应急救援的行列中默默的担当其应有的功能与职责，而这些通用航空的飞行工具竟然大多数都是有私人拥有和维持的。

China is facing the same potential disasters as any other country, and it just cannot accumulate enough tools to perform its duties and obligations. Private enterprise, therefore, can be very helpful in filling in this gap. Encouraging private enterprises to purchase GA equipment, build airfields, and maintain a capability that can be utilized by the government when needed is the best policy and most workable solution.

中国和其他国家同样的面临着各种不同类型的天灾人祸，也同样的无法配备足够的工具与设备来执行政府的职能与义务，此时私人企业的参与和支持就可弥补政府的空白与不足。鼓励民间投资兴建通航设施，购买通航飞行器，维持飞行运力，在应急救援的时候由政府统筹运用支配，这就是藏富于民的政策方针，更是官民一心人命胜天具体表现。

Because the GA is the nerve end of the overall transportation infrastructure, it can help in providing better transportation for remote areas during the regular days, and at the same time, provide private enterprises a fast and convenient air transportation to increase productivity, competitiveness, profitability and cargo and freight circulation. It can reduce the gap between the cities and rural areas to strengthen the integrated national power.

由于通用航空是整体航空运输体系的神经末梢，在非应急救援的平时可发挥偏远地区的运输功能，并给私人企业提供快捷便利的空中交通工具，增加企业的生产力，竞争力和获利率，增加工作机会和货物流通，在减少城乡差距强化综合国力上扮演不可或缺的角色。

The building of a harmonious society, therefore, must reduce the gap between the cities and rural areas—not just the gap of income and wealth, but also the right to survive. Citizens should not be treated differently in obtaining needed supplies and services in order to survive because of the area in which they live; general aviation can help in patching up the missing piece to complete the jigsaw puzzle of a harmonious society.

和谐社会的建立必需要能成功的减少城乡的差距，这个差距不仅仅是收入与资产的差距，更具体的是要表现在生存权的保障，人们不应该因居住地点的不同而无法在紧要关头获得维系生存所需的物资与服务，通用航空可为这个和谐社会的大拼图补上这最后遗漏的一个小图片。



CAAC forms aircraft airworthiness center

民航上海航空器适航审定中心于24日正式成立

The Civil Aviation Administration of China (CAAC) has established the Shanghai Aircraft Airworthiness Examination and Authorization Center to undertake technical support work especially for the ARJ21 aircraft project.

The center was launched in a ceremony in Shanghai on January 24. Attending the launching were Vice Minister Wang Changshun of the Civil Aviation Administration of China (CAAC); Director Zhang Hongying of the CAAC Airworthiness Department; Vice Director Zhao Yuerang of the CAAC Airworthiness Department; and Vice Director Shen Zejiang of the CAAC East China Administration of CAAC. The ceremony was presided by Director Zhang Hongying.



(From left) Vice Director Shen Zejiang of the CAAC East China Administration, Director Zhang Hongying of the CAAC Airworthiness Department, Vice Minister Wang Changshun and Vice Director Zhao Yuerang of the CAAC Airworthiness Department at the launching of the Shanghai Aircraft Airworthiness Examination and Authorization Center.

Wang underscored the importance of the airworthiness center for China's present and future requirements.

He asked the East China Administration of the CAAC to prepare the group and establish a work plan so the center can start operating.

Shen Zejiang, representing the East China Administration, said the regional administration will strictly follow CAAC's requirements to establish the center.

Zhao Yuerang briefly discussed the airworthiness examination work for the ARJ21 project.

China Aviation Oil sells 5% stake in CLH for 171-M Euros

中航油宣布出售所持西班牙CLH公司5%股权

China Aviation Oil (Singapore) Corp. said on January 24 that it has reached an agreement with Caixa De Afforros De Vigo Ourense E Pontevedra (Caixanova) to sell its 5 percent interest in Compania Logistica de Hidrocarburos (CLH) for 171 million Euros (about US\$222 million).

CAO said part of the sale will be used to pay the first installment of its deferred debt obligation amounting to US\$62.2 million, which will become due on March 28 this year.

In October, CAO announced that it was selling its 5-percent stake in CLH. Caixanova won the bidding.

As of September, the company book value investment in CLH amounted to S\$115 million (about US\$75 million). With the sale amounting to 171 million Euros (or about S\$342 million), the company gains S\$183 million (or about US\$119 million).

"The (company's) directors are considering various options for the use of the surplus sale proceeds and will take into consideration the capital structure of the Group, the need for funds for investment and working capital, the ability of the Company to further reduce its debt obligations and a stable dividend policy," CAO said in a statement.

欢迎来稿

民航报导是全世界唯一英文杂志专注于中国民用航空的发展与建设, 发行范围遍布全球是目前国际航空社会了解中国民用航空发展现状的重要渠道与窗口。

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Commercial Aviation *News*

9 Xinhua-60 planes delivered in 2006

西飞集团公司已将9架新舟60飞机交付国际用户

Nine China-made Xinhua-60 passenger planes were exported to four countries in 2006 by Xi'an Aircraft Industry Co., a subsidiary of China Aviation Industry Corp. 1 (AVIC 1).

The planes were delivered to Zambia, Republic of Congo, Laos and Zimbabwe. Xi'an Aircraft also has 67 orders from other countries.

Xinhua-60 is a turboprop aircraft that sells for about RMB 100 million (about US\$12.5 million). It meets international

safety, comfort, and ease-of-maintenance standards, and costs 10 to 20 percent less than similar types of aircraft.

Air Zimbabwe signed a purchase deal with XAC in November 2004, becoming the first foreign customer for the plane. Zimbabwe has so far bought three Xinhua-60 aircraft.

The technical dispatch rate reaches an average of 97.82 percent. The maximum daily flight time reaches 10.35 hours with nine flight segments.

Air China, Asiana Airlines expand air routes

国航与韩亚航空代码共享合作扩大到11条航线

Flag carrier Air China and Asiana Airlines reached a code-sharing agreement that will cover 11 Korea-China routes.

This is part of the ultimate plan to have a blanket code-sharing to cover all routes served by the two airlines.

Asiana Airlines becomes the biggest of the Korean carriers to operate on Korean-China routes with 172 flights a week.

The code-sharing agreement covers nine cities in China-Beijing, Qingdao,

Weihai, Tianjin, Dalian, Yanji, Chengdu, Chongqing, and Hangzhou, and two cities in Korea-Incheon and Busan. The new agreement is in addition to the current cooperation between the two carriers on the Incheon-Hangzhou and Busan-Beijing routes. These routes will be operated with 151 total weekly frequencies.

Asiana Airlines is a member of the world's largest airline alliance, Star Alliance, which Air China is slated to join next year.

DART Group signs overhaul accord with Ameco

Ameco与Jet2签署发动机大修协议

Low-cost operator DART Group PLC signed an engine services agreement with Ameco Beijing to become Ameco's fourth engine customer from the United Kingdom after Rolls Royce, Astraeus Limited and TES Aviation Group.

Based on the agreement, Ameco Beijing will provide overhaul services on two

RB211535E4 engines owned by DART's affiliate company, Jet2.com Airlines.

Jet2.com operates eight Boeing 757 with 19 RB211535E4 engines, the first of which was delivered to Ameco last January.

Last year, Ameco repaired and overhauled nearly 100 engines with its international business up by 30 percent.

Assembly of first ARJ21 plane to start in March

ARJ21客户支援中心封顶
明年3月在上海总装

The assembly of the first ARJ21 aircraft will start in March, following the delivery of the plane's body in Shanghai. The aircraft's wing and central body will be delivered in March, paving the way for the presentation of the first ARJ21 test aircraft this year.

The plane's body parts—including the aircraft nose and vertical tail wing, which were manufactured in Chengdu and Shenyang—were earlier brought to Shanghai for the assembly.

The assembly will be done at the Shanghai Aircraft Manufacturing Factory, which also produces the horizontal tail wing. A second test aircraft is scheduled to be assembled this year.

The ARJ21 will make its test flight in March 2008 and will continue for over a year. The test aircraft will be used for research only, and will not be delivered as an order to a customer. The first aircraft will be delivered to customers in 2009.

AVIC1 Commercial Aircraft Co. (ACAC) has 71 orders of ARJ21. In 2010, 11 aircraft will be produced. The production rate will be 30 aircraft in 2011, eventually reaching 50 aircraft per year.

The ARJ21 Aircraft Customer Service Center, located in Minhang District, Shanghai, was inaugurated in December 2005. The center includes five customer service centers, customer training, customer spares, customer quick response, customer information and aircraft retrofit and maintenance.

The center will provide training service for pilots, mechanics, crew and dispatchers for customers of ARJ21. Its training area will be equipped with an advanced ARJ21 full flight simulator and flight training equipment. The center will start operating in November 2008.



Hong Kong International Airport's new Terminal 2 has opened this month. The new terminal, built at a cost of HK\$2.8 billion, is 140,000 sq. m. in size. It is the centerpiece of HKIA's larger development, called SkyCity, to provide passengers with comfort.

Wuhan City opens flights to Cambodia

武汉市与柬埔寨签署直航、旅游等系列合作协议

An international direct air route will be opened in February between Wuhan City and Cambodia to spur growth in tourism and aviation.

A tourism and direct flight agreement was signed by Angkor Airways, Wuhan Tourism Bureau, Tianhe Airport Group and Wuhan's seven international tourism agents.

The new air route will have a flight distance of 3,000 km, with a flight time of about 3 hours and 45 minutes. An MD-83 aircraft will be used initially for the route which can carry 162 passengers.

Wuhan will sign a series of agreements with Cambodia to establish ties, consulates and offices, and promote tourism products.

2nd Shanghai Air Show

All roads lead to China with the staging of the 2nd Shanghai International Aerospace Technology and Equipment Exhibition slated from July 5 to 7, 2007.

The 2nd Shanghai Air Show is fully supported by the Ministry of Science and Technology of the People's Republic of China and co-hosted by the China Aviation Industry Corporation I (AVIC I) China Aviation Industry Corporation II (AVIC II), China Aerospace Tooling Association, China Civil Aviation Maintenance Association, Shanghai Science and Technology Association and Shanghai Society of Aeronautics.

The 2nd Shanghai Air Show focuses on the latest aviation technology and equipment in China and around the world. The event provides a great opportunity for manufacturers from all over the world, system suppliers, enterprises and research institutions to showcase their tools and equipment for the aviation industry to Chinese and international buyers and manufacturers.

The 2nd Shanghai Air Show will also feature the following:

- 2007 International Civil Airport Facilities Expo, which will promote equipment and installations used in airports. Main visitors will include officials and purchasing directors from airports and airline companies.
- Helicopters and small aircraft where leading manufacturers will showcase their latest models.

Guests will have the chance to visit the Shanghai Pudong International Airport and other logistics parks, airport control center, and airport facilities. They will also have the chance to visit the assembly line of the China-made ARJ21 feeder aircraft at the Shanghai Aircraft Manufacturing Factory.

As part of the 2nd Shanghai Air Show, the following forums will be held:

- Aerospace Industry Metal-cutting Tools Technology Meeting (co-hosted by China Aerospace Tooling Association)
- 2007 Shanghai International Symposium on Aviation Maintenance (co-hosted by China Aviation Maintenance Association)
- Shanghai International Aviation Electronics Forum (co-hosted by IET Hong Kong)
- 2007 Forum of Application of the Helicopter in Modernized Society and the Industry Development (co-hosted by HAI, HAE, SSA)
- 2007 Airport Facilities Supplying and Purchasing Meeting (by the China National Aero-Technology Import & Export Corporation and China Aviation Suppliers Import and Export Group Corporation)

Tianjin Airport posts passenger, cargo growth

2006年天津机场累计完成旅客吞吐量同比增26.3%

Tianjin Airport handled 2.8 million passengers in 2006, up by 26.3 percent, and 100,000 tons of cargo and mail, slightly higher by 2.9 percent compared to 2005.

The airport registered aircraft movements of 55,000 landings and takeoffs, higher by 15.8 percent than in 2005.



Last year, the airport opened 59 scheduled air routes, an increase of 116 flights per week. Average daily flights totaled 94, up 30.5 percent on a year-on-year basis. By the end of 2006, the airport served 48 domestic and foreign cities.

The six airlines stationed at the airport include Singapore Airlines Cargo, China Postal Airlines, Hong Kong Airlines, Mongolian Airlines, East Star Airlines and Juneyao Airlines.

The fifth retrofit project of Tianjin Airport, with a total investment of approximately RMB 3 billion, was inaugurated in August 2005. The airport is currently undergoing expansion.

Passenger volume hits 3.64-M at Harbin Airport

哈尔滨机场2006年运送旅客364万 创历史新高

Harbin Airport posted increases in passenger and cargo volumes in 2006.

According to 2006 data, the airport handled 3.64 million passengers and 45,000 tons of cargo and mail, up by 13 percent and 9.7 percent, respectively. Aircraft movements totaled 33,830 landings and takeoffs, higher by 9.3 percent compared to 2005.

Seventeen domestic and foreign airlines operate at Harbin Airport, flying to 54 cities through 68 air routes.

The air routes link Harbin to Khabarovsk, Vladivostok, Blagovescensk, Yakutsk, and Yuzhno-Sakhalinsk in Russia; Niigata and Osaka in Japan; and Seoul in South Korea.

Guangxi Airport Group registers growth in 2006

客货创新高

广西机场集团完成06年生产任务

Guangxi Airport Group registered double-digit passenger and cargo growth at its four affiliate airports last year.

Guilin, Nanning, Beihai and Liuzhou Airports posted a combined passenger throughput of 65.6 million, higher by 19 percent compared to 2005. Cargo and mail volume reached 55,600 tons, up by 16 percent, and passenger movements totaled 69,800, up by 13 percent.

The growth is partly attributed to the establishment of the China-Asean free trade area and closer cooperation of regional economy between Guangxi province and Asean members. The Guangxi area also attracts businesspersons and tourists.



Guilin Airport

China Southern carries 50-M passengers in 2006

南航客运量连续28年居国内第一，稳保世界10强席位

China Southern Airlines transported nearly 50 million passengers in 2006, retaining its rank as China's largest airline. This is higher than the 2005 volume of 44.12 million passengers.

Last year, China Southern added 64 aircraft to bring its total fleet to 298 aircraft, logging in more than 920,000 flight hours.

It also signed a strategic cooperation agreement with Baiyun Airport to establish the Guangzhou air hub.

The departure flights from Guangzhou during the summer-autumn period increased by 30 percent and 20 percent during the winter-spring period compared



to 2005 figures.

China Southern also completed the International IOSA safety accreditation under the International Air Transport Association's new safety audit standard.

Chengyuan Aviation, Bluesky Aviation accredited by CAAC

华南蓝天航空油料有限公司获航油市场准入证
民航总局向承远航油颁适航审定证书

The Civil Aviation Administration of China awarded Chengyuan Aviation Oil Co. and South China Bluesky Aviation Oil Co. their Civil Aviation Oil Supplier Airworthiness Certificates and Civil Aviation Oil Testing Unit Certificates.

In a ceremony held in Shenzhen, Guo Defa, vice general manager of Shenzhen Airport Group Co.; Wang Yi, vice general manager of China Aviation Oil Co.; and Zhang Hongying, CAAC director, congratulated Chengyuan company for becoming the second company to acquire two certificates.

Huang Qingding, general manager of South China Bluesky, received the certificates from Zhang Hongying and Huang Suifa, director of the Central South Administration of the CAAC.

Bluesky Aviation sent its application to the CAAC last September. From November to December, the Civil Aviation Oil Airworthiness Group of the CAAC made a strict airworthiness inspection on the airworthiness situation of supply enterprises and inspection units affiliated with Bluesky from processes including oil transport, inspection, storage and fuel, and quality assurance system.

Capital Airports Holding remains profitable

首都机场集团利润总额年均增长44%

Capital Airports Holding Co.'s financial portfolio has been growing in the last four years, since it was established in 2002.

At the end of 2006, the company's net assets totaled RMB 20.6 billion, compared to RMB 10 billion when it was established, or an annual growth of 20 percent. Its profits jumped from RMB 625 million to RMB 2.7 billion, or an annual increase of 44 percent.

The company paid taxes to the state amounting to RMB 1.334 billion in 2006, compared to RMB 342 million in 2002.

Capital Airports Holding has 31 affiliate airports. In 2006, the airports' combined passenger volume reached 93.74 million, and cargo and mail volume totaled 1.67 million tons. Aircraft movements also reached 870,000.

In 2006, the Beijing International Capital Airport handled 48.6 million passengers, ranking ninth in the world. The airport's third terminal is now being constructed. Based on the plan, Capital Airport will have five runways and its passenger throughput will reach 90 million.

Air China awarded new operation certificate

民航总局授予国航新运行合格证

The North China Regional Administration of the Civil Aviation Administration of China (CAAC) awarded Air China its new operation certificate.

To fulfill the requirements, Air China assigned personnel to revise manuals according to revised items of the CCAR-121-R2 regulation. They completed the revision of all current manuals of Air China, and established effective operation control and management programs, self-supervision units and training programs for various personnel. Air China passed the verification inspection of the NCR.

The new CCAR-121-R2 operation



certificate awarded to Air China by CAAC symbolizes the new standard of operation safety management that Air China has reached.

Korean Air to start cargo flight to Chengdu

西南首条国际货运直飞线 三月通航成都

Korean Air will start its cargo flight to Chengdu City on March 6. The flight departs from Seoul to Chengdu before proceeding to Europe. This is the first air route of Chengdu to use the fifth freedom right. It is also the first international direct cargo flight in Southwest China.

Director Wang Ronghua of the International Cooperation Department of the Civil Aviation Administration of China gives recognition to Chengdu's method of assigning preferential airport landing and takeoff fees to international flights.

He says the Chengdu municipal

government should enhance its policy to let more foreign airlines fly to Chengdu and open more international direct air routes to the city.

Wang says CAAC officials paid a lot of attention to the construction of the Chengdu hub airport.

During the China-Korea air right agreement talks last June, CAAC provided the fifth freedom right to Korean Air to open scheduled freighter flights from Seoul to Europe via Chengdu.

Last year, the CAAC held a meeting to study the issue of Korean Air's opening international freight flight by Chengdu.

China East Star gets subsidy from Haikou City

民营航空首获地方政府奖励

China East Star Airlines was rewarded with RMB 630,000 by Haikou City in Hainan province as part of the city's plan to develop its air transport market.

Last year, Haikou City issued a regulation to provide subsidies to domestic airlines that will open flights to the city.

According to the Haikou Meilan Airport, besides China East Star, other airlines receiving rewards were China Eastern

Airlines, Shenzhen Airlines, Xiamen Airlines, East Star Airlines and Deer Jet,

Vice General Manager Wang Yankun of China East Star says that since the opening of a direct flight from Wuhan to Haikou in May 2006, the load factor has been over 90 percent, of which 80 percent have been tourists. China East Star will add another direct flight from Wuhan to Haikou this February.

China Eastern posts first profit in 5 years

主营收入465.44亿元
南航集团5年来首次赢利

China Eastern Air Holding Co. posted its first profit in five years in 2006 as passenger and cargo volumes surged.

Last year, passenger volume totaled 49.21 million, higher by 31 percent compared to 2005. Cargo and mail volume reached 819,000 tons, up by 24 percent. Total transport throughput reached 8.07 billion ton-km, or 26.8 percent higher than in 2005.

The company's main business income reached RMB 46.54 billion in 2006.

Y12E aircraft delivered to Zambia

哈飞运十二E型飞机首次实现出口

Two Y12E aircraft manufactured by Hahang Group were delivered to Zambia.

The aircraft is suited for the African region's high temperature and high plateaus. Noise reduction systems were put in place to reduce noise in the cabin.

Zambia is a long-time customer of the Hahang Group. In the early 1990s, Zambia purchased four Y12 aircraft. The two Y12E aircraft were the last of the five Y12 aircraft bought by Zambia last year.

Zambia is the top customer for the Y12 aircraft. Last January 18, representatives from Zambia visited Hahang Group to inspect the aircraft and sign for their delivery.

More than 100 Y12 series aircraft have been exported to over 20 countries and regions.



Mechanics assemble the third Y12E aircraft.

CAAC issues new decree on general aviation



By JONATHAN HICAP

China is realizing the importance of general aviation to its economy as the Civil Aviation Administration of China issued a new decree that expanded the types of GA activities that can operate in the country.

CAAC Decree 176, or the General Aviation Business License Operations, came into effect last February 14, with the aim of strengthening the GA industry and promoting aviation safety in China.

The CAAC will be the regulating body that will issue business licenses to individuals and enterprises planning to engage in any GA-related business. All are mandated to follow state laws and administrative rules and regulations on civil aviation.

GA businesses are organized into three categories. Comprising the first category are land-based and offshore oil services, helicopter loading, artificial precipitation, medical service, aerial prospecting, air tours, business flights, private or commercial flight training, helicopter guidance, business aircraft operators, air taxi and charter flights.

The second category includes aerial photography, aerial advertising, marine monitoring, fishery, weather detection, scientific experiments, urban fire fighting, aerial observation and patrol.

The third category is comprised of air seeding, fertilizing, spraying, insect control, weed control, plant disease control, animal pest control and forestry service.

The new decree recognizes and specifically defines all types of GA activities that can be operated and be made legal in China. Previously, only a handful of GA operations in China were recognized and given approval by the government. Business aviation, aviation clubs and flight training were not widely developed despite a growing trend worldwide.

Article 6 of the decree mandates that all GA enterprises should promote economic development, and protect the environment and public interest. Besides complying with laws and regulations, they should also adhere to the principle of coordinated development and meet flight safety requirements.

China needs to catch up with the worldwide growth of general aviation. In 1951, the first GA flight team was organized in China. At the end of 2005, China has 70 GA organizations and 615 aircraft serving GA comprised of 491 fixed-wing aircraft and 124 helicopters.

In comparison, the General Aviation Manufacturers Association (GAMA) says of the more than 320,000 GA aircraft in the world, 224,000

are based in the United States, which accumulated 27 million flight hours last year and carried 166 million passengers. Employment in the US general aviation industry reached 1.2 million as of last year.

Those applying for a GA license in China are required to submit a feasibility study, which includes market analysis, base airport and other facilities, aircraft, sources of aviation personnel training, operational reliability of technical expertise and economic forecast.

Foreign investment in general aviation in China is allowed. Joint ventures in business aviation, air tours and industrial service are allowed, but majority shares shall be held by a Chinese party. Aviation clubs are allowed to operate in non-urban areas, and are required to comply with relevant aviation rules and regulations to ensure safety. A written agreement on compensation for personal injuries is also required, and no minors will be allowed to participate in club activities without parental consent.

The CAAC is committed to developing China's GA industry. It expects GA to grow at an annual average of 10 percent until 2010, when hours flown should reach 300,000. Business aviation, air tours, flight training and private entertainment flights are expected to grow driven by strong economic growth and the rise in per-capita income in China.

While commercial and general aviation operate at totally different airspace, except for business jets, the process is tedious for a GA operator to get a flight plan approved by the military. More often, getting a permit is difficult and time consuming. Without a flight plan, the GA operator's business will be severely affected by the loss of revenues resulting from delays and cancellations.

Today, all airspace outside the 29 commercial air routes operated by the CAAC is under military supervision. China needs to streamline its approval process or decentralize its supervision of the general aviation in order to attract more players in the market. The Chinese government, for instance, supports the establishment of a GA association that will coordinate and regulate the industry. This will improve the GA market especially with the expected growth of GA aircraft and activities in China in the next five years.

Based on data from the International Civil Aviation Administration, GA hours flown in China totaled 176,000 in 2005. Of this total, aerial work accounted for 47 percent; instructional and training, 49 percent; and business and entertainment, 4 percent. Total revenue from GA operations in China reached US\$140 million in 2005.

In its outlook, GAMA says general aviation will have a strong market growth worldwide this year because of an expected growth in real gross national product in China, India and Russia.

"Each of these nations comprises a large land mass where general aviation can play a major role in robust economic activity," according to GAMA.

CAAC sees GA as a major player in agriculture, forestry, fishery and environmental protection with China's huge land area and population.

But China needs to build more airports for general aviation. By the end of 2005, there were only 68 fixed and 329 temporary airports for general aviation.

With the new regulation, China has shown that it is giving importance to the huge potential that general aviation has. In order to make a steady drive towards growth, policies should be eased to benefit GA operators including the flight plan. The GA airspace should be opened wide enough to accommodate the players. Prospective investors in the general aviation are unlikely to provide support if they feel that existing policies would only hinder the expansion of their business. While much has to be done to improve the state of general aviation, China has at least realized that GA will play a huge part to sustain its economic growth.



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