



# China Civil Aviation Report

Volume 10, Issue 3

March 2008

民航报导

## China unveils BCIA Terminal 3

The largest terminal in the world

世界上最大的候机楼

China gears up for the Beijing 2008 Olympic Games

中国迎接北京2008奥运会

China issues Transportation Aircraft Operation Report for 2007

CNAF launches own Jet Service Company in Beijing

China, U.S. hold 5th JATSG meeting

Hongdu Aviation, Goodrich ink USD 57-M subcontract agreement

New Hailar Airport runway put into operation

Sino-Russia aviation negotiation held in Sanya

航管雷达的年度健康检查

是确保飞航安全的最佳保证

Intersoft - Radar quality analysis tools





innovation versatility reliability

# SPRUNG INSTANT STRUCTURES

## Sprung 快速建筑



航空业取得运行空间最快的解决方案；  
快速、容易、坚固、可易地重建的选择。

**Sprung Instant Structures--fast,simple,  
reliable and relocatable building alternative.**

TEL: 010-8559-0830

## Aviation Headlines

China issues Transportation Aircraft Operation Report for 2007	2
CNAF launches own Jet Service Company in Beijing	2
China, U.S. hold 5th JATSG meeting	3
Hongdu Aviation, Goodrich ink USD 57-M subcontract agreement	3
New Hailar Airport runway put into operation	3
Sino-Russia aviation negotiation held in Sanya	4

## CAAC Updates

CAAC registers 3.7-M passengers during Chinese New Year	5
CAAC Acting Minister meets JAL President	5
CAAC Acting Minister Li meets with FAA Acting Administrator	5
CAAC, Mexican Ambassador meet	6
CAAC Public Security Bureau receives	
Canadian aviation security inspectors	6
CAAC approves plan to develop Xinyang Civil Airport	6
CAAC Southwest ATMB, New Zealand Air Traffic Management organize OJTI	4

## Cover story

China unveils BCIA Terminal 3 <i>The largest terminal in the world</i>	7
---------------------------------------------------------------------------	---

## Commercial Aviation News

China Southern, Air France enhance cooperation	10
Thales ATC Automation System ready for service in Anhui	10
China Eastern will purchase 30 B737 aircraft	10
Ameco Beijing, Kenya Airways sign another landing gear overhaul agreement	11
Shanghai Airlines to loan USD400-M from China Development Bank	11
New airport in Yulin to open March 2008	11
BCIA approach traffic system to be completed in June 2008	11
Expansion of Aksu Airport approved by NDRC	12
Initial design and budget evaluation of Lindu Civil Airport approved	12
NDRC approves Chongqing Jiangbei International Airport construction project	12
111 SDRs handled in January	12

COVER: China initially opens its main gateway to the summer Olympic Games. BCIA Terminal Three (T3), the biggest and largest airport terminal in the world, kick's off operation this February and March.

## From the Publisher's Desk

### Up and ready

China has committed a significant amount of investment in its civil aviation development over the past several years. The country made significant strides in improving its aviation infrastructure, air transport, cooperation, technology and training.

This year, as the countdown to the 2008 Olympic Games draws near, said preparations will be put to the test. The multi-million-dollar question is, is China's aviation sector ready for what this year has in store?

In this month's issue, we feature the first-stage opening of BCIA T3. The expansion and development of BCIA's structures may be complete, but other factors inside China's aviation are still under consideration. If China wants to make an impact hosting a world event such as the summer Olympic Games, it needs to double its effort to ensure that no stones are left unturned. Now that structures are complete, China should focus on other aspects of equal importance that will make its civil aviation fully operational. And the country needs to make certain that all factors are properly set up for the forthcoming event.

In this issue, the CCAR also covers China's 2007 Transportation Aircraft Operation Report, which touched on relevant issues on operation information of China's domestic aircraft. We also covered several accomplishments of the CAAC in furthering aviation cooperation with FAA, Mexico and many others, which enhances the country's civil aviation.

China has over the years proven its determination to deliver and emerge as one of the best aviation providers in the world. We can now actually see some of the fruits of its constant planning and preparation. But to fully achieve the much-needed requirements of development, the country's civil aviation should continue to invest more in the right tools, technology and personnel. Only then does China's civil aviation have a far greater chance of success as it faces the many challenges ahead.

### 蓄势待发

中国在过去的几年里为了民用航空的发展投入了庞大的资金。全力改善航空基础设施、航空运输,扩大对外合作、技术交流与培训。

今年,作为全面迎战2008年奥运会的一年,所有的准备工作都将接受检验。这个昂贵资金打造出的问题就是:中国航空是否在今年做好了迎接此一盛事的准备?

本刊介绍了北京首都国际机场T3航站楼投入使用的情况。北京首都国际机场的扩建与开发也许已经完毕,但中国航空的其他因素还需要引起大家的关注。如果中国希望通过举办诸如夏季奥运会这样的全球性活动来制造影响,这就要加倍努力地确保不要有任何遗漏之处。现在基础设施建设已经告以段落,中国应该将焦点放在如何确保其正常运作这些同样重要的要素上。中国还应在即将到来的奥运会以前确认所有要素均已到位。

本期还介绍了2007年运输飞机运行报告,谈及中国国产飞机的运行情况。另外,还谈到为了中国民航的快速发展,中国民航局与FAA、墨西哥等其他多国的密切合作。

中国多年来一直表现出要成为世界航空供应者的决心。目前已看到了某些持续性规划与准备的成果。但要实现如此高要求的发展,中国民航应持续投入在正确的装备、技术与专业人员上。只有这样,中国民航才能在面临众多挑战的情况下,取得更大成功。



Francis Chao  
Publisher  
赵嘉国  
发行人

## China Civil Aviation Report (CCAR)

is published monthly by Uniworld LLC in conjunction with China Civil Aviation, the official publication of the Civil Aviation Administration of China (CAAC).

民航报导是经由民航总局、国家新闻署核准,以《中国民用航空》英文版方式向全世界民航机构、企业,个人介绍中国民航改革开放成果和现况的刊物,印刷和电子版本同步发行。

### Publisher

发行人  
Francis Chao  
赵嘉国

### Production Director/Writer

撰稿人  
Allan Magdaluyo

### Chief China Correspondent

中国新闻联系人  
Lili Wang 汪莉莉

### China Staff Writer

中国新闻撰稿人  
Jing Fang 景方

### Layout and Graphic Design

版面与美工设计  
Emeng Hu 胡艳霞  
Huang Wei 黄炜

### Webmaster

电子版网页设计  
Yingfeng Peng 彭颖锋

### Editor

编辑  
Bill Wine  
David Rodenhaver

To contact CCAR or subscribe to CCAR, please send your email to: [Info@ChinaCivilAviation.com](mailto:Info@ChinaCivilAviation.com) or visit: [www.ChinaCivilAviation.com](http://www.ChinaCivilAviation.com)

联系民航报导或订购本刊物, 请将您的邮件发送至: [Info@ChinaCivilAviation.com](mailto:Info@ChinaCivilAviation.com) 或访问: [www.ChinaCivilAviation.com](http://www.ChinaCivilAviation.com)

US\$95/Year (USA)

US\$120/Year (International)

US\$95/年(美国本地)

US\$120/年(国际)

China Civil Aviation Report  
c/o Uniworld LLC  
690 Garcia Ave, Ste. A  
Pittsburg, CA 94565  
Tel: 925-439-3799 ext 12  
Fax: 925-439-3268

北京联系电话: 86-10-8559-0830  
传真: 86-10-8559-1253

# Aviation Headlines

## China issues Transportation Aircraft Operation Report for 2007

总局飞标司发布2007年度国内运输航空器运行报告

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) has issued China's Transportation Aircraft Operation Report for 2007.

The report made by the Flight Standard Department based on CCAR Part 121 and Part 135, in line with the implementation of commercial transportation for air carriers, touches on three important issues. These include reports on fleet general information, operation information and malfunctions of domestic transportation aircraft recorded in 2007.

Based on the report, there were 1,144 transportation aircraft registered by the end of 2007. Out of the 1,144 recorded, 1,140 aircraft were operational and four were sealed, having no operation data registered for the entire year. The report also shows that the average age of China's aircraft is 6.71 years, while the operational aircraft's total air and ground flight registered 3,624,519 hours for the entire year.

According to statistics gathered by the Flight Standard Department, the number of aircraft in China increased to 687, up by 150 percent within the last ten years. The air and ground flight hours increased by 275 percent, while the rate of Service Difficulty Report (SDR) per thousand hours was reduced to 0.2973 over the last ten years.

The number of aircraft in China increased to 106, higher by 10.2 percent compared to the same period last year. The air and ground flight hours increased to 14.34 percent, while the rate of Service Difficulty Report (SDR) per thousand hours was reduced to 0.0391 compared to 2006.

It was reported that there were 15 in-flight shutdown (IFSD) domestic transport aircraft occurrences in 2007. Engine operation hours increased by 274.22 percent, IFSD quantity was reduced by 16.7 percent and the IFSD rate was down by 73.7 percent within the last ten years. On the other hand, the engine operation hours increased by 14.2 percent, IFSD quantity was reduced by 25 percent and IFSD rate was down by 33.3 percent compared to 2006.

The Flight Standard Department of the CAAC reported that within the last ten years, B737 NG and Airbus SA aircraft flourished in the Chinese air transport sector and were highly in demand. The usage of Airbus LR has been increasing for the last two years, while B737CL and B757/767 aircraft, though extensively used, were on the downtrend. The demand for other aircraft types was kept on a steady pace over the last ten years.

The top three reasons reported by the department to have caused the mechanical system malfunctions for SDR among domestic aircraft in 2007 were the power plant system (9.64%), navigation system (9.58%) and landing gear system (9.27%). The department also reported that the power plant system (13.5%), landing gear system (10.7%) and flight control system (8.0%) were the top three reasons for mechanical system malfunctions for SDR in 2006.

According to the Flight Standard Department, there were 2,691 operating and backup engines for domestic transport aircraft registered by the end of 2007. The wing engine operating hour was recorded to have reached a total of 6,735,872 hours for the entire year.

## CNAF launches own Jet Service Company in Beijing

中国航油成功打造公务机服务公司

China National Aviation Fuel Supply Corporation Ltd. (CNAF) launched its very own jet service subsidiary in January of 2008 in Beijing.

CNAF -- a joint venture among state-owned China National Aviation Fuel Group Corporation, China National Petroleum Corporation and China Petrochemical Corporation -- launched its newest subsidiary, CNAF Jet Service Co. Ltd.

The establishment of CNAF Jet Service Co. Ltd, which formerly operated as the Beijing Peng Tong International Air Service Center, marked the company's progression into the field of diversified and professional services to cater to the upper market of China's business aviation sector.

In addition to delivering aviation fuel services, the new jet service subsidiary of CNAF has been approved by the Civil Aviation Administration of China (CAAC) to provide ground handling services for business jets and international charter flights. It has established an extensive service network on most major airports and certain military-civil airports in China after ten years of solid experience in ground handling.

CNAF Jet Service's main business includes obtaining flight and landing permission from the CAAC, coordinating takeoff and landing time, and performing ground handling services at local airports in China. The company offers specialized services in aircraft guidance, special vehicles, worldwide weather information, passenger and crew transportation, VIP lounge, Customs, Immigration and Quarantine (CIQ) and in-flight catering.

( Continued on page 3 )

( Continued from page 4 )

Furthermore, the jet service company also arranges lodging and transport services for both passengers and crew, and at the same time facilitates other ground and in-flight services. It has the capability to provide competitively priced fuel as well as economical and efficient professional refueling services in China, and in neighboring countries such as Japan and Korea.

## China, U.S. hold 5th JATSG meeting

中美空中交通联合指导组第五次会议在京召开

The Fifth Joint Air Traffic Steering Group (JATSG/5) meeting between China and the United States was held in Beijing from February 19th to 20th.

A delegation from the Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC), led by Deputy Director General Lv Xiaoping, met with the United States Federal Aviation Administration (FAA) delegation for two days. Representatives from the Boeing Company were also present at the event.

The two-day meeting focused on several important aspects of the joint air traffic cooperation between China and the United States. During the JATSG/5 meeting, the delegates reviewed and summarized the accomplishments of the Sino-America Air Traffic Management (ATM) technical exchanges and cooperation for 2007.

The meeting also tackled several important areas of air traffic cooperation. These included discussions on the definition of contents of cooperation and work plans with the FAA; assessment and identification of cooperation agreements on Chengdu Automatic Surveillance Broadcast (ADS-B) test project; Global Navigation Satellite System (GNSS); Regional Monitoring Agency (RMA) and Area Navigation 2 (RNAV2) parallel air route.

Lv Xiaoping, Deputy Director General of the ATMB of the CAAC, delivered a speech in which she expressed her gratitude to the FAA for their support of the successful implementation of the Reduced Vertical Separation Minimum (RVSM) in China's airspace. Lv expressed China's commitment to further strengthen its cooperation with the United States in the fields of NexGen ATM, airspace, communication, navigation, and other significant areas that will further advance the two countries' civil aviation.

The highlight of the JATSG/5 meeting was the signing of the Memorandum of Understanding (MOU) on the NexGen ATM and Confidentiality Agreement between China and the United States. The MOU defines the work areas, guiding principles and cooperation mechanism that will serve as guidelines for the supervising group of the NexGen ATM.

Formulating plans and frameworks for the NexGen ATM was set to be held in Chengdu in mid-April 2008.

The assembly concluded with the signing of the minutes of the Fifth Joint Air Traffic Steering Group meeting. The delegates expressed their willingness to carry out their respective tasks based on the approved minutes of the meeting.

## New Hailar Airport runway put into operation

海拉尔机场新建跑道正式投入使用

The airport's new runway was built with a 2,800-meter-long and 45-meter-wide runway, capable of accommodating the



Hailar Airport's newest runway is now ready for action.

landings and takeoffs of aircraft under B767-300. It has a cement concrete surface 36 centimeters thick.

The newly constructed runway is located 176 meters away from the south of Hailar Airport's former runway. The runway was moved 200 meters to the east from the west end of the former runway and a 7.5-meter wide runway shoulder was constructed on both sides of the newly built airstrip. This expanded the width of the newly built runway to 60 meters. The

( Continued on page 4 )

## Hongdu Aviation, Goodrich ink USD 57-M subcontract agreement

洪都航空获得巨额B787零、部件转包生产合同

Hongdu Aviation Industrial Shareholding Co., Ltd. formally inked a subcontract agreement amounting to USD 57 million with Goodrich Corporation to manufacture parts for the Boeing 787 Dreamliner.

The formal contract signing between the two companies was held at Nanchang in China's southern province of Jiangxi on February 20th.

Based on the subcontract agreement, Hongdu Aviation will supply components, mainly power plant nacelle parts, of Boeing's new 787 Dreamliner to Goodrich Corporation. The project, with an estimated total value of USD 57 Million, will commence in 2008, and continue until the year 2021.

The Chinese enterprise, Hongdu Aviation, earlier developed an important operation strategy to expand subcontracting work on aviation products. The Chinese aviation technology company created a special unit, the Aviation Products Subcontract Production Office, when it signed a USD 30 million subcontract deal with Eclipse Aviation in 2006.

Goodrich Corporation is a world-renowned aircraft parts manufacturer. It has earned a good reputation in providing quality components to major aircraft manufacturers in the world such as Boeing and Airbus.

The formal signing of the subcontract project with Goodrich is considered by Hongdu Aviation to be a major breakthrough in introducing subcontract production tie-ups with international companies.



Hongdu Aviation will manufacture power plant nacelle parts of Boeing's new 787 Dreamliner beginning 2008.

( Continued from page 5 )

former landing strip is now being used by Hailar Airport as a reserved parallel taxiway.

The formal operation of the new runway of Hailar Airport is highly anticipated by Hulunbeier City's tourism sector. The runway construction project is an important component to promote the tourism development of Hulunbeier. And with the upcoming 29th Olympic Games, to be held in Beijing in August 2008, the city's tourism sector is certain that international tourists will include the city on their list of places to visit.

## Sino-Russia aviation negotiation held in Sanya

中俄两国新一轮航空会谈在海南省三亚市举行

A three-day meeting of the Sino-Russia aviation negotiation was held in Sanya, Hainan from February 19th to 21st.

The event was attended by 60 delegates from China and Russia. In attendance were officials and representatives of the CAAC, FATA, and airline companies, and bilateral experts on opening international air routes.

Vice Minister Yang Guoqing of the Civil Aviation Administration of China (CAAC) led the delegation of eleven Chinese domestic airlines, including Air China and China Eastern Airlines. At the same time, Senior Official Oleg O. Demidov of the Federal Air Transport Agency (FATA) under the Ministry of Transport of Russian Federation, led the delegation of ten Russian airlines, including Aeroflot Russian Airlines and Transaero Airlines.

Mayor Lu Zhiyuan of the City of Sanya welcomed the Chinese and Russian delegates on February 19th. Lu signified the city's intention to provide better service for Russian airlines flying to Sanya during a formal banquet hosted by the City Mayor.

The Mayor said that Sanya will develop more tourism products that will suit the requirements of Russian tourists. "The city would also promote better services by providing tourism facilities complete with language and shopping environment convenient for Russians traveling to Sanya," Lu added.

According to Russian Senior Official Demidov, Sanya tourism is very famous in Russia. "The FATA would create favorable conditions to let more Russian tourists travel and enjoy the holiday in Sanya," he added.

Based on the record of the CAAC, there were over 4,000 movements of international flights at Sanya Fenghuang International Airport in 2007. The airport registered a passenger volume of almost 460,000 person times entering and exiting Sanya's aviation hub last year. Of the 460,000 passengers recorded, 152,000 were Russian passengers, occupying one third of the city's total passenger volume in 2007.

### CAAC Updates

## CAAC Southwest ATMB, New Zealand Air Traffic Management organize OJTI

云南空管分局选派管制教员赴新西兰培训

The Southwest Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC), in cooperation with the New Zealand Air Traffic Management Company, organized a training program for instructors.

The On-The-Job Training Instructor (OJTI) course is a specialized three-week training for Air Traffic Control (ATC) instructors, held in New Zealand from January to February 2008. Participants, coming from the Yunnan Branch ATMB, were sent to New Zealand to learn foreign advanced training systems, improve their ATC instructors' teaching skills, and develop their full potential as ATC instructors.

The OJTI course was divided into two parts. The first part included two weeks of ATC instructor training and the second part consisted of one week of follow-up practice. The theory on training incorporates academic methods with actual practice. The training was divided into regular class instruction and simulator practice. The simulation training focused mainly on developing the teaching skills of the participating ATC instructors.

The training syllabus also covered relevant subjects on psychology, teaching methods, the establishment of a training plan, and synthetic evaluation of training results. These practices are being carried out in New Zealand's local air traffic control centers.

The participating ATC instructors from the Southwest ATMB of the CAAC learned foreign advanced control processes and management methods throughout the duration of the training exercise. These provided the trainees with excellent references for future control training work.

The ATC instructors who underwent the training achieved a fresh outlook on several advanced methods of training. They realized the need to enhance several areas of their own training methods and learned that their teaching styles can still be improved and developed.

Throughout the OJTI program, the participants also learned to recognize imperfect training systems, identify substandard training hardware and software, enhance their own training and examination systems, and develop important materials to be used for their own individual instructions.

After the training, the Yunnan Branch ATMB under the direction of Southwest ATMB of the CAAC are now working on these defects, and hope to attain international standards. It is expected that the training work in China will be more systematic and institutionalized in the coming years. This will further help the ATMB in achieving a safe and effective air traffic management for the country's ever-growing air transport industry.

# CAAC Updates



## CAAC registers 3.7-M passengers during Chinese New Year

春节黄金周民航运输生产平稳 运送旅客370万

China's air transport registered a passenger volume of 3.7 million during the "Golden Week" of the Chinese New Year.

Based on preliminary statistics from the CAAC, 29,400 civil aviation flights were recorded in China over the duration of the Golden Week of the Chinese New Year. The statistics of passenger volume and civil aviation flight almost equal the recorded data from last year.

China's civil aviation authorities implemented several measures to ensure normal flight operation during the Golden Week of the Chinese New Year. They carried out a firm transport operation, installed duty officers, strengthened safety management measures, and made certain that the security and safety of flight and aviation were not compromised.

The air transport of China reported three main features during the Golden Week of the Chinese New Year.

1. The CAAC evaluated the registered

daily departure flights of passengers traveling via air transport beginning January 30th to February 12th based on 52 airports of main Chinese cities. Accordingly, from January 30th to February 2nd, passenger volume reached an average of 502,000 times daily.

By February 3rd, 527,000 passengers had registered as traveling within the country. On February 5th, 6th and 7th, the total number of travelers in China's airports were down to 490,000, 340,000 and 330,000 respectively.

The trend in passenger volume increased from February 9th onwards, and on February 12th, as the Chinese New Year festivity came to a close, the passenger volume finally rose to 660,000 person times.

2. The passenger load factors of traditional and major cities such as Beijing, Guangzhou, Shanghai, Shenzhen, Kunming, and Haikou, and a few minor cities, including Changchun, Sanya, and

Harbin, registered a 70-percent increase in passenger volume. Other Chinese cities registered considerably lower passenger volume during the same period.

3. The capacity to transport a high volume of passengers traveling back to their respective places during the end of the Golden Week of the Chinese New Year was fully satisfied due to the extensive preparation of all Chinese airlines.



Some 3.7 million passengers still preferred air travel during the "Golden Week" despite the snow storm calamity that hit China just before the Chinese New Year.

## CAAC Acting Minister Li meets with FAA Acting Administrator

李家祥会见美国联邦航空局代局长罗伯特一行

Acting Minister Li Jiexiang of the Civil Aviation Administration of China (CAAC) officially met with Acting Administrator Robert A. Sturgell of the U.S. Federal Aviation Administration (FAA) and discussed enhancing bilateral aviation cooperation.

Li welcomed Sturgell at the Beijing Capital International Airport during the scheduled stopover of the top FAA official in China. Sturgell earlier attended the Singapore Airshow 2008 before visiting Beijing.

The meeting of the two officials led to the review of an active and effective bilateral aviation cooperation program between China and the United States. The discussion touched on several areas, including flight standards, air traffic management, aircraft certification, airport safety, personnel training, and a new generation air transport system.

The meeting's agenda also included the significant progress of the US-China Aviation Cooperation Program (ACP), designed and developed by both the CAAC and the FAA.

During the meeting, Li and Sturgell expressed their countries' intent to further enhance mutual cooperation on the above areas. The two officials also signified their willingness to promote and develop the safe and effective operation of a bilateral air transport system between their respective countries.

## CAAC Acting Minister meets JAL President

民航总局代局长李家祥会见日本航空公司总裁

Li Jiexiang, Acting Minister of the Civil Aviation Administration of China (CAAC) officially met with Haruka Nishimatsu, President of Japan Airlines (JAL), on February 1st.

The meeting between Acting Minister Li and JAL President Nishimatsu led to an exchange of significant opinions on furthering the aviation safety and air transport cooperation between the CAAC and JAL.

## CAAC, Mexican Ambassador meet

李江民司长30日会见墨西哥驻华大使瓜哈多尔

A meeting that will further enhance aviation cooperation between China and Mexico was held on January 30th.

Li Jiangmin, Director of International Cooperation Department of the Civil Aviation Administration of China (CAAC), met with Jorge Eugenio Guajardo Gonzales, Mexico's Ambassador to China, to discuss furthering aviation tie-ups between the two countries.

Director Li and Ambassador Gonzales exchanged significant views on aviation matters, especially on the plan of Aeromexico, Mexico's largest airline, to establish an air route in Shanghai. Both officials conveyed their respective countries' commitment in strengthening their bilateral air transport relationship and cooperation during the meeting.

## CAAC approves plan to develop Xinyang Civil Airport

信阳民用机场项目已被纳入国家民航总局规划

The Civil Aviation Administration of China (CAAC) recently approved the plans to develop Xinyang Military Minggang Airport into a civil airport.

The Xinyang Development and Reform Commission reported that the reconstruction project of Xinyang Airport was included by the CAAC in its recently approved plan to raise the number of civil airports in the Central South China area.

Based on the plans of the CAAC, 14 airports -- including Xinyang Airport in Henan and Yueyang Airport in Hunan -- will be added to the Central South China airports group. The group consists of civil airports within the six Chinese provinces and autonomous regions in South Central China, which includes Guangdong, Guangxi, Hainan, Henan, Hubei, and Hunan.

The newly approved plan of the CAAC aims to build up 39 airports to satisfy the air transport needs of the Central South China area as well as promote the area's economy and social development. Based on this plan, the Air Force's former Xinyang Military Minggang Airport will be converted into Xinyang civil airport.

Minggang Airport, an Air force base invested in and constructed by the state in November of 1958, was designed as a long-term, class-one military installation. Through years of persistence by the Xinyang City government to reconstruct the military airport base into a civilian airport, the Air Force finally agreed to Xinyang City's request.

The main construction project of Xinyang Airport includes the construction of a terminal building and an approach road, and runway maintenance. The airport was designed to accommodate the landings and takeoffs of B737 aircraft, and will be placed in the category of a civil regional airport once completed.

At present, there are no alternative civil airports serving the

## CAAC Public Security Bureau receives Canadian aviation security inspectors

华北管理局公安局接待加拿大交通部航空保安监察员来访

The Public Security Bureau of the North China Regional Administration of the Civil Aviation Administration of China (CAAC) welcomed two aviation security inspectors from Canada's Ministry of Transport from January 24th to 26th.

Aviation Security Inspectors David Allen and Shawn Goudge of Canada's Ministry of Transport visited Beijing Capital International Airport (BCIA) to conduct an official inspection of BCIA's passenger security plan. The two Canadian officials aim to determine BCIA's implementation of the passenger security plan on direct flights to Canada.

The inspection of BCIA's passenger security plan was made in accordance with the Memorandum of Agreement (MOU) on passenger check-in and security inspection signed between China and Canada.

Officials and representatives from the related departments of the Public Security Bureau of the CAAC, Public Security Bureau of the North China Regional Administration of the CAAC, Air China, Beijing Capital International Airport, Public Security Branch Bureau of BCIA, and Security Company of BCIA attended the symposium held on January 24th.

The Inspectors from Canada discussed relevant issues on airport security during the one-day symposium held inside the BCIA. They exchanged insights with the attendees on significant matters, such as airport security, airport security inspection, and license management.

During their visit, the Canadian officials, accompanied by personnel of the Public Security Bureau of the North China Regional Administration of the CAAC, were able to meet with executives of airline companies with direct flights to Canada. Officials of Air Canada, Northwest Airlines, United Airlines, Continental Airlines, British Airways, and Air China discussed matters of flight safety and security with the Canadian officials.

Furthermore, the inspectors from the Canadian Ministry of Transport determined the safety and security measures being implemented by the Chinese government to ensure the welfare of passengers traveling from BCIA to Canada. They cited relevant problems of certain airlines and offered appropriate solutions.

The inspection is expected to provide the airlines stationed in BCIA guidelines to further develop airline safety and security in accordance with the provisions of the MOU between China and Canada.

area in between Zhengzhou Airport in Henan and Wuhan Airport in Hubei. The establishment of Xinyang as a civil airport would finally provide air transport service to the area.

Xinyang Airport, which is expected to be ready for construction next year, will require a total investment of RMB 300 million. Once completed, it will increase the number of civil airports in China's central province of Henan to four.



# China unveils BCIA Terminal 3

## The largest terminal in the world

Written By Allan Magdaluyo

“The newest Terminal Three is the largest and most advanced airport building in the world – a celebration of the thrill and poetry of flight.”

This is how Norman Foster, the chief architect behind the design and construction of the Beijing International Capital Airport Terminal Three (BCIA T3), describes the grand mega-structure. The architect’s choice of words depicts both the artistry and functionality of the newest terminal building in Beijing.

Beijing’s newest Terminal Three (T3) is undoubtedly the largest, if not the grandest, airport terminal ever built. Apart from its dragon-shape design, representing the inherent Chinese culture, what is exceptional about this multimillion dollar airport terminal is the fact that this mega-structure was completed in less than four years, ahead of schedule for its intended primary purpose.

The infrastructure, built with a long tail, golden roof and triangular-shaped skylights resembling scales, reminds us of the country’s imperial heritage. BCIA T3 will soon welcome the world to China’s capital as it gears up in time for the 29th Olympic Games.

China has invested RMB 27 billion, equivalent to USD 3.65 billion, for the expansion and development of the BCIA T3. It is considered the biggest and most significant construction project ever accomplished in China in line with the country’s hosting of the unprecedented and much-awaited Olympic Games this summer.

The mega-structure can hold the millions of passengers expected to arrive in Beijing for the 2008 Olympic Games.



### BCIA T3 construction

When Beijing was chosen as the host of the 2008 Olympic Games in 2001, China immediately began its daunting preparations. The tremendous development started not only in the capital city but throughout the country. Waves of construction began to sweep across the capital and the underlying regions. It even echoed across the mainland. Pounding the grounds and erecting structures have been common sights in China ever since 2001.

Over the span of the last seven years, China has established three phases in preparation for the mega-event. The first phase began in October 2001, and lasted until the first half of 2003. This was intended as the design phase of the "Olympic Games Action Plan." The second phase, from the second half of 2003 to the first half of 2006, was coined as the "full-scale construction" stage.

The third and last stage, which began in the second half of 2006 and has lasted until this very moment, prior to the opening of the 2008 Olympic Games, is intended for examinations, adjustments, tests and trial runs. Within this period, all the items and preparatory works in China are set to be accomplished and operated. This includes BCIA T3’s fulfillment and the kickoff of operations.

The T3 building, covering an area of one million sq. m., began construction on March

28, 2004. It was part of a mega-construction project for the Olympics’ first point of entry, Beijing Capital International Airport.

The third terminal and third runway – in cooperation with the two existing runways and terminals -- can handle a combined capacity of 35 million passengers a year. The monthly arrivals during the Olympics is expected to reach 5.56 million! This is equivalent to the normal transport volume predicted for 2015. An increase in the flight movement capacity of the airport from 80 flights to 115 flights per hour is also expected once T3 finally opens for service.

The project was designed by the London-based Foster + Partners and Arup. The foreign construction firms worked with several local Chinese construction companies in building BCIA’s Terminal Three.

China assigned the foreign designers the task of providing multidisciplinary services



BCIA T3, as unique as China, shows off its distinct beauty and functionality.

for the construction of a new technologically advanced airport terminal in Beijing. The goal was to expand the airport by building a third terminal, which can cope with BCIA's ever-increasing passenger volume following China's entry into the World Trade Organization. The challenge was for the developers to finish the entire project in the span of four years, in time for the 2008 Olympiad.

### The opening of BCIA T3

The world watches anxiously as China conducts its first-stage run of the country's colossal Terminal Three building, so far the biggest and largest the world has ever seen.

According to the official notice released by the Beijing Airport authority, T3 will consist of three concourses-- C, D and E. These concourses will categorize the terminal into three separate zones, allowing the systematic flow of passengers, access to service facilities and proper ground handling. Concourse C is allotted for domestic and international check-in, domestic departures, and domestic and international baggage claim. Concourse D is temporarily dedicated for charter flights during the Olympic and the Paralympic Games, while concourse E is designated for international departures and arrivals.

BCIA T3 will conduct its operation in two stages. The first stage, which successfully commenced on February 29th, involved the movement of six air carriers transferring to T3. These are Shandong Airlines (SC), Sichuan Airlines (3U), Qantas Airways (QF), Qatar Airways (QR), British Airways (BA) and El Al Israel Airlines (LY).

The second stage, set for this March 26th, will move the remaining airlines to the new terminal. These are Air China (CA), Shanghai Airlines (FM), Scandinavian Airlines (SK), Austrian Airlines (OS), Deutsche Lufthansa (LH), Asiana Airlines (OZ), Air Canada (AC), United Airlines (UA), All Nippon Airways (NH), Thai Airways (TG), Singapore Airlines (SQ), Finnair (AY), Cathay Pacific Airways (CX), Japan Airlines (JL), Dragonair (KA), Turkish Airlines (TK), Emirates (EK), Air Macau (NX), S7 Airlines (S7) and Egypt Air (MS).

As part of the preparation, BCIA held its largest and final drill of T3 on February 23rd -- before the terminal's launching of its first trial operation on February 29th. The aim was to simulate the surge of passengers coming in for the Olympic Games. More than 8,000 people, mostly university students and volunteers, took part in the three-hour drill. More than 7,000 pieces of luggage were checked from 146 domestic and international flights simulated to have arrived and departed from T3.

The objective of the drill was to assess the procedures of departure, arrival and transfer, as well as VIP security maintenance of the airport. The number of simulated flights involved was close to the estimated daily-average-expected-turnout once the terminal goes into full operation this year.

With the final touches fully completed and put into place, there is no doubt that China has fulfilled its vision by bringing to fruition a structure as spectacular as the third terminal of the BCIA.

### All systems go for the Olympics?

In addition to providing the design and construction of facilities capable of meeting the operational requirements of the world-renowned event, BCIA, as the primary gateway to the host city, needs to ensure that no aspect has been overlooked.

BCIA's development and expansion may be completed already, but the edifice and facilities were only half of the many elements required in preparing the country's capital airport for a world mega-event such as the Olympic Games.

Other preparations should also be given priority. The airport should ensure that the customs and immigration formalities are all set. BCIA should also give extensive thought to important factors such as airport environment, budget and finance, tourist information, medical services, security, technology and food concessionaires. Apart from these, all departments should be closely coordinated to ensure proper and timely delivery



BCIA passengers can access the three sections of T3 via shuttle train.

of service to both foreign and domestic passengers coming in this August.

The past doubt about whether the structures can be delivered in time for the Olympiad has finally been cleared and settled. With the T3 now up and ready structurally, the table will now turn to T3's capability in delivering the services that will fit the requirements of the grand event. Questions will now focus on human resources, technology and the many other important services required for China and the BCIA to run the operation smoothly.

Aside from T3's completion, the country has made significant progress in developing its Air Traffic Control (ATC) facilities and other areas of civil aviation. In fact, China has included the Olympic Games among its second primary tasks of "Civil Aviation Work for 2008." China has invested much in honing the capabilities of its ATC, flight and ground workforce to handle the requirements and be up to par with the world's standards.

China has also implemented new reforms and made several adjustments to its aviation policies. It adjusted its airspace restrictions and opened additional air routes to meet the current demand of



The newest terminal has been built using glass and steel modern design to maximize the use of natural light.

its civil aviation. This demonstrates the country's determination to accomplish its goals as host to the forthcoming world event.

China's aviation, for the past seven years, has been highly motivated to develop the aviation infrastructures not only in Beijing but in every part of the Chinese mainland. And its hosting of the 2008 Olympic Games has somehow influenced the many changes and developments.

China tried to beat the clock on T3's development and it did. Let's just hope that the rapid development of the BCIA T3 has taken full consideration of structural safety. With the scale and rapid pace of its development, the world would not want

another incident in China similar to what occurred at the Charles de Gaulle Airport in Paris.

Now that the BCIA T3 is capable of accommodating millions of passengers through China's main gateway to witness the Olympic Games, let us go back to the key question: Is China's main gateway ready for the Olympiad?

Perhaps the world will find out sooner as further development in China unfolds daily before our very eyes. In the meantime, let us wait and see the outcome of the country's last phase of preparation as Beijing gets closer and closer to meeting the standard as host to the 2008 Olympic Games.

What is certain is that the development

we see in China today, like the completion of T3, will create large and lasting benefits to the host city and the entire country in the years to come.



Beijing's T3 consists of three concourses stretching for two miles long.

# 公务航空专用的 无拖杆电动飞机牵引车



**NOT JUST A TUG.**

**IT'S A *LEKTRO*.**

[www.LEKTRO.com.cn](http://www.LEKTRO.com.cn)

**TEL: 010-8559-1147**

# Commercial Aviation *News*



## China Southern, Air France enhance cooperation

南方航空与法国航空首次在股权领域开展合作

China Southern Airlines enhanced its cooperation with Air France when it signed a memorandum on January 30th to sell 20 percent of its Nanlian Air Catering Co. share to Servair.

Nanlian Air Catering Co., founded in 1989, has a registered capital of RMB120 million, the equivalent of USD16.7 million. The Chinese in-flight catering company was jointly owned by China Southern Airlines and Hong Kong Ruilian Investment with an arrangement of 75 and 25 percent shares respectively.

Servair, a subsidiary of Air France and the French leading in-flight catering company, will invest a 20 percent

share amounting to EUR7.3 million, the equivalent of USD10.8 million, to Nanlian Air Catering Co. Furthermore, Air France will buy another 5-percent share from Hong Kong Ruilian Investment that will increase the company's stocks in Nanlian to 25 percent.

"The deal is just a start in staking cooperation between China Southern and Air France," said Xu Jiezhong, Vice Managing Director of the China Southern Airlines.

Accordingly, the two companies were already code sharing and have begun linking certain ground handling operations, being partners in the airline alliance, SkyTeam.

Furthermore, Xu disclosed that China Southern Airlines and Air France have also considered setting up another investment on a cargo joint venture. "The negotiations are underway and progressing very well, but it's not yet the time to sign a formal agreement right now," Xu added.



The Nanlian Air Catering deal furthers the collaboration between China Southern and Air France.

## Thales ATC Automation System ready for service in Anhui

安徽空管分局：THALES空管自动化系统正式“上岗执勤”管制能力得到释放

The Anhui Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) officially began using the Thales Air Traffic Control (ATC) Automation System on January 11th.

The Thales ATC Automation System is a significant part of the Beijing-Hefei-Xiamen air route retrofit construction project undertaken by the Anhui ATMB, based on the requirements of the ATMB of the CAAC and the region's East China ATMB office. The implementation of the new system was another measure adapted by Anhui following the successful setup of the Reduce Vertical Separation Minimum (RVSM), radar control, and high altitude transfer in the area.

The implementation of the new system will actively promote the integration of the area's ATC operation. It will also further enhance the safety support capability of the Anhui ATMB in monitoring the air routes connecting Beijing, Hefei and Xiamen

## China Eastern will purchase 30 B737 aircraft

东航购买三十架波音737飞机 2011年开始交付

China Eastern Airlines announced on January 30th its intent to purchase 30 new B737-series aircraft from Boeing to add to the growing number of its fleet.

The Chinese air carrier, which suffered losses since it began service several years ago, aims to expand and modernize its fleet. It hopes to benefit and generate returns from the currently increasing demand for air travel.

With the present demand of the general population, particularly affluent Chinese to travel via air both for business and leisure, China's air carriers are accelerating and expanding the capacity of its fleet to accommodate and keep pace with the rising demand of air transport service.

China Eastern Airlines will invest a total amount of USD1.94 billion for the entire purchase. The 30 new Boeing 737 NG series jets are expected to be ready for delivery between July 2011 and November 2015.

The addition of 30 new Boeing 737 NG series jets like this will help build up China Eastern Airline fleet.



## Ameco Beijing, Kenya Airways sign another landing gear overhaul agreement

与再签起落架大修协议

Ameco Beijing signed another landing gear overhaul agreement with Kenya Airways on January 22nd.

This is the third time that a landing gear overhaul agreement has been signed between the two companies. Ameco Beijing is expected to receive the third shipset of Boeing 737 from Kenya Airways for repair service.

The deal is in addition to a long-term technical service agreement between Ameco Beijing and Kenya Airways. The two companies

( Continued on page 11 )

( Continued from page 10 )

earlier signed two shipsets of landing gear overhaul agreements between 2006 and 2007.

Accordingly, Kenya Airways is fully satisfied with Ameco's quality of work and turnaround time in overhauling its aircraft landing gear, which resulted in further cooperation between the two companies.

In addition to aircraft landing gear exchange and overhaul, Ameco Beijing also provides overhaul services to the entire aircraft fleet of Kenya Airways.

## BCIA approach traffic system to be completed in June 2008

首都机场扩建工程配套交通系统将于六月完成

The Beijing Capital International Airport (BCIA) approach traffic system is scheduled to be completed by June 2008.

The approach traffic system, constructed by the city government of Beijing, will help provide access to the increasing volume of people getting to and from the airport. Accordingly, BCIA's ground traffic flow has reached 76 million people and the need to accommodate the growing demand is inevitable.

China's capital city has invested a total of RMB 6.2 billion to build and develop BCIA's support approach traffic system, which includes three expressways, a local road retrofit, and a light railway transit.

The expressways consist of the second approach expressway, and BCIA's south and north ways. The three expressways connecting BCIA include a new second airport approach expressway, a new airport south expressway, and a new airport north expressway.

The new second airport approach expressway reached all the way from Yaojiayuan directly to Terminal Three (T3)



China is busy opening new subway lines and roads as it seeks to modernize Beijing in preparation for the Olympiad in August 2008.

## Shanghai Airlines to loan USD400-M from China Development Bank

上海航空拟申请四亿美元中长期贷款购买飞机

Shanghai Airlines is seeking a loan amounting to USD 400 million from the China Development Bank to boost the number of its fleet.

The Chinese air carrier announced on February 18th that it will use the loan to buy additional aircraft beginning in 2008 until 2010.

In a statement filed recently with the Shanghai Stock Exchange, the airline said that the term of the loan will be up to three years. Part of the money will be used for the advance purchase of 22

aircraft. Shanghai Airlines earlier placed an initial order of nine B787 jets from Boeing.

According to the announcement previously made in December by the Chairman of Shanghai Airlines, the airline is considering buying additional A330 medium-range aircraft from Airbus. The purchase of additional aircraft will accelerate the expansion of the carrier's international network.

Shanghai Airlines is scheduled to commence daily flights to the United States and the German city of Hamburg this year.

## New airport in Yulin to open March 2008

榆林新机场试飞成功 计划3月底正式投入运营

Yuyang Airport, the newest airport in Yulin in China's central province of Shanxi, is expected to commence operation by the end of March.

It is located in the west side of Changhanjie Village, Xiaojihan Town, in the northwest portion of downtown Yulin. It has a distance of approximately 15.5 kilometers from Yulin's city center and would be the second airport in Yulin after Xisha Airport.

The new airport, which began construction in December 2005, was built with a 2,800-meter-long and 45-meter-wide runway, capable of accommodating the landings and takeoffs of large B737 family, A319 and A320 aircraft. It was designed to handle a passenger volume of 350,000 and cargo and mail volume of 900 tons yearly. Yulin's newest hub falls under the classification of a 4C grade civil regional airport.

The first airport in Yulin, Xisha Airport, which started service in 1988, contributed immensely in advancing the city's local economy and society. Since it was put

into operation two decades ago, the airport has played a significant role in the rapid development of Yulin's national energy resource and chemical industry base.

The planned expansion of Xisha Airport was suspended when it failed to meet current requirements for development. It can no longer be expanded to accommodate the rapid demand and growing capacity of the city's air transport needs.

Instead, the city government of Yulin invested in the development of a second airport to augment the pressing constraint. A total amount of RMB 500 million was spent for the construction of the Yuyang Airport.



Yulin's second airport will be able to accommodate B737 family, A319 and A320 aircraft when it starts service in March of this year.

of BCIA. The new airport south expressway connects the existing airport expressway and the second airport approach expressway, extending all the way to the Beijing-Chengde expressway on the west and the sixth round road of Beijing City on the east. The new airport north expressway will connect Beijing-Chengde expressway directly to BCIA's freight area in the north.

Apart from the expressways, the local roads retrofit including thoroughfares such as the Litan Road, and the light railway connecting Dongzhimen to the BCIA terminal building, will provide convenient access to China's largest and busiest aviation hub.

The light railway links Dongzhimen directly to BCIA's T3 and the second terminal building's traffic center. Accordingly, when the railway traffic system is finally put into operation in June, it will take passengers only 16 minutes to reach across the entire course of BCIA from Dongzhimen.

## Expansion of Aksu Airport approved by NDRC

阿克苏机场改扩建工程已通过国家发改委审批

The National Development and Reform Commission of China recently approved the retrofit and expansion project of Aksu Airport in China's Autonomous Region of Xinjiang.

The Aksu Airport expansion and retrofit is a significant airport construction project listed in the national 11th Five-Year Plan and a key infrastructure project of the Xinjiang Autonomous Region. The goal is to prepare the major part of the project for a formal inauguration this year.

As a major part of the project, a 2,800-meter-long-by 45-meter-wide runway expansion will

be implemented. The current runway will be extended 400 meters to the west of the airport. The airport's major project will also include construction of a new apron with a class B and three class C aircraft parking stands, a new terminal building totaling 5,000 sq. m. and other airport support facilities.

The Civil Aviation Administration of China has confirmed a special fund of RMB 95 million for the development of Aksu Airport as a western regional airport. The total project investment is estimated

to reach RMB 210 million.

The Aksu Airport retrofit and expansion project is significantly supported by the state council. The project is an important component to improve the air transport network in China's western region.



Aksu Airport is a key infrastructure project of the Xinjiang Autonomous Region.

## Initial design and budget evaluation of Lindu Civil Airport approved

黑龙江林都民用机场初步设计及概算通过审查

The Northeast Regional Administration of the Civil Aviation Administration of China (CAAC) and the Heilongjiang Provincial Development and Reform Commission recently approved the initial design and budget estimation report for the construction and development of the proposed Airport in Lindu.

The approval was made after thorough review and deliberation of the preliminary design and budget of Lindu Civil Airport during a two-day examination meeting held from February 19th to 20th.

Officials and representatives from the Northeast Regional Administration of the CAAC and Heilongjiang Provincial Development and Reform Commission attended the examination meeting.

According to the Chief of the Northeast Regional Administration of the CAAC, the proposed Lindu Civil Airport is in accord with the CAAC's strategy on civil airport construction and development. The Lindu airport construction project is an important component to better distribute the air transport network in northwest China as well as promote the civil aviation development of Yichun's forestry area.

The proposed location of the airport is nine kilometers away from downtown Yichun. The airport is designed to face the northeast and will be located on a floodplain where scenic mountains and valleys join together. The site of the proposed Lindu Civil Airport will occupy a total area of 174.56 hectares.

## NDRC approves Chongqing Jiangbei International Airport construction project

重庆机场第二跑道扩建工程获发改委正式批复

China's National Development and Reform Commission (NDRC) recently approved the proposal for the retrofit and expansion project of the second runway and other support facilities of the Chongqing Jiangbei International Airport.

The project's completion is set for 2015. The airport was designed according to the requirement of 15 million passengers and 260,000 aircraft movements per year. The airport's expansion will help accelerate the area's civil aviation as well as promote Chongqing's development.

Major construction includes adding a second runway of about 3,200 meters to the east of

the existing runway, building a parallel taxiway in between the two runways and setting up a visual aid lighting support system. It will also have a second terminal building (T2B) with an area of 60,000 sq.m., 41 apron aircraft parking stands, and a freight station and support facilities occupying an area of 20,000 sq.m.

Apart from the main airport construction, the plans also include the development of air traffic control (ATC) and fueling projects of the Chongqing region.

Based on the approved plan of the NDRC, a total of RMB 3.145 billion is allotted for airport construction, RMB

0.066 billion for ATC projects, and RMB 0.05 billion for fueling projects. The total investment for the airport expansion project is estimated at RMB 3.261 billion.



Chongqing Jiangbei design can handle 15 million passengers and 260,000 aircraft movements annually.

## 111 SDRs handled in January

2008年1月份SDR情况概述

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) reportedly collected, analyzed and handled 111 aircraft Service Difficulty Reports (SDR) sent by airlines in January 2008.

Based on statistics on the SDR system provided by the CAAC, of the total SDRs sent, 88 were related to aircraft system/structure malfunction and 23 were attributed to other causes, such as bird strikes, ground collisions, weather problems, or other incidents.

## China Excellence in *Airport Development & Operations Summit*

June 17th to 18th, 2008 Everbright Exhibition Center Grand Hotel, Shanghai, China

Two simultaneous affiliated events

**The 2nd International Civil Airport Facilities Exhibition &  
Shanghai International Aviation Transport- Operation and Service Exhibition**

June 17th to 19th, 2008 Shanghai Everbright Convention & Exhibition Center, China

We are proud to offer a **10%** discount to readers of



Two Day Conference Investment: RMB 16,500 / Person or EUR 1,500 / Person

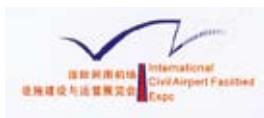
For more information and registration details, contact **Carol Zhu**

T: 8621 5117 6777 F: 8621 3366 5207 [carolz@lnoppen.com](mailto:carolz@lnoppen.com)

[www.lnoppen.com](http://www.lnoppen.com) [www.naseba.com](http://www.naseba.com)

Two Simultaneous Affiliated Events

Media Partner





# China General Aviation Forum 2008

## 2008年通用航空商务交流会



6月23-25日在上海举行

June 23-25, 2008 in Shanghai

[www.ChinaCivilAviation.com](http://www.ChinaCivilAviation.com)

**Sponsored by**



首都机场集团公司要客部  
Capital Airports Holding Company VIP Dept.



China Civil Aviation Report  
民航报导