



China Civil Aviation Report

Volume 10, Issue 4

April 2008

民航报导

China unfolds its newest crown jewel

中国展现新的皇冠明珠

BCIA T3 opens for service

北京首都机场第三航站楼正式启用

All systems go for the 2008 Olympics

全系统启动为2008奥运服务

China issues aviation statistics of 2007

China's aircraft movement down in January

Chifeng Yulong Airport inaugurated

China Postal Airlines welcomes its 11th B737-300 freighter

AVIC 1, China Eastern to launch Xingfu Airline

China Southern, Malaysia Airline System ink new code share pact

Boeing Shanghai Aviation Services commences operation



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直升机坪规划与设计服务

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2008年通用航空商务交流会



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China Civil Aviation Report
民航报导

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COVER: A glimpse inside China's newest crown Jewel. Passengers line up inside BCIA T3 to check in for their scheduled flight. The monthly arrivals during the summer Olympic Games is expected to reach 5.56 million, equivalent to the normal passenger volume China predicted for 2015.

From the Publisher's Desk

Time for change

The China Civil Aviation Report has seen much of China's aviation development since we launched our first issue of the magazine back in April 1999. From its humble beginning of a simple hand stapled, two-color newsletter, the CCAR, on its ninth year this month, evolved into a renowned and widely read civil aviation magazine that it is today.

And this month, to satisfy the demand of our Chinese business and aviation counterparts, we bring you our first bilingual version of the magazine. This transition into a new format is a good opportunity to reach out directly to the leaders and key players of the country's aviation industry.

The CCAR's newest format will continue to provide the international aviation community as well as the local aviation and business sectors significant insights on the vast potentials and developments of China's aviation in the languages they understand – English and Chinese. We carry our commitment to keep you posted with reliable and pertinent information that will equip you and your business to succeed in the Chinese aviation market.

Over the last nine years of solid and unbiased reporting, the CCAR continues to uphold its primary objectives to the highest regards. That is to bring you the most relevant facts happening inside the world's second largest aviation industry and at the same time contribute further to its development. And as China accelerates the pace of its aviation development, the China Civil Aviation Report will be there to keep you informed every step of the way.

改变的时刻

自1999年4月《民航报导》开始发行以来，见证了许多中国航空的发展。CCAR从一开始简单的手工装订、双色印刷的新闻简报，到今天大家看到的民用航空杂志，其间经历了漫长的9年时间。

本月，为了满足广大的中国商业与航空业者的需求，我们将为您带来首次的双语版杂志。此次改版将成为我们更好地为中国航空业领导者与相关企业服务的大好时机。

《民航报导》的最新版面将继续为国际航空业界与国内航空与商业届利用各自熟悉的中英文语言，提供对中国航空巨大潜力与发展的前景。我们将忠于我们的承诺，为您报道可靠而中肯的信息，为您在中国航空市场上的事业成功助上一臂之力。

在过去的九年以来，《民航报导》将一直秉承翔实而中肯的报道，继续以此初衷作为最高目标。我们将继续为您带来在世界上第二大航空国的最新消息，并同时对介绍更进一步的相关发展。中国正快速发展着自己的航空事业，《民航报导》仍将一如既往地为您带来最新的相关动态。



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Aviation Headlines



China issues aviation statistics for 2007

2007年度全国民航通航机场生产统计公报公布

The Civil Aviation Administration of China (CAAC) issued the aviation statistics for 2007.

Based on statistics released by the CAAC, the entire air transport industry of China for 2007 was recorded as follows:

Passenger volume: China registered a total passenger volume of 387.586 million, up 16.8 percent compared to the same period the previous year. Flights from China's mainland to Hong Kong and Macao reached 11.889 million passengers, up by 9.2 percent. The total domestic passenger volume, including Hong Kong and Macao, reached 349.252 million, an increase of 16.7 percent, while the total international passenger volume increased 17.5 percent to 38.334 million.

Cargo and mail: China's cargo and mail totaled 8.611 million tons, an increase of 14.3 percent on a year-on-year basis. Flights from China's mainland to Hong Kong and Macao reached 0.512 million tons, up by 9.9 percent. The country's domestic flights, including Hong Kong and Macao, recorded an increase of 9.9 percent to 5.54 million tons, while the international cargo and mail throughput increased 23.3 percent to 3.071 million tons.

Aircraft movement: China's aviation industry registered a total aircraft movement of 3.941 million times, up by 13.0 percent compared to 2006, of which an increase of 12.3 percent to 3.525 million times, is attributed to aircraft transport. The country's total aircraft movement for domestic flights reached 12.2 percent to 3.605 million on a year-on-year basis. This includes flights from China's mainland to Hong Kong and Macao, which registered 0.113 million times, up by 2.7 percent. China's total aircraft movement for international flights increased 23.5 percent to 0.336 million from last year. According to the CAAC, all flight classifications are based on the traffic flow direction of passengers and cargo.

Airport statistics: According to the CAAC data, China's airports with over one million passenger volume per year reached 47 in 2007, with the increase of three airports. The total passenger volume of these airports occupies 95.4 percent of the total passenger traffic of all airports. Ten airports with over ten million passenger volume per year, with the increase of three airports compared to 2006, were also recorded. The total passenger volume of these airports occupies 57.9 percent of the total passenger traffic of all airports.

The three large Chinese airports -- Beijing, Shanghai and Guangzhou -- occupy 35.1 percent of the total passenger traffic of all airports. The passenger volume of China per region is distributed as follows: North China with 17.1 percent, Northeast China with 5.6 percent, East China with 30.3 percent, Central South China with 25.5 percent, Southwest China with 15.1 percent, and Northwest China with 6.3 percent.

China's airports with over 10,000 tons of cargo and mail per year reached 43 in 2007, with the increase of four airports compared to 2006. The total cargo and mail volume of these airports occupies 98.7 percent of the total payload of all airports. The three large airports -- Beijing, Shanghai and Guangzhou -- occupy 58.8 percent of the total cargo and mail volume of all airports.

China's cargo and mail volume per region is distributed as follows: North China with 18.7 percent, Northeast China with 3.6 percent, East China with 45.8 percent, Central South China with 20.1 percent, Southwest China with 9.0 percent, and Northwest China with 2.8 percent.

一、通航城市和机场

2007年,我国境内民用航空定期航班通航机场148个(不含香港和澳门,下同)。定期航班通航城市146个。

年内定期航班新通航的城市有广西百色、内蒙古东胜和新疆喀纳斯,广西梧州、贵州安顺、安徽阜阳和河北邯郸恢复执行定期航班。

二、主要生产指标

2007年,全国各机场共完成旅客吞吐量38758.6万人次,比上年增长16.8%。其中,国内航线完成34925.2万人次,比上年增长16.7%(其中内地至香港和澳门地区航线为1188.9万人次,比上年增长9.2%);国际航线完成3833.4万人次,比上年增长17.5%。完成货邮吞吐量861.1万吨,比上年增长14.3%。其中,国内航线完成554.0万吨,比上年增长9.9%(其中内地至香港和澳门地区航线为51.2万吨,比上年增长9.9%);国际航线完成307.1万吨,比上年增长23.3%。飞机起降架次为394.1万架次,比上年增长13.0%。其中:运输架次为352.6万架次,比上年增长12.3%。起降架次中:国内航线360.5万架次,比上年增长12.2%(其中内地至香港和澳门地区航线为11.3万架次,比上年增长2.7%);国际航线33.6万架次,比上年增长23.5%。

(注:国内、港澳、国际航线分类按客货流向进行划分)

三、旅客吞吐量分布

所有通航机场中,年旅客吞吐量在100万人次以上的有47个,比上年增加3个,完成旅客吞吐量占全部机场旅客吞吐量的95.4%;年旅客吞吐量在1000万人次以上的为10个,比上年增加3个,完成旅客吞吐量占全部机场旅客吞吐量的57.9%;北京、上海和广州三大城市机场旅客吞吐量占全部机场旅客吞吐量的35.1%。全国各地区旅客吞吐量的分布情况是:华北地区占17.1%,东北地区占5.6%,华东地区占30.3%,中南地区占25.5%,西南地区占15.1%,西北地区占6.3%。

四、货邮吞吐量分布

各机场中,年货邮吞吐量在10000吨以上的有43个,比上年增加4个,完成货邮吞吐量占全部机场货邮吞吐量的98.7%;北京、上海和广州三大城市机场货邮吞吐量占全部机场货邮吞吐量的58.8%。全国各地区货邮吞吐量的分布情况是:华北地区占18.7%,东北地区占3.6%,华东地区占45.8%,中南地区占20.1%,西南地区占9.0%,西北地区占2.8%。

China's aircraft movement down in January

中国民航2008年01月份主要运输生产指标统计

Chinese airlines registered 116,909 aircraft movements in January, down by 10,116 compared to December 2007. The average on-time performance is 75.84 percent, down by 8.94 percentage points from last year. The on-time performance of scheduled flights is 76.04 percent, and 67.12 percent for charter flights.

According to the data from CAAC, there were 11,077 abnormal flights attributed to airlines, including airline plan, engineering mechanic, transport service and air crew, comprising 39.2 percent of the total abnormal flights.

There were 10,980 abnormal flights due to weather (38.9 percent of abnormal flights); 3,669 movements by air traffic management reasons, including flow control and flight service (13 percent); 479 movements attributed to passengers (1.7 percent); and 1,301 movements for other reasons that needed explanation (4.6 percent).

2008年1月各航空公司份共执行航班116909架次,较2007年12月份减少10116架次,平均航班正常率为75.84%,与去年同期相比降低8.94个百分点,其中正班航班正常率为76.04%,加班包机正常率为67.12%。

从统计看,航空公司原因(包括公司计划、工程机务、运输服务和空勤人员)11077班,占不正常航班总数的39.2%;天气原因10980班,占不正常航班总数的38.9%,需说明的原因1301班,占不正常航班总数的4.6%,空管原因(包括流量控制和航行保障)3669班,占不正常航班总数的13%;旅客原因479班,占不正常航班总数的1.7%。

AVIC 1, China Eastern to launch Xingfu Airline

幸福航空有限责任公司将于本月底在北京挂牌

China Aviation Industry Corporation 1 (AVIC 1) and China Eastern Airlines formed an alliance to set up a new regional carrier in China.

The alliance between the two state-owned companies will form the Xingfu Airlines joint venture. It is expected to promote sales support to AVIC 1's 60-seat MA60 and the larger 70-to-110-seat ARJ21 China-made aircraft. The Xi'an-based venture underlines the government's efforts in promoting China-made aircraft.

According to a statement by the Civil Aviation Administration of China (CAAC) on February 29th, AVIC 1, China's largest aircraft manufacturer, will hold 60 percent share of the joint venture while China Eastern Airlines will own the remaining 40 percent. AVIC 1 will invest RMB 600 million in cash, while the remaining RMB 400 million will be shouldered by China Eastern.

Xingfu Airline will have a total registered capital of RMB 1 billion, the equivalent of USD 141 million.

Li Lei, a Beijing-based analyst at China Securities Co., said that the right to make major decisions like aircraft purchasing is important for AVIC 1 as a newcomer to the airline industry. "The regional carrier can also help complete China Eastern's existing network," Li said.

"China Eastern may be able to start flights to smaller cities in the country with the new joint venture," added Li.

The CAAC further said in its statement that China's aircraft fleet is projected to quadruple to 4,000 aircraft by the year 2020. By then, the aircraft developed by AVIC 1 will be able to compete with planes made by Brazil's Empresa Brasileira de Aeronautica SA and Canada's Bombardier.

3月28日中国航空工业第一集团公司(以下简称“中国一航”)与中国东方航空股份有限公司(以下简称“东航股份”)组建的幸福航空有限责任公司(以下简称“幸福航空公司”)将于在北京挂牌。这也是“大部制”改革前最后一家从中国民用航空总局获批的航空公司。

幸福航空公司由中国一航和东航股份共同出资组建,其注册资本为10亿元,其中中国一航以现金出资6亿元,占比60%;东航股份以现金出资4亿元,占比40%。

幸福航空公司将以西安咸阳国际机场为基地机场,重点发展西部支线航空运输业务。幸福航空公司将完全采用国产支线飞机运营,暂不考虑其他国外飞机。



China's Xingfu Airline venture will have a registered capital of RMB 1 billion.

Chifeng Yulong Airport inaugurated

内蒙古自治区赤峰玉龙机场正式启用

The Chifeng Yulong Airport, a key construction project of the Inner Mongolia Autonomous Region, was formally inaugurated on March 20th.

Chifeng Yulong was the first airport used jointly by both civilian and military aircraft. It was approved for construction by the State Council and the Central Military Commission in December of 2004. The airport began its retrofit and expansion project in June 7th, 2006, and in December of 2007, a B737-800 jet from Air China successfully conducted a test flight at the airport.

The airport's official inauguration signifies its transition from a small airport, which can only accommodate the landings and takeoffs of small aircraft, into a medium-sized hub. It can now accommodate the takeoff and landing requirements of medium-sized aircraft such as the B737-800, A320 and other lesser-scale airplanes.

The airport completion and formal opening is expected to promote Chifeng City's integrated air transport capability.

赤峰玉龙机场于3月20日正式启用,从而结束了赤峰市境内只能起降小型飞机的历史。

赤峰玉龙机场距离市区15公里,是自治区重点建设项目,也是自治区第一个军民合用机场。新机场的启用,使赤峰市综合运输保障能力大大提高。

该机场2004年12月经国务院、中央军委批准建设,可满足B737—800、A320及以下机型起降。机场改扩建工程于2006年6月7日奠基,2007年12月中国国际航空股份有限公司一架波音737—800型飞机在该机场试飞成功。

China Postal Airlines welcomes its 11th B737-300 freighter

中国货运邮政航空迎来第11架B737-300全货机

China Postal Airlines welcomed its eleventh B737-300 freighter on March 11th.

The aircraft, labeled with the "Express Mail Service" (EMS) flag, is an addition to China Postal Airlines' growing fleet of 14 freighters. China Postal ranked first in the list of China's civil aviation cargo transport airlines.

The airline company, with a base in Nanjing Lukou International Airport, has expanded its reach all over the Chinese mainland. It has a good reputation for safe flying for 11 solid years and has established an air route network with a wide range, covering 13 key cities in seven areas. The company delivers to North China, East China, Northeast China, Central China, South China, Southwest China, and Northwest China.

China Postal combines its air route network with the ground transport network of China Post. It has satisfied its ongoing program of Next Day Delivery or Next Morning Delivery of EMS to more than 200 domestic cities throughout the Chinese mainland.

China Postal's mail transport volume has registered nearly 50 percent of the country's total air service volume of domestic EMS.

第11架涂有中国邮政EMS标志的波音737-300型全货机，3月11日上午入驻中国货运邮政航空公司（以下简称“中国邮航”）。至此，中国邮航共拥有货机14架，居民航空运输航空公司第一位。

经过11年的安全运营，中国邮航已建立起以南京禄口国际机场为集散中心，7个地区13个重点城市的集散式航线网络。覆盖华北、华东、东北、华中、华南、西南、西北。结合邮政地面运输网的优势，他们在国内200多个城市间实现了特快专递邮件“次日递”或“次晨达”，邮件运输量占国内特快专递航空运输总量的近50%。



The addition of new B737-400 freighter aircraft is expected to boost China Postal fleet.

China Southern, Malaysia Airline System ink new code share pact

南航与马来西亚航空在广州签订战略合作协议

A new code share pact was formally signed between China Southern Airlines and Malaysia Airline System Bhd. (MAS) in Guangzhou on March 20th.

The code share pact was officially signed and sealed by Liu Shaoyong, Chairman of China Southern Airlines and Idris Jala, President of Malaysia Airlines.

The new code share pact aims to promote and develop the business and strategic cooperation between the two parties. It will provide convenient and better air transport service to passengers traveling both airlines' respective routes in China and Malaysia.

Present during the signing ceremony were Si Xianmin, General Manager of China Southern Airlines; He Zongkai, Vice General Manager of China Southern Airlines; and Germal Singh Khera, General Manager of Official and Industry Affairs Department of Malaysia Airlines.

Also in attendance were Chai Ching Hau, Consul General of Malaysia to Guangzhou; Khoo Boo Seng, Minister Counselor for Economy of the Embassy of Malaysia to China; Suhaimi, Consul of Tourism Malaysia to Guangzhou; and delegates from Guangzhou Tourism Bureau, Central South Regional Administration of the CAAC, and Guangzhou Baiyun International Airport.

中国南方航空股份有限公司（China Southern Airlines Company Limited，国际航空运输协会代码：CZ，国际民用航空组织代码：CSN，以下简称“南航”）与马来西亚航空公司（Malaysia Airlines Bhd，国际航空运输协会代码：MH，国际民用航空组织代码：MAS，以下简称“马航”）在广州签署了代码共享合作协议，双方宣布将进一步加强商务和战略合作，为两国旅客提供更便利、更优质的服务。

中国南方航空股份有限公司董事长刘绍勇，马来西亚航空公司总裁伊德里斯·杰拉（Idris Jala），中国南方航空股份有限公司总经理司献民，中国南方航空股份有限公司副总经理何宗凯，马来西亚航空公司政府及行业事务总经理Germal Singh Khera，广州市旅游局，马来西亚驻广州总领事蔡振孝（Chai Ching Hau），马来西亚驻中国大使馆经济处公使衔参赞邱武成（Khoo Boo Seng），马来西亚旅游局驻广州领事苏海米（Suhaimi），中国民用航空中南地区管理局，广州白云国际机场等嘉宾出席了签字仪式。

A formal agreement was sealed between China Southern and Malaysia Airlines on March 12th.



Boeing Shanghai Aviation Services commences operation

波音公司在华航空改装维修业务今日正式启动

Boeing Shanghai Aviation Services Co. Ltd officially began its aviation retrofit and maintenance business in Shanghai this March.

Boeing Shanghai kicked off operation on March 1st after successfully completing maintenance work on a B737 jetliner of Shanghai Airlines. The B737 aircraft departed from the company's chartered hangar in Shanghai Pudong International Airport after undergoing a complete routine maintenance check (2C Check). It was the first aircraft repaired by the company under the approval of China's civil aviation authority.

The company previously held an inauguration ceremony in January for the construction of a new maintenance facility located beside the hangar of Shanghai Airlines at the Shanghai Pudong International Airport. The construction project of a permanent MRO facility, which will include a hangar and four aircraft parking stands, is now underway. The construction project, which will occupy an area of 11,645 sq. m., is divided into two phases.

The new maintenance, repair and overhaul facility of Boeing Shanghai can simultaneously hold two B747 or B777 aircraft once the first phase of the project is fully

(Continued on page 11)

CAAC Updates



Hainan to build additional hubs

海南将新增琼海、五指山、东方三个民用机场

Hainan, China's smallest province, will build three more civil airports in addition to its existing hubs.

According to the Chief of the Planning Office of the Development Program Division of the Civil Aviation Administration of China (CAAC), the State Council recently approved and issued the "National Civil Airports Distribution Plan."

Based on the plan's layout, China will have a total of 244 civil aviation airports by 2020, including 97 newly added airports constructed in 2006. The plan will establish the five big regional airports group located on the mainland of China's North, East, Central South, Southwest, and Northwest regional areas.

Hainan's airports, including those in Henan, Hubei, Hunan, Guangdong and Guangxi, form the Central-South airport group. In order to satisfy the development of the Central-South provinces, 14 new airports will be built in the region.

Out of the 14 airports to be constructed, three hubs will be built in Hainan. These will include the civil airports at Qionghai, Wuzhishan and Dongfang. The three additional civil airports in Hainan are scheduled to be completed by 2020.

The airport development and expansion project will commence and will be carried out before 2010. The function of Hainan's existing main airports, Haikou and Sanya, are expected to further improve once the province's additional air transport hubs are completed and already operating.

从中国民用航空总局（以下简称“民航总局”）规划发展司获悉，海南将新增琼海、五指山、东方三个民用机场。

最新的《全国民用机场布局规划》已于日前获得国务院批准出台。根据规划，到2020年，中国民航将形成北方、华东、中南、西南、西北五大区域机场群。我国民航运输机场总数将达到244个（不含港澳台地区），在2006年的基础上新增97个，其中海南省将新增琼海、五指山、东方三个机场。

布局规划透露，中南机场群新增信阳、岳阳、邵东、河池等14个机场，以满足中南地区经济社会发展需要，促进东南亚经济合作、泛珠区域经济一体化和对外开放。海南将与河南、湖北、湖南、广东、广西等省区一起构成中南机场群。六省区目前已有机场25个，以每10万平方公里计，密度为2.57个。在此机场群中，海口、三亚机场在区域中的干线机场功能也将得到进一步完善，两机场改扩建工程将在2010年前得到积极推进。琼海、东方、五指山三个机场也将在2020年以前开工建设。

Jiangxi Branch ATMB upgrades OTE equipment

江西空管分局OTE甚高频设备升级

Jiangxi Branch Air Traffic Management Bureau (ATMB) successfully completed the upgrade of Hellenic Telecommunications Organization (OTE) radio equipment of Nanchang on February 19th.

The Technology Support Department of Jiangxi Branch ATMB supervised the team of local and foreign technicians from its Equipment Department and the OTE Company in upgrading the system software and hardware of OTE equipment in Nanchang.

The Greece's OTE Company, in cooperation with the Equipment Department, upgraded Nanchang's six information channels, 24 receivers and transmitter equipment from January 23rd to the 26th. The remote control and monitoring (RCM) surveillance system were upgraded on February 18th until its successful completion on February 19th. The six-day upgrade works were carried out before dawn to avoid disrupting the normal operations of the Shanghai Regional Control Center.

The Shanghai Regional Control Center mainly used the OTE radio, which is regional control equipment. The baseline version of this equipment has a lower capacity rate, making it prone to interference. After a combined study of the OTE Company and domestic air traffic control technicians, a new baseline version was developed. The newest version was then used in upgrading all OTE equipment in the East China region.

Nanchang is the third station in East China to receive the OTE equipment upgrade. Shanghai and Huangshan earlier received upgrades of the new baseline version, now being fully implemented by the Jiangxi Branch ATMB.

The system upgrade will modernize the OTE equipment in the Nanchang area and will improve the stability, anti-interference and voice quality of the air traffic control. The upgrade is expected to enhance the flow of air traffic control work in the region.

江西分局技术保障部设备室于2008年2月19日凌晨6点顺利完成了对OTE设备的软、硬件的升级工作。

由于OTE设备在升级时会影响到上海区管中心的正常工作，所以所有升级工作只能在凌晨进行。在OTE公司技术人员及空管设备室人员的合作下，经过几个通宵的努力，终于于2008年19日凌晨完成升级工作。OTE设备升级后，将在稳定性、受干扰性及语音质量上都有显著的提高，更能适应于流量日益增大的空中交通管制工作。

OTE电台是主要用于上海区管中心的区域管制设备。由于原始设备基线版本较低，在工作中比较容易受到干扰，影响到日常管制工作。在OTE公司以及空管技术人员的共同研究下，开发出新版本的基线，并决定对华东区所有的OTE设备进行升级。南昌是继上海，黄山之后的第3站。OTE公司于2008年1月23日至1月26日和2008年2月18日至2月19日分别对南昌站的6个信道24台收、发信机设备以及RCMS监控系统进行了升级。

Radio surveillance stations to set up in Jiangsu

江苏省民航机场将全部建成小型无线电监测站

Radio surveillance stations will be established in all civil airports in China's province of Jiangsu, beginning in 2008.

The Jiangsu Radio Administration Bureau reported that a cooperation agreement between the Jiangsu Branch Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) and the Jiangsu Radio Surveillance Station was reached on March 14th.

Based on the report, seven small radio surveillance stations in Jiangsu will be established to cover 100 percent of the province's civil airports.

The agreement aims to improve the capability of civil aviation radio to capture and manage interference information. It will help facilitate the quick response and on-time handling of sudden interference, ensure safe and reliable procedures for civil aviation, and provide measures that will safeguard the life and property of people and public structures in Jiangsu.

The common use of radio equipment, which causes interference to civil aviation flights, is on the uptrend along with the social and economic development of Jiangsu. To counter the risk of unlikely interference to civil air transport, the Jiangsu Radio Surveillance Station modified the radio frequencies used by civil aviation as a safety measure.

Jiangsu Radio Surveillance Station continuously supports the safe operation of radio communication and navigation surveillance equipment of Jiangsu Branch ATMB of the CAAC.

江苏省无线电管理局17日消息：3月14日上午，民航江苏空管分局与江苏省无线电监测站达成合作意向，2008年将在江苏省全省7个民航机场全部建成小型无线电监测站，实现民航机场100%覆盖。这一措施将切实提高民航无线电干扰信息捕获能力，做到对突发干扰的快速反应、及时处置，为民航安全生产提供更加可靠的保证，确保人民生命和国家财产安全。

近年来，随着江苏省经济社会的发展，无线电设备的使用日益普及和广泛，无线电对民航飞行造成干扰的案例也呈上升趋势。江苏省无线电监测站对民航江苏空管分局无线电通信导航监视设备的安全可靠运行长期给予大力支持，并于2007年开展了民用航空频率秩序专项整顿。

Vice Minister Yang meets Etihad Airways CEO

杨国庆21日会见阿提哈德航空公司首席执行官

Yang Guoqing, Assistant Commissioner of the Civil Aviation Administration of China (CAAC), officially met with James Hogan, Chief Executive Officer (CEO) of Etihad Airways of The United Arab Emirates, on February 21st.

The meeting between Assistant Commissioner Yang and Etihad Airways' CEO Hogan led to an exchange of significant opinions on future air transport cooperation between the CAAC and UAE's Etihad Airways.

2008年2月21日，中国民用航空总局副局长杨国庆会见了阿联酋阿提哈德航空公司（Etihad Airways，国际航空运输协会代码：EY，国际民用航空组织代码：ETD）首席执行官James Hogan先生。

CAAC Acting Minister Li meets European dignitaries

民航总局代局长李家祥会见德国前总理施罗德

Li Jiexiang, Acting Minister of the Civil Aviation Administration of China (CAAC), officially met and welcomed Gerhard Schroeder, Former Chancellor of Germany, and Michael Ringier, Chairman of the Switzerland-based Ringier AG, on March 5th.

The meeting between Acting Minister Li, Former Chancellor Schroeder and Chairman Ringier led to an exchange of significant opinions on furthering cooperation and developing alliance between the CAAC and the Swiss media company -- Ringier AG Group.

2008年3月5日，中国民用航空总局代局长李家祥于会见了德国前总理施罗德及瑞士荣格集团董事长荣格一行，双方就中国民航与荣格集团的有关合作事宜及发展相互友好关系交换了意见。

CAFUC receives last of the 2nd batch of Cessna aircraft

飞院第二批次赛斯纳172R型飞机最后九架运抵

The Civil Aviation Flight University of China (CAFUC) received the last of the second batch of Cessna planes on February 15th.

Nine Cessna 172R aircraft packed in large containers arrived at the aircraft maintenance factory of CAFUC for final assembly. The flight university successfully introduced the first batch of 42 Cessna 172R aircraft in 2006 along with the university's development.

The second batch of additional 60 Cessna 172R began arriving by the end of March 2007. The planes are being used for the flight training course offered by the university.

The delivery of the second batch of Cessna planes lasted for nearly one year since the university commenced the second batch of aircraft in 2007.



CAFUC now utilizes 102 Cessna 172R airplanes for flight training.

2008年2月15日，装载着中国民用航空飞行学院引进的第二批次赛斯纳172R型飞机最后9架的集装箱安全运抵飞机修理厂。

从2007年3月底开始，到2008年2月15日，历时近1年的飞机引进工作结束，60架飞机陆续抵达飞机修理厂进行组装。随着学校的发展，中国民用航空飞行学院在去年成功引进42架赛斯纳172R型飞机后，再次引进60架该型飞机用于学校的飞行教学训练。

Shenyang earns maintenance training certificate

南航沈阳维修基地获CCAR-147部培训资格认证

The Civil Aviation Administration of China (CAAC) awarded Shenyang Maintenance Base Mechanic Training Center its certificate for passing the CCAR Part 147, the regulation on civil aircraft maintenance training organizations.

The awarding of the certification makes Shenyang Maintenance Base one of the leading training organizations in China and the first large civil jetliner maintenance training unit in the Northeast China area.

The CCAR 147 certification makes it qualified to compete with other training organizations in China, such as Boeing and Airbus. It can also provide aviation maintenance training for persons with CCAR-66 civil aircraft maintenance license or part maintenance license, and can now handle training for all aircraft models. CCAR Part 147 is a rule issued by the CAAC to regulate management and supervision of civil aircraft maintenance personnel training organizations, and to cultivate qualified aircraft personnel.

With the new certification, the Mechanic Training Center of Shenyang is now fully in line with the standards of China's civil aviation industry. Shenyang's Base could build up outside training to advance its programs for development.

The certificate shows that Shenyang Maintenance Base Mechanic Training Center has achieved a high standard in civil aircraft maintenance training. It has earned its award through its efforts and commitment in perfecting its preparatory works. This currently lightens the pressure on aircraft type training of China Southern Airlines. In addition, the Base will help provide a training platform to develop more qualified maintenance technicians for China's civil aviation.

沈阳维修基地机务培训中心于2008年3月17日获得了中国民用航空总局颁发的中国民用航空规章第147部(以下简称CCAR-147)维修培训机构资格认证,这标志着该中心成为东北地区第一家获得此资格认证的大型民航客机维修培训机构,拥有了在中国航空业内与波音、空中客车公司等培训机构同台竞技的资格。

获得此资格认证的培训机构可为获得CCAR-66部民用航空器维修人员执照和部件维修人员执照的人员提供航空维修培训,今后所有的机型培训将由获得中国民用航空总局批准的CCAR-147部培训机构完成。

另悉,沈阳维修基地的CCAR-147部培训资格在中国民航业内将保持长期有效,并可以进行对外培训。他们凭借自身的实力和出色的准备工作获得CCAR-147部培训机构资格认证,在很大程度上缓解了南航目前机型培训的压力,并将为中国民航培养出更多合格的维修技术人才。

Shenzhen Airlines receives CCAR-147 certificate of CAAC

民航总局向深航颁发CCAR147部证书

Xu Chaoqun, Vice Director of the Flight Standard Department of the Civil Aviation Administration of China (CAAC), awarded the CCAR 147 certificate to Shenzhen Airlines on February 28th.

During his speech, Vice Director Xu encouraged all units of China's civil aviation to invest and pay attention to the future advancement of aircraft maintenance training.

"Support should also be given and that the construction of resources and continuous development of a team of instructors specialized in mechanic maintenance training should be prioritized. Sustainable development of mechanic maintenance training organizations should be ensured," Xu said during his speech at the awarding ceremony.

President Li Kun of Shenzhen Airlines said that the company will make full use of the training organization to develop a team of first-class maintenance mechanics, which will promote the safe and reliable operation of Shenzhen Airlines fleet. During the ceremony, Li acknowledged the CAAC for all the help and support the civil aviation authority extended to Shenzhen Airlines.

Officials and personnel of the Continuous Airworthiness and Maintenance Department of the Flight Standard Department of the CAAC, Airworthiness and Maintenance Department of Central South Regional Administration of the CAAC, and Shenzhen Surveillance Office of the CAAC attended the awarding ceremony.

Vice Director Xu acknowledged Shenzhen Airlines for becoming the twentieth unit of China's civil aviation to receive the highly regarded Maintenance Training Organization Certificate from the CAAC.

2008年2月25日下午,中国民用航空总局飞行标准司徐超群副司长向深圳航空公司颁发了CCAR-147部维修培训机构合格证书,并祝贺深航成为中国民航第20家获得此资格认证的单位。

徐超群副司长在讲话中强调,对于今后机务维修培训机构的建设应当注重投入,给与支持,注重机务维修培训教员队伍的资源建设和持续发展,保证机务维修培训机构的可持续发展。

深航总裁李昆对局方的帮助和支持表示感谢,并表示要充分利用培训机构,培养和造就一支高素质的机务维修队伍,为深航机队的安全和可靠运行服务。

颁证时,飞标司持续适航维修处、民航中南地区管理局适航维修处、深圳监管办的领导在座。

Xiahe Airport passes evaluation and approval of CAAC

甘肃夏河机场选址通过中国民用航空总局批准

The Gansu Provincial Development and Reform Commission reported on March 11th that it has received approval from the Civil Aviation Administration of China (CAAC) to build a new airport in Xiahe in China's northwest province of Gansu.

The Chinese aviation authorities evaluated and recently approved the location report for the Xiahe Airport, which will be located in Gannan Tibetan Autonomous Prefecture. Groundwork on assessing the site's terrain, weather, environment and geology will begin soon.

According to the Communication Department of the Gansu Provincial Development and Reform Commission, the proposed Xiahe Airport is one of the key airport construction projects in the Eleventh Five-Year development plan in Gansu Province. It was listed under the State Council's civil aviation plan for the development of Northwest China.

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Xiahe Airport will be constructed according to grade 4C standards and will have a 3,000-meter long runway. Xiahe Airport is the first airport established in the Tibetan area of Gansu.

Based on the findings of the civil aviation authority, the location of Xiahe Lapuleng Airport is appropriate for setting up a small airport. Its site in Erlangtan, located between Amuquhu Town and Yaliji Town in the Xiahe County, Gannan Tibetan Autonomous Prefecture is ideal for establishing the airport.

Xiahe Airport's location is situated 72 kilometers away from Xiahe County and 56 kilometers away from the city of Hezuo. The area has a natural flat surface and a better clearance condition suitable for designing and engineering the airport project.

Once completed, the airport will provide air transport service to the mountainous area in the Southwest of Gansu Province. It will promote the region's economy, tourism and social development, thus bringing social stability to China's minority area.

甘肃省发展和改革委员会（以下简称“甘肃省发改委”）了解到，2008年3月11日甘肃省第一个在藏区兴建的机场——夏河机场场址近日已通过中国民用航空总局（以下简称“民航总局”）的评审和批复，机场场址的地形测量、气象观测、环境评价、地质详测等工作即将展开。

甘肃省发改委交通处介绍，新建夏河机场是列入国家、西北地区和甘肃“十一五”民航规划的重点项目之一，机场飞行区等级按4C级标准建设，跑道长3000米。机场建设可以有效带动区域经济特别是旅游经济发展，对维护民族地区社会稳定具有重要意义，同时可以有效填补甘肃西南部山区民航运输的空白。

民航总局认为，夏河拉卜楞机场场址具备建设小型机场的条件，同意将二郎滩场址作为夏河机场的优化场址。二郎滩场址位于甘南藏族自治州夏河县阿木去乎乡和牙利吉乡之间，距离夏河县和合作市分别约72公里和56公里，场址地势平坦，净空条件和工程地质条件较好。

NDRC approves feasibility report of Qinghai Yushu Civil Airport

青海省玉树民用机场总投资将达5亿元

On February 28th, the National Development and Reform Commission approved the feasibility report for the Qinghai Yushu Civil Airport in China's province of Qinghai.

The feasibility report contains relevant details of the proposed civil airport construction project. Based on the report, Qinghai Yushu was designed according to the requirement of passenger throughput of 80,000 person times and cargo and mail throughput of 375 tons per year. The project targets 2015 as the completion year.

The main construction plan will include a category 4C flight area with a runway measuring a total of 3,800 meters long, and a terminal building with a total area of 2,000 sq. m. Service facilities including heating, power, water and gas supply, control tower, auxiliary production and life facilities will also be established. The construction of a fuel facility has been postponed.

Yushu Civil Airport has entered into its full implementation stage with an investment of a total project cost of approximately RMB 558 million for its development.

Qinghai Provincial Civil Airports Co. Ltd. holds the responsibility for project implementation and management. The initial design and budget estimation report for the construction and development of the proposed Qinghai Yushu Civil Airport are underway.

从青海省民航部门了解到，经过省发改委的积极争取，国家发改委近日正式批复了我省玉树民用机场可行性研究报告，这标志着总投资5亿元新建的玉树民用机场进入全面实施阶段。

据了解，本期新建的玉树民用机场为国内支线机场，工程以2015年为建设目标年，按满足年旅客吞吐量8万人次、货邮吞吐量375吨需要设计。项目总投资55800万元。青海省民用机场有限责任公司负责项目的实施管理。目前机场建设指挥部正在抓紧项目的初步设计及概算的报批工作。本期工程建设主要规模为：航站楼建筑面积2000平方米，供油工程缓建，建设相配套的管制塔台、供电、供水、供热、供气以及机场辅助生产和生活设施；飞行区等级指标为4C，跑道长3800米。

Trilateral Air Traffic Management Operation Coordination Meeting held

珠港澳三方空管运行协调会在珠海召开

The Trilateral Air Traffic Management Operation Coordination Meeting between China, Hong Kong and Macao was held in Zhuhai on February 26th.

The meeting was attended by officials and representatives of the Central South Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC), Zhuhai Approach Control Center, Hong Kong Civil Aviation Department (CAD) and Macao Civil Aviation Authority (AACM).

At the meeting, delegates from the three parties discussed relevant studies and discussed significant issues concerning the development and air space control of Zhuhai, Hong Kong and Macao. These include trilateral air traffic management operation service, an understanding-of-control agreement, and problems faced during implementation.

The delegates shared significant insights and agreed on plans to further seek the trilateral coordinated control and safe air traffic management operation of the Pearl River Delta (PRD) area. This was based on the principle of "ensuring flight safety and fluent coordination."

China, Hong Kong and Macao began organizing groups for the last several years to meet and study the air traffic management in the PRD. The coordination meetings held over the years between the CAAC, CAD and AACM have been an effective means of ensuring flight safety and operation efficiency in improving the area's airspace.

2008年2月26日，香港民航处、澳门民航局、澳门机场管理有限公司和中南空管局、珠海进近管制中心的相关人员在珠海召开了三方空管运行协调会。各方就珠港澳三方间空管运行保障和对管制协议的理解、执行上的问题进行了具有建设性的探讨和研究。本着确保飞行安全和协调顺畅的原则，与会各方在保障珠三角地区空管安全运行的几个方面均达成了共识。此次会议的召开，是多年来珠港澳三方空管运行协调机制的延续，港澳与内地间通过这种有效的协调机制，保证了珠三角空域的飞行安全，进一步提高了该空域的运行效率。

Sino-Japan Air Traffic Services Cooperation Coordinating Meeting held in Beijing

总局空管局和日本民航局在京召开中日ATS协调会

The Civil Aviation Administration of China (CAAC) and the Japanese Civil Aviation Bureau (JCAB) conducted the Sino-Japan Air Traffic Services Cooperation Coordination Meeting in Beijing on February 27th.

Officials and personnel from the CAAC - Air Traffic Management Bureau (ATMB), Operation Management Center, Flight Information Service Center and Flight Verification Center of the ATMB attended the meeting. Vice Director Wang Liya of the ATMB of the CAAC presided over the meeting and provided important directions on air traffic services cooperation during his speech.

The meeting, held on Japan's request, aims to further study and discuss mutual accord between the air traffic services of China and Japan over the next 20 years. At the meeting, discussions were held about the Next Generation Air Transportation System (NextGen) memorandum of understanding (MOU) proposed by Japan, and it was approved.

NextGen is the blueprint of the aviation industry for the next 20 years. Advanced aviation countries around the world are aggressively promoting research and development of NextGen and are now opening its doors for bilateral air transport opportunities in hopes of developing global harmony.

The representatives of both countries decided to establish an informal coordinating body that will oversee the future of an air traffic system in line with the current informal air traffic control coordinating group. The two groups will develop cooperation with the aim of formulating a bilateral air traffic management research and development plan for the next 20 years. This will further improve current relations on air traffic management operation between the two countries.

Vice Director Wang agreed in the establishment of a two-level coordinating

group. He emphasized the rapid and harmonious development of air traffic relationship between China and Japan.

According to Wang, it is essential to improve the exchange and cooperation of a regular bilateral air traffic operation and NextGen development, but because ATMB's research and development of NextGen is still in its primary stage, there is as yet no visible result. The Vice Director made a recommendation not only to temporarily categorize the works of both groups, but rather to aim at exchanging and sharing significant and reliable information developed by both parties.

The meeting also included discussions about incorporating the corresponding revisions to the China-Japan Air Traffic Management MOU signed in 2004. The signing of the revised MOU has been set for the end of March 2008.

Also covered during the meeting were important matters including application of secondary radar S mode, misuse of unauthorized aircraft code, application of Multi-functional Transport Satellite (MTSAT), and transfer from Aeronautical Fixed Telecommunication Network (AFTN) to ATS Message Handling System (AMHS), flight information service, and flight verification. Representatives of both countries also exchanged significant insights on the construction of China's flow management system, specifically on the flow control and coordination during the 2008 Olympic Games. The ATMB of CAAC also introduced such topics as the current situation of its ATMB, the Eleventh Five-Year Plan, and the application of new technologies, such as RNP/RNAV and RVSM.

The coordination meeting concluded with the creation of a regular meeting system between the two countries. JCAB invited the ATMB of the CAAC to attend the next Future Sino-Japan Air Traffic Management System Coordinating Meeting, to be held in Japan in March-April 2009.

民航总局空管局（简称：空管局）与日本民航局（JCAB）于2008年2月27日在北京召开了中日空中交通服务合作协调会。王利亚副局长主持会议并做重要指示。总局空管局机关有关业务部门、运行管理中心、航行情报服务中心和飞行校验中心人员参加了会议。

目前，世界航空发达国家均在通过积极推进下一代航空运输系统（NextGen）的研发，为未来20年航空运输业的全球性和谐发展寻求合作机会。此次会议是应日方要求召开的，旨在研究和探讨未来20年中日空管和谐发展问题。会议讨论并通过了日方提出的NextGen合作备忘录，决定在保留现有非正式空中交通管制协调小组的基础上再成立一个非正式未来空中交通系统协调小组，分别针对现行中日空管运行和未来20年两国空管系统研发规划开展合作。会议对2004年签署的中日空管合作谅解备忘录做了相应修改，双方拟在3月底前完成备忘录签署。王利亚副局长对建立两个层面协调组表示赞同，强调，中日两个友好邻邦间的空中交通发展迅速，加强双方日常空管运行和NextGen研发活动中的交流合作十分必要，但鉴于我局NextGen研发目前才刚刚起步，尚未有显著成果，建议暂不对两个协调组的工作范畴进行明确分割，只着重在双方研发的信息交流共享上。

会上，中日双方还就我流量管理系统建设，特别是奥运期间的流量控制协调、二次雷达S模式应用、未授权航空器编码乱用、MTSAT应用、AFTN向AMHS过渡、航行情报服务和飞行校验等问题交换了意见。我局介绍了我空管现状、五年规划和RNP/RNAV、RVSM等新技术应用情况。双方确立了定期会议制度，日方邀请我局于2009年3月-4月间赴日本参加下一次的未来中日空管系统协调会议。



The joint meeting advances the air traffic relationship between China and Japan.

Behind the Publisher's

An inside look at Beijing's



lens...

newest T3



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Commercial Aviation *News*



BCIA opens newest terminal

首都机场三号航站楼开门首日有42个航班起降

China conducts its first stage run of the country's colossal Terminal Three (T3) building on February 29th in time for the 29th Beijing Olympic Games.

Beijing Capital International Airport (BCIA)'s T3 building, covering an area of one million sq. m., began construction on March 28, 2004. It was part of a mega-construction project for the Olympics' first point of entry, Beijing Capital International Airport.

China has invested RMB 27 billion, equivalent to USD 3.65 billion, for the expansion and development of BCIA's third terminal.

The airport terminal has a dragon-shape design with a long tail, golden roof and triangular-shaped skylights resembling scales. The project was designed by Norman Foster, a London-based architect, who also designed Hong Kong's Chek Lap Kok Airport.

The third terminal is expected to expand BCIA's handling capacity to 76 million passengers a year compared to the 52 million passengers registered last year. It also has special bridges designed to handle the world's largest double-decker A380 aircraft of Airbus.

The T3 building consists of three concourses that stretch to almost 3 km in length, equivalent to 2 miles. These concourses, which compartmentalize the terminal into three sections, are connected by a shuttle train.

Apart from the opening of the T3, China is busy finishing up the construction of

new subway lines and roads with the aim of modernizing and giving Beijing a face-lift in time for the summer Olympic event in August.

The trains will be used to whiz passengers to and from BCIA and Beijing's downtown area in less than 15 minutes. A state-of-the-art baggage system, which can handle a capacity of 19,800 pieces of luggage per hour, is also set in place.

BCIA's T3 has almost double the number of boarding gates of the old terminals with nearly 300 check-in desks for arrival and departure. The terminal has been constructed using a glass and metal modern design to maximize the use of natural light.

China's airport authorities are working overtime to improve the standard of airport service. The Airports Council International survey of passenger satisfaction levels in 2006 ranked Beijing airport 62nd among the world's airports despite the fact that it is the ninth busiest in the world in terms of passenger traffic.

The goal of the airport authorities was for BCIA to be up to par with the service standards of Hong Kong, Singapore and Kuala Lumpur airports. The Civil Aviation Administration of China (CAAC), the country's civil aviation regulator, encourages all Chinese airlines and airports to raise their level of standard before the arrival of the millions of visitors coming over for the Olympics.

The first stage opening, which successfully commenced on February 29th, involved the movement of six air carriers

transferring to T3. These are Shandong Airlines (SC), Sichuan Airlines (3U), Qantas Airways (QF), Qatar Airways (QR), British Airways (BA) and El Al Israel Airlines (LY).

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



BCIA's newest terminal is all set for the Olympics.

北京首都国际机场3号航站楼投入运营后，北京首都国际机场年旅客吞吐量从3600万人次增加到7600万人次。

北京首都国际机场股份公司总经理董志毅表示，北京首都国际机场3号航站楼开门首日全天有42架次航班起降。

Ameco Beijing MRO facility construction completed

亚洲最大的北京飞机维修工程有限公司A380机库落成

Aircraft Maintenance and Engineering Corporation (Ameco Beijing) held a completion ceremony of its newest maintenance, repair and overhaul (MRO) facility in Beijing on March 18th.

The MRO facility, which includes a hangar designed to accommodate A380 aircraft, is a vital part of Beijing Capital International Airport's (BCIA) expansion program. Ameco Beijing invested a total of RMB 700 million for the completion of its A380 hangar, considered to be the biggest maintenance hangar in Asia.

The hangar, located at the north end of Beijing's new Terminal 3, has a total floor area of 70,437 sq. m. It consists of a 350.8-meter clear span, 110-meter deep, and a 30-meter high lower chord. The A380 hangar is one of the largest maintenance hangars in the world. It can accommodate the A380 "super jumbo" aircraft and all Boeing and Airbus series aircraft.

(Continued on page 14)

(Continued from page 13)

Top executives of Ameco Beijing, CEO and General Manager Chai Weixi and General Manager Andreas Meisel, shared their opinions that aside from Air China fleet, the new A380 hangar would also provide convenient and quick maintenance services for the other air carriers stationed at the BCIA T3. Ameco Beijing's hub in Beijing is considered a very strategic and advantageous location in the MRO competition.

Ameco Beijing is one of the biggest MRO companies in China. Over the last two years, it has invested around RMB 1.07 billion in infrastructure construction along with the accelerated development of China's civil aviation.

Apart from the completion of the new A380 hangar, the company is currently constructing another hangar that could accommodate airplanes up to Boeing747-sized aircraft. The hangar was designed to be used for heavy maintenance and painting without the need to move the aircraft. The new B747 hangar is scheduled for completion by the end of 2008. Once the B747 maintenance hangar is completed, Ameco will be able to simultaneously provide 15 wide-body and 11 narrow-body bays for aircraft MRO services in its two newest hangars in Beijing.

In addition, Ameco Beijing is expecting to finish construction of two more facilities under its name. The New Central Store and an expansion building of Ameco Aviation College (AAC) will be ready for service consecutively by the end of 2008. The New Central Store is a one-stop logistic service facility, providing services such as material acquisition, material storage, transportation and customs claim. The new AAC building, which can instruct 500 apprentices as well as provide type-rating courses for 1,200 persons, will serve as Ameco Beijing's mechanic training facility in Asia.

2008年3月18日,北京飞机维修工程有限公司(简称:Ameco)举行了隆重的A380飞机维修机库落成典礼。

这座亚洲最大的飞机维修机库将在今年4月正式投入使用,该机库兼顾了波音系列和空客系列所有飞机,包括目前世界上最大的A380飞机,机库可以提供每年约11500架次飞机的维修容量。

A380机库——作为2008年北京奥运会重点工程——首都机场3号航站楼的配套工程,位于首都机场3号航站楼的北侧,Ameco总经理兼首席执行官柴维玺和总经理麦泽尔先生共同表示,A380机库作为首都机场3号航站楼的重要配套工程之一,良好的机库设施将为飞速发展的中国国际航空股份有限公司机队提供更好的机务保障和维修服务,同时,还将为中国的其它客户以及来自全世界的客户提供方便、快捷的飞机维修服务。A380机库的建成使Ameco在以北京为枢纽的航空维修格局中处于非常有利的地位。

机库于2006年9月22日开始兴建,总建筑面积70437平方米,总投资约7亿元人民币。整座机库由维修大厅和附楼两部分构成。机库大厅净跨度350.8米,进深110米,下弦高度30米,是目前全球不多的几个能容纳世界上最大飞机——空客A380飞机的维修机库之一。该机库可以同时容纳以空客A380和波音747-400飞机为代表的6架宽体飞机,以及以波音737-800为代表的4架窄体飞机在其中进行维修。机库内配备有先进的维修和动力设施,最大程度的保证地面整洁畅通,能够保证维修人员快速便捷的接近飞机各表面,高效、可靠、快速地完成维修工作。

近两年,随着中国民航的飞速发展,作为中国最大的飞机维修企业之一,Ameco投入近10.7亿元人民币巨资用于基础设施建设。目前,除A380机库外,Ameco还正在兴建一座能容纳一架波音747飞机的大修和喷漆机库,该机库将在今年年底投入使用。届时,Ameco将拥有15个宽体机位和11个窄体机位用于飞机维修和大修。同时,正在建设的航材中心库房和培训中心新教学楼也将于年底前陆续建成。航材中心库房将提供包括订货、仓储、运输、报关等服务在内的一站式航材供应服务。新教学楼建成后,预计Ameco培训中心每年可培养500名技工,同时提供1200人次的机型培训。

Jade Cargo International receives 6 B747-400ERF aircraft

翡翠国际货运航空喜迎第六架B747-400全货机

Jade Cargo International Company Ltd. took delivery of its six new B747-400ERF aircraft on February 1st.

The six B747-400ERF (Extended Range Freighter) previously purchased by Jade Cargo from Boeing were delivered to its Shenzhen Baoan International Airport base. With the delivery of the six new freighters, the Chinese company plans to intensify its existing air routes in Europe as well as expand its international market.



The addition of six new ERFs will expand Jade Cargo's services to its global market.

Jade Cargo International is a partnership venture between Shenzhen Airlines, holding 51 percent share, Lufthansa Cargo, with 25 percent share, and DEG—Deutsche Investitions- und Entwicklungsgesellschaft, owning 24 percent of the venture. It is the first cargo airline joint venture in China between a local company and foreign firms.

翡翠国际货运航空有限责任公司(Jade Cargo International Company Ltd., 国际航空运输协会代码:JI, 国际民用航空组织代码:JAE, 以下简称“翡翠航空”)是中国首家中外合资货运航空公司。2月1日下午在深圳宝安国际机场(国际航空运输协会代码:SZX, 国际民用航空组织代码:ZGSZ)迎来第六架波音747-400ERF延程型全货机。翡翠航空目前订购的六架这种宽体货机已经全部交付。

翡翠航空基地位于中国深圳市宝安国际机场,由深圳航空有限责任公司(51%)、德国汉莎货运航空公司(25%)及德国投资与开发有限公司(24%)合资组建。

据了解,翡翠航空将利用新增运力,加密现有的欧洲航线,并寻求新的市场。在回程销售方面,翡翠航空与汉莎货运的合作也全面展开。

Aviation Headlines

(Continued from page 4)

completed. It could then accommodate four B747 or four B777 aircraft all together once the second stage is finished.

The first stage of the project is expected to be ready for operation in April 2009. Based on the company's plan, the second stage will be completed by the year 2010.

3月1日上海航空有限公司的一架波音737客机完成定期维修(2C检),缓缓驶出上海波音航空改装维修工程有限公司租赁机库。这是上海波音在中国民航管理部门批准下维修的第一架飞机,标志着波音公司正式在上海启动了由其控股的航空改装维修业务。

上海波音航空改装维修工程有限公司位于上海浦东国际机场内上海航空股份有限公司机库旁,占地面积111645平方米。上海波音于今年1月举行了首期机库开工仪式,将于明年4月竣工并投入使用。一期机库建成后可同时容纳2架747或2架777飞机;二期建成后为四机位机库,可同时容纳4架747或4架777飞机。二期机库计划于2010年完成。

Hainan Airlines to open Beijing-Seattle flight

海航6月将开通北京直飞西雅图航线

Hainan Airlines will open direct flights to Beijing-Seattle beginning on June 9th.

The Chinese airline recently acquired an approval from the Civil Aviation Administration of China (CAAC) and the United States Department of Transport (US DOT) to open a direct Beijing-Seattle air route. The airline took advantage of the new flight freedom between China and the United States.

Hainan Airlines will introduce its latest A330-200 aircraft to serve the non-stop flight to and from Beijing and Seattle. There will be four flights every week during the first period of the opening. Hainan initially scheduled Monday, Wednesday, Friday and Saturday flights per week to better serve passengers traveling its newest international air route.

The Beijing-Seattle flight is the first international air route opened by Hainan Airlines to North America following its opening of new air routes to Europe and Africa. Passengers traveling between China and the US can conveniently fly to both destinations once the direct Beijing-Seattle flight officially opens in June 2008.

海航将在今年6月使用中美新航权，开通北京直飞西雅图国际航线。这也是海航继开通飞往欧洲、非洲的航线后，首次开通到北美洲的国际航线，来往中美两国的旅客可以享受更加便捷舒适的旅行。海航在此国际航线上将投入最新引进的空客A330-200机型。

目前，海航北京=西雅图直达航线已经取得民航总局和美国运输部批准，将于2008年6月9日正式开通。初期将安排每周4班，分别为每周一、三、五、六。

Grand China Express to open new flights in Xinjiang this April

大新华快运加大新疆运力 年内将新开6条航线

Grand China Express Airlines is planning to add ERJ145 aircraft and open new air routes to Xinjiang beginning this April.

The plan of the airlines includes adding two ERJ145, 50-seat aircraft, to serve the growing air transport need of the Xinjiang regional airports. It also plans to open six new air routes in the region -- from Urumqi to Kurlu, Yining, Aksu, Kuche, Aletai and Qiemo -- as well as opening other air routes within Xinjiang.

The current development of Xinjiang's economy and winter tourism boosts the autonomous region's air transport market. The number of passengers traveling by air to Xinjiang has increased greatly due to the region's development. The peak season of the region's air transport was stretched to June-to-October from the previous July-to-September. The current progress of the region promoted the passenger air transport development of Xinjiang up to more than 20 percent.

According to the Chief of the Xinjiang Airports Group Company, four airlines currently operate the regional air transport of Xinjiang. These include the Xinjiang Branch of China Southern and Hainan Airlines, Shanghai Airlines and Xiamen Airlines. The four airlines generally use B737 aircraft for operation during peak season, but the number and type of regional airplanes presently serving the region are not enough to satisfy the demand of the growing aviation market of Xinjiang.

The plan of Grand China Express to open new routes to the autonomous region and operate ERJ145 type aircraft is expected to meet the much needed requirement of advancing Xinjiang's regional aviation. The passenger load factor of the two new aircraft and the frequency of flight of six additional air routes will help satisfy the region's increasing demand for air transport service.

从新疆机场(集团)公司获悉，海航旗下专营支线航空运输的大新华快运航空有限责任公司，计划今年4月先期投入两架50座级的ERJ145飞机，进入疆内支线机场运行，并新开6条航线。运营乌鲁木齐至库尔勒、伊宁、阿克苏、库车、阿勒泰、且末航线，随后开通疆内其他航线。

目前，随着新疆经济和冬季旅游业的发展，新疆航空运输市场已经出现淡季不淡、旺季更旺的局面。新疆支线航空运输的旺季已由过去的7、8、9月扩展到了6至10月，运输量增幅超过20%。此次将进入疆内支线市场的ERJ145飞机，既满足了支线航空发展的需要，又能确保客座率。

新疆机场(集团)公司有关负责人介绍，新疆支线航空现有南航新疆分公司、海航新疆分公司、上海航空公司、厦门航空公司4家公司运营，但主要使用波音737等机型运营旺季航班，支线飞机数量、适用机型不能满足航空市场需求。

GE Aviation Systems builds facility in Suzhou

通用电气航空系统江苏有限公司正式进场施工

GE Aviation officially began construction of its manufacturing facility in Suzhou Industrial Park (SIP) on March 1st.

Launched by the world's largest aviation engine producer, General Electric (GE), GE Aviation Systems (Suzhou) Co., Ltd., will join other aviation parts manufacturers -- such as PRIMUS, SAM, Firth Rixson, Messier-Dowty, CNC Programmer, and Unisonec -- as it sets up its manufacturing base inside the comprehensive bonded zone in SIP.

GE Aviation Systems has a registered capital amounting to USD 12 million. Its major production line includes manufacturing mechanical parts of aviation undercarriage, flying controllers, and McLaren racing car bases, among others. The company has already begun trial production in its temporary workshops in China and is expecting a production value of USD 10 million this year.

General Electric acquired Smiths Aerospace in May 2007 and renamed the company GE Aviation Systems. The company's establishment of GE Aviation Systems in Suzhou affirms GE's intent to further establish a long-term business stratagem in China's growing market. Furthermore, GE Group has announced plans to develop its facility in Suzhou into a major global manufacturing base in the years to come.

(Continued on page 16)

Hainan Airlines will use its latest A330-200 jets to serve direct flights to US.



(Continued from page 15)

3月1日, 全球最大航空发动机生产商通用电气投资的通用电气航空系统(苏州)有限公司GE Aviation Systems (Suzhou) Co., Ltd.正式进场施工。这是苏州工业园综合保税区继普美、新宇航、福瑞盛、梅西埃、斯奈克玛、尤纳森之后航空零部件产业进驻的又一龙头项目。公司目前已经在临时工厂内试产, 今年产值将达到一千万美元。

该项目注册资金达1200万美元, 是通用电气在中国拥有的除发动机之外的第一家飞机部件制造厂, 主要从事飞机起落架、飞行控制器、麦克拉伦赛车底座等机械部件的生产与制造。

通用苏州的诞生, 是通用电气兼并欧洲著名的航空与航天部件制造商史密斯斯航空集团(Smiths Aerospace)以及长期中国发展战略的结果。2007年1月, 两家企业宣布合并, 同年12月, 通用苏州正式落户苏州工业园区。按通用电气集团的规划, 在未来几年里将把苏州工厂建设成为集团内部重要的全球战略制造基地。

China Southern plans to lease 10 A330 Airbus

南航将改买为租引入10架空中客车A330型飞机

China Southern Airlines is planning to lease ten A330 Airbus aircraft from Shenzhen Financial Leasing Corporation and HSBC Holdings.

In a statement issued by the company on February 25th, the carrier is planning to arrange transfer of buying rights to the two financial institutions. The plan of the Chinese airline is, instead of making the purchase from Boeing, to lease eight A330 aircraft from Shenzhen Financial Leasing Corporation and another two from HSBC Holdings.

The move to lease the aircraft from the two institutions will help improve the debt structure of the Chinese airline.

In September of 2005, the Chinese carrier placed an acquisition order with Airbus amounting to USD 1.6 billion. The amount was based on the Airbus catalog price.

The airline previously announced in August 2007 that they were planning to

buy 55 additional B737 aircraft from Boeing to augment and modernize its fleet. The airline's initial plan was to purchase the additional aircraft through bank loans and cash payments.

China Southern is the country's largest carrier by fleet size. It currently operates about 1,300 flights and maintains a fleet of more than 330 aircraft. It is expected to receive its first delivery from Airbus beginning in May 2011, continuing until October 2013.



China's largest carrier by fleet size plans to transfer its A330 Airbus buying rights to HSBC and Shenzhen Financial.

南方航空将从深圳金融租赁有限公司、汇丰银行引入10架空中客车A330飞机。银行系融资租赁公司正大手笔进入飞机、船舶等大宗业务的租赁业务领域, 资本雄厚。

根据中国南方航空股份有限公司2006年度股东大会的授权和公司的实际经营情况, 公司拟将其于2005年9月6日与空中客车公司签订的购买十架空中客车A330飞机合同中十架飞机的引进方式, 由购买方式变更为经营性租赁方式, 分别将其中八架、二架飞机的购买权转让给深圳金融租赁有限公司、汇丰银行, 再分别从深圳租赁、汇丰银行处采取经营性租赁方式引进。

引进飞机可提高公司的运力水平, 以南方航空截至2006年12月31日的可用吨公里计算, 公司(包括控股子公司)在前12个月内所购买的飞机(包括80架波音737-700/800飞机、20架空中客车A320系列飞机、10架空中客车A330-200飞机)将使运力增长约43%。南方航空之前的公告显示, 空中客车A330-200飞机的公开市场报价为每架1.677亿美元至1.767亿美元。

Xiamen Airlines to acquire new flight simulators

厦航提升航空安全水平, 巨资购买全动模拟机

Xiamen Airlines has currently placed an order for the purchase of two full-flight simulators (FFS) from Canada's CAE.

The order for two B737-800 FFS was made by Xiamen Airlines after awarding the purchase contract to the Canadian-based company on February 2008.

The B737-800 flight simulators feature the latest CAE True electric motion system and CAE's next-generation visual solution. This includes the CAE Tropos-6000 image generator and liquid crystal on silicon (LCoS) projectors.

The training devices also include two CAE Simfinity B737-800 Integrated Procedures Trainers (IPT), CAE Simfinity B737-800 and B757 Virtual Simulator (VSIM), and a CAE Simfinity Virtual Maintenance Trainer (VMT) for the B737-800 aircraft.

Marc Parent, CAE's Group President, said that the CAE's true-fidelity suite of simulation equipment will help Xiamen Airlines prepare its pilots to fly its growing fleet of Boeing 737 aircraft as the airline expands in the world's

fastest-growing aviation market.

Xiamen Airlines, a medium-sized airline with a fleet of 47 Boeing aircraft, plans to modernize and expand the number of its fleet to 69 aircraft by the year 2010. The Chinese airline has maintained a strong reputation in China's civil aviation for flight safety, passenger service and economic benefits since its establishment and operation 21 years ago. The two new B737-800 FFS are scheduled for delivery to the new training center of Xiamen Airlines, near Gaoqi International Airport, in 2009.



Xiamen Airlines awarded Canada's CAE the purchase contract for two B737-800 FFS.

厦门航空公司(以下简称“厦航”)斥巨资1.5亿元人民币购买波音737-800全动模拟机, 这意味着厦航波音737飞行员将在自建的模拟机训练中心开展训练, 并有针对性的选择各种应急处置情况进行强化训练, 从而进一步夯实安全飞行基础, 提升航空安全水平。今天(28日)上午, 厦航总经理阳广华与全球第一大民用模拟机制造商——加拿大CAE公司副总裁梁天顶(Nick Leontidis)共同签署了购买协议。

飞行员每年必须接受两次模拟机复训和熟练检查, 以往厦航飞行员都是到国外或国内相关培训机构接受模拟训练。模拟机训练是培养飞行员, 提高飞行品质的重要手段。引进波音737-800型模拟机, 自建模拟机培训中心后, 可减少飞行员异地、异国奔波之苦, 降低可观的训练成本, 提高飞行人力资源利用率。并通过训练时间和飞行品质的严格监控, 确保飞行员按时足额完成飞行训练任务, 提高飞行员的培训质量和公司航空安全水平。波音737-800全动模拟机每年可为飞行学员提供6千小时的训练时长, 厦航远期规划引进8台波音737-800全动模拟机。

Air China posts 30.37 percent increase in profit

中国国航07年盈利38.8亿元
每股收益0.33元

Air China posted a 30.37 percent increase on its net profit in 2007 as better investment returns and passenger volume surged.

In a statement made to the Shanghai Stock Exchange by the country's largest international carrier on March 18th, Air China earned a net profit of RMB 3.88 billion, equivalent to USD 547 million, or RMB 0.33 per share in 2007, higher by 30.37 compared to 2006. It also reported investment returns amounting to RMB 1.24 billion.

According to the statement, Air China's profit reached RMB 2.98 billion, up by 65 percent in 2006, and plans to offer RMB 0.684 in cash dividends per 10 shares. It registered RMB 49.74 billion, up by 14.58 percent on its sales profit, while the cost for its core airline business reached RMB 39.9 billion, an increase of 9.7 percent. This is due to higher fuel costs and increased consumption on expanded services.

A higher global crude oil price affects the country's economy, which leads to higher fuel costs. Air China's fuel costs reached RMB 16.27 billion, an increase of 9.42 percent, accounting for 40.76 percent of China's total. Air China said that it had saved RMB 236 million by hedging its fuel requirements.

Air China, the country's flag carrier and ranked the second biggest in China by fleet size, registered a total passenger volume of 34.84 million, up by 10.59 percent compared to last year. The passenger load factor rose from 75.9 percent in 2006 to 78.6 percent in 2007.

Based on the calculated number of passengers, Beijing recorded 44 percent while Shanghai recorded 24 percent of the market share of passenger volume in 2007. The airline flew 280 air routes, of which 72 were international destinations. The number of passenger and cargo aircraft in operation reached 220 by the end of last year.

According to the company's statement, the demand for air transport service will intensify this year with Beijing hosting the summer Olympic Games, but due to high fuel prices and intense competition, the airline's profitability is uncertain. Furthermore, shares in Air China recently fell to RMB 13.75 from 5.95 percent as increasing doubt over tightening measures pulled down the Shanghai Composite Index by 3.96 percent to 3,668.90.

中国国航(601111)今(18)日公布的年报显示,2007年公司实现业务收入497.39亿元,利润总额52.03亿元,归属于母公司的净利润38.81亿元,同比分别增长14.58%、20.48%、和30.37%。中国国航2007年每股收益0.33元,拟每10股派发现金红利0.684元。

年报显示,中国国航2007年的汇兑损益为19.75亿元,而2006年的汇兑收益为9.6亿元。此外2007年中国国航的投资收益为12.36亿元。

Shanghai Airport issues profit report for 2007

上海机场去年净利润16.95亿 每股受益0.88元

Shanghai Airport officially released its 2007 profit report on February 26th.

According to the report, the airport's net profit reached RMB 1.695 billion last year, up from RMB 1.513 billion in 2006. An RMB 0.88 earnings per share was also recorded based on the report.

The report also indicated that the registered operating profit of Shanghai Airport totaled RMB 3.144 billion in 2007.

上海机场(600009)今(26)日发布业绩快报,公司2007年实现营业收入31.44亿元,实现净利润16.95亿元,每股收益0.88元。2006年公司实现净利润为15.13亿元。

Guilin Liangjiang International Airport terminal set for expansion

桂林两江国际机场计划扩建 总投资约8.58亿

The plan to expand the terminal building of Guilin Liangjiang International Airport is underway.

China International Engineering Consulting Corporation (CIECC) recently sent an evaluation report to the National Development and Reform Commission. CIECC's materials will be used as a basis in making the feasibility report for the planned expansion project.

Liangjiang International Airport was established and put into service in October 1996. Since then, it has maintained a steady increase in aviation traffic. It registered a passenger volume of 4.66 million in 2007, nearly reaching the terminal's passenger capacity of five million person times per year.

This year, the passenger traffic is expected to exceed the five million passenger mark. It is also projected that the airport's passenger volume will reach 9.8 million by the year 2020.

The main expansion and retrofit project of the terminal area of Liangjiang will include a new terminal building with an area of 52,400 sq. m. and 19 new apron parking stands. It will also include the construction of related support facilities such as power and water supply, heating, fueling, drainage and sewerage treatment.

The new airport will be able to handle an estimated 9.8 million passengers, 76,600 tons of cargo and mail, and 90,000 aircraft movements per year once completed. The total investment for the project is expected to reach RMB 858 million, with the project targeting 2020 as the completion year.

Accordingly, the aviation traffic of Liangjiang International Airport is expected to get heavier this year, and the capacity of its existing infrastructures are not sufficient to meet the rising demand.

Currently, the passengers for both domestic departures and international arrivals in Liangjiang have cross programs. The custom and frontier inspection areas intended for international passengers are relatively smaller, while hardware facilities are insufficient. These inadequacies greatly affect Liangjiang International Airport's quality of service.

桂林两江国际机场航站区计划扩建,扩建工程以2020年为目标年,工程完成后,预测可保障年旅客吞吐量达980万人次、货邮吞吐量7.66万吨、飞机起降9万架次。

航空业务量持续增长,2007年旅客吞吐量已达466万人次,预计今年旅客吞吐量将超过500万人次,2020年可达到980万人次。而机场现有航站楼设计容量仅为年旅客吞吐量500万人次,今年即将饱和。此外,现在航站楼近机位数量偏少,国内出发、到达旅客流程交叉,国际旅客海关、边检面积较小,硬件设施不足等,均在一定程度上影响了机场的服务质量。

桂林两江国际机场航站区扩建工程主要包括:新建5.24万平方米的航站楼、19个机位的停机坪以及供电、供水、排水、供冷、供热、供油、污水处理等相关配套设施,工程总投资约8.58亿元。近日,中国国际工程咨询公司已向国家发改委提交扩建工程预可行性研究报告的评估意见。

Southwest China's first A320 FFS passes acceptance inspection

国航西南引进西南地区第一台A320全动模拟机

The first A320 Full Flight Simulator (FFS) in the Southwest China area passed acceptance inspection of the Civil Aviation Administration of China (CAAC) on March 20th.

The CAAC evaluated the performance of the A320 FFS at the Flight Training Center of the Training Department of Air China Southwest Branch. The full-flight simulator, with a value amounting to more than RMB 150 million, was formally put into operation after the approval of the CAAC.

Air China Southwest Branch currently owns and operates one A320 FFS, one A320 Flight Training Device, and one B737-300 FFS. The branch airline has

established an advanced and all-weather flight training base with an investment of RMB 270 million.

The addition of the A320 FFS advances the airline's level of flight training for the west plateau air route into a new stage.



2008年3月20日，西南地区首台空中客车A320全动模拟机在国航股份西南分公司培训部飞行训练中心通过中国民用航空总局（以下简称“民航总局”）验收，正式投入使用。价值超过1.5亿元。至此，国航股份西南分公司已拥有空中客车A320全动模拟机、A320固定模拟器和波音737-300型全动模拟机各一台，建成总投资达2.7亿元的高水平全天候飞行训练基地，该公司的西部高原航线飞行训练水准迈上了一个新台阶。

CAAC approves Southwest China's RMB 150 million worth of A320 FFS on March 20th.

Guilin Liangjiang International Airport expansion approved

桂林两江机场A380备降场扩建工程获总局批准

The expansion project of Guilin Liangjiang International Airport was recently approved by the Civil Aviation Administration of China (CAAC).

Guilin Liangjiang has more than doubled its passenger traffic since its establishment in 1996. When the reform on localization began in 2004, the airport's average increase in passenger throughput reached 26.6 percent within three years. The airport registered a passenger volume of 4.665 million in 2007 and significantly improved its flight area from 4D to 4E grade.

It is projected that the volume of passengers of Guilin Liangjiang will reach five million in 2008 and is further expected to reach ten million by the year 2020.

Guilin Liangjiang International Airport is one of the key airport construction projects in the Eleventh Five-Year development plan of the CAAC. It was listed under the State Council's civil aviation plan for retrofit and expansion as a medium domestic airport.

The proposed retrofit and expansion project will include developing the airport as an alternative landing for A380 aircraft, which is the largest passenger airliner in

the world. The project will incorporate the necessary design, which will enhance the service condition of the airport.

The main construction project includes widening of the former runway and taxiway, two A380 parking stands, air traffic control center, and support facilities such as visual aid light and firefighting.

Total investment for the expansion and retrofit of Guilin Liangjiang is over RMB 100 million. Once completed, the airport can accommodate the takeoff and landing requirements of aircraft such as the A380.



Guilin Liangjiang will be able to accommodate the world's largest A380 aircraft once completed.

近日，中国民用航空总局（以下简称“民航总局”）正式同意实施桂林两江国际机场A380备降场扩建工程。

此次A380备降场扩建是桂林两江国际机场全面改扩建的项目之一，主要是针对全球即将推广运营的A380机型，进一步提高机场运行保障条件而进行的。根据民航总局的总体规划，此次扩建将对桂林两江国际机场原有跑道和滑行道进行加宽，新建2个A380停机位，配套建设相应的助航灯光、空管、消防等工程，总投资近1亿元。建成后，桂林两江国际机场将成为全国为数不多的几个能保障A380等同类机型起降的机场。

在民航总局“十一五”规划中，桂林两江国际机场已被列入全国中型机场进行改扩建。从1996年建成通航至今，旅客吞吐量翻了一番还多。特别是2004年属地化改革以来的3年间，桂林两江国际机场年平均增长速度达到了26.6%。2007年旅客吞吐量已经达到了466.5万人次，飞行区等级从4D提升到了4E级。预计2008年将突破500万人次，到2020年，将接近或突破1000万人次。

85 SDRs handled in February

2008年2月份SDR情况概述

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) reportedly collected, analyzed and handled 85 aircraft Service Difficulty Reports (SDR) sent by airlines in February 2008.

Based on statistics on the SDR system

provided by the CAAC, of the total SDRs sent, 69 were related to aircraft system/structure malfunction and 16 were attributed to other causes, such as bird strikes, ground collisions, weather problems, or other incidents.

根据飞标司“使用困难报告(SDR)系统”收集的信息，2008年2月份飞标司共收集、分析和处理各航空公司上报的航空器使用困难报告(SDR)85份。其中涉及飞机系统/结构故障共69份，其它原因事件(鸟击、地面碰撞、天气和其它事件)16份。

Beijing airspace and terminal area passes general inspection acceptance

北京空域及终端区改造一期工程通过验收

The first stage retrofit project of the Beijing airspace and terminal area passed the general inspection acceptance of the Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) on March 14th.

ATMB of the CAAC organized the industry inspection and acceptance of the Beijing airspace and terminal area to ensure that the facility meet its required standard. The retrofit is a key project of the CAAC and is included in China's civil aviation project for the 2008 Beijing Olympic Games.

The design, build, construction, supervision, and utilization departments of the North China ATMB, and the General Station for Special Project Quality Supervision of the CAAC participated in the general inspection of the airspace and terminal area of Beijing. Vice Director Lu Xiaoping of the ATMB of the CAAC, Party Secretary Wang Zhan of the North China ATMB, and Engineer Peng Ailan of the Airport Department of the CAAC, attended the inspection acceptance. Also in attendance during the acceptance works were Vice Director Mu Yang of the North China ATMB, and officers of related departments of the ATMB of the CAAC and the North China ATMB.

The main construction includes 17 projects. These include Suzhuang primary/secondary radar station, Baihuashan secondary radar station, Capital Airport VHF remote control station, No. 200 VHF remote control station, Xishan and Baihuashan VHF remote control stations, and an automatic system project, including the automatic emergency system. It also includes system projects such as voice switching and control, voice data recording, air traffic control (ATC) data sharing synthesized information, and integrated weather information.

The multipoint related surveillance system, air traffic management building UPS power supply, automatic relay installation and the newly added 12-channel VHF system, G220 voice

switching and control system retrofit, and expanding content of integrated information extending service terminal of the BCIA T3 building were also included in the project.

The Beijing airspace and terminal area retrofit project utilized a total land area of 8.7 acres, with a total floor area of 1,744 sq. m. used in construction. A total area of 2,490 sq. m. of roads was constructed and 3,750 sq. m. of land area were cleared to house the project. The project also invested in and installed 22 sets of various air traffic management systems.

The retrofit project, which began construction in September of 2005, lasted for two and a half years. It was finally completed in February 2008.

The project's completion is expected to improve the capacity of Beijing airspace and the BCIA area. It will increase and improve the emergency system of the Beijing regional control center, air traffic safety securing capability, and further promote the military and civil aviation flight unified control within the Beijing terminal area.

3月14日,北京空域及终端区改造一期工程通过民航总局空管局、华北空管局的总体验收。此次验收由民航总局空管局组织,华北空管局、设计、建设、施工、监理、使用以及民航总局质量监督总站等单位共同参加。民航总局机场司工程师彭爱兰,民航总局空管局副局长吕小平及局机关相关处室领导,华北空管局书记王战、副局长慕阳及机关相关处室的领导参加了此次验收工作。

北京空域及终端区改造工程为民航重点工程,也是2008年北京奥运会的建设工程之一。改造后将大大提高北京地区空域及首都机场容量,具备承担北京区域管制中心应急系统能力,对实现北京终端区的军民航空飞行统一管制,保障飞行安全具有重要的作用。

工程于2005年9月开工,历时两年半,2008年2月全部建设完成,工程涉及苏庄一/二次合装雷达站、百花山二次雷达站、首都机场甚高频遥控台、200号甚高频遥控台、西山甚高频遥控台、百花山甚高频遥控台、自动化系统工程(含自动化应急系统)、内话系统工程、语音数据记录系统工程、空管数据共享综合信息系统工程、气象信息集成系统工程、多点相关监视系统、航管楼UPS供电、自动转报机及新增12信道甚高频系统、G220内话系统改造、扩容3号航站楼综合信息延伸服务终端等共计17项工程。共征地8.7亩;总建筑面积1744平方米;购置、安装各类空管系统22套;道路2490平方米;绿化3750平方米。



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Shanghai Pudong International Airport freight facilities passes acceptance

上海浦东机场西货运区公共货站通过竣工验收

The public freight station and support facilities of Shanghai Pudong International Airport successfully passed acceptance inspection on February 27th.

The public freight station and support facilities of Pudong's west freight region will be ready for use simultaneously with the airport's second terminal building and the third runway beginning in the first half of 2008.

The west freight region is a key project for the development of the Shanghai airfreight hub. The public freight station occupies an area of more than 410,000 sq. m. and consists of ten full freighter parking stands.

Located at the west side of the third runway of Shanghai Pudong International Airport, the west freight region also holds extensive automatic freight equipment, which includes seven of the world's largest pile elevating mechanisms. It was designed to handle a capacity of 1.2 million tons of cargo per year.

According to the Chief of Shanghai Airports Group, the UPS Shanghai International Air Transfer Center will initially occupy an area of 96,000 sq. m. at the south end of the west freight region. It is set for completion by the end of 2008. Furthermore, the construction of DHL Northeast Asia Hub, which will occupy an area of 88,000 sq. m. during the first stage of the project, is also set for completion and will be ready for operation in October 2010.

上海浦东国际机场（国际航空运输协会代码：PVG，国际民用航空组织代码：ZSPD）西货运区公共货站及配套设施工程27日顺利通过竣工验收。

此项工程将于今年上半年与上海浦东国际机场二号航站楼和第三跑道等扩建工程同时投入使用。是上海浦东国际机场扩建工程的三大重点工程之一。

西货运区是打造上海航空货运枢纽的核心项目，位于新建的上海浦东国际机场第三跑道西侧。本次通过竣工验收的西货运区公共货站工程占地面积约41万平方米，有10个全货机位，并配置有7台世界上最大的升降堆垛机等自动化机械作业设备，设计年货物处理能力达120万吨。

据上海机场集团相关负责人介绍，位于西货运区南端的UPS上海国际航空转运中心，首期建设用9.6万平方米，计划于2008年年底建成并投入运营。与UPS转运中心相邻的DHL东北亚枢纽项目一期占地面积达8.8万平方米，计划于2010年10月建成投入运营。

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