



China Civil Aviation Report

Volume 10, Issue 1 January 2008

民航报导

Southwest Civil Aviation Administration of China

Celebrating the 20th anniversary of aviation
management reform

西南民航隆重庆祝管理体制改革二十周年
Towards the next level of Chinese aviation



Sichuan Airlines enlists more pilots from Taiwan
Shanghai Eastern Flight Training Co. celebrates 20th anniversary
China's First Rescue Flight Team receives two new EC225 helicopters
2nd US-China executive training and UK controller training meeting held in Beijing
First Civil Aviation Maintenance Training Symposium held in Chengdu
Air China, Shanghai Airlines join Star Alliance
Shenzhen International Airport registers its 20-millionth passenger in 2007



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COVER: Harbin Embraer successfully delivered 20 out of the 66 ERJ-145 regional jets ordered by Chinese and international air carriers to form part of their fleet in serving regional markets all over the world. (Photo courtesy of Embraer)

From the Publisher's Desk

Training grounds

China's civil aviation felt some of the fruits of its effort as the year 2007 concluded. It has witnessed the constant development of its civil aviation in the last twelve months and kept heading sky-high towards its goal of becoming the second largest aviation market in the world.

China knows that for its aviation to fully develop into a strong industry, not only in quantity but also in quality, it needs to cope with the technologies available outside its realm. In this issue, we tackle the effort China has made based on the foundation of education, technological research and continuous training. That includes the 20th anniversary of Shanghai Eastern Flight Training Co., the executive management training and controller training held in the US and UK, and the several training symposiums set to educate Chinese aviation professionals to be up to par with the rest of the world.

Also in this issue, CCAR has witnessed the unprecedented development of Chinese civil aviation as well as the celebration of the 20th anniversary of aviation management reform of the Southwest CAAC. The commemoration shows the beginning of the Southwest CAAC and the progression that has made it the institution that it is today -- one of the pillars of China's civil aviation.

Armed with knowledge and experience, China welcomes the vast opportunities that exist in the arena both inside and outside the world's largest aviation market as it unfolds in 2008. And as it moves towards the next level of Chinese aviation, the China Civil Aviation Report will be there to keep you posted.

培训基础

2007年是中国民航硕果累累的一年。它见证了过去的十二个月以来民用航空的持续增长, 高速发展实现了成为世界上第二大航空市场的目标。

中国认识到产量与质量并重地全面发展一个强大的航空产业, 善用该领域以外的现有科技。我们在本刊物内就将介绍中国如何致力于加强基础教育、技术研究, 以及在职培训。内容涉及: 上海东方飞行培训公司迎来二十周年庆典, 在美国与英国开设高级管理人员与管制员培训, 以及中国民航专业人士参加的各类培训研讨会。

本刊物还专门介绍了见证中国民航空前发展的中国民航西南管理局庆祝二十周年庆典盛况。该庆典回顾了民航西南管理自成立之初一直到今天的机构发展, 成为了中国民航的支柱之一。

在即将到来的2008年, 中国利用现有知识与经验, 迎接着世界最大航空市场内外的众多机会。随着中国航空进入新的发展阶段, 《民航报导》持续为您带来中国民航的最新动态。



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Aviation Headlines

Sichuan Airlines enlists more pilots from Taiwan

四川航空集团公司再次引进十二名台籍飞行员

The Sichuan Airlines is enlisting more pilots from Taiwan for the second time since its first recruitment of eight Taiwanese pilots two years ago.

The airlines enlisted another 12 pilots from the island of Taiwan to fill the Airlines' growing fleet. Accordingly, the company's new pilots have an average of 15 years of extensive experience in flying commercial aircraft.

The 12 Taiwanese pilots have already taken and passed licensure examinations given by the CAAC and are now certified to fly jets on China's mainland.

"I never thought we, the pilots, would

have this opportunity to fly airplanes over the sky of our homeland. Flying over the homeland is a dream for us all. Now the dream will become a reality," said Zheng Mingwen, one of the Taiwanese pilots taken in by Sichuan Airlines.

Many Taiwanese pilots are eager to work in China's skies. "Most of the seasoned pilots from Taiwan who used to fly to European destinations have to take the longer route over Siberia. Now, those pilots certified by China's aviation authority can fly over China," added Zheng.

Sichuan Airlines now has 15 Taiwanese pilots flying their aircraft. The Chinese air

carrier plans to enlist another eight pilots from Taiwan by next year.



After being certified by the CAAC, 12 more Taiwanese pilots enlisted by Sichuan Airlines can now fly China's sky.

Shanghai Eastern Flight Training Co. celebrates 20th anniversary

上海东方飞行培训公司喜庆二十周年

The Shanghai Eastern Flight Training Co., Ltd. celebrated its 20th founding anniversary on December 5th.

In commemorating its 20th anniversary, the company also celebrated the completion of its second expanding project during a formal ceremony held in Shanghai.

Vice Minister Li Jian of the Civil Aviation Administration of China (CAAC) and officials of the East China Administration of CAAC attended the celebration ceremony. Also present at the event were Li Jun, Party Secretary of the China Eastern Airlines Group, and Cao Jianxiong, Vice General Manager of China Eastern Airlines Group and General Manager of China Eastern Airlines.

The Shanghai Eastern Flight Training Co., Ltd. is a modern flight school co-sponsored by the China Eastern Air Group and China Eastern Airlines Co., Ltd. Since its formation 20 years ago, it has trained over 21,000 pilots capable of flying domestic and international flights.

The flight training organization located at the Shanghai Waigaoqiao Free Trade Zone is complete with the most advanced, modern flight training equipment and facilities. Its 30,000-square-meters facility is complete with 16 multimedia classrooms, 240 computers for CBT, and 42 briefing rooms. It has multifunctional meeting rooms and seminar rooms in the office area used for training aviation professionals, and houses several state-of-the-art flight simulators and flight training devices.

The Shanghai Eastern Flight Training Co., Ltd. became the first company to receive the "Flight Training Center Certificate" awarded by the East China Administration of the CAAC on July 5, 2005. The flight training company regulates and instructs its trainees using a strict instructional principle based on a set of management standards and programs in line with CAAC's Operation Certification on Flight Training Center (CCAR-142).

The Shanghai Eastern Flight Training

Company mainly trains flight professionals for the China Eastern Airlines. Currently, it also instructs pilots for domestic air carriers such as Air China, China Southern, Sichuan, United Eagle, East Star, and Spring Airlines. Pilots from foreign airlines such as the Far Eastern Air Transport, Air Hong Kong, and carriers from Mongolia, Indonesia, Vietnam, and Korea also receive flight and instructional training from the Company.



Shanghai Eastern Flight Training Co. commemorates its 20th year with Vice Minister Li Jian of the CAAC as guest of honor.

China's First Rescue Flight Team receives two new EC225 helicopters

两架最新引进直升机交付南海第一救助飞行队

The First Rescue Flight Team of the Ministry of Communications received two new EC225 large rescue helicopters on December 18th in Zhuhai Jiuzhou Airport.

The timely delivery of the helicopters, bought for USD 25 million each, raised the number of the fleet's rescue aircrafts to 11. The intent is to strengthen maritime rescue and salvage operations on the South China Sea.

The First Rescue Flight Team will manage the two new helicopters with the help of Hong Kong Special Administrative Region (SAR) Government Flight Service. The flight team is in charge of training pilots to carry out search and rescue missions.

The present scale of the fleet of rescue helicopters under the disposal of the First Rescue Flight Team is relatively small, consisting of ten helicopters and one fixed-wing aircraft intended for maritime

rescue and salvage service.

By 2010, based on the Ministry of Communication's development plan, it is expected that the number of helicopters for offshore rescue will reach 12, consisting of eight medium helicopters and four large helicopters.

According to Director Song Jiahui of the Ministry of Communications Rescue and Salvage Bureau, the helicopters are highly reliable during search and rescue operations and show a higher efficiency rate compared with other rescue methods. According to the Rescue and Salvage Bureau, since the service began in early 2003, the existing fleet of helicopters used by the First Rescue Flight Team has collectively flown 518 successful missions and has been instrumental in saving 548 lives.

Song said during the delivery ceremony

that the Ministry of Communications is serious about establishing a concrete air rescue and salvage system.



Helicopters' high-reliability in offshore search and rescue mission proved significant in saving lives.

2nd US-China executive training and UK controller training meeting held in Beijing

扩大赴外交流培训，加快培养优秀人才

The US-China Aviation Cooperation Program (ACP) Second Executive Management Development Training (EMDT II) and the UK British Aerospace (BAE) Controller Training Project Report Meeting were held on December 6th in Beijing, China.

Present at the meeting were Minister Yang Yuanyuan and Vice Minister Yang Guoqing of the Civil Aviation Administration of China (CAAC). The top CAAC officials gave keynote speeches during the meeting.

The objective of the EMDT II is to provide extensive training for CAAC and Air Traffic Management Bureau (ATMB) officials on executive, managerial, technical, and operational functions in relation to their duties and work responsibilities. The EMDT is in line with the platforms set by the US-China Aviation Cooperation Program in cooperation with the CAAC, the US Trade and Development Agency, the Federal Aviation Administration (FAA), and ACP member companies.

EMDT II provided hands-on training for Chinese aviation executives on significant areas of aviation management. Thirty-five executive trainees from various domestic civil aviation administrations, air traffic management systems, and airlines were chosen by their respective offices, passed the English qualification examination, and were sent to the United States for training.

The four-month training covered case studies, practical application of ICAO regulations, and theories on management, including Six Sigma certification. The training also touched on the trainees' professional understanding of air traffic management and transport.

During the last leg of the training, the executive trainees were assigned to various departments in the U.S. based on their qualifications and expertise. The U.S. offices, such as the FAA, airline companies and air traffic management departments took in the Chinese executives, who were given respective on-site training.

On the other hand, the UK BAE, in

cooperation with the CAAC, will train high-quality air traffic management professionals through its Controller Training Project. The UK BAE Training School is one of the three controller training schools sanctioned by the UK Civil Aviation Administration.

The initial plan of the Controller Training Project includes the selection of professional Chinese air traffic controllers for international training. The training will cover methods on controlling airport, radar approach, and regional radar.

The UK BAE training project will consist of two parts, the initial controller training and the in-service controlling teacher training. The initial controller training will require the Civil Aviation University of China and the Civil Aviation Flying University of China to select and send 16 outstanding students to the United Kingdom for a five-month controller course. The second, which is the in-service controlling teacher training, will require 11 highly selected teachers for two months of intensive training, also in the UK.

First Civil Aviation Maintenance Training Symposium held in Chengdu

民航首次召开机务维修培训研讨会

The First Civil Aviation Maintenance Training Symposium was held on December 12th at Chengdu, in China's southwest province of Sichuan.

The symposium, initiated and sponsored by the Mechanic Training Center of Air China, earned the support of the Airworthiness and Maintenance Department of the Southwest Regional Administration of the Civil Aviation Administration of China.

Over 50 delegates took part in the first-ever maintenance training symposium held for the combined aviation maintenance training departments of the participating airlines. The symposium is in line with the provisions on training of the CAAC-147, the Regulation for Maintenance of Training Organizations. The symposium aims to strengthen the quality of training and workshops intended for instructing civil aviation professionals in charge of maintenance work.

The officers and personnel from the mechanic training centers of large airline groups including Air China, China Southern, China Eastern, and Hainan airlines attended the symposium. The attendees also included delegates from the training centers of the Aircraft Maintenance and Engineering Corporation (AMECO), Okay Airways, Sichuan, and United Eagle Airlines.

The First Civil Aviation Maintenance Training Symposium provided a venue for delegates to discuss and share their views on several topics about aviation maintenance training. The symposium's topics include site exchange and training work for civil aviation aircraft type, combining theory and practice, and specialized training on electromechanical and electronics. Other points discussed during the symposium include selection of class hour, preparing aircraft-type lesson plans, the effectiveness of maintenance skill training, and the application of the "task driving" method for training of maintenance skill.

During the symposium, 14 papers on maintenance training were collected. Instructors from all the training centers shared their views, knowledge, and experiences about the subject matter. They covered issues on aircraft training works, methods, and training experiences. The materials will now be used as reference for the succeeding symposiums and will serve as a basis for training works in the future.

Air China, Shanghai Airlines join Star Alliance

国航上航正式加入世界最大航空联盟

Star Alliance has officially announced the addition of two Chinese air carriers to its network of partner airlines.

Air China Airlines and Shanghai Airlines were formally welcomed by Star Alliance on a ceremony held on December 12th in the new Terminal Three building of the Beijing Capital International Airport.

Star Alliance CEO Jaan Albrecht, Air China Chairman Li Jiexiang, and Shanghai Airlines Chairman Zhou Chi attended the ceremony. The top executives made remarks during the ceremonial welcome.

"China is one of the fastest-growing aviation markets in the world and as of today, with Air China and Shanghai Airlines now formally Star Alliance member airlines, we offer an unrivaled network of flight connections to, from, and within this market for international travelers," said Jaan Albrecht, CEO of Star Alliance.

"This is a historical moment. The world's fastest-growing and largest airline alliance, Star Alliance, has arrived in the world's fastest growing, and largest country -- China. By becoming a member of Star Alliance China's premier airline, Air China is set to undergo many years of strategic cooperation with a large group of the world's leading airlines," said Li Jiexiang, Chairman of Air China.

"We are very excited that Shanghai Airlines can from now on serve as a bridge between China and the world via its Shanghai hub by joining Star Alliance. Star Alliance can broaden its network to cover China. Shanghai Airlines can expand its network to reach more points around the world and deliver higher quality services and more rewards to its customers. By joining Star Alliance, we believe Shanghai Airlines has a brighter future ahead of it," said Zhou Chi, Chairman of Shanghai Airlines.

Star Alliance is considered the largest airline alliance in the world. With Air China and Shanghai Airlines now part of the airline group, 40 new destinations within China were added to the Star Alliance network. The airline alliance has grown even bigger, to 19 member carriers. It now runs 17,000 flights a day to 897 destinations in 160 countries worldwide.

Member carriers of the Star Alliance with open routes in China are also working on improving two main air hubs in the Chinese mainland. This will serve as the Star alliance base in the region, linking international flights and domestic destinations in China. The two air hubs are the Beijing International Capital Airport and the Shanghai-Pudong International Airport.

Developing the two air hubs will offer better flight services among Star Alliance member airlines with existing routes in China. Member carriers of Star Alliance flying in China will find both Terminal 3 of the Beijing International Capital Airport and Terminal 2 of Shanghai-Pudong International Airport their new home in the Chinese mainland. The Star Alliance network will operate fully from the two hubs beginning in March of 2008.

With Air China and Shanghai Airlines joining the airline network, the two China carriers can now avail themselves of the alliance's many benefits. They can now incorporate the Star Alliance frequent flyer programs with their own mileage programs and enjoy the many other services and benefits offered by the alliance. These include code sharing, fare products and convention plus, to name a few.



Star Alliance formally welcomes Air China and Shanghai Airlines to its international network in December 12th.

CAAC Updates



New Southeast coastal offshore air route preparation works established

东南沿海海上飞行航路准备工作会议在上海召开

The preparation works for a new southeast coastal offshore air route has been established after gaining approval from the State Council and the Central Military Commission.

The plan for setting up the new air route was disclosed by the Civil Aviation Administration of China (CAAC) on November 26th. It was the topic during the joint coordination meeting between the CAAC Air Traffic Management Bureau (ATMB) and the Flight Standard Department held in Shanghai.

During the coordination meeting, Vice Director Wang Yali of ATMB of the CAAC and Vice Director Zhang Jianqiang of the Flight Standard Department of the CAAC gave key speeches on setting up the new air route. The two departments of the CAAC were assigned the task of overseeing the initial plans and preparation works of the new southeast coastal offshore air route.

Officials and related personnel of the North China, East China and Central China Regional Administrations, East China, and Central China Regional ATMBs of the CAAC attended the meeting. Also present were representatives of the Xiamen Air Traffic Management Station.

At the coordination meeting, topics discussed included the approved plan of the State Council and Central Military Commission and the development of the offshore air route preparation work. Also covered were important matters including air route specifications, GPS navigation, RAIM forecast information, construction of communication equipment, and the adjustment of jetliner air route schedules.

During the meeting, the Flight Standard Department of the CAAC specified and analyzed the new southeast coastal offshore air route. It touched on the department's regulation requirements on airworthiness and operation certification. The Regional Administrations of North China, East China and Central China provided suggestions for examining and approving the preparation works.

The CAAC's Regional ATMB of East and Central China delivered a detailed report on their respective preparation work development. They analyzed the problems they are facing and recommended solutions on the work plans. Topics discussed during the coordination meeting also included the VHF communication support, RAIM forecast information, air route methods, flights yaw, scheduled jetliners arrangement, and a coordination report to Taiwan and Hong Kong.

The meeting ended with the agreement that the new air route should impose high-level technology using the latest RNAV-2 standard. The attendees recognized that all preparation works must be properly planned and fulfilled to ensure safety in setting up the new air route.

CAAC issues aviation notice for the 3rd quarter of 2007

2007年第三季度民航行业运行情况通报

The Civil Aviation Administration of China (CAAC) has issued aviation statistics for its third-quarter findings.

The aviation notice touches on five important issues. These include reports on China's aviation safety, air transport, general aviation, benefit to economy, and on-time performance.

Based on the CAAC, the whole industry shows no record of transport or general flight accidents during the third quarter of 2007 on matters of aviation safety, although 31 minor incidents were recorded.

Between January and September of 2007, the entire aviation industry of China maintained its accident-free status in transport and general flight. It has a clean slate on aviation, ground, aircraft maintenance, and aviation defense accidents for the full first three quarters of the year. It has reported 89 flight incidents, an increase of three incidents compared to the same period in 2006.

From January to September, The CAAC data shows that, from January to September, China's civil aviation transport recorded 34 months or 8.9 million hours of safe flight.

The entire industry air transport of China for the third quarter of 2007 recorded total traffic of 9.87 billion ton kilometers, up by 16 percent on a year-on-year basis. The passenger volume reached 51.912 million, up by 15.3 percent compared to the same period of the previous year, while cargo and mail totaled 1.052 million tons, an increase of 11.5 percent on a year-on-year basis.

According to the CAAC data, China's domestic flights, including Hong Kong and Macao have steadily increased. The total domestic transport reached 6.51 billion ton kilometers, up by 14.8 percent compared to 2006. China's domestic passenger volume reached 47.327 million, an increase of 15.1 percent, and cargo and mail reached 755,000 tons, up by 8.3 percent on a year-on-year basis.

China's international flight transport registered 3.36 billion ton kilometers, up by 18.3 percent on a year-on year basis. It recorded a passenger throughput of 4.586 million, an increase of 17.4 percent compared to last year, and an international cargo and mail throughput of 297,000 tons, up by 20.7 percent

The number of international air routes also increased
(Continued on page 6)

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compared to domestic air routes. The period between September and December of 2007 showed a 79.7 percent scheduled flight occupancy rate, an increase of 2.4 percentage points compared to the same period of 2006. The scheduled flight load factor is 69.3 percent, higher by two percentage points.

Over the entire first three quarters of 2007, China's aviation industry recorded a total transport flight of 2.735 million hours, an increase of 16.6 percent on a year-on-year basis. It registered a total traffic of 26.57 billion ton kilometers, up by 18.3 percent. The total influx of passengers reached 139 million, up by 16.2 percent, while cargo and mail totaled 2.879 million tons, an increase of 13.9 percent.

China's domestic flights, including Hong Kong and Macao, recorded a total domestic transport of 17.46 billion ton kilometers, up by 15.6 percent. The total domestic passenger volume reached 126 million, an increase of 15.8 percent on a year-on-year basis, and cargo and mail reached 2.074 million tons, up by 10.2 percent compared to 2006.

China's total international flight transport reached 9.11 billion ton kilometers, up by 23.8 percent. The total passenger volume reached 12.47 million, an increase of 20.2 percent. It had a total international cargo and mail throughput of 805,000 tons, up by 24.6 percent compared to the first three quarters of 2006.

The total increase rate of China's international air routes is higher compared to the increase of domestic air routes. For the first three quarters of 2007, there was a 76 percent scheduled flight occupancy rate, a two-percentage-point increase compared to the same period of the previous year. The scheduled flight load factor is 66.5 percent, down by 0.6 percentage points on a year-on-year basis.

By the end of September, there were 1,099 registered civil aircraft movements over China's airspace, an increase of 101 movements over last year.

Under the issue of general aviation, the CAAC released a notice based on primary statistics that China's general aviation has registered 57,756 flight hours from January to September of 2007.

Based on the data from the CAAC, the entire civil aviation industry of China had a revenue of RMB 73.57 billion in the third quarter of 2007. This is a 12.5 percent increase compared to the previous year. The aviation industry's total operational cost reached RMB 65.07 billion, up by 8.3 percent, and a total profit of RMB 9.1 billion, up by RMB 3.6 billion.

The total income of the entire aviation industry of China from January to September amounted to RMB 195.4 billion, an increase of 16.8 percent compared to the same period in 2006. The total cost amounted to RMB 183.36 billion, up by 12.8 percent, and the total profit reached RMB 13.72 billion, an increase of RMB 9.34 billion compared to the same period of the previous year.

The last of the notices issued by the CAAC shows the on-time performance of China's aviation up by 1.1 percentage points on a year-on-year basis. The accumulated scheduled flights in China have reached 438,000. Of the 356,000 normal flights, the flight on-time performance of China reached 81.3 percent.

According to the aviation notice issued by the CAAC, the airlines recorded to have maintained higher on-time performance for the third quarter of 2007 includes China Eastern with 82.54 percent, China Southern with 82.53 percent, and Hainan Airlines with 82.42 percent.

CAAC cites measures to speed up Yangtze River Delta area airports' construction

民航总局王志清：未来长三角需加快机场建设

The China Civil Aviation Administration of China (CAAC) has cited several measures to speed up the Yangtze River Delta Airports' construction in order to meet the rising demand of the area's air transport needs.

Vice Director Wang Zhiqing of the Development and Plan Department of CAAC cited that speeding up airport construction will be the key in solving the increasing demands on air transport resulting from the area's rapid development. Wang made his remarks during the International Symposium for the Development of the Yangtze River Delta Area held on December 1st.

The need for the area's air transport is rapidly growing with the economic development of the Yangtze River Delta area. According to the CAAC data, the volume of passengers in the area reached 67.355 million, while its cargo and mail throughput reached 2.93 million times in 2006. The passenger volume equaled 20.8 percent, while cargo and mail equaled 40.6 percent of China's total throughput for the year.

Based on the data from the CAAC, the average percentage increase in passenger volume reached 18.8 percent, up by 2.5 percent, while the volume of cargo and mail reached 25 percent, up by 15.4 percent point yearly during the period of the Tenth Five-Year Plan.

Wang also said that airports in the Yangtze River Delta area, such as Shanghai, Hangzhou, Nanjing and Ningbo, either reached the limit of their handling capacity or neared that point. Other airports in the area also need improvement – in aviation safety, service capability, and transport service -- to meet the growing demand of development.

The need to speed up the airports' construction is also in line with the 2010 World Expo, to be held in Shanghai. According to Wang, the event is expected to bring an influx of 70 to 80 million passengers to both Pudong International and Hangzhou Xiaoshan International Airport.

At present, there are ten civil airports and eight airlines serving the Yangtze River Delta area. About 60 foreign airlines also operate in the area, and six airlines use the area as their base.

CAFUC passes CCAR-147 examination

飞行学院率先获得CCAR-147部合格证

The Civil Aviation Flight University of China (CAFUC) officially earned the maintenance and training organization certificate from the Civil Aviation Administration of China (CAAC) after passing the CCAR-147 examination.

The CCAR-147 examination is a policy imposed by the CAAC on January 1, 2007. It is a certification which regulates China's Civil Aircraft Maintenance Training Organizations, including flight

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and training institutions such as the CAFUC.

The examination is part of the CAAC's policy to hasten the development of civil aviation maintenance mechanics. CCAR-147 also aims to regulate and improve the management and supervision capabilities of organizations training maintenance professionals of civil aircraft.

The certificate shows that CAFUC has achieved a high standard in civil aircraft maintenance training. So far, it is the only university in China to earn four certifications in a row awarded by the government. Apart from the CCAR-147 certification, the certificates simultaneously awarded to CAFUC include the basic skill certification and two professional licenses on civil aircraft maintenance on both written and oral examinations given by the CAAC.

The CAAC's CCAR-147 specifies and regulates facilities and equipment used for training. It also sets the required standard of the syllabus used in training, management manuals, organizational structures and staff composition. The CAAC requires that, to train civil aircraft maintenance professionals in China, training institutions must first qualify and pass the CCAR-147 examination.

Shenzhen Baoan International Freight Station certified by CAAC

深圳宝安国际机场获
危险品训练机构资质认证

The International Freight Station of Shenzhen Baoan International Airport received the Certification for Dangerous Goods Training Organization from the Flight Standard Department of the CAAC.

The Flight Standard Department of the Civil Aviation Administration of China, the department in charge of air safety, conducted the inspection and gave its approval to the international freight station.

Accordingly, the International Freight Station of Shenzhen Baoan International Airport held extensive training classes on dangerous goods from October 29 until November 9 of 2007. Four classes covering subjects on dangerous goods were conducted to hone the skills of all personnel assigned to handle and transport the high-risk materials. The topic of the training included proper receiving and transporting of common goods; awareness of dangerous goods; and the handling, loading and storing of dangerous goods.

The objective of the Dangerous Goods Training Organization is to improve safety consciousness among workers dealing with dangerous goods. The training is an essential part in the preparation of dangerous goods for safe air transport. It also aims to help dangerous goods personnel to enhance their emergency response capability.

Guilin Liangjiang International Airport receives safety audit

桂林两江机场开始接受民航总局航空保安审计

The Guilin Liangjiang International Airport officially received the aviation safety audit of the Civil Aviation Administration of China (CAAC) in December 2007.

Officials from the CAAC aviation safety audit group began an audit of the airport a week after holding the aviation safety audit meeting on December 19th, also in Guilin Liangjiang International Airport. The safety audit and inspection of Guilin Liangjiang International Airport was the first among the airports in the Guangxi Autonomous Region to receive the aviation safety audit from CAAC.

The aviation safety audit group of the CAAC completed the audit works on over 300 items covering 10 aspects, including the airport's organization and management of its control area. The comprehensive audit of the Guilin Liangjiang International Airport was successfully completed by the end of December.

In preparation for the safety audit inspection, airport management created a task force as early as October 2006 to ensure a safe work environment. Through the task force, an Aviation Safety Security Plan was established. The airport also invested RMB 12.7 million in 2007 for the repair and improvement of over 30 items in line with the safety audit.

The 30 items for audit represented nine aspects, including airport retrofit safety, 16 new X-ray machines, closed-circuit television surveillance system, anti-collision equipment and under vehicle inspection system, anti-climbing net for flight area fence, and a command vehicle for emergency rescue communication and e-map.

The Guilin Liangjiang International Airport also carried out simulation of two safety and security audits, and organized drills on anti-hijack, firefighting, and medical response. The airport authority has strengthened its anti-illegal-interference and emergency aid handling capability. Furthermore, measures to increase the airport's security and safety have been implemented.

CAST holds SDR working meeting

安技中心召开SDR工作会

The Center of Aviation Safety Technology joint departmental work meeting on service difficulty report (SDR) was held on December 7th to discuss relevant issues on aviation safety.

The Maintenance Engineering Department and the Aircraft Airworthiness Department of the Civil Aviation Administration of China - Center of Aviation Safety Technology (CAST) met to discuss SDR-related issues and aviation safety concerns.

Present at the working meeting were Shi Dinghao, Director of CAST, Shu Muhuai, General Engineer of CAST, and Chen Xinfeng, Vice Director of Maintenance Engineering Department of CAST.

Shu Muhuai presided over the meeting and introduced the meeting's main objectives. According to Shu, they were to promote the exchange of CAST's airworthiness and a continuous airworthiness program by using the SDR work platform, and to undertake promotion of the SDR work program to the next level.

Shu also presented a brief review of the history of the SDR work and on the CAAC's airworthiness program. He also stressed the importance of SDR data and its application to the many works and research made by CAST using the information gathered from it. Shu further said that there was still much to

(Continued on page 10)

Southwest Civil Aviation

Celebrating the 20th anniversary of aviation management reform

The Southwest Civil Aviation Administration of China celebrated the 20th anniversary of the reform of its management system on November 9th during a conference held in Chengdu in the Southwest province of Sichuan.

The Bureau of Southwest Civil Aviation Administration of China, Air China Southwest Branch Co., and the Sichuan Province Airport Group Co. Ltd. (SPAG), jointly hosted the event, which commemorates the 20th foundation of the CAAC office in the Southwest region.

Minister Yang Yuanyuan and Vice Minister Gao Hongfeng of the Civil Aviation Administration of China honored the conference with their presence. Also present at the event were CAAC former Minister Hu Yizhou, the Standing Committee Member of Sichuan Provincial Party Committee, and the secretary of the State-owned Assets Supervision and Administration Commission of Sichuan Province, Wang Shaoxiong. Sichuan province Deputy Governor Wang Ning and other respected personalities from various offices of the Southwest area aviation also attended the celebration.



Minister Yang Yuanyuan acknowledged the efforts made over the years by the Southwest CAAC in China's Southwest region that led to its growth and progress.

The history behind the formation

The second stage of China's aviation industry reform began in 1987 with the passage of the "Report on Civil Aviation Reform Measures and Implementation" by the State Council. On October 15, 1987, the Southwest Civil Aviation Administration of China was officially formed.

The formation was in accordance with the state council's approval of the "Civil Aviation Management Reform Plan." The main goal of this reform measure was to separate partially the existing managing role from the regulator, which is the CAAC. The reform also encourages competition in the airline business by transference and by allowing regional aviation offices to manage their own aviation industry.

In the second stage of the aviation reform, the CAAC transferred its aviation operations to several newly-established, state-owned airlines based on the regional partition. Initially, six state-owned airlines were established. Apart from forming the China Southwest based in Chengdu, other airlines established include Air China in Beijing, China Southern in Guangzhou, China Eastern in Shanghai, China Northern in Shenyang, and China Northwest based in Xi'an.

With the CAAC carrying out the civil aviation management reform plan in the Southwest region of China, the former Bureau of Civil Administration of Chengdu separated into three branches. These are the present Bureau of Southwest Civil Aviation Administration of China; Air China Southwest Branch Co., which is the former China Southwest Airlines; and the Chengdu Shuangliu Airport.

By pioneering management reform, the Southwest CAAC has taken an enormous leap to develop civil aviation affairs for the entire Southwest region. For the past 20 years, the Southwest CAAC has gathered invaluable experience in managing, regulating, and directing the flow of the region's civil aviation development. Today, the Southwest CAAC has established itself as one of the pillars of China's civil aviation.



The Southwest CAAC recognized the important role of its officials and personnel in the institution's development.

The development of Southwest CAAC

Over the past twenty years, since its beginning in 1987, the Southwest Civil Aviation Administration of China has made significant progress. Several increases have been achieved, from a single airline based in the Southwest region, it now has ten airline companies based and running in the region. Passenger volume has increased



The 20th anniversary of the Southwest CAAC's aviation management reform marked a new beginning for the region's civil aviation.

Administration of China

Written By Allan Magdaluyo Angela Hu

significantly from 2,369,000 to 50,349,000 over the span of twenty years, while mail and cargo volume has reached 705,500 tons compared to the previous 52,000 tons. The total volume handled by the Southwest CAAC has taken 16 percent of the entire nation's annual total volume.

In 1987, the number of aircraft serving the region was only 24. Now there are 158 aircraft flying in and out of the region. From 60 air routes, the present total of air routes in the Southwest CAAC has reached 352, with routes connecting the region to both local and international destinations. The number of airports in operation has also increased from 11 to 31, and the total of 29,400 flights served in 1987 has increased to 507,400, an average increase of 16 percent.

The largest "university of civil aviation" in Asia, considered one of the world's largest flight training schools, is under the direct jurisdiction of the Southwest Civil Aviation Administration of China. The Civil Aviation Flight University of China, the country's largest pilot training school, is located at Guanghan, in the Southwest China province of Sichuan.

The Air China Southwest Branch Company

Since it transformed into the Air China Southwest Branch Co., the current fleet of the airline has grown to 56 aircraft. The passenger transport volume reached 8.99 million in 2006, a 75-percent increase compared with the beginning of the reform. It is expected that by 2010, the fleet will reach 70 aircraft with an annual passenger transport volume of over 15 million person times. The Air China Southwest Branch is expected to become the largest air carrier in China's Southwest region and a major air transport force in China's civil aviation.

The Chengdu Shuangliu Airport

The Chengdu Shuangliu Airport, located about two kilometers east of Shuangliu County and about 16 kilometers away from downtown Chengdu, is a vital hub in China's Southwestern region. It houses 20 civil aviation ports, including the Southwest CAAC, China Southwest Airlines and several airlines. It is also the base airport of the Air China Southwest Branch Co.

The present civil airport was set up in October 1987, and was approved as an international airport by the state in 1993. In 2000, the airport was granted a ground visa right. The Sichuan Province Airport Group Co. Ltd. is in charge of governing Dazhou Airport, Nanchong Airport, and Xichang Airport in China's Southwest province of Sichuan.

In 1983 and 1991, the airport underwent expansion projects. The result was an increase in the area of its departure building and facilities, which includes oil storage and a supply facility capable of holding 10,000 tons. The airport also has advance navigation control, communication, weather forecast and transport service facilities. From 1994 to 2001, large-scale expansion was conducted on its flight and navigation areas which amounted to RMB 2.8 billion in investments. And from 2003 to 2004, the international departure building was built and completed with an investment of RMB 3.8 billion.

Presently, it has extended its runway from 2,800 meters to 3,600 meters, and upgraded its flight area from 4D to 4E grade, capable of handling the landings and takeoffs of various aircraft, including the Boeing 747-400. The airport's passenger

volume increased from 1,090,000 to 16,280,000, while cargo volume increased from 27,000 tons to 295,000 tons from 1997 to the present. It is estimated that by the year 2010, passenger volume will reach 25 million, while cargo volume will be up to 650,000 tons.

Accomplishments of Southwest CAAC

In its twenty years of service, the Southwest Civil Aviation Administration of China has been the recipient of various awards and honors. In 1996 and 2000, the former China Southwest Airlines received the highest air safety prize of China's civil aviation -- the Jin Peng Cup. The Chengdu Shuangliu International Airport was conferred with China's most "Civilized Airport" title in 2000, followed by the airport sanitation award given by the World Health organization in December of 2006. From 2004 to 2006, Chengdu Shuangliu International Airport was for three consecutive years the recipient of the gold prize for high passenger appraisal.

Other achievements of the Southwest CAAC include: the reformed Air China Southwest Branch Company's 42 years of safe flight in the Tibetan Plateau, which is considered to be the most difficult flight area in the world. Chengdu Shuangliu International Airport is also China's pioneer in the installation of the "second category blind descending system," otherwise known as the Instrument Landing System Category II ("CAT II ILS") in the Southwest airports. The Chengdu Shuangliu International Airport has become the busiest aviation hub in Southwest China to date.

The future of Southwest CAAC

Based on the "11th Five-Year Plan," set by the Southwest Civil Aviation Administration of China for 2006-2010, the airports in the region will reach 45 by the end of 2010. The region will then become the area with the largest number of airports in China.

Sichuan Daocheng Airport and Tibet Ali Airport, both in the Southwest Region, will begin construction by 2008. Accordingly, the total number of airports in the Southwest region will reach 59 in 2020.

(Continued from page 7)

discover about SDR's data analysis and risk evaluation work.

Vice Director Chen Xinfeng of the CAST's Maintenance Engineering Department delivered a report on their department's present development on SDR work. Chen reported that with the advancement of the system software and hardware, the SDR work environment has improved.

Chen also reported on the disadvantage of the system. According to Chen, because of the technological advancement, SDR system engineers were getting much too dependent on the computer system. He added that too much reliance on the computer system reduces the engineers' analytical performance in exploring choices and using logical information.

Vice Director Chen made a suggestion for the creation of a monthly exchange system that will encourage the system engineers to participate in on-site evaluation. The monthly exchange system can develop the system engineers in researching relevant topics that will help prevent work problems from recurring.

Furthermore, Chen said, their department is currently developing an early warning system for SDR. The system is intended to further carry out classification management and risk evaluation of SDR works.

CAAC holds Air Routes Network Plan and Research Plan Achievement Evaluation Meeting

我国航路网规划与实施计划研究报道

The Civil Aviation Administration of China (CAAC) held the China Air Routes Network Plan and Implementation Plan Research Achievement Evaluation Meeting on December 14th in Beijing.

The meeting, attended by the officials and personnel of the CAAC and invited civil aviation air traffic management experts, was hosted by the CAAC's Department of Personnel, Science, Technology and Education. The main objective of the meeting was to come up with plans to improve the system of China's air transport. It also aimed to update the attendees on the development and achievement of the previous research made in China's air routes network.

The agenda of the Air Routes Network Plan and Implementation Plan Research Achievement Evaluation Meeting included conducting technical research on national air routes network and meeting the requirements on both medium and long-term plan for strategic development. They also discussed options on how to maximize the use of China's airspace resources.

The meeting provided an opportunity for the attendees to discuss issues on enhancing China's air routes network through advanced research. It also encouraged the application of science and technology to further improve their research plan. During the meeting, the attendees analyzed the different problems faced throughout the research. They determined the principles governing air routes in the network plan, shared and analyzed ideas, and estimated the current situation of China's air routes network.

The meeting touched upon relevant topics, including air routes network navigation service, which led to an open forum on China air routes network plan and its implementation. The meeting also encouraged the attendees to come up with references based on theories and scientific facts to be used as a manual for the final implementation of the national air routes network plan of China.

Aviation Headlines

Shenzhen International Airport registers its 20-millionth passenger in 2007

深圳宝安国际机场旅客吞吐量突破2000万人次

The Shenzhen International Airport registered its 20-millionth passenger on December 11th.

The airport, one of the busiest in China, welcomed its 20-millionth passenger in 2007. The reception of the 20-millionth passenger mark was followed by a ceremony attended by Huang Chuanqi, President of the Shenzhen Airport Group Corporation.

According to Huang Chuanqi, the passenger growth of the airport can be attributed to the fast social and economic development of Shenzhen. Shenzhen International Airport passenger volume doubled in the last four years. It registered ten million passengers in 2003 and, four years later, broke the 20-million mark.

"The breakthrough also marks the success of the airport's strategy to extend its service to potential passengers in the Pearl River Delta area," said Huang.

Shenzhen international Airport began extending its reach all over the Pearl River Delta area in 2007. It has nine terminals set up across the area which connect Hong Kong, Macao, Huizhou and Zhongshan to Shenzhen. The airport also linked Shenzhen to other cities around the Pearl River Delta by providing land and air transport services in the Delta area.

The Special Administrative Region of Hong Kong and the government of Shenzhen are working on a plan to set up a direct rail link between the airports of the two cities. This is intended to boost air traffic in the region. The two governments have started exploring the possibility of developing the railway. A joint task force will be established to oversee the plan, which will begin in 2008.

"Shenzhen airport will take chances to cooperate with Hong Kong airport to enhance its competitive edge and create a win-win situation for the two airports with distinguished advantages in serving domestic and international passengers," Huang added.

Shenzhen International Airport also launched several promotional campaigns which attracted airline companies to boost their flight service in Shenzhen. These include cancellation of fees for night flights, a subsidy offer for new routes, and various promotions with visitors from the Southeast Asian region. This should add to the growing volume of passengers.

Currently, the Shenzhen International Airport has begun construction of a new terminal building, a second runway, and a new navigation tower expected to be completed and ready by 2011. When finished, the expansion will increase the airport's handling capacity to 24 million passengers and 1 million tons of cargo yearly.

Commercial Aviation *News*



Chongqing Airlines to lease three Airbus A319 aircraft from ILFC

重庆航空公司投入12亿巨资租赁三架A319飞机

Chongqing Airlines will lease three Airbus A319 aircraft from the International Lease Finance Corporation (ILFC) with the aim of expanding and modernizing its fleet.

Chongqing Airlines and the ILFC formally signed a lease agreement on December 10th, confirming the lease contract of RMB 1.2 billion. The three aircraft will strengthen the airline's growing fleet serving Chongqing.

The airline is currently operating three Airbus aircraft and is expecting two more aircraft by early next year.

According to Tang Bing, president of Chongqing Airlines, the new aircraft will form part of the company's plan to open and strengthen its domestic and regional flights. The plan initially includes opening air routes which link Chongqing to Ningbo, Xiamen, Kunming, Lhasa, Jiuzhaigou, and Linzhi.

Chongqing Airlines is also expecting to open a new direct route from Chongqing to Yunnan's Shangri-la region after acquiring the Airbus A319 aircraft, scheduled for delivery in 2009.

Urumqi Airport successfully upgrades its navigation system

乌鲁木齐机场导航系统升级改造通过验收

The newest navigation system of Urumqi Airport has been successfully upgraded and passed acceptance from the Xinjiang Air Traffic Management Bureau (ATMB) on December 7th.

During the 20-day installation and adjustment of the new wireless remote centralized surveillance and control, otherwise known as the CMS-2 equipment, the CMS-1 navigation system at Urumqi Airport has been replaced and upgraded.

The CMS-2 equipment, developed by the Shanghai Advanced Avionics Company, works as an independent wireless digital transmission radio and improves data transmission. With the new CMS-2 applied, Urumqi Airport can now remotely view and manage all its station's navigational equipment. It can also use the CMS-2 to oversee remotely the environment of its station's equipment rooms, four instrument landing systems (ILS), and VHF omnidirectional range transmitters (VOR).

The CMS-2 navigational equipment of Urumqi Airport was inspected and was accepted by the officials and personnel of the Xinjiang ATMB, Xinjiang ATMB's Communication and Navigation General Station and its Safety and Technology Departments. The Xinjiang ATMB gave the Urumqi Airport clearance to run its new CMS-2.

B737 series aircraft FED and AOE subcontract project successfully completed

一航成飞圆满完成737系列飞机舱门转包生产合同

The Chengdu Aircraft Industry Corporation (CAC) has successfully completed the subcontract project of B737 series aircraft components production.

The CAC has successfully delivered its 326th forward entry door (FED) and completed its 1142nd automatically opening exit (AOE) for B737 series aircraft. The project, which began at the end of 2003, lasted for four years.

The project between AVIC I's Chengdu Aircraft Industry Corporation and Vought
(Continued on page 12)

ERJ-145 Embraer aircraft requisition total reaches 66

中巴合资公司已拿到66架

ERJ145民用飞机订单

The total number of ERJ-145 Embraer aircraft ordered from the Harbin Embraer Aircraft Industry Co., Ltd. has reached 66.

The venture between the Embraer of Brazil and China's HAFEI Group formed five years ago resulted in the formation of Harbin Embraer Aircraft Industry Co., Ltd. The primary objective of the two companies was to set up a joint venture in China for the production of ERJ-145 aircraft.

The formation of Harbin Embraer was based on the principles of "joint investment, sharing risk and progress together" adopted by the two companies. The joint venture maintains a shareholding arrangement of 51-49 percent share between Embraer and the HAFEI Group, respectively.

The joint Sino-Brazilian venture applied the "three-step" strategy as a framework to develop the cooperation program. The first step is the joint investment for the establishment of a final assembly line for the manufacture of ERJ-145 family aircraft. The second step involves the gradual introduction of subcontract works into the HAFEI production facilities. Its aim is to localize the production of parts and components which will allow entry of China-made parts into the supply chain system of Embraer. The third step consists of the joint research and development of derivative product based on market evolution in line with the successful implementation of the first two steps.

After years of cooperation, the joint venture between Embraer and HAFEI Group received the AS9100 certification, first among the aviation sector in the Asian region. Out of the 66 aircraft ordered from Harbin Embraer, 20 ERJ-145 aircraft have been delivered.



A China-made ERJ-145 on its final assembly stage will soon be ready for delivery.

(Continued from page 11)

Aircraft Industries initially began in 2003. The companies inked the formal contract by the end of 2004 and in January of 2005 manufactured the first batch of FED and AOE, marking the official start of the subcontract project.

The Chengdu Aircraft Industry Corporation FED and AOE subcontract project had a total contract value amounting to USD 20 million.

Heilongjiang Longken, Poland Government Loan sign purchase agreement

黑龙江龙垦通用航空公司
将购买15架农用飞机

Heilongjiang Longken General Aviation Company signed an agreement recently with the Poland Government Loan to buy 15 additional aircraft.

Director Sui Fengfu and Vice Inspector Zhou Chunlai of the General Bureau of Heilongjiang Agricultural Settlement attended the official signing ceremony.

Also present to witness the signing were Instrimpex International Tendering Co. Vice President Cao Huihua, representatives from the Embassy of Poland in China and the Polskie Zaklady Lotnicze (PLZ) Mielec Company.

Based on the agreement, Heilongjiang Longken General Aviation Company will buy 15 aircraft amounting to USD 8.7865 million borrowed from the Poland Government Loan. The aircraft to be purchased will include an M-18B Trainer and 14M-18 B Agricultural aircraft.

According to Wang, the aviation company's fleet has seven types of aircraft intended for different uses. The company will have 47 aircraft in its fleet when it finally takes hold of the 15 additional aircraft acquired through the Poland Government Loan.

Fifteen aircraft purchased by Heilongjiang Longken through the Poland Government Loan are intended for different general aviation use.



Singapore Airport acquires 29-percent share in Nanjing Lukou International

南京禄口机场公司增资协议已上报国家发改委

Changi Airports International of Singapore acquired a 29-percent share of Nanjing Lukou International Airport of China as its primary investment in China's fast-growing aviation market.

Nanjing Lukou International Airport, located in Jiangsu Province, is the 5th-largest cargo airport and 15th-largest passenger airport in China.

"The deal marked the first private-equity investment deal of a foreign airport with a Chinese airport," said Chow Kok Fong, Chief Executive Officer of Changi Airports International.

According to Yu Cheng'an, General Manager of the Nanjing Lukou International Airport, the deal with the Singaporean company will contribute in upgrading and expanding the facilities and infrastructure of Nanjing Lukou International Airport.

Governor Liang Baohua of Jiangsu province believes that the venture will enhance the economic growth of Nanjing city and further develop the aviation industry of Jiangsu province.

The Singaporean airport invested a total of RMB 1.08 billion, equivalent to USD 138 million, for its third major airport project. The Nanjing Lukou contract is Changi Airports International's third major airport investment in the past six months after signing projects with other foreign airports in Abu Dhabi and Moscow.

Evergreen International, Shenzhen Airlines to put up aircraft maintenance company

中美将合资在深圳宝安机场建立飞机维修公司

The Evergreen International Aviation, Inc. signed a Memorandum of Understanding (MOU) with Shenzhen Airlines and Shenzhen Airport to set up an aircraft maintenance company in Shenzhen.

The three parties formally signed the MOU on November 29th in Beijing with the aim of putting up a joint project venture in the center of China's Pearl River Delta Area. The first stage of the joint project venture has an estimated investment of USD 53 million.

On December 17th, Evergreen International Aviation, Inc. Chairman Timothy Wahlberg met with Shenzhen City Vice Mayor Zhang Siping to discuss and share opinions on the expected establishment of the joint venture project, which will be based in Shenzhen. Both agreed on the vast opportunities and advantages of putting up the aircraft maintenance venture in Shenzhen.

According to Wahlberg, Evergreen thinks highly of the continual development of China's aviation industry. He said the company is confident in putting up the joint venture in Shenzhen. "The project would be the first aircraft maintenance company established by Evergreen in China. Evergreen will actively look for cooperation and support from every party and will strive to have the project fulfilled on the earliest possible opportunity," Wahlberg added.

Evergreen International Aviation is a United States company based in McMinnville, Oregon. It is a privately held global aviation services company with eight subsidiary companies running under its name. Evergreen's services include global air cargo transport, helicopter aviation services, aircraft maintenance, aircraft and engine parts sales and lease, airport logistics and ground handling operations, and agricultural products.

Zhang said that Shenzhen Baoan International Airport's strategic location at the center of the Pearl River Delta airports group has given it the advantage. Its passenger and freight traffic is continuously on the rise and in several years the infrastructure of the airport will further develop. Zhang further said that the development potential of Shenzhen is great. "Setting up a joint venture aircraft Maintenance Company in the area could promote related industry and will lead not only in improving Shenzhen Baoan International Airport but the entire aviation market as well," said Zhang.

Baiyun Airport posts 2.76 million passengers during National Traditional Games

白云机场11月旅客吞吐量同比增长19.5%

Baiyun Airport has shown a significant increase in passenger volume during the 8th National Traditional Games of Ethnic Minorities and Various Expositions held at Guangzhou in November.

According to the November 2007 data, the airport handled 2.76 million passengers, an increase of 19.5 percent compared to the same period last year. The airport also registered 22,300 aircraft landings and takeoffs in Baiyun Airport, up by 11.7 percent from last year.

Based on the statistical data, from January to November of 2007, Baiyun airport's total performance was up. The total traffic on aircraft landings and takeoffs reached 238,664 movements, an increase of 12.3 percent on a year-on-year basis. The influx of passenger volume reached 28,303,030, higher by 17.6 percent compared to the same period last year.

Baiyun Airport's transport production in December was on a rapid rise. Data shows that up to 80,000 persons passed through the airport every day. The ever-increasing passenger volume of Baiyun Airport makes it the leading air hub among China's large domestic airports.

On December 20th, the airport welcomed its 30 millionth passenger for 2007. This marks the airport's entry as one of the world's largest aviation hubs.



The 8th National Traditional Games of Ethnic Minorities and Various Expositions held in Guangzhou brought influx of passengers to Baiyun Airport.

Qingdao Liuting International Airport breaks 7-M passenger mark

青岛流亭国际机场旅客吞吐量突破七百万人次

Qingdao Liuting International Airport passenger volume broke the seven-million mark when it reached 7.3085 million passengers in November 2007.

The volume of passengers in Qindao is up by 15.57 percent compared to the same period last year, with the airport maintaining a rapid growth rate, handling one million passengers yearly. The airport also registered over 76,000 aircraft movements and a cargo and mail throughput reaching 104,900 tons.

In November alone, passenger volume reached 615,800, while cargo and mail throughput reached 10,800 tons. There are 6,354 aircraft landings and takeoffs registered in Qingdao Liuting International Airport.

The development of the airport's infrastructures contributes to an increase in its handling capacity. The completion and operation of a new freighter apron, south apron and runway helped improve the airport's services.

The Qingdao Liuting International Airport handles 78 domestic air routes and 19 international and regional flights. The air routes connect Qingdao to 48 domestic and eight international and regional destinations.

Qingdao Liuting International Airport registered a throughput of 7.3085 million passengers in November 2007.



126 SDRs handled in November

2007年11月份SDR情况概述

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) reportedly collected, analyzed and handled 126 aircraft Service Difficulty Reports (SDR) sent by airlines in November 2007.

Based on statistics of the SDR system provided by the CAAC, of the total SDRs sent, 89 were related to aircraft system/structure malfunction and 37 were attributed to other causes, such as bird strike, ground collision, or weather incidents.

Xi'an Xianyang International Airport expansion commences

西安咸阳国际机场二期扩建工程正式破土动工

The Xi'an Xianyang International Airport began expansion and rehabilitation of its infrastructure to augment the rising demand of air traffic in the region.

An opening ceremony to launch the Xi'an Xianyang International Airport's second phase expansion project held on December 5th formally started the construction. The project includes construction of a second 3,800-meter runway, a 170,000 sq. m. third terminal building and other related support facilities, scheduled to be completed by 2020.

The Xi'an Xianyang International Airport is a major hub in China's northwestern province of Shaanxi. The German airport operator, Fraport, which manages the airport, has invested RMB 7.29 billion, the equivalent of USD 984.3 million, for the second phase expansion. Fraport's share in the Xi'an airport marks the first equity investment made by a foreign investor on a major airport in China since it took a 24.5 percent share early in 2007.

Based on the official data released by the CAAC, the airport handled 9.37 million passengers in 2006, an increased of 18 percent from the previous year. Its cargo volume registered 99,434 tons, up by 19 percent compared to the same period in 2005. At present, the Xi'an airport is considered to be the country's ninth busiest airport.

The CAAC further announced that by 2020, Xi'an Xianyang International Airport will be able to handle a passenger volume of 26 million and a cargo volume of 360,000 tons yearly.



ABACE

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