



China Civil Aviation Report

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民航报导

China Civil Aviation Development Forum 2009 2009中国民航发展论坛

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Xiamen Airlines won the highest award in world aviation safety

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华进有限公司
China Promotion Ltd.

HongKong (香港)
Tel: 852-2511 7427
Fax: 852-2511 9692
Email: cp@cpexhibition.com
sales@beijingaviation.com

Beijing (北京)
Tel: 86-10-8773 0641
Fax: 86-10-8773 0640
Email: bj@beijingaviation.com
richard@cpbjlf.com; linda@cpbjlf.com

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Publisher
发行人
Francis Chao
赵嘉国

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
Emeng Hu 胡艳霞

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
David Rodenhaver
George Chao
Nelson Chao

To contact CCAR or subscribe to CCAR, please send your email to: Info@ChinaCivilAviation.com or visit: 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 或访问：www.ChinaCivilAviation.com

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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：86-10-8559-0830 ext 215

Don't wait any longer!

The successful completion of the 7th China General Aviation Forum shows the high expectations of the development of the GA industry in China as well as the confidence in the industry players to continue proper development of the market.

Currently, China needs a developing GA industry to support the traditional applications such as industrial, agricultural, commercial and transport / tourism. However, what may be the most important application of all, emergency response.

In Chinese, "emergency response" includes both "immediately" and "rescue" in the phrase and these needs and challenges are not able to be met under current infrastructure resources. All man-made, nature disaster and unexpected incidents encountered by China's society are ripe with examples of the necessary application of the "immediate" and "rescue", and this is the fundamental reason of why China need to build general aviation without hesitation and delay.

Looking back in the past, there are many historical reasons for the delay of China GA; and after long periods of time, not promoting GA or restricting the development of GA turns out to be a "political correct" state of mind in the excuse of aviation safety and air space security. However, nobody has ever questioned what a lack of GA has contributed to the destruction of government's effort in the process of building a "harmonious society".

In the wake of the numerous nature disasters in the last few years, I have reason to believe that China's government has began to plan the development of appropriate GA capacity for emergency rescue. At the same time, I believe this construction will be under the mindset of the traditional planned economic "top down" model instead of the "bottom up" models implemented by most of the GA advanced nations around the world. When most of the people agree that a round shape is the best design of a wheel in performance, does China really need to redesign the wheel to achieve the same ultimate goal simply because the situation and political environment is different?

Very quickly after the major investment of time and money into the "top down" GA infrastructure for emergency rescue, they will quickly realize that it is not meeting the needs due to the nature of disasters, I wonder those "political correct" mind setting and behavior in the past will turn to be the reason for not being able to build a "harmonious society" today?

At this critical moment, I think the "understanding" of general aviation is far more important than the "power" and "funding" in building the general aviation infrastructure. "Understanding" GA brings "common understanding" that generates "trends", leading to "power" and "funding" of people to build "bottom up" GA under overall national planning and guidance. The flexibility of commercial operations and universality of local economics help in building a general aviation system that can handle all challenges of manmade and natural disasters to protect the human life and property to ensure the steady growth of society and nation.

不要再等待了!

第七届中国通用航空商务交流会的成功举办标示着通用航空全体产业对市场开放的期望与市场运行能力的信心, 这股力量是建设中国通用航空顺利成功的最佳保证。

通用航空的运用除了传统的工业, 农业, 商业, 科技, 运输, 旅游, 安保, 培训等功能外, 在中国最突出和最需要的功能就是应急救援。

应急和救援在字义上很明显的表达了“急”和“救”的含义和需求, 这都是在正常环境和条件下无法满足的挑战。今天中国社会所面临的各种天灾人祸及不可预期的突发事件都充满了“急”和“救”的需求和应用, 这正是为什么中国通用航空产业必须立即开展大力推动的原因与动力。

回顾以往, 中国通用航空未能发展的原因绝大多数都有历史因素在里头, 久而久之不大力推动通用航空或限制通用航空的发展反而成为一种为保障航空和领空安全的“政治正确”思维, 也从来没有任何人或政府机构深入探索, 没有适当发展的通用航空在构建和谐社会的道路上带来了多少“不和谐”的过程与结果。

在过去几年频繁发生的天灾冲击下, 我相信中国政府正在筹组规划建设适当的通用航空应急救援力量, 我同样的有理由相信这个建设将会依传统计划经济的思维由上而下的建设推广, 这正好与国际上成熟的通航国家由下而上的发展模式相违背。在大多数人都同意轮子在圆形的设计下功率最高的时候, 我们有没有需要因为国情的不同和政治环境的差异投入大量的时间和精力探索有没有圆形以外的轮子设计可以达到同样的功率?

很快的在投入大量时间和财力由上而下建设通用航空应急救援体系后, 却因为自然灾害的怪异特性不能满足实际社会和国家需要时, 不知道那些原先所谓“政治正确”的行为与思维会不会成为造成社会不和谐的理由和原因?

在此关键时刻, 我想对通用航空的“认识”远远重要于建设通用航空的“权利”与“财力”。有了“认识”就容易产生“共识”, 从而带动“趋势”, 让全民的“权力”与“财力”共同参与在国家整体规划指导的通用航空由下而上建设框架里, 以商业运行的灵活性和地方经济的全面性和普遍性架设一个能够面对社会发展国家建设所需, 可应付任何天灾人祸的应急救援体系。保障人民生命财产安全, 确保国家社会可持续的稳定发展。



A handwritten signature in black ink, appearing to read 'Francis Chao'.

Francis Chao
Publisher
赵嘉国
发行人

Aviation Headlines

An alliance of 27 airports at Bohai Sea region

环渤海27家机场结盟

An aviation market strategic alliance of the airports in Northwest backland and Bohai Sea region had been established in Dalian, which led by Dalian Zhoushuizi International Airport Group Co., Ltd., together with the airport group corporations of Helongjiang, Jilin, Inner Mongolia, Tianjin, Hebei and Shandong, as well as the airports of Yantai, Weihai, Linyi and Weifang.

As introduced by Du Zhiyuan, General Manager of Dalian Airport Co., Ltd., the alliance has 4 main goals, among which the first one is to construct a network of regional aviation with Dalian as the hub. Most of the airports in the alliance are already supplementary airports to each other with Dalian acting as the hub. By means of the effective connection of flight routes and time, they can increase air transport volume and provide passengers with more economic and convenient routes.

The alliance includes 27 airports, e.g. Dalian Zhoushuizi International Airport, Harbin Taiping International Airport, Chifeng Airport, Tianjin Binhai International Airport, Shijiazhuang Airport, Ji'nan Airport and Weifang Airport. Geologically, it basically covers the northeast old industrial base, and economic circle surrounding Bohai, the two major national strategies plates. For the region in this alliance, the total GDP in 2008 was 7,690.6 billion Yuan, accounting for about 26% of the national GDP, which has a gradual increase for the proportion of economic aggregate in every year.

Secondly, the transfer service will be well handled so that the relevant airports in the alliance can have the transfer in a whole route, achieve the seamless and unified transfer process and service standards.

由大连周水子国际机场集团公司联合黑龙江、吉林、内蒙古、天津、河北、山东6个省、市、自治区的机场集团公司及烟台、威海、临沂、潍坊4城市机场共同发起的，东北腹地及环渤海区域相关机场航空市场战略联盟在大连成立。

据大连机场股份公司总经理杜志渊介绍，此次联盟的目的主要有4个：首先以大连为中心编织支线航空网络。此次联盟机场中大部分都是以大连为中心的资源互补型机场，通过航线网络和时刻等方面的有效对接，可以增加航空运输量，为旅客提供更加经济、便捷的航空出行途径。

该联盟包括大连周水子国际机场、哈尔滨太平国际机场、赤峰机场、天津滨海国际机场、石家庄机场、济南机场、潍坊机场等27家机场。在地理位置上基本覆盖了东北老工业基地和环渤海经济圈两大国家战略板块。联盟区域内2008年的GDP总量达76906亿元，约占全国GDP总量的26%，其经济总量在全国所占比例逐年递增。

其次全力做好中转服务，联盟机场间实行行程中转、全程无缝对接业务，制定统一的中转业务流程和服务标准。再次与航空公司互动，联合开发航空中转销售产品，实现不同航空公司之间票价的对接。

Xiamen Airlines won the highest award in world aviation safety

厦航勇夺世界航空安全至高荣誉

On June 8th 2009, it was reported at The 65th IATA Annual General Meeting (AGM) and World Air Transport Summit held in Kuala Lumpur, that Xiamen Airlines Co., Ltd. was granted by the IATA the IOSA Safety Outstanding Contribution Award. So far, only 7 airlines companies were honored with this award. Xiamen Airlines was the only winner of this award in South Asia, and the only Chinese airline. In Asia, only Xiamen Airlines and Singapore Airlines have ever won the award.

The summit was attended by 500 leaders in aviation industries all over the world. General Manager Che Shanglun, on behalf of Xiamen Airlines, received the IOSA crystal trophy from Giovanni Bisignani, Director General of the IATA, which was the highest award in world aviation safety. "The successful start and wide approval of the IOSA in the world has demonstrated that Xiamen Airlines owns a reliable safety foundation. It also creates a favorable condition for us to smoothly carry out the Safety Management System (SMS). We shall gather all our efforts from the honor to direct the safety management to the focus on causes, process control and systematic management", answered Che Shanglun in an interview.

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2009年6月8日在吉隆坡举行的第65届国际航空运输协会年会暨世界航空运输峰会上传出的消息：厦门航空有限公司获得国际航空运输协会（IATA）颁发的IOSA安全杰出贡献奖，在全球范围内获此殊荣的仅7家航空公司，厦航是唯一作为北亚地区的获奖单位，也是唯一获得此项大奖的中国航空公司，全亚洲也仅厦门航空和新加坡航空将此奖收入囊中。

全球有500名航空业界领袖在此次峰会上聚首，厦航总经理车尚轮代表厦航从国际航协理事长乔瓦尼·比西尼亚尼（Giovanni Bisignani）手里接过了代表世界航空安全至高荣誉的IOSA水晶奖杯。车尚轮在接受记者采访时表示：“IOSA项目的成功推动，并在国际上受到肯定，说明厦航的安全基础是值得信赖的，也为我们顺利开展安全管理体系（SMS）建设创造了条件。我们要以荣誉为动力，努力将安全管理工作调整到源头抓起、过程控制、系统管理的方向上来。”



The important foundation project in Yellow River Delta – Reconstruction and expansion of Dongying Airport – An important project in the Yellow River Delta Project

黄河三角洲重要基础项目东营机场改扩建顺利

According to Traffic Bureau of Dongying in Shandong province, China's governmental foundation project during 11th Five Year Plan in the Yellow River Delta, the reconstruction and expansion of Dongying Airport has progressed well. Upon the completion of the project, there will be one additional facility in the Ji'nan and Qingdao in Shandong province that could handle take-offs and landings of 767 and 757 aircraft. Through increasing national airlines to new regional points, China's aviation infrastructure will connect Korea, Japan and the world with the Yellow River Delta Region in China.

The reconstruction and expansion project of Dongying Airport is an important foundation project for the developing and constructing Yellow River Delta, and will allow convenient access for trade in the region.

The expansion project of Dongying Airport focuses including a runway expansion, new terminal buildings, navigation equipment upgrade, and retrofitting the airport from a 4C certified to a 4D level facility. After the expansion, the airport will handle passenger throughput of over 1M, and cargo and mail volume of 73M tons by 2020 and an annual take-off and landing of over 11,100 flights.

据山东省东营市交通局介绍，中国国家“十一五”黄河三角洲开发建设重要基础工程项目——东营机场改扩建工程进展顺利。东营机场扩建完成后，将是山东省继济南、青岛之后的又一个现代化的机场，可起降767、757型飞机，通过增开大中城市的国内航线，开通韩国、日本等国际航线，打通黄河三角洲通向全国、走向世界的空中通道。

东营机场改扩建工程，是黄河三角洲开发建设重要的基础工程，是构建黄河三角洲“三路两港一场”大交通体系的重要内容，为推进黄河三角洲大开发、大开放创造便利的交通条件。

据了解，东营机场改建工程重点是扩建飞行区跑道及新建航站楼，将增加双向ILS、VOR/DME等导航设备，将机场由4C级升级为4D级，使2020年旅客吞吐量达到100万人次，年货邮吞吐量7300万吨，年飞机起降架次1.11万架次，机场改扩建对黄河三角洲的开发建设和经济社会发展将产生积极作用。



Sichuan Taeco Maintenance Hangar, the largest aircraft maintenance base in China, laid the cornerstone

全国最大空客维修基地四川太古维修机库奠基

The cornerstone laying ceremony for the Sichuan Taeco Maintenance Hangar was held at Chengdu Shuangliu Airport on June 18th. Thanks to the total investment of 1.2 billion Yuan, the project would build the largest aircraft maintenance base in China to carry out the maintenance of 4 A340 series and 4 A320 series aircraft at the same time. The goal was to construct the largest aircraft maintenance base in the Asian-Pacific region to attract aircraft from all over the world for overhaul in Chengdu.

The ceremony marked the official commencement of the Sichuan Taeco Project.

It was reported that the Sichuan Taeco Project is located to the north of the runway of the Chengdu Shuangliu International Airport, with the area of about 450 mu and total investment of 1.2 billion Yuan. It will construct professional A320 narrow hanger and A340 wide hanger as well as auxiliary buildings. The project is divided into four phases. Phase I commenced on June 18th, has an

(Continued on page 6)

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investment of 150 million Yuan and will be put into service in July 2010. This includes the construction of hangars, outside aerodrome, auxiliary facilities and buildings as well as the procurement of basic maintenance equipment, in relation to aircraft maintenance.

Sichuan Taeco would become the largest aircraft maintenance base in China, said Lan Xinguo, Chairman of Sichuan Airlines Co., Ltd. (hereinafter referred to as "Sichuan Airlines"), as it could provide the maintenance services to 4 A340 series and 4 A320 series aircraft at the same time and no less than 3,000 technical positions after the project would be entirely completed.

The establishment of the Sichuan Taeco Base would fill in the lack of large professional aircraft maintenance bases in China. Chengdu has experienced very fierce competition to bring the Base here, and five years had been spent on negotiations and preparations. Last July, Sichuan Taeco Engineering Technology Co., Ltd. was formed under the great supports of Sichuan Province, Chengdu City and Shuangliu County, and jointly invested by Sichuan Airlines Co., Ltd., Hong Kong Aircraft Engineering Co., Ltd., Taeco (Xiamen) Aircraft Engineering Co., Ltd. and Sichuan Haite Hi-tech Co., Ltd., among which Sichuan Airlines and Haite Hi-tech held 51% of the shares.

Chen Bingjie, General Manager of Hong Kong Aircraft Engineering Co., Ltd. and Chairman of Taeco (Xiamen) Aircraft Engineering Co., Ltd., said that he was very confident in the future development of Chengdu, especially in the aviation industry, and the reason why Hong Kong Aircraft Engineering Co., Ltd. selected Chengdu as the first Western city to put its investment in was the potential

development of Chengdu in aircraft maintenance as it is the crossroad of aviation in West China. Sichuan Taeco would be constructed and developed into an aircraft maintenance enterprise known around the world.

Sichuan Airlines currently owns 40 passenger aircraft, since they purchased their first A320 aircraft in 1995. However, it had always flown its aircraft to France for overhaul since there was no aircraft maintenance base in China.

China has more than 400 passenger aircraft in commission, which would be a very big market. Moreover, the Sichuan Taeco Base would attract the airlines at home and abroad to bring their aircraft to Chengdu for overhaul.

Thousands of aircraft maintenance workers would be needed after the Base was completed. During the project construction, Hong Kong Aircraft Engineering Co., Ltd. would establish a school to train the professional workers for aircraft maintenance.



四川太古飞机维修机库奠基仪式6月18日在成都双流机场举行。四川太古项目总投资12亿元，将建成全国最大的空客维修基地，可同时进行4架A340系列和4架A320系列飞机维修，并争取建成亚太地区最大的空客维修基地，吸引全球飞机到成都大修。

四川太古飞机维修机库奠基，标志着四川太古项目正式启动。

据悉，四川太古项目位于成都双流国际机场跑道北端，占地约450亩，项目总投资

12亿元，将修建专业的A320窄体机库和A340宽体机库及配套建筑。该项目分为四期进行修建，开工的项目一期投资1.5亿元，将于2010年7月投产运行，用于与飞机维修相关的机库建设、外展机坪建设、基本维修设备购买、配套产业修建、配套建筑物修建等。

四川航空股份有限公司（Sichuan Airlines Co., Ltd.，简称“川航”）董事长蓝新国表示，该项目最终建成后，可同时进行4架A340系列和4架A320系列飞机维修，并提供不低于3000个技术岗位，四川太古将成为国内最大的空客维修基地。

四川太古的建立将填补目前国内没有专门的空客飞机大型维修基地的空白。此基地落户成都可谓竞争激烈，前后经过了5年的谈判和筹备。去年7月，在四川省、成都市和双流县的大力支持下，由四川航空集团公司、香港飞机工程有限公司、厦门太古飞机工程有限公司和四川海特高新技术股份有限公司四家航空企业共同投资组建四川太古工程技术有限公司，其中川航和海特高新共同占51%的股权。

香港飞机工程有限公司总经理、厦门太古飞机工程有限公司董事长陈炳杰称，成都是香港飞机工程有限公司在内地投资的第一个西部城市，之所以选择成都是因为看好成都作为西部航空枢纽在飞机维修方面的发展潜力，他对未来成都的发展，特别是航空业的发展充满信心。四川太古将建成世界知名的飞机维修企业。

据了解，1995年，川航首次购进第一架空客A320，目前已拥有40架空客飞机，但苦于国内尚没有空客维修基地，川航的空客曾飞到法国大修。

我国目前有400多架空客现役飞机，是一个巨大的市场。四川太古的建立还将吸引国内外航空公司到成都大修飞机。

此外，四川太古建成后需要数千名飞机维修人员。在建设项目的同时，香港飞机工程有限公司还将在成都建立培训学校，培养飞机维修专业人员。

The first Chinese national level aviation industrial fund management company was publicly opened

我国首家国家级航空产业基金管理公司挂牌运营

On June 28th, the first Chinese national level aviation industrial fund management company—Xi'an National Aviation Industrial Fund Investment Management Co., Ltd. was publicly opened in Xi'an, marking the establishment of the first national level aviation industrial fund in China. The Xi'an National Aviation Industrial Fund with its planned scale of 30 billion Yuan was led and organized by the Xi'an Yanliang National Aviation Hi-tech Industrial Base. On May 12th 2009, the Xi'an National Aviation Industrial Fund Investment Management Co., Ltd. was officially established and registered with the paid-in capital of 300 million Yuan. The

(Continued on page 7)

(Continued from page 6)

company's shareholders are, the Administration Committee of Xi'an Yanliang National Aviation Hi-tech Industrial Base, the Development Center of Xi'an Yanliang National Aviation Hi-tech Industrial Base, Xi'an International Trust Co., Ltd., Beijing SureLand Venture Capital Investment Co., Ltd., and Shanxi Industrial Investment Co., Ltd..

Before the establishment of the Xi'an National Aviation Industrial Fund, development of the Chinese aviation industry had to rely merely on national special funds. The establishment of the Xi'an National Industrial Fund is marked as a breakthrough in the history of the Chinese aviation industry. As an investment and financing platform for the aviation industry, supported by the nation, the Fund has above 60% of its total amount used to promote the development of the Chinese aviation industry, and invest in all kinds of enterprises and projects with the potential for development, within the five national level aviation industrial bases in Xi'an, Harbin, Shenyang, Chengdu and Anshun.

Jin Qiansheng, Chairman of the Xi'an National Aviation Industrial Fund Investment Management Co., Ltd., stated that capital market played a very significant role in promoting the development of the world aviation industry, Xi'an National Aviation Industrial Fund would make use of market operation to attract private capitals to enter in the market of Chinese civil aviation industry, which could provide the most dynamic fund resource for the development of the aviation industry, change the current condition that the development of the Chinese aviation industry had to rely merely on national special funds, and better construct China's core competitiveness in the international aviation market.

6月28日,我国首家国家级航空产业基金管理公司——西安国家航空产业基金投资管理有限公司在西安正式挂牌运营,这标志着我国第一个国家级航空产业基金的发起、募集工作已开始启动。

规划总规模300亿元人民币的西安国家航空产业基金由西安阎良国家航空产业基地牵头发起组织。2009年5月12日,以西安阎良国家航空产业基地管委会、西安阎良国家航空产业基地发展中心、西安国际信托有限公司、北京实地创业投资有限公司、陕西省产业投资有限公司为股东,以实收资本3亿元人民币作为注册资本的西安国家航空产业基金投资管理有限公司正式注册成立

西安国家航空产业基金的设立,突破了我国航空产业发展单纯依靠国家专项资金的境况,是我国航空产业发展史上的破冰之举。作为国家对航空产业重点扶持的投融资平台,该基金总额的60%以上将用于促进航空产业发展,致力于以股权方式对西安、哈尔滨、沈阳、成都、安顺等五个国家级航空产业基地内具有发展潜力的各类企业和项目进行投资。

西安国家航空产业基金投资管理有限公司董事长金乾生表示,从国外利用私募基金发展航空工业的经验来看,资本市场对于世界航空产业的发展起到了极大地促进作用。西安国家航空产业基金将通过市场化运作吸引民间资本进入中国民用航空产业市场,为航空产业发展提供最具活力的资金来源,改变我国航空产业投资单纯依靠国家投入的境况,更好地塑造中国在国际航空市场的核心竞争力。

The debt of up to 1.87 billion Yuan to 31 domestic airports last year

31家国内机场去年遭欠费达18.7亿

"It is still not good in the payment to airports by airlines companies, especially for those large domestic airlines companies. There is still a low rate of contracts signed with them. It does not only increase the airports' risks of financial management, but also brings a lot of risks and pressure on their daily operation and safety management", stated the China Civil Airports Association. The report learned from the China Civil Airports Association that 31 domestic airports are facing the total of up 1.87 billion Yuan in overdue payments by airline companies by December 31st 2008.

It was reported that most of the arrearage payable by airlines is composed of takeoff and landing fees, aircraft parking fees and service fees. As a result of the arrearage, the relationship between airlines companies and airports are getting worse. A portion of airports are experiencing a crisis of capital turnover due to the large arrearage by airlines companies.

"Since no contract is signed, it is very difficult for airports to restrict airline companies by resorting to legal methods, if any arrearage happens. At the same time, airlines companies have gained the approval of the CAAC for their flight routes and sell flight tickets to passengers in advance, so that airports have to allow the aircraft of the airlines companies that owe the airports money in order to protect the interests of passengers. As you can see, airports stand on a passive position in this condition", Wang Jian, Secretary of China Civil Airports Association, told the reporter.

"目前机场与航空公司的缴费签约情况仍不理想,特别是与国内大型航空公司的签约率仍很低,这不仅增加了机场的财务管理风险,也给机场在日常运营及安全管理方面带来了很大的风险与压力。"中国民用机场协会表示。记者从中国民用机场协会获悉,截至2008年12月31日,国内31家机场的欠费总额已达18.7亿元。

据了解,航空公司拖欠机场的主要是起降费、停场费、服务保障费等费用。由于拖欠费用,航空公司与机场的关系正趋于恶化。各航空公司拖欠巨额机场费用,导致部分机场资金周转出现危机。

"因为没有签约,遇到欠费时机场甚至很难用法律手段来制约航空公司。同时,由于航空公司的航线都经过民航局批准,并且提前向旅客售票,在这种情况下,机场为了保证旅客权益也不能拒绝欠费航空公司的飞机起飞或降落,所以处境非常被动。"民用机场协会秘书长王健曾告诉记者。

The first Airbus assembled single aisle aircraft in Tianjin had its first flight

首架津产空客单通道飞机首航

The first A320 aircraft had its first flight from Chengdu to Beijing on June 24th, which was assembled by Airbus (Tianjin) Final Assembly Co., Ltd.. On June 23rd, the presentation and handover ceremony of the first A320 aircraft was held in Tianjin. It was reported that the aircraft would be leased by the Dragon Aviation Leasing Co., Ltd. to Sichuan Airlines.

In February 2006, Airbus officially declared that it would build a general assembly line for single aisle aircraft in China. On October 26th 2006, a framework agreement was signed between China and France, to build an Airbus general assembly line for A320 single aisle aircraft in Tianjin. It was also estimated that the first aircraft would be handed over in June 2009.

空中客车天津总装厂首架A320飞机首航将于24日从成都飞往北京。23日，空中客车天津总装厂首架A320飞机亮相暨交付仪式在天津举行。据悉，该飞机由奇龙航空租赁公司租赁给四川航空公司运营。

2006年2月，空中客车公司正是对外宣布将在我国建立一条单通道的飞机总装线，2006年10月26日，中法双方正式签署了在天津建立空中客车单通道A320系列飞机总装线框架协议，并预计首架飞机将于2009年的6月交付使用。



Baiyun Airport experienced a 9% increase in its passenger throughout and 26% in its freight throughout in May

白云机场5月旅客吞吐量增长9%货邮增长26%

Guangzhou Baiyun International Airport achieved its passenger throughout of 2,935,700 persons and freight throughout of 76,500 tons in May, which was equal to last month, and increased up to 9% and 26% respectively over the same period of time of last year.

Thanks to the transactions by Fedex Asia and Pacific Transfer Center, Baiyun Airport achieved better results than other airports in China.

In the first quarter of 2009, Baiyun Airport had achieved a revenue of 768 million Yuan, almost equal to that over the same period of 2008.

广州白云国际机场5月，其旅客吞吐量为293.57万人次，货邮吞吐量为7.65万吨，与4月的吞吐量基本持平，较去年同期分别增长了9%和26%。

白云机场受益于联邦快递（FedEx）亚太转运中心的业务，表现优于其他机场。

2009年第一季度，白云机场实现营业收入7.68亿元，与2008年同期基本持平。

HNA Group shrinks feeder airlines and invests extensively on larger jets

海航收缩支线 巨资转投“大飞机”

While a number of national aviation companies have been curtailing or delaying orders of new airplanes, the HNA Group, the 4th biggest aviation group in China, has cancelled the introduction of 25 ERJ145 jetliners for feeder airlines which has caused great controversy. In addition, almost simultaneously, the HNA Group announced that it will introduce 38 airplanes in 2009. Such adverse actions may indicate that the HNA Group does not have much expectation for regional aviation.

On May 1st, Empresa Brasileira de Aeronáutica S.A. (Embraer) published the news that Harbin Embraer Aircraft Industry Co.,Ltd (Harbin Embraer), which is its joint venture in China, has achieved an agreement with the HNA Group. The new agreement has varied the contract signed by both parties on Aug 31st, 2006, and modified the previous order of 50 ERJ 145 jet aircraft to new order of 25. Hafei Aviation Industry Co. Ltd (Hafei), which is the shareholder of Harbin Embraer and holds 24.5% of stocks, has also confirmed this information in its public notice issued on May 4th.

According to the new agreement, both parties have also reappointed the delivery time for the new aircraft, changed from the end of 2010 to the middle of 2011.

Shown by information provided by Hafei, the previous sales contract of 50 ERJ145 aircraft was signed by the HNA Group and Harbin Embraer in August of 2007, had a total value of \$1.1 billion USD. In compliance with the contract, Harbin Embraer will

(Continued on page 9)

deliver these aircraft from Sep of 2007 to the end of 2010. As of Apr 30th, 2009, Harbin Embraer has delivered 12 ERJ145 jet aircraft to HNA.

Although it is HNA which made the contract to buy the ERJ145's, it will be the Grand China Express Co., Ltd which will use these aircraft. Grand China Express Co., Ltd is under the HNA Group and has shares held by HNA.

The HNA Group has stated that Grand China Express is the biggest professional regional aviation company in China right now. It is co-funded by the HNA Group, HNA and the Tianjin Port Free Trade Zone, which was officially established on Mar 30th, 2007. Grand China Express currently owns the largest regional aircraft team in China. As of until April of 2009, it owned 51 regional airliners, including 10 E190 and 12 ERJ145 which are all products of Embraer.

Hafei indicated in its announcement that the factors, including the current economic crisis and the lack of aviators in the aviation company, are the main reasons for HNA's order cancellation. Although HNA cancelled the introduction of the small aircraft, it still has quite a good appetite on big aircraft. According to its public notice issued on April 29th, HNA plans to introduce 38 aircraft in 2009, consisting of 2 Airbus A340, 3 Airbus A330, 9 Airbus A319 and 24 Boeing aircraft. Among them, HNA plans to purchase 14 Boeing 737-800 aircraft for itself with a total value of \$679 million USD, and purchase 9 Airbus A319 with total value of \$369 million USD; for the other 15 aircraft, they will be acquired in the way of an operating lease.

During the NPC and the CPPCC, which were held in March this year, the Chairman of the HNA Group expressed his concern regarding the difficult situations facing regional aviation in China: "the value-added tax rate of import duty for feeder aircraft and air materials is as high as 22.85%, much higher than the rate of 5.04% for trunk aircraft; in contrast, the cost of feeder airline, including aviation fuel, airport take-off and landing fees, tax and etc, stays in the same level as the cost of trunk airlines. Such a situation has caused the average kilometer cost for feeder airlines to be 50% higher than the cost for trunk airlines."

Shown from HNA's income distribution for their main operation, 65% of income comes from areas based in Haikou, which is basically equal to the revenue of last year; but the earnings from the Xi'an region has decreased by 23% compared to 2007. It is noticeable that the development speed for feeder airlines in Xi'an, one of 7 operation basis for Grand China Express in China, has always been in the leading role, while several national companies, which run feeder airline aviation business, have also considered Xi'an as an important market.

在众多国内航企纷纷寻求缩减或推迟新引入飞机订单，但迟迟未有实质性举措之时，国内第四大航空集团海航集团有限公司（下称海航集团）一次性退订25架ERJ145支线喷气客机的举措显得尤为引人注目。

几乎是退订的同时，海航宣布2009年计划引进飞机38架。一退一订或许说明海航自身对支线航空也没有太高的预期。

5月1日，巴西航空工业公司发布消息称，其在中国的合资企业哈尔滨安博威飞机工业有限公司（下称安博威）已与海航集团达成协议，对双方于2006年8月31日签署的合同进行修订，将原有的50架ERJ145喷气飞机的确认订单调整为25架。哈飞航空工业股份有限公司（下称哈飞）也在5月4日发布的公告中对这一消息做出了证实，哈飞是安博威的参股公司，占有24.5%的安博威股份。

双方还对新机交付时间做了重新约定，根据新协议，海航所订购飞机完成交付的时间由原计划的2010年底改为2011年上半年。

根据哈飞方面提供的资料显示，之前的50架ERJ145的销售合同是海航集团与安博威在2006年8月签订的，合同目录总价值约为11亿美元。根据合同，哈尔滨安博威将从2007年9月开始到2010年底交付这些飞机。截至2009年4月30日，安博威已向海南航空股份有限公司（下称海航）交付了12架ERJ145喷气飞机。

虽然是由海航出面购买的ERJ145，但运营该机型的是同为海航集团旗下，海航参股的大新华快运航空有限公司

据海航集团方面介绍，大新华快运是目前国内最大的专业支线航空公司。由海航集团及其旗下的海航以及天津市保税区共同出资建立，于2007年3月30日在天津正式挂牌成立。大新华快运拥有中国目前最大的支线飞机机队。截至2009年4月，公司共拥有51架支线客机。其中包括10架E190以及12架ERJ145，均为巴西航空工业公司产品。

尽管哈飞方面在公告中表示，“当前经济危机和航空公司自身飞行员短缺等诸多因素”是造成海航集团此次“大手笔”退订的主要原因，但海航虽然退订了“小飞机”，但在“大飞机”的引入上却显得“胃口”非常好。根据其4月29日晚间发布的公告显示，公司2009年计划引进飞机38架，这其中包括空客A340飞机2架、空客A330飞机3架、空客A319飞机9架、波音737-800飞机24架。其中计划自购14架波音737-800飞机，总价值约6.79亿美元；自购9架空中客车A319飞机，总价值约为3.69亿美元，其余15架飞机为经营租赁方式取得。

“支线飞机及航材进口关税增值税率高达22.85%，远远高于干线飞机5.04%的税率；而支线所支付的航油、机场起降费、税收等费用又和干线处于同样的水平，造成支线平均座公里成本比干线高50%以上。”海航集团董事长陈峰在今年3月份召开的全国“两会”期间曾对支线航空在国内面临的困境表示忧虑。

而从海航的主营业务收入分布来看，其65%来自以海口为基地的地区，获得的收入与上一年比较基本持平；但在西安地区的收入较2007年下降了23%。值得注意的是，西安作为大新华快运目前在国内的七大运营基地之一，其支线航空业务的发展速度在国内始终处在较为领先的位置，国内多家经营支线航空业务的企业均把西安作为重要的市场。

Air China achieved a promising increase of domestic passenger transport in May, but no improvement in freight transport

国航5月份国内客运量增速良好 货运尚未改观

Air China achieved double-digit growth for the passenger transport and traffic in the domestic and regional market in May compared to that over the same period of the previous year, but suffered a large tumble in its international routes due to influenza A(H1N1). Since there is no obvious sign of the world's economic recovery, its freight business does not see any improvement in the whole demands, either.

As indicated in the operation data published by Air China on June 16th, the company gained a 7% increase in its passenger transport in May. Compared to the same period of the previous year, the passenger transport in international routes had reduced by 9.5%, while that in domestic routes increased by 20.1%. Meanwhile, the passenger transport in regional routes had increased by 13.4%, but its average seat utilization was 71.2%, 0.1% lower than that over the same period of the previous year.

Furthermore, the company plans to achieve in 2009 the transport flight of 854,000 hours, the total transport of 10.15 billion ton-kilometers, the passenger transport of 40.11 million persons and the freight transport of 1,010,000 tons, increased by 8.5%, 8.1%, 17.1% and 12.4% respectively compared to that over the same period of the previous year, the (passenger) aircraft daily utilization of 9.9 hours, the seat utilization of 76.2%, the load ratio of 68.3% and the freight load ratio of 57.5%.

中国国航5月份国内及地区航空客运市场旅客周转量及运输量同比均出现两位数增长，但国际航线受甲型H1N1流感影响，仍出现较大幅度下滑。同时，因全球经济复苏仍不明朗，公司货运业务整体需求未有明显改观。

中国国航6月16日发布的经营数据显示，公司5月份旅客周转量同比上升7%。其中，国际航线旅客周转量同比下降9.5%、国内航线旅客周转量同比上升20.1%；地区航线旅客周转量同比上升13.4%。平均客座率为71.2%，同比微降0.1个百分点。

此外，公司计划09年完成运输飞行85.4万小时，总周转量101.5亿吨公里，旅客运输量4,011万人，货邮运输量101.1万吨，同比分别增长8.5%、8.1%、17.1%和12.4%。飞机日用率（客机）9.9小时，客座率76.2%，载运率68.3%，货运载运率57.5%。



Airbus Tianjin's general assembly line would fulfill the target to produce two aircraft per month

空客天津总装线年底将实现月产两架飞机目标

On June 13th, it was learned from Airbus (Tianjin) Final Assembly Co., Ltd. that Airbus would be able to fulfill its target to assemble two aircraft per month in the end of this year. According to the briefing, the first Airbus A320 assembled in Tianjin had successfully finished its first trial flight on May 18th and would be handed over to the Dragon Aviation Leasing Co., Ltd. In 2009, Airbus (Tianjin) Assembly Line for the A320 has its goal to hand over 11 aircraft to Hainan Airlines, China Eastern, Shenzhen Airlines and other airlines respectively, which will be responsible for operation.

13日从空中客车天津总装公司了解到，空中客车公司今年年底即可实现每月总装两架飞机的目标。

据介绍，首架天津总装的空中客车A320于5月18日首飞成功后，将于6月下旬交付奇龙航空租赁有限公司。2009年，空中客车A320天津总装线的目标是交付11架飞机，分别交付给中国的海南、东方、深圳等航空公司运营。

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China Civil Aviation

Development Forum 2009

The 2009 China Civil Aviation Development Forum was opened ceremoniously in Beijing, with the topic “Challenges and Solutions for the Global Civil Aviation Industry”. The forum lasted two days.

In 2009, the world's macro economic situation is becoming more complicated than ever before. The financial crisis, initiated by the subprime lending crisis, is gradually producing impacts on the real economy. Weakened global economics induce significant decrease in the demands of the external market. The Civil Aviation Administration of China (CAAC) is suffering rare industrial negative growth due to, inflation, significant fluctuation of oil prices, credit squeeze, foreign exchange fluctuation, and sharp increases to the costs, which has not been experienced since prior to 1978. The global aviation industry has gradually become a whole of mutual benefits, which is going to survive the crisis and meet the challenges together. Therefore, focusing on “Challenges and Solutions”, this forum discussed the system to meet such challenges in management and technology innovations in the aviation industry, which have received public concerns.

Important people in aviation industry attended the forum and gave speeches, including:

LI Jiexiang, Administrator of the CAAC, who gave a keynote address;

YANG Guoqing, Deputy Administrator of the CAAC and the

以 “全球民航业的挑战与对策” 为主题的2009中国民航发展论坛5月14日在北京隆重开幕。

2009年，全球民航将面临前所未有的复杂局面。起源于次贷危机的金融风暴逐渐影响实体经济，全球性的经济疲软导致民航的外部市场需求显著减缓，中国民航遭遇改革开放以来罕见的行业性负增长，通货膨胀、油价大幅起落、信贷紧缩、汇率波动、成本剧增，全球民航业日益成为一个利益攸关的整体，面临着度过危机、迎接挑战的共同难题。为此，本届论坛围绕“挑战与对策”，全方位地探讨民航业应对挑战的制度、管理与技术创新，得到了业内外广泛关注。

行业内具有影响力的人士：中国民用航空局局长李家祥、中国民用航空局副局长杨国庆、中国民用航空局规划发展司司长王战斌、政策法规司司长庄文武、航空安全办公室主任王照明、空中交通管理局副局长高毅、国际民航组织秘书长塔依布·谢里夫、美国联邦航空局代理副局长迪·雷莫德、欧盟高级代表奥利维尔·欧尼迪、新加坡民航局局长及首席执行官林金春、日本民用航空局飞行标准处副处长梅村行男参加本次论坛并发表精彩演讲，

本次论坛共有来自政府、国际组织、航空企业等单位的31位领导人和专家。来自亚洲、北美、欧洲、非洲等10多个国家、80多个政府与企事业单位的300多位代表参加了论坛。

在为期两天的论坛上，与会代表就世界经济发展趋势、金

2009中国民航发展论坛

Forum Chairman, who gave the closing speech;

WANG Zhanbin, Director General, Department of Planning & Development, CAAC; ZHUANG Wenwu, Director General, Department of Policy, Law, and Regulation, CAAC; WANG Zhaoming, Director General, Office of Aviation Safety, CAAC
GAO Yi, Deputy Director General, Air Traffic Management Bureau (ATMB), CAAC.

Taieb CHERIF, General Secretary, International Civil Aviation Organization;

Dorothy B. ("Di") REIMOLD, Acting Administrator for International Aviation, FAA

Olivier ONIDI, Senior Representative of European Union;
LIM Kim Choon, Director General and Chief Executive Officer, Civil Aviation Authority of Singapore Yukio UMEMURA, Deputy Director of Flight Standards department, Japan Civil Aviation Bureau.

31 leaders and experts from the government, international organizations and the aviation industry gave excellent speeches. The Forum attracted more than 300 attendees from over 80 governments and enterprises from over 10 countries within Asia, North America, Europe and Africa.

During the two-day Forum, the attendees discussed and communicated on the following topics: tendency of global economy development; influence of financial crisis on aviation industry; countermeasures of aviation industry to the financial crisis; aviation industry development and environmental protection; tendency and policies on China general aviation development; sustainable safety objectives, safety management of civil aviation and the combination of general and regional aviation; the development of low-cost aviation, and many other topics. The attendees agreed that the uncertainty of the financial crisis and global economy development, the significant fluctuation of crude oil prices, the increasing pressure from environmental protection and safety control, and other environmental factors are the biggest challenges in front of the global civil aviation industry. To guarantee the sustainable development of the civil aviation industry, we must constantly strengthen our communication and cooperation for long-term development, build a public aviation transport system, fasten the development of regional aviation, establish and improve state safety programs and safety management systems, and strengthen the development of general aviation.

As the slowdown of the global economy, the demands of aviation transport is shrinking increasingly and the global aviation industry is stepping into the biggest development crisis since the Second World War. How to keep up the sustainable development of civil aviation is the common subject in front of the global aviation industry. To face the challenges of this



融危机对民航业的影响、民航业应对金融危机的措施、民航业发展与环境保护、中国通用航空发展的趋势与政策、民航持续安全目标与安全管理以及干支线结合、低成本航空的发展等议题展开充分的讨论与交流。与会代表一致认为，金融危机与全球经济发展的不确定性、原油价格剧烈波动、环境保护与安全保障的压力日益加重等环境因素，是全球民航业面临的最大挑战。要保证民航业的可持续发展，就必须不断地加强交流与合作，着力于长远发展，构建公共航空运输体系，加快支线航空的发展，建立和完善国家安全纲要及安全管理体系，加强通用航空的发展。



crisis, the CAAC has put forward ten countermeasures, which provides solid foundation not only for China civil aviation enterprises to get through the crisis safely, but also for the sustainable safety and development of China's aviation industry. Through the communication and discussion during the Forum, people are fully aware of that, in the future, the CAAC will expand their communication and cooperation with the global aviation industry, seek effective ways for mutual development and improving the competition of the CAAC, establish scientific outlook on development and promote the harmonious development of China's civil aviation industry.

During the Forum, Mr. Dan BRUTTO, President of UPS International, the contract carrier of the Beijing Olympics, said that, according to the statistics of the US-China Business Council, if China, the second largest aviation country in the world, can realize the national integration of air express, it can bring an extra investment of \$3 billion to the major export industry, increase an industrial output of \$84 billions and add 800,000 job opportunities in future five years.

Mr. Dan BRUTTO also said that, in 2008, the cost of logistics in China accounted for 18.6% of the total GDP, however, in America, Japan and Europe, where the logistics industry is highly developed, the cost of logistics only accounts for less than 10% of the total GDP. Therefore, the development of unrestricted and integrated air express logistics industry can create value for China's economy.

At present, the GDP of the Bohai Gulf, Yangtze delta and the Pearl River Delta regions has accounted for 80% of the total GDP in China, 85% of gross foreign export value. The development of air express industry in above three economy circles can bring along the development of surrounding regions. "if the enterprises in Xi'an shares the same global express network with the ones in Beijing or Shanghai, the resource advantages and cost advantages in western China will not be dragged down by high transport cost and long transport time."

As the important measures of expanding domestic demand and increasing economic growth, the Chinese Government has put forward the development plans for the logistics industry: reducing the ratio between logistics cost and GDP, improve the logistics condition in western China, break the restriction of administrative regions, and promote the regional development of logistics according to economic zoning and the principles of the logistics industry.

On the Forum, Mr. Randy TINSETH, Vice President of marketing of Boeing Commercial Airplanes, forecasted that in twenty years from now, the airlines in China will need 3,700 new planes, including Boeing 747 and larger planes, twin aisle planes, single aisle planes and regional planes. As the world's most dynamic aviation market, China will need planes valued at \$390 billion over next twenty years.

Today, the airlines in China have 1,330 planes in service

世界经济的恶化,使得航空运输需求日益萎缩,世界民航业陷入自第二次世界大战以来最大的发展危机。如何保证民航业的可持续发展,成为全球民航业共同的话题。为应对这场危机,中国民航出台了十条应对措施,为中国民航企业成功走出危机影响奠定了坚实的基础,也为中国民航业的持续安全与发展奠定了坚实的基础。通过本届论坛的交流与讨论,大家清醒地认识到,未来,中国民航将继续加大与世界民航的交流与合作,寻找共同发展与提升中国民航业竞争能力的有效途径,树立科学发展观,促进中国民航业的和谐发展。

北京奥运会物流承运人物流快递商UPS国际总裁布鲁托在此间召开的民航发展论坛上也表示,按照美中贸易委员会的统计,在世界第二航空大国的中国实现全国一体化的航空速递,可以在未来5年为主要出口行业带来30亿美元的额外投资,增加840亿美元的工业产值,新增80万个就业机会。

布鲁托表示,2008年中国的物流成本占全部GDP的18.6%,而物流业高度发达的美国、日本和欧洲的物流成本占GDP总额不到10%。因此,发展不受限制的一体化的航空速递物流业,可以为中国经济创造价值。

目前,渤海湾、长江三角洲及珠江三角洲地区占中国GDP的80%,占中国外贸出口总额的85%。中国发展上述三大经济圈的航空速递业,还可以带动周边区域的发展。“如果西安的企业和北京或上海的企业享有同样的全球快递网络,那么中国西部地区的资源优势 and 成本优势将不再被高昂的运输成本和运输时间所抵消。”

做为扩内需、保增长的重大举措,中国政府出台了物流业的振兴规划,提出降低全社会物流总费用与GDP的比率,改善中西部地区物流条件,打破行政区划的界限,按照经济区划和物流业发展的客观规律,促进物流区域发展。

会议期间,波音民用飞机集团市场营销副总裁廷塞思预计从现在起的未来20年中,中国的航空公司将需要3700架新飞机,包括波音747及更大型飞机、双通道飞机、单通道飞



and the number will increase to 4,560 in 2027. According to the forecast, during that period, the annual growth in aviation industry is 5% and the annual growth in China will be 7.9%. According to the data of the CAAC, from 2000 to 2008, the passenger market of the CAAC has doubled and the number of jet planes in China has also doubled. Although the global aviation industry remains uncertain under the financial crisis in 2009, China is still the world's most dynamic aviation market.

When attending the 2009 China Civil Aviation Development Forum, LI Jiaxiang, Administrator of the CAAC, said that positive influences have been brought along by the measures of expanding domestic demand issued by the Chinese Government, and the airlines in China made a profit of 1.940 billion RMB from January to April this year.

He also said that influenza A (H1N1) is still at its diffusion stage and its developing tendency is still unclear, which may product new effects on future aviation transport.

In addition, at the same forum, YANG Guoqing, Deputy Administrator of the CAAC, said that the financial crisis has little impact on domestic air transport, but more impact on international passenger and cargo transport, which fell to the bottom in February, 2009. Evidence of slow recovery has identified, but it is difficult to make full recovery in a short time. Due to the slow recovery of international passenger and cargo transport, the total transport turnover volume will make a little increase this year.

Before this, YANG Guoqing revealed that, at the first quarter this year, the profits and losses of China's civil aviation industry is on par, with a profit of 1.65 billion RMB. The economic benefits turned better and the industry was at the stage of fast growth.

Last year under the impact of the global financial crisis, China's civil aviation industry was in the red. In the three biggest domestic airlines, Air China got a net deficiency of 9.256 billion Yuan, China Southern Airlines got 4.823 billion Yuan and China Eastern Airlines got 15.27 billion Yuan.

The impact of the financial storm is not over yet, but influenza A (H1N1) has just appeared. The domestic civil aviation industry is still at danger after the great loss of last year. YANG Guoqing, Deputy Administrator of the CAAC, said that support on domestic civil aviation industry will need to be done more effectively.

The growth in April is a little higher than expected

YANG Guoqing explained, from January to April 2009, the total domestic transport volume is 12.69 billion ton-km, the passenger transport volume is 71.372 million, and the mail/cargo volume is 1.215 million tons, up 2.4%, 14.65% and -9.5% respectively over the same period last year. It is lucky that from January to April 2009, load factor of scheduled flights is 76%, up 0.4% over the same period last year.

YANG Guoqing reminded that, because of the small increase in peak season (May to September) in last year, peak season in this year (May to September) will be expected to show a large increase.

机、支线飞机等，作为全世界最具活力的航空市场，中国在未来20年的新飞机需求市场将达3900亿美元。

中国的航空公司现有现役飞机1330架，2027年现役飞机将达到4560架。根据预测，在此期间，全行业的

年增长率为5%，而中国市场的年增长率将达到7.9%。波音民用飞机集团市场营销副总裁廷塞思说，根据国际民航组织、中国民航局的数据，从2000年到2008年，中国民航的客运市场实现翻番、中国喷气机队的规模也实现翻番。尽管金融危机使2009年的全球航空业变化不定，中国仍将是全世界最具活力的航空市场。

中国民航局局长李家祥在出席中国民航发展论坛时称，中国出台扩大内需政策已出现积极影响，今年1-4月中国航空公司盈利19.4亿元人民币。

同时他称，甲型H1N1流感疫情正在扩散，其疫情发展趋势有很大不确定性，估计对未来航空运输将增加新的影响。

此外，中国民航局副局长杨国庆在同一场合称，金融危机对中国国内运输影响较小，但对中国的国际客货运输影响较大，其在2009年2月达到低谷，目前已有回升迹象，不过回升较为缓慢，估计短期内难以恢复。而由于国际客货运回升缓慢，今年运输总周转量增长较少。

此前，杨国庆曾透露，今年一季度，中国民航业全行业盈亏相抵，共计实现盈利16.5亿元人民币，经济效益好转；且行业仍处于快速成长期。

中国民航业受国际金融危机影响巨大，去年全行业告巨额亏损；国内三大航空公司中，中国国航净亏损92.56亿元，南方航空净亏损48.23亿元，东方航空净亏损152.71亿元。

尚未度过金融海啸的阵痛，就迎面赶上了甲型H1N1流感，去年巨亏后的国内民航业今年仍然岌岌可危。民航局副局长杨国庆表示，继续加大对国内民航业的支持力度。

4月份民航增速略高于预期

杨国庆介绍说，2009年1-4月份，国内运输总周转量126.9亿吨公里、旅客运输量7137.2万人次、货邮运输量121.5万吨，分别同比增长2.4%、14.65%、-9.5%，值得庆幸的是，1-4月份，正班客座率为76%，同比提高了0.4个百分点。

杨国庆提醒说，去年5-9月份，国内民航业市场增幅很小，所以，今年5-9月份同比数据会出现较大幅度攀升。

代付部分中小机场起降费

杨国庆表示，为继续加大对民航业的支持力度，民航局今年将采取多项措施帮助航空公司渡过难关：

- ▶ 对新开独飞航线给予3年保护期；
- ▶ 对特殊政策性远程国际航线进行补贴；



Paying the landing fee of small and medium-sized airports practically

YANG Guoqing explained, to increase the amount of support for the civil aviation industry, the CAAC will put forward many measures to help airlines:

- ▶ three-year protection period will be granted to exclusively operated new routes;
- ▶ provide subsidies to special policy-related long-range international routes;
- ▶ continue to subsidize regional air routes, 100 regional routes from/to revolution historical sites, minority habitations, boarder regions, and poverty stricken regions will be given additional subsidies this year;
- ▶ encourage airlines to open more cargo routes and realize marketing operations in cargo transport.
- ▶ in addition, flight calibration fees will be waived in some airports; aviation fuel business surtax is waived, collected value-added tax on domestic-made aviation fuel used in international, Hong Kong/Macau flights will be returned to airlines; landing fee in some small and medium-sized airports will partially be paid by the CAAC.

10 billion RMB worth of costs has been reduced for airlines

It is claimed that the ten measures put forward by the CAAC last year will reduce 10 billion RMB in costs for the airlines in this year.

As introduced by YANG Guoqing, in the first half of 2009, airport fees will be used as the highest charge standard, airport landing fee cannot be improved, which helps the airlines save the cost by 1 billion RMB in the first quarter. By adopting various effective measures, the CAAC tries to reduce the average en-route and grounding time by 3 minutes for each flight, which saves 4.5 billion RMB. In addition, the CAAC has returned the Civil Aviation Government Funds collected in the second half of 2008 and the first half of 2009 to the airlines (total 4.29 billion RMB).

Similar to the former two successful aviation forums, the excellent speeches by the important attendees in the global civil aviation industry, the deep thoughts aroused by attendees and extensive communications in the 2009 China Civil Aviation Development Forum will make great impact on both the domestic and foreign civil aviation industries.



▶ 继续执行对支线航空的补贴政策，今年将选择100条老少边穷地区有市场前景的直线航线追加补贴；

▶ 鼓励航空公司开辟货运航线及开展货运营销合作；

▶ 除此之外，民航局将免收部分机场飞行校验费，免收燃油附加营业税、返还国际及港澳航班使用国产油增值税政策，并支付航空公司在部分中小机场的起降费。

已为航空公司减少百亿成本

据了解，民航局去年曾出台了应对金融海啸的十项措施，年内将合计为各大航空公司减少过百亿元的成本。

杨国庆介绍说，今年上半年的机场收费最高按基准价执行，起降费标准暂不得上浮，仅在一季度就为航空公司节约开支约10亿元。而民航局通过各种有效措施，力争使每个航班空中飞行和地面等待时间平均减少3分钟，节约成本大约45亿元。此外，民航局已经返还2008年下半年和2009年上半年合计42.9亿元的民航政府性基金。

与此前已成功举办的两届中国民航发展论坛一样，2009中国民航发展论坛因众多在全球民航业具有重要影响力嘉宾的精彩演讲，所引发的与会代表的深入思考和广泛交流将在国内外民航界产生重大影响。

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Knowledge, Skill and Integrity

Equal Pride

By Kenneth MacTiernan Director AMTSociety

AMTSociety 主管 Kenneth MacTiernan

A viation requires many different professions in order to operate safely. Those who are visible to the public are seen and given just recognition. If these people perform and act professionally they present a positive image to the public for their respective country. But there is one group of professionals in the aviation industry that are not seen by the public yet they can be a very valuable asset as well as a source of great pride. These professionals do not seek recognition due to the very nature of their craft. But the importance of the responsibilities these craftsmen carry can reflect positively to a nation politically, technically and financially as well as reflect toward a nation's pride and image.

I am talking about China's skilled Aircraft Maintenance Engineer (AME). These men and women who maintain China's worldwide fleet of aircraft require knowledge, skill and integrity to accomplish their many important tasks. The responsibilities of providing safe, airworthy aircraft throughout China's aircraft maintenance community are not carried lightly. Through every environment Mother Nature can provide the Chinese AME must diligently perform their duties to the highest standards. Yet after more than 100 years of aviation these skilled professionals have been taken for granted or almost completely forgotten by history.

为 了保障安全，航空需要许多不同的专业人士。公众只对那些看到的人员有所认识。若这些专业人士表现出了专业的作风，则在该国内给公众留下了正面的印象。但在航空工业中有一批专业人员他们并没有得到公众的认知，而他们却是有价值的资产与骄傲。这些专业人士由于职务的关系，并没有急于寻求获得公众的认知。然而，这些专家们担负责任的重要性却能反映在一个国家政治、技术与金融的方方面面，也反映出了一个国家的价值与形象。

我所谈及的正是中国的专业飞机维修工程师（AME）。这些在中国为全世界的飞机机队提供维修服务的男性与女性技师们具备完成许多重要任务所需的知识、技术与综合能力。为中国飞机维修行业提供安全而适航飞机的责任并非一件易事。中国的飞机维修工程师们非常自然地坚持不懈地按最高标准执行他们的职责。然而，具有百年历史的航空业，似乎已将这些专业人士们的贡献遗忘。

AMTSociety正是一个专门为推动当今飞机维修工程师的技术与专业的组织。通过举办维修技能竞赛（MSC），将全世界的飞机维修工程师们聚集一堂，让他们相互竞赛，展示各自的知识、技术与综合能力。如此一来，这些飞机维修工程师们不仅可以提升公众对其专业与技术的认知，而且还向世界骄傲地展示了各自国家具备了高超的飞机维修能力。

知识、技术与综合能力 等同自豪



The AMTSociety is an organization dedicated to promoting the craft and profession of today's AME. One way this is being accomplished is by holding the Maintenance Skills Competition (MSC) which is an event where teams of AMEs from around the world can compete against each other and showcase their knowledge, skill and integrity. In doing this these AMEs not only raise the public's awareness to their profession and craft but also show the world the pride their countries have in the highly technical world of aircraft maintenance.

By entering a team, or teams, in the MSC China is able to show the technical skills that their AMEs possess. These skills indicate to the world the importance that China places on an industry that has a global reach. China's political power and image is viewed, in part, by her military strength. This strength is possible through the contributions of Aircraft Maintenance Engineers throughout the Chinese military.

The high level of technical skill that Chinese AME practice on a daily basis help to not only elevate the standards by which the AME craft and profession holds itself to but it also elevates how countries around the world view China's aviation industries. With 500 airports, 35 heliports across China coupled with China's growing aviation community the Chinese AME is a valuable part of China's technical image around the world.

The major research and manufacturing centers of China's aerospace industry reach across Beijing, Xian, Chengdu, Shanghai and Nanchang. China's list of aerospace manufacturing is long and distinguished. The Guangzhou Aircraft Maintenance Engineering Company Limited (GAMECO) is a major player on the world stage of aircraft maintenance. Now China is entering space exploration and will be a major contributor to human research and travel in space. All of these accomplishments have a common thread that make them successful... the Chinese AME.

Having skilled AMEs enables China to be financially productive in the aerospace industry. From manufacturing military, civil and commercial aircraft to providing line and overhaul maintenance throughout the aviation community ensures a prosperous financial footing in these sectors which in turn indicates China's leadership when it comes to aircraft maintenance.

There is a way to showcase China's professional AME work

一个或多个中国维修团队加入此类竞赛，中国就可以展示其飞机维修工程师所具备的技术能力。这些技术向世界证明了中国在该领域已具备了全球水平的重要性。中国的政治力量与形象，有一部分是通过其军事力量为世人所瞩目。该力量也可以通过中国军队参与飞机维修工程师的组织加以体现。

中国飞机维修工程师们在日常实践中表现出的高超技能，不仅提升了技师们的专业标准，而且还提高了世界各国对于中国航空工业的看法。中国拥有500余个民用机场，35个直升机场，伴随着中国航空事业的成长，中国飞机维修工程师们在世界上成为中国技术形象有价值的体现。

中国航空业主要的研究与制造中心分布在北京、西安、成都、上海和南昌。中国航空制造业者很多。广州飞机维修工程有限公司（GAMECO）在世界飞机维修领域里占有重要地位。现在，中国正步入太空探索的阶段，这将对人类研究与太空旅行做出重大贡献。所有这些成就都有一个共同的基础，那就是中国飞机维修工程师们的成就。

具备专业技术的飞机维修工程师们使得中国能够在航空业中获得经济上的效益。在航空界里为制造军用、民用与商用飞机提供航线维修与大修保证充足的资源。

中国专业飞机维修工程师们可以通过展示其工作能力，巩固中国在世界航空领域的地位。AMTSociety正是这样一个组织，为所有飞机维修工程师和飞机维修技师创造了提升其技能与专业的机会，WWW.AMTSOCIETY.ORG。AMTSociety为此在拉斯维加斯会议中心举办的航空工业展期间所开展的维修技能竞赛（MSC）。该竞赛是为了通过飞机维修工程师们和飞机维修



force and solidify China's role as a world player in the aerospace community. The AMTSociety is an organization that was created to promote the craft and profession of all Aircraft Maintenance Engineers and Aircraft Maintenance Technicians, WWW.AMTSOCIETY.ORG. One way the AMTSociety is accomplishing this goal is by creating the Maintenance Skills Competition (MSC) which is held in the Las Vegas Convention Center during the Aviation Industry Expo. The MSC is a competition where teams of AME and AMTs compete against each other in events that highlight just some of the many responsibilities that today's AMEs and AMTs possess in order to provide safe, airworthy aircraft. There are five categories that teams may enter; Commercial, General Aviation, School, MRO/OEM and Military. Chinese AMEs entering any category would certainly bring well deserved pride and honor to their respective companies and to China herself.

There are 5 AMEs to each team with four who will physically compete in 12 events. The fifth AME is designated the team's Coach and does not physically compete but rather provide verbal guidance and assistance with any required maintenance manual references, wiring schematics or reference material. The 4 AMEs competing will accomplish 12 events ranging from basic safety wiring and wheel and brake removal and installation to electrical and avionic troubleshooting as well as turbine engine troubleshooting and flight control rigging.

Each event is given 20 minutes to be completed. An AMEs score for each event will be the total time used from the allotted 20 minutes plus any penalties assessed in the form of minutes which are given by the respective event's judge. The events to be competed in are provided by companies and organizations within the aviation maintenance community. Such sponsors are Continental Airlines, American Airlines, the Nida Corporation, the United States Air Force and the United States Navy to name a few. The times from all 12 events are added together to give a team their overall score. The teams with the fastest combined times will be awarded 1st, 2nd and 3rd Place Awards in each of the five categories.

The AMTSociety does not promote one group of AMEs or AMTs over another because each team competing is the epitome of what today's AME and AMT profession represents and that is knowledge, skill and integrity. These characteristics are the basis for all who maintain today's aircraft and having an event like the Maintenance Skills Competition will provide China an opportunity for the world to sit up and take notice of her country's proud and honorable AME workforce.

For Chinese companies and organizations that are interested in competing on the world stage of aircraft maintenance during the AMTSociety's 3rd Annual Maintenance Skills Competition which will be held at the Las Vegas Convention Center during the Aviation Industry Expo on March 16 – 18th, 2010 please contact AMTSociety Director Kenneth MacTiernan and Maintenance Skills Competition Chairman at JETDR@VERIZON.NET or at (972) 691-2325.

技师们分组竞技，突出当今的飞机维修工程师与飞机维修技师为了确保安全而适航的飞机所承担着许多重要职责。共分为五个类别的组别：商用飞机、通航飞机、教练机、MRO/OEM与军用飞机。中国飞机维修工程师们可以参加任意组别，并代表他们各自的所属的公司与中国获得应有的奖牌与荣誉。

每个团队由五名飞机维修工程师组成，其中四人必须动手参与12项竞赛项目。第五名飞机维修工程师则作为团队的教练，不直接参与竞选，而是提供口头指导，并协助查找所需的维修手册参考，绘制图表或相关材料。四名飞机维修工程师的竞赛比拼12个项目，从基本的接线安全、轮胎与刹车的拆除、故障排查与飞行控制装置的调试等。

每个竞赛项目的完成时间为20分钟。每名飞机维修工程师的每项得分将累计所有完成时间，并加入每项裁判的判罚分数。这些比赛项目由航空维修业内的各个公司与组织提供。这些发起者包括大陆航空公司、美国航空公司、Nida公司、美国空军与美国海军等。这12个竞赛项目的总时间将合计为该队的总分。五个组别中的综合时间最快的团队将获得一、二、三名的荣誉。

AMTSociety的目的并不是为了显示某个飞机维修工程师或飞机维修技师团队优于另一团队，而是每个团队的竞赛就是当今飞机维修工程师和飞机维修技师专业表现的缩影，那就是知识、技术与综合能力的体现。这些所有当今飞机维修人员与举办维修技能竞赛的活动将为中国提供让世界逐步认识到这些值得骄傲与尊重的飞机维修工程师的机会。

欢迎那些对在世界飞机维修舞台上同场竞技感兴趣的中国公司与组织，参加在拉斯维加斯会议中心于2010年3月16-18日举行的航空工业展期间开展维修技能竞赛活动，请通过电邮 JETDR@VERIZON.NET或电话(972) 691-2325联系AMTSociety主管Kenneth MacTiernan先生和维修技能竞赛主席。



CAAC Updates



Li Jiang Xiang met with the Minister of the Ministry of Transportation from Singapore

李家祥会见新加坡交通部部长

On May 5th, Li Jiexiang (right), Director of the Civil Aviation Administration of China (CAAC), responded to the invitation to meet with Raymond Lim and other staff members of the Ministry of Transportation of Singapore. Both parties have talked with each other regarding issues of China-Singapore civil aviation cooperation, aviation investment, aviation rights, and many other issues.

5月5日，民航局局长李家祥（右）应约会见了新加坡交通部部长林双吉一行。双方就中新民航合作、民航投资及航权安排等事宜交换了意见。



Li Jian led the safety inspection of the CAAC Northeast China Regional Administration with an inspection team

李健带督察组对东北民航进行安全工作督察

On June 11th and 12th 2009, Li Jian, Deputy Administrator of the CAAC Administration, led an inspection team to inspect the safety of several divisions of the CAAC's Northeast China Regional Administration. The inspection team consists of Director Wang Zhaoming and Section Chief Li Jicheng of the Aviation Safety Office of the CAAC Administration, Deputy Director General Zhang Jianqiang of Flight Standards Division, Deputy Director General Zhou Kaixuan of Airworthiness Division, Deputy Director General Shao Daojie of the Airport Division and Director Zhang Lizhi of the Air Traffic Control Office. The inspection focused on the implementation of the "Three Movements" scheme of safety production at the related units of the region. At first, the inspection team attended the safety work briefings of the CAAC's Northeast China Regional Administration, and then held an informal meeting on safety work, which included the briefings for China Southern Airlines Co., Ltd and Jilin Branch of China Southern Airlines and discussions about some crucial issues with regards to safety work.

After the meeting, the inspection team checked the China Civil Aviation Administration of Liaoning, the SOC, Flight Division and Cabin Division of North Branch of China Southern Airlines and China Southern Shenyang Maintenance Base. In the meantime, several members of the team inspected the safety work of the aircraft examination center, Liaoning Airport Group Corporation and the Air Traffic Control Division of the CAAC's Northeast China Regional Administration. After the inspection, Deputy Administrator Li Jian appreciated the work of the CAAC's Northeast China Regional Administration and gave some requests for its next work: firstly, safety supervision should be concentrated more on finding innovative ways of supervision and strengthening supervision. Secondly, the supervision over the treatment of hidden dangers must be strengthened according to the laws when the laws and regulations are not sound and complete at present and the task and object of supervision keep changing. Thirdly, the government's responsibilities of leading safety supervision should be conscientiously implemented, studied and discussed further. Fourthly, flight training must be reinforced and improved. At present, the flight training must be well carried out especially in relation to the precautions against

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bird hazards, lightning strikes, halt in air, turbulence in air, tail crash and other events. The training must stick to high standards and strict requirements. Fifthly, the relationship between safety and interest, short-term and long-term should be correctly dealt with and the discipline of "Safety First" must be adhered to all the times. The authorities directly responsible for any serious safety problem should be investigated for their responsibilities in all earnestness.

民航局李健副局长带督察组于2009年6月11日至12日对东北民航部分单位进行安全工作督察。督察组成员有民航局航安办王照明主任、李继承处长，飞标司张建强副司长，适航司周凯旋副司长，机场司邵道杰副司长以及空管办张立志主任。此次督察重点是辖区相关单位开展安全生产“三项行动”方案落实情况。督察组首先听取了东北管理局安全工作汇报，并召开安全工作座谈会，会议重点听取了南航股份公司和南航吉林分公司的汇报，围绕一些重点安全问题进行了座谈。

会后，督察组对辽宁民航局、南航北方分公司SOC、飞行部、客舱部和南航沈阳维修基地进行了检查。同时，部分督察组成员检查了航空器审定中心、辽宁机场集团公司、东北空管局的安全工作。督察结束后，李健副局长对东北局的工作给予了肯定，同时，对下一步工作提出了要求：一是安全监管工作要在创新监管手段、加大监管力度上下功夫。二是在当前法规规章不健全、不完善的情况下，面对监管任务、监管对象情况的变化，要在依法行政的基础上，加大对安全隐患整治工作的监督力度。三是要认真落实行业政府安全监管主体责任，对这个问题要加强研究和探讨。四是要加强和改善飞行训练工作。当前，要围绕预防鸟击、雷击、空停、空中颠簸、擦机尾等事件，有针对性地抓好飞行训练。训练要坚持高标准、严要求。五是要正确处理安全与效益、眼前与长远的关系，始终不渝地坚持“安全第一”的方针。发生严重安全问题，必须严肃追究有关领导的责任。

Liu Yajun, Director of CAAC Middle and South China Regional Administration, welcomed CEO China of Japan Airlines

中南管理局刘亚军局长会见日本航空中国区总裁

On June 25th, Liu Yajun, the Director of CAAC Middle and South China Regional Administration, met a team of seven representatives from (Taiwan) Japan Airlines, including Keizaburo Yokota, the China CEO of (Taiwan) Japan Airlines, Osamu Furuta, Director of the Department of Business Improvement in China, Kazuhiko Oda, Section Supervisor, Sui Qianqiu, Deputy Section Supervisor, and Yasuyuki Tanaka, Guangzhou Branch Manager. During the meeting, they spoke about airspace

Daniel Hill, Deputy Chief of the Department of Commerce, US, visited the Commercial Aircraft Corporation of China

美国商务部副部长丹尼尔·希尔访问中国商飞

On June 9th 2009, Jin Zhuanglong, General Manager of the Commercial Aircraft Corporation of China Ltd. met Daniel Hill, Deputy Chief of the Department of Commerce, US, and his accompanies.

Accompanied by General Manager Jin Zhuanglong and Deputy General Manager Shi Jianzhong, Daniel Hill visited the research site of ARJ21, the new feeder line aircraft. General Manager Jin Zhuanglong introduced the establishment of the Commercial Aircraft Corporation of China Ltd., the research progress of the ARJ21 new feeder line aircraft project and large plane project, and the construction of the company's three centers. He expressed the hope to have a further cooperation with American enterprises in the future as many American enterprises had participated in the ARJ21 new feeder line aircraft project and built a good base for their cooperation. Daniel Hill gave its congratulations to the success of the ARJ21 new feeder line aircraft project and declared that the ARJ21 new feeder line aircraft project had become a paradigm of the friendship and cooperation between China and America, so that both should strive for a better understanding of each other in order to promote the friendship and cooperation.

The visit was also accompanied by Ma Hengru, Assistant of the General Manager and Director of Development and Planning Department, the persons in charge of related departments of the headquarter and the persons in charge of affiliated units.

2009年6月9日，中国商用飞机有限责任公司总经理金壮龙会见了来访的美国商务部代理副部长丹尼尔·希尔一行。

在金壮龙总经理、史坚忠副总经理的陪同下，丹尼尔·希尔代理副部长参观了ARJ21新支线飞机的研制现场。金壮龙总经理介绍了中国商飞公司的组建背景，ARJ21新支线飞机项目和大型客机项目研制进展，以及公司三大中心建设情况，他表示，在ARJ21新支线项目中有许多美国企业参与其中，双方具有良好的合作基础，希望在未来双方有更深入的合作。丹尼尔·希尔代理副部长对ARJ21新支线飞机项目的成功表示祝贺，他说，ARJ21新支线飞机是中美两国友好合作的典范，双方应进一步加深了解，使友好合作关系更上一层楼。

公司总经理助理兼发展规划部部长马恒儒，公司总部有关部门负责人及所属单位相关负责人参观了会见。

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management, market management, aviation safety and other issues in a cordial and friendly atmosphere.

6月25日，民航中南地区管理局局长刘亚军亲切会见台湾日本航空中国地区总裁横田惠三郎、中国事业推进部部长古田修嗣、课长小田和彦、副课长隋千秋及广州支店长田中康之等一行七人。双方在亲切友好的气氛下，就空域管理、市场管理及航空安全等问题进行了会谈。



The Dalian Airport RFID project of The Second Research Institute of the CAAC had passed the inspection and acceptance of Civil Aviation Administration of China

民航二所大连机场RFID项目通过民航局验收

The project of the “People and Vehicle Safety Management System of Dalian Airport Control Area” had passed the inspection and acceptance undertaken by The Second Research Institute of the CAAC, which marked a great progress of the application of RFID (Radio Frequency Identification) technology in civil aviation. The CAAC's Northeast China Regional Administration had organized and held the industrial inspection and acceptance meeting of the “People and Vehicle Safety Management System of Dalian Airport Control Area”. The meeting was attended by the leaders concerned with the Division of Personnel, Science, Technology and Education of the CAAC, the Police Office of the CAAC, Dalian Airport Group, the Expansion Construction Headquarter of Dalian Airport, the users of Dalian Airport Co., Ltd., project supervisors, the leaders of The Second Research Institute of the CAAC and the members of project department.

The hi-tech pilot program was researched and designed by the RFID Business Division of The Second Research Institute of the CAAC. Based on the requirements for airport safety and management efficiency, they focuses on the demands for radio identification for the personnel in the CAAC and the core technology of RFID radio frequency identification to efficiently promote the safety grade of id cards, realize the non-contact identification and provide a three dimensional and efficient safety protection method with the help of various technologies for the management of airport control area. The hi-tech program has organically integrated a collective management platform out of the airport personnel channel management, junction vehicle identification, junction vehicle bottom scanning system, entrance guard management and certificate production in the airport control area. All the data is collected in a systematic database to provide timely, accurate and complete information for united management, which has realized an all-purpose card for the safety management in the airport control area. The program had been put into service before the Beijing Olympic Games, contributed a lot to the airport safety at Dalian Airport during the period of the Olympic Games and been widely praised by users.

民航二所承担的“大连机场控制区人员和车辆安全管理系统”项目通过民航局验收，这标志着RFID（射频识别）技术在民航的应用取得了重大进展。民航东北管理局在大连机场组织召开了“大连机场控制区人员及车辆安全管理系统”的行业验收会。民航局人教司、民航局公安局、大连机场集团、大连机场扩建工程指挥部有关领导，大连机场股份公司用户、工程监理、民航二所领导及项目部成员参加了验收会。

这个试点高科技项目是民航二所RFID事业部承担研制的。他们基于空防安全与管理效率并重的要求，以民航工作人员证件无线识别需求为切入点，依托RFID无线射频识别核心技术，在有效提高证件安全等级的同时实现了对证件的非接触式识别，配合多种技术，为机场控制区管理提供立体和高效的安防手段。该科技项目将机场控制区应用范围内的机场人员通道管理、道口



车辆身份识别、道口车底扫描系统、门禁管理、证件制作有机整合成统一的集成管理平台，把所有数据集中到系统数据库中统一管理，为机场提供及时、准确和完整的数据信息，实现了机场控制区安全管理的一卡通。该技术项目在北京奥运会前即投入使用，为大连机场在奥运期间空防安全作出了重要贡献，受到用户的好评。

China Eastern Airlines completed the 2009 annual airworthiness inspection

民航华东管理局完成东航2009年适航年度检查

A CCAR121 annual conformity assessment and a CCAR145 annual inspection of maintenance organizations were carried out with regards to China Eastern Airlines in Shanghai and Ningbo, by a airworthiness inspection team which consisted of the Airworthiness Maintenance Division of the CAAC East China Regional Administration, the Airworthiness Maintenance Division of the CAAC Northwest Regional Administration, the Civil Aviation Administration of Shanghai, Zhejiang, Anhui, Jiangsu, Qingdao, Hubei, Yunnan and Jiangxi, and the airworthiness representative duly authorized by China Eastern Airlines. The inspection was intended to check the implementation of airworthiness regulations, manuals/procedures and operational standards in Shanghai and Ningbo by China Eastern Airlines. As well as to examine the operation of the maintenance management system in China Eastern Airlines and identify any potential accidents affecting maintenance quality and aviation safety. The assessments were concentrated on aircraft engineering management, the institutes and personnel in the maintenance system, maintenance production management, personnel training and other issues.

由民航华东管理局适航维修处、西北局适航维修处和上海、浙江、安徽、江苏、青岛、湖北、云南、江西民航局，以及东航适航委任代表组成的适航审查组，对东航上海、宁波两地进行了CCAR121年度符合性评估和CCAR145维修单位年度检查。本次审查的目的，是验证东方航空公司上海、宁波两地近一年来适航规章、手册/程序以及运行规范的贯彻落实情况，检查东航维修工程管理系统运行情况，查找影响维修质量和航空安全的隐患。审查重点是航空器工程管理、维修系统机构和人员、维修生产管理和人员培训等方面。

Shijiazhuang Airport successfully passed audit of safety and aviation security

石家庄机场顺利通过安全与航空保安审计

The audit team of CAAC North China Regional Administration conducted a safety audit of Shijiazhuang Zhengding International Airport. Shijiazhuang Airport successfully passed the audit with comprehensive compliance rate of 95.47% and ranked first among all the airports which have been audited in North China.

The audit team based on related regulations and considered that Shijiazhuang Airport's safety and aviation security basically comply with related national rules, although there were some points for improvement.

Director of CAAC North China Regional Administration, Mr. Huang Dengke, is the team leader for this audit, consisting of 10 teams. The audit covers 10 areas of airport comprehensive safety management, flight zone's security, visual navigation aids, airport apron security, fire control safety, emergency rescue, airport oil supply safety, passenger transportation management, cargo transportation management and dangerous goods transportation management.

Shijiazhuang Airport is the first national airport to complete both areas of airport safety and aviation security. The audit looks to continue improving Shijiazhuang Airport's safety management and establish a platform for inner security information communication within airport, and should also be good for civil aviation and airport construction, and improving Hebei airports' brand influence and core competencies.

民航华北地区管理局审计组代表中国民航局对石家庄正定国际机场进行了机场安全和航空保安审计，石家庄机场以综合符合率95.47%的成绩顺利通过，在华北地区已审计机场中排名第一。

审计组依据有关规定认为，石家庄机场安全及航空保安运行状态基本符合国家有关规定，但有些方面仍需改进。

此次审计由民航华北地区管理局局长黄登科任组长，共分10个小组，审计内容涉及机场综合安全管理、飞行区安全、目视助航设施、机坪安全、消防安全、应急救援、机场供油安全、旅客运输管理、货物运输管理、危险品运输管理等10个方面，每个方面审计内容包括组织管理、规章制度、运行管理、资源配置、信息管理、应急处置和人员培训七个要素。审计期间，各小组仔细查阅了与机场安全运行相关的规章制度、运行手册、操作规程、工作流程、培训计划、培训档案、应急救援预案、演练记录等资料，深入现场与安全管理机构和作业人员进行了交流和访谈，走访了安全监察部、现场指挥中心、航空护卫部、机务工程部、旅客服务公司、客货代理公司、中国航油河北分公司等部门，对机场安全管理1587个审计项目和航空安全保卫125个审计项目进行全面核查。

石家庄机场是我国民航第一家机场安全和航空保安同时进行审计的机场。此次审计将全面提高石家庄机场的安全管理水平，有利于机场安全长效机制建设，有利建立机场区域内安保信息沟通平台，有利于促进和谐民航、和谐机场建设，有利于树立机场的良好安全形象，有利于提升了河北机场的品牌影响与核心竞争力。



XAC got its production contract for 100 ARJ21-700 aircraft

西飞获得ARJ21—700飞机100架的生产合同

XAC (Xi'an Aviation Company) and Shanghai Aircraft Manufactory have officially held the opening ceremony for chief representative office for 100 ARJ21-700 aircraft project and the signing ceremony for the first batch of orders. XAC got the manufacturing contract for 100 ARJ21-700 aircraft and will complete production of fuselage and wings for first 5 airplanes before end of this year.

XAC is mainly responsible for the research and manufacturing of fuselage and wings, which takes on more than 60% for the whole airplane's production. First ARJ21-700 was already produced in Shanghai Aircraft Manufactory and has successfully completed the test flight.

This will be the first time the ARJ21-700 feeder aircraft will be manufactured in China. It will adopt a new operational mechanism and management system. The final assembled product will be manufactured across four factories across China using advanced manufacturing techniques learned from international companies. The ARJ will be a 90 seat regional airliner, with a maximum voyage range of 3,700 km.

西飞已与上海飞机制造厂正式举行了ARJ21—700飞机项目驻中航工业西飞总代表室揭牌暨首批订单签订仪式。西飞公司获得了ARJ21—700飞机100架的生产合同，并将在今年年底前，完成首批5架飞机的机身、机翼制造任务。

西飞公司主要承担飞机的机身、机翼的研制、生产任务，承担了整个飞机制造量的60%以上。首架ARJ21-700飞机已在上海飞机制造厂下线，并成功完成首飞。

ARJ21—700飞机是我国第一次完全自主设计并制造的支线客机。它采用“异地设计、异地制造”的全新运作机制和管理模式，飞机各部分分别在国内四家飞机制造厂生产。这一新型飞机大量采用了国际先进技术和机载系统。飞机经济级布局为90座，满客航程为2225公里，最大航程为3700公里。它标志着中国飞机已正式飞入世界新型民用客机的行列。

Xinzhou 60 feeder aircraft project accelerated

新舟60支线飞机正加速批量投入国内航空运营

XAC of Aviation Industry Corporation of China (AICC) currently delivered 2 new Xinzhou 60 aircraft to Xinfu Aviation Co. Ltd, which means that Xinzhou series aircraft is ahead of production schedules, in light of recent orders in international markets.

It is said that Xinfu aviation company is co-funded and established feeder aviation company by AICC and China Eastern Airlines Corporation Limited (Eastern Aviation). The headquarters is located in Xi'an, and Xi'an Xianyang International Airport has been set as the main operation base in early stage. The 2 new Xinzhou 60 aircraft which have been delivered this time will transferred to the main operation base of Xinfu Aviation Company – Xi'an Xianyang International Airport, and will soon start “happiness” flight courses.

Right now, Xinzhou 60 aircraft already got the confirmation orders and intention orders of 161 airplanes, and has been delivered for 29 airplanes in total. Shown by several clients' successful flight operation at home and abroad, Xinzhou 60 aircraft is especially suitable for feeder airlines' economic operation below leg route of 800 km, and has strong feeder airline payoff capacity, which also makes Xinzhou 60 aircraft get more and more attention from national aviation transportation companies.

中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）西飞公司日前向幸福航空有限责任公司交付了2架新舟60飞机，这意味着新舟系列飞机在国外取得大批量市场订单并成功运营之后，正在加速批量投入国内航空运营中，并受到越来越多的国内航空运输企业的欢迎。

据了解，幸福航空公司是由中航工业与中国东方航空股份有限公司（China Eastern Airlines Corporation Limited，简称“东航”）共同投资组建的支线航空公司。其总部设在西安，前期主运营基地设在西安咸阳国际机场。此次交付的2架新舟60飞机将转场到幸福航空的主运营基地西安咸阳国际机场，很快就将开启“幸福”航线。

目前新舟60飞机已经取得了161架的确认订单和意向订单，并已累计交付29架。国内外多家客户成功的航线运营表明，新舟60飞机特别适宜航段在800公里以下的支线航线的经济性运营，具有很强的支线航线盈利能力，这也使得新舟60飞机越来越受到国内航空运输企业的关注。

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Commercial Aviation News



Xinjiang plans to invest RMB 1.7 billion to construct hub airport and regional airport this year

新疆今年计划投资17亿元建设枢纽机场和支线机场

Besides an ambitious road and railway project, the CAAC has approved to invest 1.7 billion later this year to build the Urumqi hub airport and 5 regional spoke airports. The project is planned to significantly improve the airport distribution network in Xinjiang.

On May 6th, at the "world's most perfect ruins" - ancient city of Jiaohe near Turpan, Xinjiang Turpan Jiaohe Airport began construction, and is planned to officially be ready for use in May of next year.

Besides the extension projects of Yining and Akesu Airport, which are under construction in Urumqi International Airport's extension project (phase III), the infrastructure of terminals has been established, and the airport has entered installation phase for equipped facility including interior and exterior decorating, weather and etc, which is estimated to be ready for use in the second half of this year. Once the project is completed, Urumqi International function as the hub airport in western gateway, and become an important international aviation passage from China to Middle Asia, West Asia, South Asia and connecting Asia and Europe.

According to the headquarters for Xinjiang airports construction, this year, Xinjiang will also implement new construction project for Bole Airport and relocation project for Kuche Airport. A number of construction projects will be in operation in succession and will push the Xinjiang airport construction into a new wave.

除公路、铁路正在进行规模化建设之外，今年新疆机场建设也迎来黄金期，全年计划投资1.7亿元，建设乌鲁木齐门户枢纽机场和5个支线机场，从而进一步完善新疆机场布局。

5月6日，在位于“世界上最完美的废墟”——吐鲁番交河古城旁，新疆吐鲁番交河机场正式动工，预计明年5月，这一支线机场将正式通航。自今年3月以来，随着天气转暖，新疆众多机场建设项目便陆续开工。

目前，除伊宁机场改扩建工程、阿克苏机场改扩建航站区工程正在紧张施工之外，乌鲁木齐国际机场三期改扩建工程航站楼主体已建成，正进入内外部装修和通信、气象等配套设施安装阶段，预计今年下半年将启用。项目建成后，乌鲁木齐国际机场将初步具备西部门户枢纽机场功能，成为我国面向中亚、西亚、南亚，联结亚欧的重要国际航空通道。

新疆机场建设指挥部门介绍，今年，新疆还将实施博乐机场新建项目、库车机场迁建项目。众多的建设项目先后开工，将新疆机场建设推向新一轮高潮。

新疆是目前我国国内机场数量最多的省区，营运机场数量达到14个。预计到“十一五”末，新疆运营机场总数将达到17个。为完善新疆机场布局规划，“十二五”期间，新疆还拟新建塔中、楼兰、莎车机场，迁建富蕴、且末机场，同时对乌鲁木齐、库尔勒、和田机场进行改扩建或迁建。

Baiyun Airport had acquired above 80% of the first batch of land for its third runway

白云机场第三跑道第一批征地完成8成以上

The first batch of land, 868 mu in total, had been transferred from Renhe Town, Baiyun District, Guangzhou City to the Expansion Construction Headquarter of Baiyun International Airport, which is all the agricultural land belonging to Hantang Village, Renhe Town.

The entire transfer of the land for the third runway has been divided into three batches, in which the first one is 868 mu of agricultural land belonged to Hantang Village. The second one is more than 500 mu and the third one was more than 700 mu, which are acquired from Donghua Village, Mingxing Village and Gaozeng Village. The last two batches will be transferred in the next two months, but without any ceremony.

Currently, Baiyun International Airport has reached to the late stage of acquiring the first batch of land for the third runway, and obtained more than 80% of the total area and above 90% of the total area of agricultural land.

The land acquisition and resettlement for households for the third runway of the Baiyun International Airport are carried out in an orderly way and it is gradually reaching to the late stages of signing contracts and transferring land. The transfer contract has been signed for more than 80% of the total acquired land, in which the transfer contract for agricultural land is signed in the shortest period. Up to the 10th of June, the contract has been signed with 51 economic

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cooperative communities, covering 2,740.558 mu of agricultural land in total and 99.34% of the total acquired agricultural land. The agricultural land will be transferred on the 15th and the 20th of June in batches. Subsequently, the Baiyun District land acquisition and household resettlement team should take the major task to complete the transfer smoothly.

广州市白云区人和镇顺利向白云国际机场扩建指挥部交出第一批共868亩，全部为人和镇汉塘村的农业用地。

整个第三跑道的交地工作共分三批进行，第一批868亩全部为汉塘村的农用地，第二批500多亩和第三批的700多亩地分布在东华、明星、高增三个村，也将在未来两个月完成交地，但不再举行交地仪式。

目前，白云国际机场第三跑道第一批征地工作已渐入尾声，已签约面积逾8成，其中农用地已签面积过9成。

白云国际机场第三跑道征地拆迁安置工作正在有序进行，签订交地合同的工作已渐入尾声。已签订了交地合同的土地面积超过征地总面积的80%；其中农用地的交地合同签订速度较快，截止6月10日，已经签约的合作社有51个，已签约农用地共2740.558亩，占要征用农用地总面积的99.34%。这些农用地将相继在6月15日、20日分批交出。接下来，白云区征地拆迁安置工作组的主要任务是完成交地工作。



Guilin Liang Jiang Airport strengthens cooperation with low-cost airlines

桂林两江机场加强与低成本航空公司合作

Guilin Liang Jiang International Airport has combined the reality of the current impact from the international economic crisis and the comparative advantage of its tourism brand to further strengthen their cooperation with low-cost airlines, which has effectively boosted the development of the Guilin aviation market and gained concrete effects.

In the current international economic crisis, Guilin Liang Jiang International Airport has further strengthened their cooperation with low-cost airlines. First, it has increased the momentum of support and signed reciprocal all-win cooperative agreements with low-cost air companies which have been provided with preferential policy. Secondly, it has utilized the airports' resources and gave more support to flight schedules. For example, the airport has all along guaranteed that airplanes for Air Asia take off 30 minutes after landing, which shortens the parking time in half when compared with the normal schedule and enhanced utilization ratio of aircraft. At the same time, the airport has made further marketing investigations and research, grasped market trends and development rules, and provided low-cost airlines with suggestions on expanding markets. In addition, it has also actively cooperate with low-cost air airlines to conduct wide campaigns, in order to boost the popularity and influence of their flight courses and schedules, and to attract more tourists to choose low-cost airline's flights.

Due to their efforts, the cooperation between Guilin Liang Jiang International Airport and low-cost airlines has achieved some remarkable effects. Air Asia has increased flights for the route of Guilin-Kuala Lumpur since May 1st which reached one flight per day from their previous four flights per week. The flights of ChinaSpring for the route of Guilin-Shanghai have also increased to two flights per day from their previous one flight per day. At present, these two low-cost airlines have three flights for the Guilin route total, carrying around 1,000 passengers, which has effectively boosted Guilin aviation market's sustained fast development.

桂林两江国际机场结合当前面临国际金融危机冲击的实际，发挥桂林旅游品牌的比较优势，把进一步加大与低成本航空公司合作作为推动科学发展的切入点和突破口，有效推动了桂林航空市场持续较快发展，取得了实实在在的成效。

在当前国际金融危机不断蔓延的背景下，桂林两江国际机场进一步加强与低成本航空公司合作。首先是加大扶持力度，与低成本航空公司签订互惠共赢、合作发展的协议，为低成本航空公司提供优惠政策。其次是集中机场优势资源，在航班保障方面给予更大支持。比如，机场一直确保了亚航飞机抵达后30分钟内重新起飞，比正常航班减少了一半停车场时间，提高了飞机利用率。同时，机场深入开展市场调研，把握市场动态和发展规律，为低成本航空公司提供拓展市场的对策建议。此外，还积极配合低成本航空公司开展广泛宣传，提高其航线航班的知名度和影响力，吸引更多旅客乘坐低成本航空公司航班。

经过努力，桂林两江国际机场与低成本航空公司的密切合作已取得显著成效。亚航自5月1日起增飞桂林-吉隆坡航班，由原来的每周4班增加到每天一班，春秋航空公司飞行的桂林-上海航线也由原来每天1班增加到每天2班。目前，这两家低成本航空公司每天共飞行桂林航班3班，运送进出港旅客1000人次左右，有力促进了桂林航空市场持续较快发展。



Wuhan Tianhe Airport welcomes its first Boeing 747 Freighter

武汉天河机场迎来首架波音747全货机

A Boeing 747-200F Freighter imprinted with "Uni-top" arrived in Wuhan from Beijing. This is the first Freighter introduced by the Uni-top aviation company which has set Wuhan Tianhe International Airport as their base. Uni-top aviation company has plans to introduce 2 more Boeing 747-200F Freighter and 3 Boeing 747-400F Freighter in succession.

The President of the Uni-top aviation company mentioned that the company will establish an aviation logistics network centered in Wuhan, and will continually open international freight airlines from Wuhan to South Asia, Central Asia, Western Asia, Europe and America. In addition, Uni-top will vigorously improve Wuhan's aviation logistics capacity within other places, input new energy to the building of the aviation economic zone in Wuhan, and promote the rapid development of Wuhan's aviation

logistics industry.

On March 30th, 2009, the new air cargo terminals in Wuhan Tianhe International Airport was opened for use, and the annual cargo volume has achieved 320,000 tons; in April, a cargo apron parking bay more than 70,000 sqm and the by-pass taxiway extension project were also successfully completed and ready for use. Freight service capacity for Wuhan Tianhe International Airport has been fundamentally improved.



一架印有“友和道通”字样的波音747-200F全货机，从北京飞抵武汉。这是以武汉天河国际机场为基地的友和道通航空公司引进的第一架全货机。下一步，友和道通航空公司还将陆续引进2架波音747-200F全货机和3架波音747-400F型全货机。

友和道通航空公司的有关负责人表示，将构建以武汉为中心的航空物流网络，陆续开通从武汉到南亚、中东、西亚、欧洲和美洲的国际货运航线，大力提高湖北与世界各地的航空物流能力，为武汉航空枢纽和武汉临空经济区的建设注入新活力，推动武汉航空物流业快速发展。

今年3月30日，武汉天河国际机场的新航空货站启用，年货物吞吐量达到32万吨；4月，总面积达7万余平米的货运停机坪及配套联络道扩建工程也顺利完工并交付使用。由此，武汉天河国际机场的货运保障与服务能力得到根本性改善，实现了全面提升。

The extension project for Rikaze Heping Airport is coming into operation

日喀则机场改扩建工程开工

The opening ceremony for the extension project of the Rikaze Heping Airport was held in Jiangdang country of Rikaze city. Once the extension project is completed, Rikaze Heping Airport, which is constructed according to 4C standards for national feeder airline airports, will be the fifth civil aviation airport in Tibet.

The construction for this project will last two years, with an investment of about 480 million RMB, and is estimated to be completed by the end of 2010. Mr. Xu Bo, Director for Civil Aviation Bureau of Tibet Autonomous Region, said that in Tibet now, there are Gonggar Airport of Lhasa, Milin Airport of Nyingchi and Bangda Airport of Qamdo which is the worlds highest altitude airport. Construction for the Gunsar Airport of Ngari has been seeing good progress. Once the extension project of Rikaze Heping Airport

is completed, it will become the fifth civil airport to be operational in Tibet.

It is said that Rikaze Airport will be constructed in accordance with 4C standards for national feeder airline airports, in order to satisfy the civil aviation needs of the area. This extension project contains 5,000 meters of concrete runway, one vertical taxiway, a terminal of 3000 square meters, 3 stations for type C apron, a parking lot of 3,000 square meters, and corresponding affiliated equipment for air traffic control, freight, utilities, fuel farm, and supporting areas. Rikaze Airport is designed to achieve a passenger throughput of 230,000 in 2020, and cargo volume of 1,150 tons and satisfy the needs for 2,580 take-offs and landings.

Rikaze Heping Airport, with an altitude of 3,782 meters, is located in Jiangdang

country in Rikaze city, which is 48 km away from downtown. Rikaze region is a minority area under Tibetan leadership. The administrative city of Rikaze is the second biggest city in Tibet. Within the region, there are several famous old temples and tourism spots, including Tashilhunpo Monastery, Sakya Kloster, Pelkhor Choede, MT Everest and many others.

日喀则和平机场改扩建工程开工仪式在



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西藏日喀则市所属的江当乡境内举行。该工程竣工后，按国内支线机场4C级标准进行改造扩建的日喀则和平机场将成为西藏第五个民用机场。

这项工程计划建设工期为两年，投资规模约4.8亿元，预计2010年底完工。民航西藏区局局长徐波表示，西藏目前拥有拉萨贡嘎机场、林芝米林机场以及世界上海拔最高的机场——昌都邦达机场，正在建设中的阿里机场工程进展顺利。日喀则和平机场改扩建工程竣工后，将成为西藏第五个投入运营的机场。

据了解，日喀则机场将按国内支线机场4C级标准进行改造扩建，以满足民用飞机飞行要求。此次日喀则机场改扩建工程建设内容包括5000米跑道水泥混凝土盖被、1条垂直联络滑行道、3000平方米的航站楼、3个C类机位的站坪、3000平方米的停车场，并建设相应的空管、货运、水暖电、消防救援、供油、生产辅助和生活等配套设施及围场道路等。日喀则机场的设计目标为满足2020年旅客吞吐量23万人次、货邮吞吐量1150吨、飞机起降量2580架次的需求。

海拔3782米的日喀则和平机场，位于日喀则市江当乡境内，距离日喀则市区48公里。日喀则地区是一个以藏族为主的少数民族地区，行署所在地日喀则市是西藏的第二大城市，境内分布有历代班禅母寺扎什伦布寺、萨迦寺、白居寺、珠峰等名刹古寺和旅游景点。

First civil aviation airplane successfully landed in Yushu Airport in Qinghai

首架民航飞机成功降落青海玉树机场

A Citation 10 aircraft went through clouds and mists, and perfectly landed in Yushu Batang Airport in Qinghai. This newly established airport, which is located in southwest Qinghai and is the first civil aviation airport in the Sanjiangyuan Region of China, welcomed its first civil aviation airplane. Suddenly, Batang Prairie became a scene of jubilation. 46 minutes later, a second Citation E aircraft landed. The landing of these two aircraft, belonging to the Flight Inspection Center of the CAAC, indicated that Yushu Airport, which is the airport with third highest altitude in China, has entered the trial phase before finally becoming ready for use.

Yushu Airport is located in Shang Batang country, which is more than 20 km away from Jiegu town, the capital of the Yushu autonomous prefectures. The altitude of the Yushu Airport is 3,950 meters, which is a 4C level airport with a runway of 3,800 meters. Yushu Airport was officially constructed on May 16th 2007, and is the second civil aviation airport in the Qinghai Province.

Currently, all the professional positions within Yushu Airport have all been staffed, equipment debugging has been normal. The airport's communication navigation, air traffic control, weather, ground service, and maintenance crew are all ready for use. Earlier, on May 22nd and 23rd, an investigation group consisting of chiefs, experts and related technical staff members from the Flight Inspection Center of the CAAC, the Northwest Regional Administration of CAAC, the Northwest Air Traffic Management Bureau and the civil aviation supervision bureau of Qinghai, had made an on-site investigation and checked on the preparation work before the trial phase for Yushu Airport. Shown by the first test flight on May 29th, the aerial path from Xining to Yushu Airport is ready for use.

一架奖状10型飞机穿云破雾，似矫健的雄鹰，平稳降落在玉树巴塘机场。这个刚刚落成的位于青海省西南部的我国三江源地区的首家民用机场，迎来了第一架民航飞机。霎时间，巴塘草原一片欢腾。46分钟之后，第二架奖状E型飞机翩然降落。这两架属于中国民航飞行校验中心的飞机的到来，标志着玉树机场这个我国海拔高度排名第三的高原机场进入开航前的校飞阶段。

玉树机场位于玉树藏族自治州首府结古镇东南20多公里的上巴塘乡。海拔3950米，为4C级机场，跑道长3800米。2007年5月16日正式动工兴建，是青海省第二家民用机场。

目前玉树机场专业人员已经全部到位，设备调试全部正常，机场的通讯导航、航空管制、气象、场务、机务等已经准备就绪。此前的5月22、23日，由中国民航飞行校验中心、西北地区管理局、民航西北空管局、民航甘肃空管分局、民航青海监管局等单位领导、专家及相关技术人员组成的调研检查组，对玉树机场校飞前的准备工作进行了现场调研和检查。经过29日的首次飞行证明，从西宁到玉树机场的空中航路完全覆盖通信信号。

Qinhuangdao civil aviation airport will be open for air traffic in 2 years

秦皇岛民用机场2年内实现通航

Qinhuangdao civil aviation airport has experienced a 15-year struggle and its project application has finally been officially approved during the executive meeting of the State Council on May 27th, which means that the new airport project will soon enter the construction phase. The establishment of the new airport will have great impact on the traffic infrastructure for the city of Qinhuangdao and even the Jidong Region. The new airport project will also play an active role in further opening up and promoting tourism in the area.

Qinhuangdao civil aviation airport site will be in the Shajia mound of Lichong Town, 47 km away from Qinhuangdao City. The airport will be constructed according to 4C level specifications, and designed to achieve 500,000 throughputs of passengers and cargo volume of 1,200 tons per year. It is estimated that the project investment will be 430 million RMB.

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The Qinhuangdao civil aviation airport project has been in the designing phase since 1994, and the choosing of the site of the airport started in 2004. The CAAC confirmed the airport location in August of 2007, and the Provincial Government submitted the project application to the State Council and the Central Military Commission on November 2007. The government of Qinhuangdao pointed out that it will further strengthen their efforts, and strive for the construction to begin earlier and to be open to air traffic in two years.

秦皇岛民用机场历经15年的努力争取,项目立项申请5月27日正式获得国务院常务会议审批通过,此举意味着新机场项目即可转入建设实施阶段。新机场的建设将对秦皇岛市乃至冀东地区交通结构产生重大影响,对扩大对外开放、促进旅游业发展具有积极影响。

秦皇岛民用机场选址位于昌黎县晒甲坨,东距秦皇岛市区47公里,建设标准为4C级,设计年旅客吞吐量50万人次、货邮吞吐量1200吨。项目投资估算约4.3亿元。

秦皇岛民用机场项目从1994年开始谋划,2004年正式开展前期选址工作,2007年8月中国民用航空总局批复机场选址,同年11月由省政府报请国务院、中央军委申请立项。秦皇岛市政府表示,下一步将加大工作力度,力争尽早开工建设,2年内实现通航。

Chongqing Airport would be the first airport with double runway in Southwest China

重庆机场将成为西南地区第一个双跑道机场

Currently, Chongqing T2 Terminal, a very important part of Phase III of the Chongqing Airport Expansion Project, was estimated to be completed by the end of next year. After its completion, Chongqing Jiangbei International Airport would become the first airport with a double runway in Southwest China. The area of its terminal will reach up to 180,000 sqm for 260,000 flights including take offs and landings per year, with an annual passenger throughout of 30 million persons and the annual freight throughout of 450,000 tons.

The expansion has gained 958 million Yuan from the national debt fund and the municipal government and will become a key investment project in infrastructure construction with the fund of 250 billion Yuan from the CAAC. The expansion project has acquired 4,011 mu of land, in which about 80,000 sqm land is used to build T2A terminal. After the completion of T2A terminal, the airport can handle 15 million passengers, together with the existing T1 and T2B terminals. In the meantime, the parking apron and taxiway will be increased to 340,000 sqm, with the addition of 40 parking aprons on the place.

In addition, a new freight house of 20,000 sqm and a new parking lot of 58,000 sqm will also be constructed at the airport.

目前,重庆机场三期扩建工程的重要组成部分——重庆T2航站楼及第二跑道明年底前完工。建成后重庆江北国际机场将成为西南地区第一个双跑道机场,航站楼面积将达到18万平方米,将满足年飞机起降量26万架次、年旅客吞吐量3000万人次和年货邮吞吐量45万吨的需要。

此次扩建已获得国债资金和市政府拨款9.58亿元,并将成为民航总局2500亿基础设施建设重点投资对象。

新的扩建工程一共新征了土地4011亩,其中T2A航站楼总建筑面积将约为8万平方米,建成后将与现有T1、T2B航站楼一起形成1500万人次的处理能力。同时配套建设停机坪及滑行通道达到34万平方米,将比现有场地增加40个机位。

另外,机场还将新建2万平方米的货运用房和5.8万平方米的停车场。

The expansion project of the Yunnan Dali Airport has successfully passed inspection

云南大理机场扩建工程22日顺利通过行业验收

The expansion project of Dali Airport was officially commenced on May 20th 2007. Thanks to the careful organization and construction of all involved units, the project was entirely completed on November 20th 2008 and passed the inspection for final acceptance on February 13th 2009.

The project mainly included: the construction of a 250×118.50 m parking apron, the construction of a 144 m long and 18m wide vertical taxiway with both shoulders 3.5 m wide, the expansion of the original parking apron about 33.5m to the west, the construction of two-storey terminal of 10,050 sqm with 3 new aerobridges, electrical system, security inspection equipment and baggage distribution equipment, etc., the construction of a 440 sqm freight terminal, a 1,250 sqm special garage, a 1,085 sqm fire station, a 253 sqm fire pump station, the expansion of the center distribution room and corresponding earthworks and navigation lighting works. After the expansion, the Airport can accommodate 10 passenger aircraft at the same time and meet the requirements to receive 1.1 million passengers per year.

大理机场扩建工程于2007年5月20日正式破土动工。经过各参建单位的精心组织、认真施工,全部工程于2008年11月20日完工,并于2009年2月13日通过竣工验收。

本次大理机场扩建工程项目主要包括:新建250×118.50米的停机坪;新建一条长144米,宽18米,两侧道肩各宽3.5米的垂直联络道;原停机坪向西扩宽33.5米;新建10050平方米的二层航站楼,航站楼配套建设了3座登机桥、弱电系统、并配置了安检设备、行李输送设备等;新建440平方米的货运站、1250平方米的特种车库、1085平方米的消防站、253平方米的消防泵房;扩建中心配电室及相应土石方和助航灯光工程。扩建后机场可同时停放10架客机,满足机场年旅客吞吐量110万人次的要求。

The main project of the Huangguoshu Airport runway reconstruction has been completed

黄果树机场跑道改造主体工程竣工

As the main project of the Huangguoshu Airport runway reconstruction was completed recently, the completion ceremony was held at Huangguoshu Airport on the afternoon of May 18th.

The ceremony was attended by Yang Menglong, Member of the Standing Committee of the CPC Anshun Municipal Committee and First Deputy Mayor, Luo Dinghui, Deputy Director of the Municipal People's Congress, Tu Xinshan, Vice Chairman of the Municipal People's Political Consultative and Zhang Jie, Deputy Director of Guizhou Provincial Development and Reform Commission. Shan Lin, Deputy Mayor of Anshun, hosted the ceremony and declared the completion of the main project of Huangguoshu Airport runway reconstruction.

In his statement, Yang Menglong said that Anshun Huangguoshu Airport was a key infrastructure construction project of the Guizhou Province in the development of west regions and a very important travel branch airport under the planning and development in the province. In recent years, the development of the airport has been seriously restricted due to the serious degradation of airport runway pavement with its insufficient thickness, limited bearing capacity and incapability to land large planes. In 2008, Anshun had taken a tight hold of the opportunity that the nation issued a series of policies to expand domestic demands and promote economic growth. With the right guidance of the Provincial Party Committee and the Provincial Government and the strong support of related provincial departments, the Huangguoshu Airport runway coverage project had been listed in the projects of 100 billion Yuan in additional investment from the Central Government in 2008. Thanks to 15 million Yuan from the additional budgetary investment of the Central Government, and 15 million Yuan as the supporting fund raised by Anshun City in great difficulties, the project had been officially started at the beginning of this year.

5月18日下午，黄果树机场跑道改造主体工程于近日完工，安顺黄果树机场跑道改造主体工程完工仪式在黄果树机场举行。

安顺市委常委、常务副市长杨梦龙，市人大常委会副主任罗定怀，市政协副主席涂新善，贵州省发改委副主任张杰出席完工仪式。安顺市副市长山林主持并宣布黄果树机场跑道改造主体工程完工。

杨梦龙在致辞中说，安顺黄果树机场是我省实施西部大开发的重点基础设施建设项目，是全省规划发展的重要旅游支线机场之一。近年来，由于机场道面老化现象严重，厚度不够，承载力有限、不能起降大型飞机的问题逐渐暴露，严重制约了机场的发展。2008年，安顺市紧紧抓住国家扩大内需、促进经济增长的一系列政策措施机遇，在省委、省政府正确领导下以及省有关部门的大力帮助下，安顺黄果树机场跑道盖被工程被列入2008年新增1000亿元中央投资项目，获得新增中央预算内投资1500万元，安顺市在财力极为困难的情况下，自筹1500万元配套资金，于今年初正式启动了机场跑道盖被工程。

The second Chinese new feeder line aircraft was about to start its first flight after its successful sliding

中国第二架新支线飞机完成首次滑行即将首飞

On June 20th, the Commercial Aircraft Corporation of China, Ltd. the main part of the China large plane project and new feeder line aircraft, announced that the second ARJ21 new feeder line aircraft independently developed in China had successfully fulfilled its first taxiing and is about to start its first test flight in the near future. Meanwhile, the first feeder line aircraft had finished its 13th test flight and would fly to Yanliang to undergo the flight experiments of the next stage.

The year of 2009 can be titled as "Year of Test Flight" for China's ARJ21 new feeder line aircraft project since 4 aircraft will undergo trial flights in this year. As planned in this year, No. 102, 103 and 104 Aircraft will have their first flight while No. 101, 102 and 103 Aircraft will be flown to Yanliang to undergo further trials.

No. 102 Aircraft, the second Chinese ARJ21-700 aircraft, started its first taxiing at 5 pm and ended at 6 pm on June 19th. Taxiing on the ground is a very important part of preparation for an aircraft before its official test flight.

The first new feeder line aircraft, No. 101, had completed its first flight successfully last November and had fulfilled its 13th trial flight in a period of 1 hour and 38 minutes, on June 19th in this year. Before long, the aircraft would start its first long distance flight to a trail flight base in Yanliang, Xi'an, in order to undergo the next stage to obtain airworthiness certification.

20日，我国大飞机项目及新支线飞机项目主体中国商用飞机有限责任公司宣布，我国自主研发的第二架ARJ21新支线飞机已顺利完成首次滑行任务，即将于近日实现首飞。同时，首架支线飞机已完成第13次试飞，将于近日转场飞行到阎良，开展下一步试飞试验。

标号为102架机的我国第二架ARJ21-700飞机，于19日17时许开始首次滑行，18时许完成任务。在地面滑行是飞机正式试飞前一项重要的准备工作。

2009年是我国ARJ21新支线飞机项目的“试飞年”，年内将有4架试飞机起降飞行。按计划，年内102、103、104架机将实现首飞，101、102、103架机将转场阎良，完成调整试飞并进行取证试飞。

据介绍，于去年11月成功首飞的首架新支线飞机101架机，也于19日完成了今年第13次试飞试验，历时1小时38分。不久后，这架飞机将开始首次长途飞行，转场到位于西安阎良的有关试飞基地，为获取适航证而开展下一步试飞试验。