



# China Civil Aviation Report

Volume 9, Issue 7

July 2007

# 民航报导

## What China can learn from GA around the world

中国可由世界各地的通用航空发展中汲取些什么？

The world's largest FBO only at Beijing International Capital Airport

全世界最大的公务机候机楼在北京首都机场落成



China to train student pilots for Laos  
China registers 15.46-M passengers in May  
ARJ21 exterior unveiled  
Chinese firms, Boeing sign \$500-M supply deals

Hainan air routes to be adjusted  
Construction of Tibet airport starts  
CAAC, FAA hold symposium  
China Eastern purchases \$800-M V2500 engines

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# Contents

## Aviation Headlines

Flight info emergency plan for Olympics discussed	2
China to train student pilots for Laos	2
China registers 15.46-M passengers in May	2
Beijing, Hong Kong airports sign accord	3
US-China Aviation Cooperation Program expanded	3
Baggage handling system unveiled for Beijing Airport T3	3

## CAAC Updates

Expansion of Hami Airport approved by NDRC	4
Construction of Tibet airport starts	4
RVSM data collection starts	4
China, Macao discuss cooperation	4
Guoqing leads delegation to Tajikistan	4
China, Japan to open charter flights	4
CAAC, UK transport officials meet	5
Urumqi buys ATM equipment	5
Hainan air routes to be adjusted	5
Wenzhou Airport expansion to cost RMB 1-B	5
136 SDR handled in May	5
Feasibility report of Jixi Civil Airport approved	5
CAAC, FAA hold symposium	8
China, Singapore discuss aviation security	8
Tianjin Airport posts 41% increase in passenger traffic	8
Costind issues goals under 11th Five-Year Plan	8

## Cover story

What China can learn from GA around the world	6
---	---

## Commercial Aviation News

Shanghai, Air New Zealand start code-sharing	9
Shenyang Aircraft, Spirit sign \$60-M contract	9
Huntsville airport reps visit China Southern Airlines	9
Beijing Airport to spend RMB 2.6-B for Nanchang	9
Air China assesses fleet	9
AVIC 1 officials visit Airbus	10
West China Airlines makes maiden flight	10
Continental, China Southern announce partnership	10
China Eastern purchases \$800-M V2500 engines	10
Air China's maintenance base passes inspection	11
Expansion of Shenzhen Airport International Cargo Station started	11
ARJ21 exterior unveiled	11
Boeing, Chengdu Aircraft unveil 787 Dreamliner rudder	12
SALE is now BOC Aviation	12
Chinese firms, Boeing sign \$500-M supply deals	12

**COVER:** The Beijing Capital International Airport is set to unveil this year the world's largest Fixed Base Operation (FBO) facility in time for the 2008 Olympics.

## From the Publisher's Desk

### GA is part of everyday life

In the United States and other parts of the world, general aviation has become a part of everyday life. Just like scheduled flights, general aviation is directly linked to economic growth which provides employment and exchange of goods and services.

But China has yet to realize these potentials. Issues related to airspace, airports, FBOs and other services are just some of the problems that are causing stagnant growth of general aviation in China.

In our cover story, we present how general aviation is thriving in the US, where it is as important as commercial flights.

The impression that general aviation is just for private and recreational purposes is a myth. In fact, 70 percent of general aviation flights are business-related. The agriculture sector uses general aviation aircraft for their crops and businessmen are able to fly from one place to another easily.

General aviation will be a great contribution to the economy in a country like China, where many areas remain isolated from air transport service. Thus, it is important that China ease its policies and help in the development of general aviation.

### 通用航空融入我们每一天的生活

在美国及世界上许多其他国家，通用航空已成为日常生活的一部分了。正如定期商业航班一样，通用航空直接关系到经济的成长，提供就业机会，协助产品与服务的流通。

但中国似乎还没有认识到通用航空的潜力。诸如空域、机场、固定维修基地等问题都是造成中国通用航空停滞不前的因素。

在本期的主题文章中，我们介绍了通用航空在美国的兴盛，及其同等于商业航班的重要性。

认为通用航空只是以私用与娱乐为目的的看法是不正确的。事实上，百分之七十的通航飞行都是与商务活动相关的。农业使用通用航空飞机以增加其生产能力，而商务人员则利用其更为便捷的穿梭于城市之间进行商务活动。

通用航空将为像中国这样在许多地区没有航空运输服务的国家做出重大的经济贡献。因此，放宽相关政策，协助通用航空的发展对中国是至关重要的。



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# Aviation Headlines

## Flight info emergency plan for Olympics discussed

在京召开“中国民航航行情报自动化系统应急预案”编写会

To ensure that flights are smooth during the 2008 Beijing Olympic Games, the Beijing Air Traffic Management Department, under the Air Traffic Management Bureau of the Civil Aviation Administration of China, held a meeting on May 28-31 on the China civil aviation flight information automatic system emergency plan. Among those who attended were leaders of flight information departments, and system administrators of flight information automatic system operation management departments from seven regional ATMBs.

The meeting established a fundamental framework for the flight information automatic system emergency plan, and discussed the plans and programs for various events.

Those who attended also approved backup plans for the North China ATMB and Central South ATMB; three regional ATMBs, including Northeast ATMB, Xinjiang ATMB and Northwest ATMB; and Southwest ATMB and East China ATMB.



Chinese Vice Premier Zeng Peiyan (middle) is accompanied by Minister Yang Yuanyuan of the Civil Aviation Administration of China during an inspection of the ongoing construction of Terminal 3 of the Beijing Capital International Airport on July 4.

## China to train student pilots for Laos

我国将首次为老挝培养民航飞行、机务留学生

On June 5th, the first batch of 11 student pilots arrived at the Civil Aviation Flight University of China for an aeromedical exam.

They are the first batch of students selected by CAFUC, Xi'an Aircraft Industry Co. of AVIC I and Laos Airlines.

If they pass the health exam, they will be allowed to study at CAFUC beginning this September to become the first group of pilots trained by China for Laos.

So far, CAFUC has trained close to 1,000 civil aviation talents for 10 Asian and

African countries.

Last year, Laos Airlines purchased two MA60's and decided to order two more this year. XAC will provide training for Laos Airlines.

CAFUC and XAC entered into a strategic cooperation partnership in 2006 for the training of 12 student pilots and 15 mechanic students this year.

CAFUC will further explore the international market for the MA60 and provide training for pilots, mechanics, maintenance personnel and flight attendants.

## China registers 15.46-M passengers in May

5月份民航生产运行统计数据

The civil aviation industry in China registered 15.46 million passengers in May as the whole industry continued to see an upward trend.

According to the May statistics from the Civil Aviation Administration of China, total traffic throughput reached 2.86 billion ton kilometers, and cargo and mail traffic reached 306,000 tons, an increase of 19.4 percent and 16.1 percent on a year-on-year basis. The passenger volume increased by 19.8 percent compared to the same period last year.

Domestic data (excluding Hong Kong and Macao) on total throughput, passenger and cargo and mail, increased by 17.9 percent, 19.3 percent and 12.5 percent. However, when compared to April, the May domestic data decreased. Passenger throughput decreased by 134,000, cargo and mail decreased by 29,000 tons.

International flight passenger throughput and cargo and mail in May increased by 20.2 percent and 26.8 percent, respectively, compared to the same period last year.

In May, international flights carried 18,000 tons of cargo and mail. The increase was attributed to the entry last year of Great Wall Airlines and Jade International,

which are both cargo airlines.

The two airlines' cargo volume exceeded 10,000 tons in May, up from just 247 tons last May.

In May, Great Wall deployed a B747-400 freighter and China Eastern Airlines started using an A300 cargo plane.

The flight passenger load factor in May reached 73.5 percent, up by 2.4 percentage points on a year-on-year basis. In May, daily use of aircraft reached an average of 9.6 hours.

The entire civil aviation industry posted an income of RMB 21.08 billion in May, up by 10.9 percent compared to the same period last year.

By the end of May, China had 1,043 registered civil aircraft. General aviation airlines, on the other hand, registered 6,989 flight hours in May, down by 10.8 percent.



## Beijing, Hong Kong airports sign accord

首都机场与香港机场签订合作备忘录

Beijing Capital Airports Holding Co. and the Hong Kong International Airport signed a memorandum of cooperation on June 12 for Terminal 3 of Beijing Capital International Airport, which will be operated next year.

Minister Yang Yuanyuan of the Civil Aviation Administration of China, and Chairman Victor Fung and CEO Stanley Hui Hon-chung of the Hong Kong Airport Authority, attended the signing ceremony, held in Beijing.

The cooperation project includes a service contract consultant, management system, standards consultant, and training support. Next year, HKIA will send experts during the trial operation of Terminal 3 to evaluate system operation capability and identify risks.

Since this March, Beijing and Hong Kong airports have cooperated on five service contracts consisting of a luggage system, express system, cleaning, security, and park management.

The two airports, together with airlines and inspection units, will establish an airport operation acceptance supervision commission and airport operation acceptance implementation commission to supervise and implement preparatory work.

Terminal 3 is being rushed for the 2008 Olympics. The expansion of Beijing Airport will cost about US\$2 billion. The airport's capacity will increase from 27 million to 60 million passengers per year by 2015.



## US-China Aviation Cooperation Program expanded

美国将拨款169万美元支持中美航空合作项目

The United States Trade and Development Agency (USTDA) has committed US\$1.69 million to the ongoing US-China Aviation Cooperation Program (ACP) to expand the scope of the partnership between USTDA, the Federal Aviation Administration (FAA), US industry and the Civil Aviation Administration of China (CAAC).

Besides promoting beneficial trade and cooperation, the program will evaluate steps to expand China's regional aviation market through the development of a framework for managing the continued growth of the Chinese aviation market.

The grant agreement, signed on July 9 in Seattle, Washington, will partially fund the ACP, with matching funds provided by the US aviation industry and the CAAC to link the US and Chinese governments and aviation industries in a multi-faceted program to promote technical, policy and commercial cooperation.

"With CAAC leadership, this agreement signed today ensures that our bilateral relationship will remain strong and benefit both our economies," said USTDA acting Director Leocadia Zak at the signing.

The USTDA agreement was conferred during a signing ceremony at the Boeing Co.'s Longacres Training Center in Seattle, Washington.

Zak and CAAC Minister Yang Yuanyuan signed the grant agreement on behalf of



the US and Chinese governments. The ceremony was attended by senior US and Chinese officials, including FAA Administrator Marion Blakey; David Wang, president of Boeing China and current ACP co-chairman; and key US aviation industry representatives.

The expanded aviation program includes technical assistance provided by ACP industry members and the FAA to provide executive management development training, support continued airworthiness maintainability analysis and certification training, and develop an air traffic flow management system that will allow for greater regional air traffic and the establishment of a general aviation market.

The initiative will also promote a high-level dialogue between the US and Chinese governments in aviation cooperation, as well as US commercial interests in China's aviation sector. USTDA support for this program will be matched by approximately US\$2.3 million in related contributions by ACP member companies and organizations.

## Baggage handling system unveiled for Beijing Airport T3

首都机场三号航站楼开始调试行李系统

Representatives from the Beijing Urban Construction Group introduced the baggage handling system of Terminal 3 of the Beijing Capital International Airport, consisting of departure, transfer and arrival baggage handling systems.

The system covers the Terminal 3-A main building, the baggage tunnel joining the T3A main building with the T3B international lounge corridor, and the corresponding area of the T3B international lounge corridor.

The whole baggage handling system has a total length of about 66 kilometers. The departure baggage handling system consists of 11 check-in islands (including a total of 292 check-in counters), eight main conveyors, 22 sorter lead-in lines, four sorters, 37 sets of sorting carrying turntable, and four express baggage transport lines.

The transfer baggage handling system consists of two check-in islands to be used for transferring international baggage to the domestic area, four sets of transfer baggage conveyor lines for direct transfer of domestic to domestic and domestic to international, and two sets of transfer baggage lead-in conveyor lines for direct transfer of international to international and related control boxes.

The arrival baggage handling system consists of 17 sets of baggage claim turntables and 30 corresponding arrival loading lines and control boxes.

To assure the success of the adjustment of the passenger baggage handling system, BUCG's Airport EPC Department organized and coordinated units such as Siemens to test 800 parcels and 2,000 parcels on the single system. An operational test of 8,000 parcels was also made for the passenger baggage handling system of the Terminal 3 main building.



# CAAC

## Updates



### Expansion of Hami Airport approved by NDRC

哈密机场复航改扩建可研究报告获发改委批准

China's National Development and Reform Commission approved the feasibility report on the resumption of flights and expansion of the Hami Airport.

The project's completion is set for 2015, with an annual passenger throughput of 270,000.

Total investment in the project is RMB 152.7 million, funded by the NDRC, Civil Aviation Administration of China and Hami City government.

Under the project, the flight area would become Grade 4C and the current runway—which is 2,400 meters long and 50 meters wide—would be covered with cement concrete. A new terminal building will be constructed and the apron will be 21,600 square meters. A connecting way will be established with a length of 375 meters and a width of 18 meters, and a new control tower and air traffic management building will occupy 500 square meters. The parking area will be 1,500 square meters, and correspondent communication and navigation service facilities will also be established.

### Construction of Tibet airport starts

总投资15亿

西藏阿里昆莎机场开始全面施工

The construction of the Ali Kunsha Airport in Tibet began on June 4.

Total investment in the civil airport will reach RMB 1.5 billion. When finished, the airport will be categorized as Grade 4D, with a runway of 4,500 meters.

The airport will be able to accommodate 200-seat jets such as the B757-200 and A319. The airport will be opened in October 2010.

### RVSM data collection starts

西南空管局RVSM飞行流数据采集工作正式启动

The Southwest Air Traffic Management Bureau under the Civil Aviation Administration of China started its data collection on June 1 for the reduced vertical separation minimum (RVSM) flight flow project. The data collection will last for a month.

The RVSM Risk Evaluation and Safety Supervision Data Collection Group of Southwest ATMB implemented the data collection preparatory work in May by manually collecting data from program control and radar control areas.

The data collection is being completed for the implementation of RVSM in Southwest ATMB-controlled airspace in China.

### China, Macao discuss cooperation

总局与澳门签订简化机组人员手续谅解备忘录

Vice Minister Gao Hongfeng of the Civil Aviation Administration of China and Transport and Public Works Secretary Lau Si Lo of Macao met on June 21.

The two discussed how to further enhance communication and cooperation between mainland China and Macao. They also signed a memorandum of understanding on simplifying aircraft crew procedures.



### Guoqing leads delegation to Tajikistan

杨国庆副局长率团访问塔吉克, 探讨航空合作

Vice Minister Yang Guoqing of the Civil Aviation Administration of China led a Chinese delegation on a visit to Tajikistan on June 18-21 at the invitation of Tajikistan Ministry of Transport and Communication.

Yang negotiated with the transport minister and the general manager of Tajikistan Airlines on issues such as approving flight traffic right, increasing transport capacity arrangement, the retrofit of Tajikistan airport infrastructure, and the intention of Tajikistan to purchase China-made MA-60 aircraft.



### China, Japan to open charter flights

杨国庆副局长会见日本国土交通大臣冬柴铁三

Vice Minister Yang Guoqing of the Civil Aviation Administration of China and Japanese Minister Tetsuzo Fuyushiba of Land, Infrastructure and Transport signed the minutes on the opening of passenger charter flights between their countries.

Under the agreement, the two countries will open scheduled passenger charter flights between Shanghai Hongqiao Airport and Japan Tokyo Haneda Airport by the end of the year.

## CAAC, UK transport officials meet

杨国庆副局长会见英国运输大臣

On June 7, Vice Minister Yang Guoqing of the Civil Aviation Administration of China met with Transport Secretary Douglas Alexander of the United Kingdom and discussed bilateral cooperation between their countries.



## Urumqi buys ATM equipment

乌鲁木齐空管自动化系统设备购买合同签订

The Air Traffic Management Bureau under the Civil Aviation Administration of China (CAAC) and Spain's Indar company signed an agreement on June 12 for the purchase of air traffic management automation system equipment for Urumqi.

Attending the signing ceremony were Vice Director Liu Jiwen of Xinjiang Regional Administration of CAAC; Director Cao Qiong of Xinjiang ATMB; Secretary Peng Gang of Xinjiang ATMB; Vice Director Liang Wendi of Xinjiang ATMB; and Chen Bing, general manager of the Civil Aviation Air Traffic Control Technology & Equipment Development Co. (TEDC) and president of ATM International Department of Spain's Indar company.

The automation system will modernize the existing equipment in the Xinjiang area, lessen the work load of controllers, increase the service capability of Xinjiang civil aviation ATM, and allow the Xianjiang area to implement RVSM work. It will also provide a platform for future access of multi-radars in the Xinjiang area, and establish a foundation to fulfill radar control in the Urumqi terminal area.

Indar has clients in 140 countries and regions in the world. Indar hopes to get a bigger market share in mainland China.

## Hainan air routes to be adjusted

海南地区航路航线调整军民航协议在海口签署

The air routes within Hainan will be adjusted following the signing of an agreement between the military and civil aviation on June 12.

An air channel will be opened from Hainan's main island to the south to link with international air routes above the South China Sea and routes above the North bay. Air channels will also be opened from Hainan to the north for flights to other regions such as Europe.

After the adjustment, the flight distance of a round trip between Sanya and Singapore could be 2,224 kilometers shorter, saving the flight time up to 148 minutes.

For instance, a B737 flying the route could save 6,436 kg of jet fuel and RMB 123,000 in costs. The flight distance of a Haikou-Singapore round-trip flight could be 1,153 kilometers shorter, and its flight time could save up to 87 minutes. A B737 flying the air route can save 3,783 kg of jet fuel and about RMB 73,000 in costs.

During the signing ceremony, Director Chen Chao of the Haikou Air Traffic Management Center of CAAC expressed appreciation of the Air Force of the South China Sea Fleet for supporting the Hainan flight traffic right opening.

"From average daily flights of 2.5 movements in 1986 for Hainan island to the current average daily of over 300 movements, it increased more than 100 times during the last 20 years," he said.

Since the opening of Sanya Fenghuang Airport in 1994, the Air Force has cancelled over 10 airspaces. Last June, after approval by the International Civil Aviation Organization, the Sanya area of responsibility was transferred to Flight Information Region, and the Air Force adjusted the flight area and offered flight training in low altitude.

This February, the CAAC approved Hainan's efforts to establish and open flight sections in the Hainan area.



## Wenzhou Airport expansion to cost RMB 1-B

温州机场扩建工程项目建议书获得发改委批准

The expansion project of Wenzhou Yongqiang Airport in Zhejiang province has been approved by the National Development and Reform Commission.

The Civil Aviation Administration of China and Wenzhou City will fund the expansion of the flight area, which will cost RMB 1 billion.

The current runway will be extended by 800 meters and will be transformed into a parallel taxiway. Other facilities, including a fence, will also be built.

## 136 SDR handled in May

2007年5月份SDR千时率情况概述

The Flight Standard Department of the Civil Aviation Administration of China handled 136 service difficulty reports (SDR) sent by airlines in May. Of these, 94 SDRs were related to aircraft system/structure malfunction, and 42 SDRs were related to other issues, including bird strikes, ground collisions, and weather.

## Feasibility report of Jixi Civil Airport approved

鸡西民用机场可行性研究报告获得发改委批准

The feasibility report on the expansion of Jixi Airport in Heilongjiang province was approved by the National Development and Reform Commission. By 2015, the annual passenger throughput at the airport will be 140,000.

A new runway will be built, with a length of 2,300 meters and width of 45 meters, and a new terminal building will be constructed with an area of 2,400 square meters. In addition, a new apron will occupy about 15,870 square meters.

The total investment in the project is RMB 213.7 million by the Civil Aviation Administration of China, Heilongjiang province and Jixi City.

# What China can learn from GA around the world

中国可由世界各地的通用航空发展中汲取些什么？



## Restricted airspace a bane to growth

General aviation, in fact, provides 1.3 million jobs to Americans, AOPA says.

The booming GA global industry has helped fuel the increasing production of GA aircraft in the world. According to the General Aviation Manufacturers Association (GAMA), 4,048 aircraft were delivered in 2006, totaling US\$18.8 billion. The shipments consisted of single-engine and multi-engine pistons, turboprops and business jets.

GAMA estimates that there are 320,000 GA aircraft around the world today. But China has only 615 aircraft serving general aviation as of the end of 2005, consisting of 491 fixed-wing aircraft and 124 helicopters.

By the end of 2005, there were only 68 fixed and 329 temporary airports serving general aviation in China. A total of 176,400 hours were flown in general aviation in China, according to the International Civil Aviation Organization (ICAO).

General aviation operations in China are separated into three categories.

Category A consists of land and offshore oil service, helicopter loading,



### By JONATHAN HICAP

While civil aviation is enjoying tremendous growth in China, general aviation is lagging behind. General aviation started in China in 1951, but 56 years later, it is still in its infancy.

China is trying to shore up support for the development of general aviation, but several factors are hindering its growth. For one, its complicated airspace is a major bane. The military controls the majority of the airspace, while civil aviation occupies a small portion. Low-level airspace for GA aircraft is restricted, which becomes a headache for any individual or organization aiming to fly.

On the other hand, general aviation, defined as aviation other than scheduled commercial airlines and military, is thriving in different parts of the world, gaining popularity and providing tremendous economic and social benefits to thousands of people.

In the United States, general aviation is a US\$102-billion industry. This accounts for one percent of the country's total gross domestic product, according to the US-based Aircraft Owners and Pilots Association (AOPA), which has about 400,000 members.

"Civil aviation contributes more than \$900 billion and 11.3 million jobs to the

U.S. economy, at least 9 percent of the U.S. GDP of \$9.9 trillion. Of this, General Aviation contributes \$102 billion," according to the association.

It estimates that 166 million people fly yearly using general aviation aircraft.

General aviation is an integral part of the US economy. From crop dusting to weather operations, GA is a multi-billion-dollar industry in the US. Major airlines source their pilots from private flight schools, which use GA aircraft to train student pilots.

General aviation also serves disaster relief, aerial photography, traffic control and safety, news gathering, forestry, search and rescue, wildlife management, telecommunications and banking and finance.

AOPA says there are 20,000 airports and heliports in the US and only 540 of these are being served by civil airlines. In contrast, 5,300 airports are for public use by GA aircraft, while the rest are privately owned.

GA aircraft in the US are used in emergency medical cases, including the delivery of medical supplies, evacuation or even organ donation. Sick and injured people are rushed to hospitals via small aircraft. Businessmen of all sorts use GA aircraft to go to cities to sign deals or meet with business partners.

artificial precipitation, medical service, aerial prospecting, air tour and sightseeing, business flights, private or commercial flight training, helicopter guidance, GA aircraft management, air taxi and charter flights.

Category B consists of aerial photography, advertisement, ocean supervising, fishery, meteorological survey, scientific experiment, urban firefighting, aerial observation and patrol.

Category C includes air seeding, fertilizing, spraying, insect control, weed control, plant disease control in agriculture and forestry, animal pest control and forestry service.

Besides the restricted airspace, several factors are holding back the growth of general aviation in China.

To begin with, applying for a permit to fly takes several days, which frustrates the general idea of GA operation.

China is also imposing a staggering 21 percent duty on imported aircraft, a major stumbling block to individuals and companies that intend to purchase their own private aircraft. This may be one of the reasons why the number of GA aircraft in China has not increased significantly in the last few years despite the economic growth and the increase in personal income of Chinese families.

China needs about 6,500 commercial airline pilots by 2010, and general aviation will play a major role in the training and certification of these pilots.

Also lacking are FBOs, airports and other services and infrastructure that will cater to general aviation.

China has pledged to pay more attention to general aviation. This year, the Civil Aviation Administration of China (CAAC) has issued new guidelines related to general aviation.

Yet, further reforms and the easing of policies are needed just to level the playing field for general aviation. Encouraging the establishment of joint ventures between Chinese and foreign businessmen will be a big boost to spur growth.

Just as in China's civil aviation industry, businessmen see a big potential for general aviation. Companies such as Boeing and Airbus have proven that China is now a leading market for their civil aviation aircraft.

But these businessmen could not penetrate or even start the growth in general aviation in China because of restrictive policies, shortage of infrastructure and high taxes. China should look into the general aviation market in the US and other countries to see how the industry can contribute billions in revenues.

China has proven its might in the civil aviation market. It should now focus on general aviation as a potential growth area that can contribute to the country's overall economic growth and social services.

正当中国享受着民用航空的急速成长，通用航空却严重滞后。中国通用航空始于1951年，然而在56年后的今天，仍然停滞在草创时期。

中国正试图支持通用航空的发展，但却有着不少制约并阻碍其发展的因素。其中最大的障碍就是空域问题。空军管理着绝大多数的空域，而民航仅使用其中的一小部份航路。通航飞机被禁止使用低空空域，它成为任何个人或机构组织想要进行通航飞行的头痛问题。

另一方面，通用航空，作为除了定期商业航班与军用飞行以外的航空活动，正在世界其他国家兴盛起来并得到普及，给广大的民众带来了巨大的经济与社会效益。

根据拥有40万会员的美国飞机所有人与飞行员协会(AOPA)的统计，通用航空在美国已成为一项高达1,020亿美元产值的产业，占全国生产总值的百分之一。

据该协会称，“民用航空对美国经济的贡献为9,000亿多美元，并提供了1,130万个就业机会，占美国9.9万亿GDP总额的九个百分点。而通用航空则作出了1,020亿美元的贡献”。

按估计，每年有1.66亿人次搭乘通航飞机，通用航空已成为美国经济不可或缺的一部分。从农药喷洒到人工降雨，通航在美国是一项数十亿的产业。各大航空公司都经由使用通航飞机进行培训的私人飞行学校获得商业飞行员的供应。

通用航空还可用于重大灾难的救援、航拍、交通管理与安全、新闻播报、护林、救援、野生动物管理、电信、银行与融资。

AOPA称，美国有20,000个机场与直升机场，其中只有540个机场用于民用商业航班。而有5,300个机场为通用航空使用的公共机场，其它则为私人拥有。

美国的通航飞机应用于紧急医疗服务，包括医疗物资的输送、病患甚至是器官移植的运送。小飞机将发病与受伤的人们更为及时地送往医院。各类商务人员利用通航飞机穿梭于各个城市之间进行着商务活动。

AOPA称，通用航空在美国，实际上，为130万人提供了就业机会。

通用航空产业在全球范围内的快速发展已推动了世界上各类通航飞机的加速生产。根据通用航空制造商协会(GAMA)的数据，2006年已交付了总价值188亿美元的4,048架通航飞机。其中包括单发与多发活塞飞机、涡轮螺旋桨飞机与公务喷气机。



GAMA估计全球共有32万架通航飞机，而中国截至2005年底仅有615架现役通航飞机，包括491家固定翼飞机和124架直升机。

根据国际民航组织(ICAO)的资料显示，截至2005年底，中国只有68个固定和329个临时机场服务于通用航空。中国全年通用航空飞行小时总数为176,400小时。

中国的通用航空运行划分为三个类别。

甲类包括海陆钻油服务、直升机吊装、人工增雨服务、医疗服务、航空勘探、航空旅游与观光、商务飞行、私人或商业飞行培训、直升机引导，通航飞机托管、航空包机等业务。

乙类包括航拍、广告、海洋监管、渔业、气象观测、科学实验、城市消防、空中观测与巡逻。

丙类则包括应用于农林业的空中播种、施肥、喷洒农药、害虫控制、除草，植物病毒控制，以及动物病虫害控制与护林服务。

除了空域的限制外，还有一些其他因素妨碍着中国通航的成长。提前多日申请航空许可，也严重阻碍着通航运行。

中国对进口飞机课以21%的关税，阻碍着个人或企业购买私人飞机。这也许正是为何中国国民的经济水平一直不断提高，中国整体经济高速发展，而中国通航飞机的数量却没有明显增加的原因。

到2010年，中国将需要大约6,500名商业航班飞行员，而通用航空则将可扮演飞行员培训与认证的重要角色。

同时配合通航发展所需的FBO、机场与其它相关服务的也相对的匮乏。

中国将对通用航空给予更多的关注。今年，民航总局(CAAC)已颁布了通用航空的新法规。

然而，通用航空还需要更多的改革与宽松的政策。中外企业之间建立合作关系将可大大刺激此一成长。

正如中国民用航空产业的发展，商人们同样看到了通用航空的巨大潜力。诸如波音和空客这样的大公司都已证实了中国在民用飞机市场上的主导地位。

商人们却因为限制性政策、基础设施的短缺以及高额关税而无法参与或甚至在中国开展通用航空业务。中国应参考美国及其他国家的通航市场，看到其产业对国家税收所带来的绝大收益。

中国已在民航市场证明其才干与能力。现在，中国应该重视通航这个有潜力的行业，并正视通航对于整体国民经济成长与社会效益所可能作出的贡献。

## CAAC, FAA hold symposium

总局飞行标准司与FAA  
举办航空器评审研讨会

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) and the United States Federal Aviation Administration (FAA) held the Air Aircraft Evaluation Group AEG working symposium from June 11-14.

The symposium invited five experts from the FAA Seattle AEG Office and the Long Beach AEG Office. They introduced the content and experiences of FAA on aircraft evaluation.

During the meeting, the problems related to the ARJ21 new regional jet AEG work were discussed. Attendees were representatives from the CAAC Flight Standard Department, CAAC Center of Aviation Safety Technology; all regional administrations of CAAC; and manufacturers of ARJ21, AVIC 1 Commercial Aircraft Co., and the First Aircraft Institute of AVIC 1.

FAA experts introduced the content of FAA on the organization structure and function areas of AEG. They also discussed the detailed main works of AEG, including three commissions and their compositions, responsibility, and working methods. Participants discussed with FAA experts the practical problems in the ARJ21 new regional jet AEG work.

Because the ARJ21 jet is the first to complete and develop AEG evaluation work, many problems were dealt with in the practical work.

## Tianjin Airport posts 41% increase in passenger traffic

天津机场上半年旅客吞吐量超过2004年全年总量

By the end of June, Tianjin Airport had handled 1.73 million passengers, a hefty increase of 41 percent compared to the same period last year, exceeding the total throughput in 2004.

The airport has maintained a rapid growth rate on passenger and cargo, and has led among domestic airports which handle over one million passengers a year.

The key to this is the airport's ability to strengthen market development, ease policies on airlines, and decongest scheduled flights and maximize route networks, which help in the development of the Binhai New Zone.

In the first half of the year, eight new air routes were opened; four air routes were decongested and opened flights to five cities.

At present, Tianjin Airport is handling 56 scheduled air routes, up by 30.2 percent

## China, Singapore discuss aviation security

第二届中国—新加坡航空  
保安研讨会在昆明成功举行

The Second China-Singapore Aviation Security Symposium was held in Kunming on June 18. Vice Minister Wang Changshun of the Civil Aviation Administration of China and Senior Deputy Director-General Lim Kim Choon of the Civil Aviation Authority of Singapore attended the symposium.

Discussed at the symposium were topics such as restriction on liquids and gels, freight safety, security quality control, and the function of special aviation security company.

Both introduced their own systems, methods and experiences, and discussed enhancing bilateral aviation security cooperation.

Wang said that since the first China-Singapore Aviation Security Symposium held last year, China and Singapore have been cooperating on aviation security.

Lim said aviation security is important because of the rapid aviation growth in Singapore and China.

It was noted that the lack of unified international standards has inconvenienced passengers, and that enhancing international cooperation and adopting standards are very important measures.



## COSTIND issues the developing goals of “11th Five-Year Plan” for China Civil Aviation Industry

国防科工委提出我国民用  
航空工业“十一五”发展目标

The Commission of Science Technology and Industry for National Defense (Costind) held its national civil aviation industry statistics work meeting in Beijing on June 26.

Deputy Director General Jin Zhuanglong summarized the status of China civil aviation industry's developments, and presented the goals and tasks of the civil aviation industry under the 11th Five-Year Plan.

Since the 10th Five-Year period, China's civil aviation industry has made great progress in civil aircraft research, international cooperation, subcontract production and sales.

The civil aviation industry progressed and 25 civil aircraft pre-stage research projects gained acceptance.

During the 11th Five-Year Plan, China will focus on civil aviation products, industrialization, research and production capabilities and enhancement of industry management. It will also strive for the coordination of the military and civil aviation, and develop the new regional aircraft, jumbo aircraft, helicopter, engine and airborne equipment and expand subcontracting.

During this period, the civil aviation industry will realize major achievements in five areas.

First, focus on civil aviation products, including jumbo aircraft, new regional aircraft, new helicopter, general aircraft, civil aviation engine and airborne equipment.

Second, facilitate the progress of civil aviation industrialization, expediting the civil aviation aircraft industry development, doubling the sales income for civil aircraft, expanding civil aviation parts subcontracting productions, and developing aviation maintenance.

Third, increase civil aviation research and production capabilities, focusing on R&D platforms for high-level jumbo aircraft, regional aircraft, helicopter, general aircraft, aviation engine, comprehensive airborne system, and transmission system.

Fourth, enhance the innovation capability, organize civil aircraft pre-stage research, further push an aviation technology proofing plan, and actively advance aviation production digitalization.

And last, carry out government responsibilities and further enhance industry management.



## Shanghai, Air New Zealand start code-sharing

上海航空与新西兰航空公司实行共享代码合作

Shanghai Airlines started a reciprocal code-sharing agreement with Air New Zealand on July 1 to expand the flight networks of both airlines.

Shanghai Airlines and Air New Zealand signed a bilateral code-sharing agreement last September. Air New Zealand is one of the global members of Star Alliance, providing air service for 51 cities in 18 countries.

Based on data, China and New Zealand's passenger volume has increased rapidly in recent years. From last year to this March, 114,000 Chinese passengers traveled to New Zealand, up by 26 percent on a year-on-year basis.

The direct air services to Shanghai will be increased from 3 flights weekly to five flights weekly in November.

Shanghai Airlines and Air New Zealand have developed cooperation on joint transport, frequent flyer credit mileage award, and transfer travel.

## Shenyang Aircraft, Spirit sign \$60-M contract

波音737NG 48段项目正式签约

Shenyang Aircraft Corp. of AVIC I and Spirit Aerosystems signed a contract on June 29 to make B737-NG 48 segments in Beijing.

Li Fangyong, assistant to the general manager of AVIC I, and the general manager of SAC, and Fu Shula, general manager of CATIC and the vice president from Spirit AeroSystems, signed the contract.

The project that started in June of 2006 resulted in an agreement. According to the six-year contract, Chinese companies will provide Spirit AeroSystems with B737 NG 48 segments, with the first delivery scheduled next year.

The total contract value is about US\$ 60 million. This is the first contract between Spirit AeroSystems and AVIC.

## Huntsville airport reps visit China Southern Airlines

美国亨茨维尔国际机场代表访问南航广州货站

Representatives from Huntsville International Airport in Alabama visited China Southern Airlines to develop cooperation in cargo. The delegation was led by Jeff Sikes, Huntsville airport chairman.

In addition to holding a meeting with the cargo department of China Southern, the US delegation visited the airline's Guangzhou cargo station.

Sikes expressed intent to enter into an agreement with China Southern on cargo flights between Asia and Huntsville.

He said China Southern, as a leading airline in China and Asia, possesses a large fleet and an advanced flight network. The airline purchased six B777 freighters that will be delivered over the next four years.

Huntsville Airport has two parallel runways that can accommodate long-haul freighters. Its cargo facility occupies 200,000 square feet and provides cargo service to DHL, FedEx and UPS.



## Beijing Airport to spend RMB 2.6-B for Nanchang

首都机场集团将投资26亿元用于南昌机场扩建

Mayor Hu Xian of Nanchang City in Jiangxi province said on June 12 that Beijing Capital Airports Holding Co. is planning to invest RMB 2.6 billion for the expansion of Nanchang Airport.

He said the project will improve the annual passenger throughput of Nanchang Airport from the current 2 million to 12 million by 1020. The expansion project will start this year.

Beijing Capital Airports Holding Co. is the parent company of Beijing Capital International Airport Co. By the end of 2005, Capital Airport Holding had an income of RMB 11.1 billion. The member airports include Beijing Capital International Airport, Tianjin Binhai International Airport, Jiangxi Airport Group Company, Hubei Airports Holding Co. and Chongqing Airport Group Co.

## Air China assesses fleet

国航对B747-200F机队进行评估

To improve the operation capability of Air China's B747-200F fleet, the airline's Engineering and Technology Branch Company teamed up with Ameco and Air China Cargo engineers to assess the technical and maintenance engineering management status of the aircraft. They will be assessed by age, average usage rate, and international daily average usage rate.

The evaluation will help better understand the engine capability of the

fleet, and enhance the management and operation of Air China Cargo.



## AVIC 1 officials visit Airbus

林左鸣会见空客CEO嘉鲁瓦  
双方就战略合作达成重要共识

A seven-man delegation from AVIC I, led by General Manager Lin Zuoming, visited the headquarters of Airbus in Toulouse, France. The group had a meeting with Airbus president and CEO Louis Gallois and Olivier Andries, executive vice president for strategy and cooperation on bilateral cooperation.

Last year, China delivered US\$56 million worth of parts to Airbus of which AVIC I supplied US\$51 million.

By 2010, the subcontract production delivery of China to Airbus should reach US\$ 120 million.

AVIC I produces parts of Airbus A320, A330/340, and A380. On July 24, the wing box delivery ceremony will be held in Xi'an. The monthly delivery of A320 wing box is expected to reach four sets.

The Chinese delegation also visited the general assembly line of the A380, A330/340, and customer service center of Airbus.

AVIC 1 consultant Yang Yuzhong also led a group to negotiate with Airbus on different issues.

## West China Airlines makes maiden flight

西部航空首架飞机  
9日成功试飞福州

West China Airlines made its maiden flight to Fuzhou from Chongqing Jiangbei International Airport on June 9. The airline started operating on June 14.

West China Airlines is the low-cost carrier of the HNA Group, the parent company of Hainan Airlines.

West China is owned by Lucky Air and Jianying Investment Co., each with a 35-percent stake. And each company has invested RMB 28 million in the LCC. The remaining stake is held by Sichuan Three Star General Aviation Co., Shenzhen Guorui Investment Co. and Xinjiang Siweida Technology Co., which contributed RMB 8 million each.



## Continental, China Southern announce partnership

南航与美大陆航空结成战略合作伙伴关系

US-based Continental Airlines and China Southern Airlines announced on June 18 a partnership on frequent flyer and airport lounge access and extensive code-sharing to provide better service to customers who travel between the US and China.

"As we look to build upon our successful service to China, we are honored to partner with China Southern. Our customers will appreciate the benefits of this new agreement," said Larry Kellner, chairman and chief executive officer of Continental Airlines.

"As an industry leader, Continental Airlines' cooperation with China Southern will significantly increase CZ's market share on cross-Pacific and the US domestic market," said China Southern Chairman Liu Shaoyong.

Starting on September 1, members of the two airlines' frequent flyer programs, Continental's OnePass and China Southern's Sky Pearl Club, will be able to earn and redeem miles on all flights operated by the other carrier. Reciprocal airport lounge access for eligible customers will begin when China Southern joins

SkyTeam.

In November, the two airlines plan to begin code-sharing. Continental will place its code on China Southern flights connecting to Continental's daily flight between New York and Beijing, and on China Southern's flights between Guangzhou and Los Angeles. China Southern will place its code on Continental flights connecting with China Southern at Los Angeles and New York.

Continental and China Southern customers traveling on connecting itineraries will be able to have single check-in for all flights, including the issuance of electronic tickets, boarding passes and checked baggage to their final destination.



## China Eastern purchases \$800-M V2500 engines

中国东方航空公司和IAE宣布价值8亿美元订单

China Eastern Airlines has chosen the V2500 engine of IAE International Aero Engines to power its 30 Airbus A320 family aircraft in a deal valued at US\$800 million.

The agreement also has a long-term V2500SelectSM aftermarket agreement. "China Eastern Airlines has proven to be one of the success stories of the rapidly-growing Chinese aviation industry and everyone at IAE is delighted by this announcement. The technologically advanced V2500 has a market-leading fuel burn advantage and the overall lowest emissions which, coupled with the all-inclusive nature of V2500SelectSM, have proven to be the key factors in this decision," said IAE president and CEO Jon Beatty.

China Eastern Airlines has received the highest honor in flight safety in the Chinese aviation industry—the Golden Eagle Cup. The airline has also been granted official carrier status for the

Shanghai Expo in 2010.

The 22,000-33,000-lb thrust V2500-A5 is available in seven different thrust settings to power the Airbus A319, A320 and A321 family and the A319 Corporate Jet.

IAE is a multinational aero engine consortium whose shareholders comprise Pratt & Whitney, Rolls-Royce, Japanese Aero Engines Corp. and MTU Aero Engines. More than 1,300 V2500-powered aircraft have been delivered and the worldwide fleet has accumulated over 40 million flying hours.



## Air China's maintenance base passes inspection

国航成都维修基地顺利通过JMM审查

Air China's Chengdu Maintenance Base of engineering and technology passed the first inspection of the joint maintenance management of China, Hong Kong and Macao. This means that the base can operate under airworthiness requirements of JMM.

Last March, the Chengdu base became one of the units approved by the JMM, which consists of the Civil Aviation Administration of China, Hong Kong Civil Aviation Department and the Macao Civil Aviation Authority.

Representatives from the JMM inspected the Chengdu base in May, when different departments were assessed.

On May 29, JMM officials inspected the base's system, personnel, training, tools and equipment, apparatuses, site and working cards, plan and control, hangar facilities and out commission. They carefully examined working sites and departments, including quality management department, control, material and overhaul.



## 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。

我们欢迎中国民航业界利用此一刊物将你们的成就和发展与世界航空企业，政府航空管理机构，航空组织社团等分享。

只要是与中国民用航空相关的商务，技术，建设，法规，运行，管理等信息，我们的国际读者都会很高兴在民航报导中阅读。

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## Expansion of Shenzhen Airport International Cargo Station started

深圳机场国际货站 改扩建工程开工

The expansion of Shenzhen Airport International Cargo Station was started recently to increase its cargo capacity.

From January to May this year, international cargo at Shenzhen Airport exceeded 50,000 tons, higher by 68 percent compared to the same period last year. The original cargo station, a joint venture by Shenzhen Airport Co. and Lufthansa Cargo AG, was put into operation in September of 2004.

When the expansion project is finished, the whole international cargo station will have an area of 60,000 sq.m. With an annual capacity of 420,000 tons, it can accommodate the operation of 11 B747 cargo aircraft.

The second runway will be put into operation within 3 to 5 years, and the expanded international cargo station will meet the demands of international cargo business.

## ARJ21 exterior unveiled

首架ARJ21新支线飞机今日在沪实现全机对接

The main body of ARJ21, China's first manufactured commercial aircraft, was completed in Shanghai on June 29.

The ARJ21 will cost China Aviation Industry Corp. I about RMB 5 billion and will be finished this year.

The jet is 8.4 meters tall and 33.5 meters long, and can seat up to 90 passengers.

During a ceremony, the plane's front, middle and tail sections were assembled.

Engineers at the Baoshan District workshop of the Shanghai Aircraft Manufacturing Factory, where the aircraft is being assembled, still need to complete the plane's interior. The factory is affiliated with AVIC 1.

The first test flight of ARJ21 will be held next March, and the first delivery will be in September of 2009.

So far, the plane has received 71 domestic orders for the ARJ21-700 series.



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## Boeing, Chengdu Aircraft unveil 787 Dreamliner rudder

成都造波音787首架方向舵交付

The Boeing Co. and Chengdu Aircraft Industrial (Group) Co., a China Aviation Industry Corporation I (AVIC I)-affiliated company, unveiled the rollout of the first CAC-built composite rudder for the Boeing 787 Dreamliner. The rudder will be delivered to Everett, Washington, for installation on the first Boeing 787 to be delivered in 2008.

"We're delighted to celebrate this significant accomplishment with CAC today," said Carolyn Corvi, Boeing Commercial Airplanes vice president and general manager of Airplane Programs. "CAC continues to deliver high-quality parts and assemblies to Boeing. We are honored to partner with CAC and we are pleased they are part of our future with the 787 airplane."

"It has been an honor for Chengdu Aircraft since two years ago to play a visible role in the 787 Dreamliner program. Our first rollout of the 787 rudder marks a very significant milestone for both Boeing-CAC partnership and the enhancement of CAC's capabilities in aviation components," said Ye Musheng, CAC vice president.

Joining Corvi at the event were Wade Cornelius, vice president of Boeing Commercial Airplanes Global Strategy; and John Bruns, vice president for China Operations.

Boeing selected CAC as a 787 supplier in 2004. In addition to the 787 rudder, CAC currently builds Boeing Next-Generation 737 forward-entry and overwing-exit doors.

Commercial aviation is crucial to the advancements that will sustain continued economic growth and development in China. For 35 years, Boeing has worked with China's aviation industry.

Boeing's industrial cooperation with China began in the mid-1970s. There are now 4,200 Boeing airplanes flying worldwide with parts and assemblies built by Chinese suppliers.

Over the last 25 years, Boeing manufacturing, quality, tooling and planning experts have worked and lived in China, providing on-site training for Chinese companies building Boeing parts and assemblies. In addition, Boeing provides executive-development training and special technical training. The goal of the training programs is to achieve and sustain world-class standards to ensure safe, reliable, high-quality airplane assemblies.

The B787 rudder produced by CAC is currently the biggest aircraft composite material part undertaken by China. Its length is about 10.7 meters, and its width about 3 meters.

David Guo, chief of the Boeing aircraft rudder project, said Boeing has ordered 634 rudders from CAC.



Airbus and Chinese consortium signed on June 28 the joint venture contract for the Airbus A320 Family Final Assembly Line that will be built in Tianjin. Airbus will have a 51-percent stake in the joint venture and the Chinese consortium—composed of Tianjin Free Trade Zone, China Aviation Industry Corp. I and China Aviation Industry Corp. II—will hold 49 percent.

## SALE is now BOC Aviation

新加坡飞机租赁公司将易名

Singapore Aircraft Leasing Enterprise (SALE) will now be known as BOC Aviation, starting July 2.

Robert Martin, CEO of BOC Aviation, said that the name change reflects the company as a new member of Bank of China, one of the world's largest financial institutions.

He said BOC Aviation would be an important participant in global aircraft leasing and the financing business.



## Chinese firms, Boeing sign \$500-M supply deals

中国航空工业与波音签订新合同

Boeing Co. signed contracts amounting to \$500 million with Chinese companies on June 30 to supply the American aircraft maker with different components.

Included in the deals is for Chinese companies to make parts of B747-8 plane.

Xi'an Aircraft Industry Co. will supply Boeing with in-board wing flaps for the B747-8.

On the other hand, Chengdu Aircraft Industry Co. will produce B747-8 ailerons and spoilers.

Hafei Aviation Industry Co. will supply B787 composite parts and BHA Aero Composites Co. of Tianjin will provide composite panels for the B787 vertical fin.

"China's outstanding technological capabilities and resources make these suppliers ideal partners. China has an important role in all Boeing models," said Carolyn Corvi, Boeing Commercial Airplanes vice-president and general manager of airplane programs.

"While trying to become a world leading regional aircraft manufacturer, we are also working hard to become a world leading supplier for large aircraft manufacturing," said Wang Yawei, AVIC I's vice-president for commercial aircraft.

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