



China Civil Aviation Report

Volume 10, Issue 5

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民航报导

Shanghai Pudong opens third runway

上海浦东机场第三条跑道正式投入运营



- Olympic Bypass route to ease flight congestion at Beijing airport
- Civil aviation industry grows in 1Q but increments fall
- CAAC holds aviation cargo forum
- Airbus to help TAECO in cabin completion center
- China Joy Air commences operation
- Delta Airlines launches first nonstop flight to China
- Wuhan Airport's second terminal opens
- Shanghai Aircraft delivers door frames to Airbus



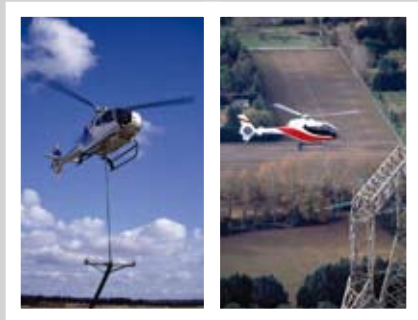
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From the Publisher's Desk

Airports and the Olympic spirit

As the Beijing Olympics draws near, all major airports in China have undergone facelifts and improvements especially those located in host cities.

After the third runway of the Beijing Capital International Airport opened, the third runway of Shanghai Pudong International Airport was also put into operation.

Not only that. Different air traffic and airspace management systems have been put in place to ensure the smooth flow of incoming and outgoing flights.

For one, China has opened a new air route that will ease air traffic congestion between Chinese cities and Europe.

The Olympics will be a showcase of China's efforts to modernize its civil aviation. With millions of spectators coming to watch the Games, it poses a great challenge on how Chinese airports, especially BCIA, can handle such volume.

Chinese airports have been beefed up in terms of handling huge numbers of passengers and implementing security measures.

China has been preparing for this historic event for years and any major mistake will be costly, including flight delays.

The pressure is on for China's civil aviation industry to put forth its best efforts.

机场与奥运精神

在北京奥运会即将到来之际，中国的所有主要机场尤其是主办城市的相关机场都已准备就绪。

北京首都国际机场的第三条跑道开始营运，上海浦东国际机场的第三条跑道也已开始投入运营。

不仅如此，不同空管与空域管理系统均已就位，以确保进出港航班的通畅流量。

例如，中国开放了一条全新航路，用以缓解中国城市与欧洲之间的空中交通拥挤。

借奥运会之际，中国将展现其民航现代化的成就。随着数以百万计的观众涌入观看奥运会，这将对机场，尤其是北京首都国际机场处理如此之大的客流量的巨大挑战。

中国机场采取措施迎接大量旅客的挑战，并在同时提高安保措施。

中国为了迎战这一历史性的时刻已筹备了多年，任何重大失误都有可能造成航班延误。

对中国民航的压力将转化为鞭策其更加努力的动力。



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Aviation Headlines

Olympic Bypass to ease flight congestion at Beijing airport

中欧开辟空中通道以便支持奥运流量增长

China's civil aviation authority has opened a new air route, dubbed as Olympic Bypass, that will ease air traffic congestion during the Beijing Olympics in August.

Flight delays at the Beijing Capital International Airport will ease this summer as a result of opening the new corridor that will allow aircraft to bypass Beijing's skies when flying between Europe and China's southern cities.

The International Air Transport Association (IATA) welcomed the opening of the new air route, designated as B208.

"We call this route the Olympic Bypass. It will alleviate air traffic delays and congestion as flights from Europe to Shanghai, Guangzhou and Hong Kong no longer need to be channeled through Beijing. The experience of previous Olympics host cities tells us that there will be significantly more air traffic in China's skies during the Olympics," said Giovanni Bisignani, IATA's director general and CEO, in a statement.

As a result, flights from Shanghai, Guangzhou and Hong Kong to Europe will no longer be required to pass through Beijing.

IATA estimates that the new air route will shorten flights by an average of 60 nautical miles (111 km), save 26,000 tons of fuel and reduce carbon dioxide emissions by 83,000 tons per year.

Bisignani said the opening of the new air route demonstrates China's effort to improve airspace management.

为满足2008年北京奥运会中国及东亚往返欧洲空中交通流量增长的需求，中国新开辟了空中航路于4月10日零时（北京时间）正式启用。该航路分流了现行飞越北京上空的部分航班，能够有效缓解北京地区的空中交通流量压力，并缩短欧亚主要城市对之间的飞行距离，是保障北京奥运会空中交通顺畅的重要举措。新航路开辟的同时，北京地区三股主要的空中交通流也得到了优化调整。日韩方向、北京地区、沪穗方向的空中交通将分别经东、中、西三路去往蒙古及欧洲方向，中欧之间的航路容量得到较大提升，航班飞行更加顺畅。

新航路经合肥、周口、郑州、太原、呼和浩特与蒙古及我国中南、华东地区的主干航路相衔接，主要供我国上海、广州及以远地区经蒙古往返欧洲的航班使用。

"The Olympic Bypass demonstrates the Chinese government's continued commitment to improve efficiency in air traffic management in China's airspace. While being introduced to deal with Olympic-related congestion, this is the latest in a series of major permanent improvements to China's air traffic management infrastructure. In 2006, China approved IATA-1, and last year China introduced Reduced Vertical Separation Minimum (RVSM). We need more governments around the world to be committed to shorten routes and build more efficient infrastructure," said Bisignani.

The experience of previous Olympic host cities has shown that there will be significantly more air traffic in China's skies during the Games.

In the past year, China's Air Traffic Management Bureau has made a considerable effort to reduce air traffic congestion over Beijing.

The new corridor will be kept open after the Olympics, an ATMB official said.

With its air travel industry forecast to boom, China has been working hard to expand its airspace.

In 2006, authorities introduced a new route that cut round-trip flight times between Europe and China by an average of 30 minutes.

Last year, the required vertical separation aircraft had to keep when flying above or below one another was cut in half, which effectively doubled the number of aircraft in flight.

Civil aviation industry grows in 1Q but increments fall

民航局公布第一季度生产情况统计数据

China's civil aviation industry grew by a double-digit percentage in the first quarter of 2008, but the increments in the three main production indexes fell compared to the output last year.

Total traffic throughput in the first quarter totaled 9.07 billion ton kilometers, higher by 12.9 percent compared to the same period last year. Passenger volume also grew by 11 percent to 45.658 million, and cargo and mail throughput increased by 12.4 percent to 983,000 tons.

But the increments were 6.6, 4.9 and 0.9 percentage points lower compared to the same period last year.

The decrease in increment was attributed to a slow growth in international flights. In the first quarter this year, the increments in passenger and cargo traffic volumes of international flights were 9.6 percent and 13.9 percent, respectively.

But in the same period last year, the increments were 23.9 percent

and 25.1 percent. It was noted that the decrease occurred in March and on the air routes from China to Japan, Korea, United States and some air routes to Europe.

In March, the passenger traffic on international flights decreased by 1.1 percent on a year-on-year comparison. Some analysts said the fall in passenger traffic volume was due to the depreciation of the US dollar and the events in Tibet.

The production increment in domestic flights in the first quarter this year was also slower. The passenger traffic volume increment is 11.2 percent, down by 3.9 percentage points on a year-on-year basis.

This was attributed to the suppression on the rising consumer price index on market requirements. In contrast, although the passenger traffic volume on Hong Kong and Macao air routes is down 0.5 percent on a year-on-year basis, the cargo/mail throughput is up by 6 percent.

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In the first quarter, the load factor was high but the aircraft utilization rate was lower.

The average scheduled flight occupancy rate is 75.3 percent and scheduled flight load factor 66.8 percent, up 2.1 percentage points and 2.7 percentage points on a year-on-year comparison, respectively.

The average daily utilization rate of transport aircraft in the first quarter is 9.1 hours, down 0.3 hour compared to the same period last year. The utilization rate of large and medium aircraft was 9.4 hours, down by 0.2 hour. On the other hand, the utilization rate of small aircraft was 6.2 hours, up by 0.8 hour.

The higher passenger occupancy rate and load factor, and lower aircraft utilization rate, are beneficial for airlines to add income and save on costs, and improve economic benefit.

By the end of March, there were 1,160 registered civil aircraft, 10 more than at the end of February.

In March, general aviation companies registered a total of 5,461 flight hours, up by 28.4 percent compared to last year.

中国民航局统计数据显示,今年一季度,民航全行业运输生产总体保持增长,但3项主要生产指标增幅出现较大回落。

据了解,第一季度,全行业分别完成运输总周转量90.7亿吨公里、旅客运输量4565.8万人,货邮运输量98.3万吨,比上年同期分别增长12.9%、11.0%和12.4%,但增幅却分别比上年同期降低6.6、4.9和0.9个百分点。

据分析,导致运输生产增长幅度大幅回落的主要原因是国际航线运输增长速度放缓。今年第一季度国际航线客、货运输量的增长幅度分别是9.6%和13.9%,而2007年同期分别为23.9%和25.1%,差异十分明显。经过对各条航线的生产情况进行分析,影响生产增长的情况主要出现在3月份以及中日、中韩、中美和部分中欧航线上。其中3月份国际航线的旅客运输量比去年同期下降1.1%。

国内航线第一季度生产的增长速度也有所放缓,旅客运输量的增速为11.2%,比2007年同期降低3.9个百分点。相比之下,港澳航线虽然旅客运输量比去年同期出现0.5%的下降,但货邮运输量则有6%的增长。

第一季度民航运输生产的另一个特点是:装载率保持高位,飞机利用率有所降低。

据统计,一季度正班客座率为75.3%,比上年同期提高2.1个百分点;正班载运率为66.8%,比上年同期提高2.7个百分点。飞机日利用率为9.1小时,比上年同期降低0.3小时。其中,大中型飞机为9.4小时,比上年同期降低0.2小时;小型飞机为6.2小时,比上年同期提高0.8小时。客座率和载运率提高、飞机利用率降低有利于航空公司增收节支,提高经济效益。

截至3月底,全行业飞机在册架数1160架,比上月净增10架。3月份,各主要通用航空公司完成作业飞行5461小时,比去年同期增长28.4%。

FAA to accept type certification on ARJ21-700

FAA同意受理中国ARJ21支线飞机合格证书申请

The United States Federal Aviation Administration (FAA) will accept a type certification application of AVIC 1 Commercial Aircraft Company's ARJ21-700 that will be sent by the Civil Aviation Administration of China (CAAC).

The announcement was made by an FAA official in the China-US Bilateral Airworthiness Senior Management Meeting held in Xi'an on April 2.

The FAA will develop a shadow certification for ARJ21-700 under the current transport aircraft airworthiness standards.

The preparatory work for the shadow certification has started, which is an important element in the ARJ21-700 application for the type certification.

Earning an FAA type certification is a precondition for the ARJ21-700 to enter the world market, an important goal in the aircraft airworthiness examination.

Since 2003, bilateral airworthiness authorities from China and the US

have negotiated several times about the ARJ21-700 application for FAA type certification and the shadow certification.

The FAA established the CAAC Technology Support Office in Shanghai and Beijing. The FAA's approval of the type certification is a result of the common effort of ACAC and CAA.

At the meeting, Luo Ronghuai, assistant general manager of AVIC 1 and general manager of ACAC, said ACAC would follow the strict airworthiness standards of the CAAC and FAA.



The ARJ21-700 aircraft

4月2日,中国民用航空局在西安召开的2008年中美双边适航高层管理会议上,美国联邦航空局(FAA)适航官员表示,FAA欢迎并可以受理中航商用飞机有限公司通过中国民用航空局(CAAC)向FAA提出的ARJ21-700飞机型号合格证(TC证)申请,FAA将按现行有效的运输类飞机适航标准对ARJ21-700飞机开展影子审查,目前影子审查的相关准备工作已经启动。这是ARJ21-700飞机申请美国FAA型号合格证取得的一个重大进展。

ARJ21-700飞机在取得中国民航局TC证的同时,争取获得FAA型号合格证是确保ARJ21飞机进入世界民航市场的前提,是中国航空工业第一集团公司(简称“中国一航”)ARJ21-700飞机适航审定工作的重要目标。此项工作得到了中国民航局的全力支持。自2003年以来,中美双方适航当局已就ARJ21-700飞机申请FAA型号合格证和进行影子审查进行了多次磋商。2005年以来,影子审查工作得到了FAA的积极响应,美方为此专门在上海和北京设立了CAAC技术支持办公室。在今年中美双边适航高层管理会议上,美方在对ARJ21-700飞机适航审定工作全面评估后做出的上述表态,表明通过中国一航商用飞机有限公司(简称“一航商飞”)和中国民航的共同努力,ARJ21-700飞机的适航审定工作得到了美方的充分认可。中国一航总经理助理、一航商飞总经理罗荣怀会上表示,将严格按照CAAC和FAA适航标准,进一步做好型号合格审定工作,迎接FAA的影子审查。

ADS-B implementation discussed in Chengdu

ICAO亚太地区第7次ADS-B实施工作会在蓉召开

The ADS-B Seminar and the Seventh Meeting of ADS-B Study and Implementation Task Force (ADS-B/TF7) was held in Chengdu on April 7.

The event was organized by the International Civil Aviation Organization (ICAO) Asia-Pacific regional office, Air Traffic

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Management Bureau of the Civil Aviation Administration of China and the Southwest ATMB.

More than 140 delegates from over 20 countries participated in the meeting, including about 70 foreign representatives.

Also attending the meeting were Zhang Jianqiang, deputy director of the Flight Standard Department of the Civil Aviation Administration of China; Lv Xiaoping, CAAC deputy director general of CAAC/ATMB; and Li Peng, president of ICAO Asia-Pacific region ADS-B Implementation Task Force and an expert on communication and navigation.

On April 7 and 8, the ADS-B seminar presented and discussed the relevant international standards, R&D equipment, application of technology and development trends about ADS-B.

In the last three days, the seventh meeting of ADS-B study and the implementation task force involved a review of previous meetings and the progress of tasks, and the development and formulation of the plan of ADS-B technology in the Asia-Pacific region.

The ADS-B technology promoted by ICAO is a new generation of technology that has integrated the technology of communication, satellite navigation and surveillance.

It's the most important achievement of the new generation of navigation systems.

At present, China's aviation industry is in a period of high-speed development with the air traffic control work facing great challenges.

The meeting should have a meaningful significance to the popularization of ADS-B knowledge, promotion of ADS-B technology, the understanding of foreign ADS-B applications and the acceleration of China's ADS-B implementation progress, as well as improvement of the air traffic control support capabilities.

2008年4月7日, 由国际民航组织 (ICAO) 亚太办事处、中国民用航空局空管局和西南空管局联合举办的ICAO亚太地区第七次ADS-B实施工作组 (ADS-B/TF7) 暨ADS-B技术研讨会在成都隆重召开。本次盛会有来自中国、澳大利亚等20多个国家和地区的140余名代表参加, 其中外方代表70余人。中国民用航空局飞标司副司长张建强、中国民用航空局空管局副局长吕小平、ICAO亚太地区ADS-B实施工作组主席Greg Dunstone、通导专业官员李鹏出席了本次会议。

本次会议为期五天, 由两部分组成。4月7日-8日的ADS-B技术研讨会将对ADS-B的相关国际标准、设备研发、技术应用、发展趋势等问题进行介绍和讨论。后三天的ICAO亚太地区第七次ADS-B实施工作组涉及上次会议的回顾及任务进展, 着重于ADS-B技术在亚太地区的发展现状、计划制定等内容。

ADS-B技术作为ICAO推广的集通信、卫星导航和监视技术于一体的新一代技术, 是新航行系统发展最重要的成果。当前, 中国航空业处于高速发展期, 空管工作面临极大挑战, 本次会议的召开, 对于普及ADS-B相关知识, 推广ADS-B技术, 加强对国外ADS-B应用的了解, 加快我国ADS-B实施进程, 提高空管保障能力具有积极的意义。

CNAF ready to pump fuel for the Beijing Olympics

中航油已做好奥运保障工作的供油准备

2008 will be a historic year for China as it hosts the Olympics. The 29th Olympic Games and the 13th Paralympics will be held in Beijing, China in August and September, respectively. There are over 40 sports venues in Beijing, Hong Kong, Qingdao, Shanghai, Shenyang, Tianjin and Qinhuangdao. All the airports in these cities will be the Olympics' main airports, playing the major roles in air transportation during the Games. At the same time, the Civil Aviation Administration of China (CAAC) has also designated ten other airports as backups -- in Shijiazhuang, Taiyuan, Hohhot, Ji'nan, Hangzhou, Hefei, Nanjing, Changchun, Harbin and Dalian.

The Olympics will be a great event for China and other nations, and it is our obligation to provide great service. To ensure our main goal of "Sufficient Resources, Straightway Transportation, Timely Services," to implement the CAAC Special Plan for the Beijing 2008 Olympics, and to carry out the CAAC and China National Aviation Fuel (CNAF) guidance on the high-quality fueling services during the 2008 Olympics, CNAF Ltd., along with the Olympic Support Team, is well-prepared for the fueling services for the Olympics.

Supporting Facilities

1. Adding more fuel trucks in the main and backup airports

CNAF has added 22 refueling vehicles, including imported hydrant dispensers, and domestic hydrant dispensers, tank refuelers at the Beijing Capital International Airport (BCIA), the hub of the Olympics, for securing fueling services during the Olympics. We also added another 30 refuelers at the other six main airports and 10 backup airports, according to their demands for the Olympics. All the equipment has been in position since April 2008.

2. Preparation Works and Overhaul Projects for the Olympics

There are a total of 16 renovation and expansion projects that have passed industrial acceptance. These include fueling system expansion at the east BCIA, a pipeline fueling system at BCIA Terminal 3 ramp, the Beijing Urban Circle Pipeline Project, and the Tianjin Binhai International Airport Fueling System Expansion Project. Seven of the overhaul projects have been accomplished at BCIA, the other branches in North China. The total investment is about RMB 900 million.

Fueling Demands Analysis

To ensure the aviation fuel supply during the Olympics, CNAF has scientifically forecast and analyzed the fueling demands in each of the main and backup airports between April and October of 2008 for the direction of the fueling support.

Overall Arrangement

CNAF has prepared sufficiently for the resources, transportation, safety operations, and all kinds of emergency response drillings.

With respect to resources:

- Pay close attention to the sales and inventories at each airport, increase the inventories at the main and backup airports, and increase the number of days of fuel availability;

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- Fulfill the planned resources for the petroleum and petrochemicals to secure the well-balanced production and sufficient supplies of aviation oil at each refinery;

- Acknowledge the oil storage situations in the neighborhood of each main and backup airport, and coordinate all kinds of oil resources to secure emergency oil supplies for the Olympics.

With respect to transportation:

- Stipulate the overall coordination and transportation plan for supporting the Olympics, and ensure the smooth operation of all forms of transportation;

- Coordinate the departments of railway, water transportation, and pipeline to ensure that sufficient transportation capabilities, flexible transportation methods and transporting organization are in order;

- Further improve the highway delivery emergency plan to ensure supplies at the small-scale main and back airports.

With respect to safety:

Set up a complete set of safe and operational emergency plans, which includes:

-A self-control system and defective equipment oil supplies emergency response plan;

-An oil supplies emergency response plan at a special climate;

-An oil supplies emergency response plan at the time of abnormal oil quality;

-An oil supplies emergency response plan at a time when a large number of airplanes doing emergency landings.

Support for the charters during the Olympics

To provide the appropriate fueling services to the charters during the Olympics, the CNAF will enhance its timely communications and connections with CAAC and related Olympics support units by designating COSMO (www.cosmo-oil.co.jp) and World Fuel Service (www.wfscorp.com) to be the agents for all the charters during the Olympics.



Fueling vehicles transfer to the Terminal 3 at Beijing Capital International Airport.

2008年是中国的奥运年，第二十九届奥林匹克运动会和第十三届残疾人奥运会将分别于2008年8月和9月在中国·北京盛大举行。比赛分布在北京、香港、青岛、上海、沈阳、天津和秦皇岛共7个城市的40个运动场馆。这7个城市的机场作为奥运主降机场将承担起奥运航空运输重任；同时，民用航空局指定石家庄、太原、呼和浩特、济南、杭州、合肥、南京、长春、哈尔滨、大连共10个机场为奥运备降机场。

奥运会是全世界人民的大事，为奥运做贡献是中国航油义不容辞的责任。本着确保航油“资源充足、运输畅通、保障及时”的总体目标，贯彻落实《中国民航2008年北京奥运会行动计划》和中国民用航空局以及中国航空油料集团公司有关做好2008年奥运会期间的供油保障和优质服务工作的指示精神，中国航空油料有限责任公司在奥运保障小组的领导下，为奥运航油供应保障已做好了充分的准备工作。

设施配备的保障情况:

1、主备降机场新增加油车辆

北京首都机场，作为奥运主会场的枢纽机场、我们保障的核心，已新增共22辆进口管线式加油车及国产管线、罐式加油车，确保奥运高峰时期的加油服务。天津、呼和浩特等其他6个主降机场和10个备降机场也根据各自奥运保障需求新增了30辆加油车。截止2008年4月，已全部到位。

2、奥运供油保障工程及大修项目

首都国际机场东扩供油工程、首都国际机场T3航站楼站坪管线加油系统工程、北京环城管线工程、天津滨海国际机场扩建供油工程等16个奥运保障供油改扩建工程项目已通过行业验收。首都机场及华北地区各分公司已完成7项大修项目。总投资在9亿人民币左右。

奥运用油需求分析:

为确保奥运期间航油供应，结合奥运赛事信息，我们对各主备降机场4到10月份的用油需求进行了科学的预测和分析，为奥运资源保障提供依据和方向。

奥运保障的总体安排:

在资源、运输和安全运行及各种应急预案演练等方面中国航油都做了充分的准备。

资源方面:

- 密切关注各机场销售和库存情况，增加奥运主备降机场的库存，提高可供油天数；
- 落实石油、石化的计划资源，确保各炼厂航油生产正常、资源充足；
- 详细了解主备降机场周边系统外的航油情况，协调相关单位，确保奥运保障应急油源。

调运方面:

- 制定奥运保障航油资源整体协调和运输实施方案，确保各类运输途径的畅通；
- 协调铁路、水运、管输等部门，保证运输能力充足、运输方式灵活、运输组织有序；
- 进一步完善公路配送应急预案，确保主备降小机场供应。

安全运行方面:

建立了一整套安全及运行作业应急预案，包括:

- 自控系统及设备故障排除预案；
- 特殊气候供油保障预案；
- 油品质量异常时供油保障预案；
- 大量航班备降时的供油保障预案。

奥运包机专机的保障安排:

为了确保奥运期间航班信息的及时通畅，临时来华包机专机、一次性客户的加油服务能得到妥善安排，中国航油加强了与中国民用航空局及奥运保障相关单位的及时沟通和工作对接，并指定COSMO和世界燃料为我方奥运临时来华包机加油业务代理公司。

中国航油将以“竭诚服务全球民航客户，保障国家航油供应安全”为使命，秉承“务实、创新、责任、和谐”的价值观，以最佳状态，最高标准，最优服务圆满完成奥运航班供油任务。



Fueling for the Olympic Torch Plane at Beijing Capital International Airport.

Shanghai Aircraft delivers door frames to Airbus

上飞向空客交付首架份A320系列飞机货舱门框

Shanghai Aircraft Manufacturing Factory delivered the first set of cargo door frames to Airbus on April 11, becoming a new Chinese supplier to the French aircraft company. The cargo door frames are for the A320 family of aircraft.

Wang Wenbin, SAMF president, said the delivery was made through the joint efforts of the two companies that started at the end of 2005.

In 2006, the companies, together with China National Aero-Technology Import and Export Corporation, signed a related contract worth US\$16 million.

This year, SAMF plans to deliver 22 cargo door frames to Airbus, with the production rate increasing to 12 units per month in 2009.

Six Chinese manufacturers are supplying parts for Airbus aircraft. The total value of industrial cooperation between Airbus and China's aviation industry was expected to approach US\$200 million annually in 2010 and US\$450 million in 2015.

2008年4月11日, 上海飞机制造厂向空中客车公司成功交付首架份空中客车A320系列飞机货舱门框, 此举标志着该厂已经成为空中客车公司的正式供应商。

在今天进行的交付仪式上, 上海飞机制造厂厂长王文斌表示: “上海飞机制造厂向空中客车公司成功交付首架份单通道飞机货舱门框, 说明上飞已经能够按照空中客车公司的要求生产出达到空中客车公司标准的合格产品, 这是上海飞机制造厂与空中客车公司工作团队共同努力的结果。自从该项目于2005年年底启动以来, 上海飞机制造厂和空中客车公司都投入了大量资源。空中客车公司为该项目的顺利实施提供了大量支持并给予了很大的帮助。”

空中客车公司与上海飞机制造厂在单通道货舱门框项目上的合作始于2005年年底。2006年2月20日, 空中客车公司与中国航空技术总公司和上海飞机制造厂在上海签署了单通道货舱门框制造合同。合同总价值约1600万美元。这是空中客车公司与上海飞机制造企业签署的第一份转包合同。

空中客车公司致力于同中国航空工业发展长期的合作伙伴关系。截至目前, 中国共有六家航空企业直接参与了为空中客车飞机生产零部件的合作。空中客车公司与中国航空工业的合作总值将在2010年达到每年2亿美元, 到2015年达到每年4.5亿美元的水平。

CAAC inspects Beijing airport

中国民用航空局对北京首都机场进行安全检查

The Civil Aviation Administration of China (CAAC) held a safety inspection of the Beijing Capital International Airport on March 27 to ensure safety during the Olympic Games in August, according to the requirements of the Notification on Further Developing Inspection and Handling of Hidden Troubles of Safe Production.

The inspection group focused on five aspects, including emergency aid, runway and taxiway signboard setting, visual aid light power supply switching operation, bad pieces of airport and runway, and bird strike prevention.

The chiefs of airport departments discussed with the inspection group problems and rectification measures.

The Flight Area Management Department had previously established the Check Program for Hidden Safety Troubles of Flight Area Management Department.

The department will continue to check rectification work based on the inspection results, and provide safe operation environment for Olympic Games service.

为了奥运安全保障工作的顺利开展, 根据《关于进一步开展安全生产隐患排查治理工作的通知》要求, 3月27日中国民用航空局到北京首都国际机场进行安全检查。

此次检查组主要对应急救援、跑道和滑行道标志牌设置情况、助航灯光供电倒闸切换、场道坏块、鸟害防治等五个方面进行全面检查。被检单位负责人就发现的问题以及整改措施和检查小组进行了充分沟通。此前飞行区管理部制定了《飞行区管理部安全隐患排查方案》, 并针对191号令进行了全面梳理, 下一步将按照此次检查结果继续进行隐患排查和整改工作, 为奥运保障提供安全的运行环境。

Officials check on air traffic service for Olympics

国家空管委检查空管局奥运保障工作情况

A group led by Vice Directors Ma Jian and Meng Guoping of the Office of National Airspace Management Committee went to the Operation Management Center of the Air Traffic Management Bureau to inspect air traffic service works for the Olympic Games.

Part of the inspection group were officers from the headquarters of the General Staff, Navy, and Air Force.

The group also inspected the Surveillance Operation room of the Operation Management Center and operation coordination system.

In a symposium held on the same day, Director Su Langen of the ATMB, and Vice Director Chen Songlin of the OMC, provided information on the air traffic plan for the Beijing Olympics.

Problems were also presented and given a deadline within which to be solved.

在国家空管委办公室马健、孟国平副主任率领下, 由总参、海军、空军有关部门领导组成的空管委工作组于4月11日上午到民航空管局运行管理中心检查民航奥运空管保障工作。工作组一行检查了运行管理中心运行监控室的值班大厅、运行协调机制民航局会场等工作场所, 参加了民航奥运空管保障工作座谈会。

在座谈会上, 民航空管局苏兰根局长、运行管理中心陈松林副主任分别介绍了民航奥运空管总体保障方案及实施细则的有关情况, 提出了需有关各方进一步协调解决的一些问题。空管委办公室马健副主任对民航空管奥运保障的前期工作予以了充分肯定, 对一些需各方继续协调解决的问题提出了要求, 明确了最终完成各项保障实施方案的期限。

CAAC Updates



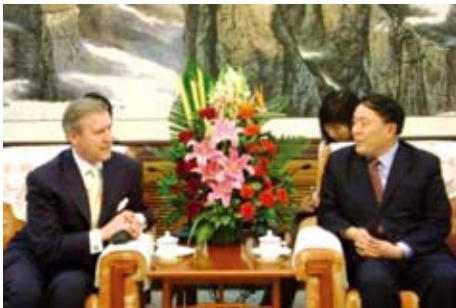
CAAC, ex-US defense minister meet

民航局局长李家祥会见美国科恩集团总裁科恩

Minister Li Jiexiang of the Civil Aviation Administration of China (CAAC) held a meeting with William Cohen, chairman and CEO of The Cohen Group and former US defense minister.

The two discussed airport expansion, firefighting, snow removal equipment purchase and air security.

李家祥局长于2008年3月26日会见了美国科恩集团总裁科恩，双方就机场扩建，消防、除雪设备采购及空中保安等方面的合作交换了意见。



Minister Li Jiexiang (right) talks to William Cohen, chairman and COO of the Cohen Group.

CAAC, Missouri officials discuss new air route

民航局副局长王昌顺会见美国密苏里州代表团

Vice Minister Wang Changsun of the Civil Aviation Administration of China (CAAC) met with a delegation from Missouri in the United States, consisting of state senators, representatives and governor.

The two parties discussed a plan to open a direct air route between St Louis in Missouri and China.

They also signed a memorandum of understanding between the CAAC and the US state of Missouri, the city of St Louis, and the St Louis Airport Authority

王昌顺副局长于2008年3月26日应约会见了美国密苏里州参众议员、州长代表团，双方就开通密苏里州圣路易斯市与中国的直达航线事宜交换了意见，并签署了《中国民用航空局与美国密苏里州、密苏里州圣路易斯市、密苏里州圣路易斯郡和圣路易斯机场当局谅解备忘录》。



CAAC Vice Minister Wang Changsun and a representative from Missouri at the signing ceremony.

CAAC holds aviation cargo forum

中国民用航空局主持召开航空货运发展研讨会

The Civil Aviation Administration of China (CAAC) held the Aviation Cargo Transport Industry Development Forum on March 28.

Participants discussed China's current air cargo industry, including problems, opportunities and challenges in the development of the international air cargo industry, the competition capability analysis of Chinese and foreign airlines, and suggestions on how to further develop China's air cargo transport market.

The forum was presided over by Liu Wanming, vice director of the Transport Department of CAAC. Among the attendees were Director Li Jiangmin of the International Department of CAAC, and Director Wei Hong and Vice Director Ding Chunyu of the International Air Transport Office of the Transport Department.

Officials of the eight main cargo airlines in China also attended the forum and gave their reports. They were Yao Jun, general manager of Air China Cargo; Gao Pei, vice general manager of China Cargo Airlines; Zhang Zhifeng, general manager of Cargo Department of China Southern Airlines; Bian Zuhua, general manager of Shanghai Airlines Cargo International; Yang Jianguo, vice general manager of China Postal Airlines; Peng Zongying, president's assistant of Yangtze River Express; Su Xiufeng, vice president of Jade Cargo International; Chen Hao, general manager of Sales and Service Department of Great Wall Airlines; and Fan Cheng and Zhang Lan, vice presidents of Air China.

Along with the gradual implementation of an open sky policy and foreign airlines' large-scale entry into the China air transport market, China's air cargo transport industry, especially the international air cargo industry, was hard hit. As recently as two years ago, the change of inner and foreign circumstances such as revaluation of the RMB, the high price of oil, the subprime lending crisis, the upgrade of domestic industry, and the adjustment of the export tax rebate policy have all presented problems needing urgent solutions to China's air transport airlines. The cargo transport forum is intended to expand thoughts and measures for addressing problems, and will be helpful for the development of China's air transport airlines.

中国民用航空局于3月28日在中国国际货运航空公司（以下简称“国货航”）总部大楼3号会议室主持召开了航空货运业发展研讨会，就我国当前航空货运业，特别是国际航空货运业发展的现状和问题、面临的机遇与挑战、中外航空公司之间的竞争力对比分析以及发展我国国际航空货运市场的意见和建议进行了广泛深入的研讨。

会议由中国民用航空局运输司副司长刘万明主持，中国民用航空局国际司司长李江民，运输司国际航空运输处处长魏洪，国际司国际处副处长丁春宇出席了研讨会。国货航总经理姚军、中货航副总经理高培、南航货运部总经理张致峰、上海货运航空公司总经理卞祖华、中

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国邮政航空公司副总经理杨建国、扬子江快运航空公司总裁助理彭宗英、翡翠航空公司副总裁苏秀锋、长城航空公司销售与服务部总经理陈昊等国内8家主要货运航空公司的领导参加了研讨会并作了专题汇报。国航股份副总裁樊澄、张兰应邀出席了研讨会。

伴随着天空开放政策的逐步实施和外航大举进入我国航空市场，我国的航空货运业，特别是国际航空货运业受到了很大冲击，外航在机队规模、航线网络、运营管理、质量控制等方面的诸多优势造成了国内航空货运公司有逐步被边缘化的危险，而最近两年来的人民币升值、高油价、美国次贷危机、国内产业升级、出口退税政策调整等内外部环境的变化都给我国航空货运企业提出了许多迫切需要解决的课题，此次航空货运研讨会的召开无疑为缓和与解决以上问题拓宽了思路 and 办法，将有利于我国航空货运企业的发展和做大做强。



Participants discuss air cargo issues at the Aviation Cargo Transport Development Forum.

Li visits CAST

李家祥局长到航空安全技术中心视察工作

Minister Li Jiaxiang visited the Center of Aviation Safety Technology (CAST) of the Civil Aviation Administration of China on March 27. CAST Director Shi Dinghao told Li about the center's situation, goals, main work and problems.

In his speech, Li pointed out that China's civil aviation is now in a period of rapid development with all indexes of the air transport industry growing at a fast rate.

He acknowledged that many difficulties have arisen during this period. He commended the goals of CAST and said it was necessary to establish the China Civil Aviation Science Institute, which will be an aviation safety laboratory base.

Li also inspected CAST's aviation safety technology laboratory, civil aviation economy operation laboratory, flight standard section, maintenance engineering section and transport management section.

中国民用航空局李家祥局长于3月27日到航空安全技术中心视察工作。

施鼎豪主任向李家祥局长简要汇报了中心的基本情况、发展思路和目标、当前的主要工作和发展中面临的问题。李家祥局长在听取汇报后作了重要讲话。他指出，现在民航正处在一个高速发展的时期，航空运输各项指标保持较高的增长率，安全形势总体平稳。但是，我们必须清醒地意识到，在民航快速发展过程中，还存在不少困难和问题，我们的安全基础还很薄弱。航空安全技术中心的发展思路和目标很宏伟，从民航行业和航空安全技术中心的两个层面的发展看，建设航空安全实验基地和组建中国民航科学研究院都是必要的。李家祥局长还实地考察了航空安全技术实验室、民航经济运行实验室、飞行标准室、维修工程室及运输管理室。



Minister Li Jiaxiang tours the CAST together with the center's officials.

Safety audit symposium held in Chengdu

西南地区航空保安审计研讨会在蓉召开

The Southwest Regional Administration of the Civil Aviation Administration of China held the Civil Aviation Southwest Area Aviation Safety Audit Symposium on March 25 to discuss the current and future aviation security work in China.

In his speech, Tan Zhanggao, vice director of the SRA, presented four requirements needed to ensure aviation safety: First, it should enhance awareness of risk and responsibility, enhance mental mobilization and unify team thoughts, consider the importance of aviation security audit, and organization of audit work.

Second, it should establish an aviation security audit office and an audit preparation plan, and confirm the procedure and work goals.

Third, the auditor should insist on practical and fair audit principles, and ensure real and effective result of aviation security audit.

Last, the unit that has passed the security audit should continue strengthening aviation security work.

Dai Furong, director of the Public Security Bureau, remobilized and rearranged CAAC's 10 special aviation security measures and 35 requirements to complete inspection of aviation security management.

Li Tian, vice director of the Public Security Bureau, also attended the symposium.

为进一步贯彻落实全国民航防安全会议精神，做好当前以及今后一段时期内的空防安全工作，3月25日，管理局在成都召开了民航西南地区航空保安审计研讨会。

管理局副局长覃章高同志出席了会议并作了重要讲话，公安局李滇副局长对两年多来的审计工作进行了总结

覃副局长在讲话中，对各单位提出四点要求，一是必须强化忧患意识和责任意识，加强思想动员，统一队伍思想，正确认识航空保安审计工作的必要性和重要性，抓好对审计工作的组织领导；二是提前准备，精心组织，组建航空保安审计办事机构，拟定迎审计划，确定迎审步骤和工作目标，扎扎实实抓好各项迎审工作；三是审计员必须坚持实事求是、客观公正的审计原则，确保航空保安审计结果真实有效；四是已经通过保安审计的单位，务必谦虚谨慎、戒骄戒躁，在巩固审计成果的基础上，不断加强空防安全工作。公安局戴荣富局长在会议小结中，通报了近期的空防安全形势，对总局10项航空保安特别工作措施和彻查空防安全管理漏洞的35条要求进行了再动员、再部署，进一步强调了航空保安审计工作的重要性。

North China ATMB implements new system

缓解空中拥堵现状 京津机场将共享飞行数据

On April 15, the North China Air Traffic Management Bureau started its automatic regional air traffic management system Under which Beijing Capital International Airport and Tianjin Binhai International Airport will share flight data.

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The new system will improve the efficiency of flight control and safety, and will ease air traffic congestion in Beijing.

The start of the system will allow Beijing and Tianjin unified handling of flight plans and distribution of secondary codes and full screen transfer within control sectors.

It will also simplify the control work program, save on resources, and improve efficiency, the latter perhaps providing measures to add flight quantity within the busy Beijing airspace.

The CAAC has established three giant regional control centers in Beijing, Shanghai, and Guangzhou to integrate and optimize airspace structure, simplify the control work program, and unify the handling of flight plans within the flight information region.

民航华北地区空管局于4月15日在全国率先启动区域空管自动化大系统运行模式，北京首都国际机场和天津滨海国际机场将共享飞行数据。民航部门负责人表示，该系统运行后，将大大提高飞行控制的效率，提高航班的安全性，同时为缓解北京空中交通拥堵提供了技术保障。业内人士还表示，管制效率的提高，为十分繁忙的北京空域提供了增加航班班次的技术可能，有助于缓解北京空中交通拥堵的问题。据悉，民航部门规划建设北京、上海、广州三大区域管制中心，目的就是为整合和优化空域结构、简化管制工作程序、统一处理飞行情报区内的飞行计划，从而适应不断迅猛增长的空中交通流量以及飞行安全的需要。

北京空管自动化大系统运行模式的启动，使得北京和天津实现了飞行计划统一处理，二次代码统一分配，各个管制扇区之间实现完全屏幕移交，简化了管制工作程序，节省了频率资源，提高了管制工作效率，为飞行安全提供了强有力的保障。

Yang, Safran chief meet

杨国庆副局长会见赛峰集团总裁兼首席执行官

Vice Minister Yang Guoqing of the Civil Aviation Administration of China met with Jean-Paul Herteman, chairman and CEO of French aerospace company Safran on April 9 to discuss civil aviation cooperation between China's civil aviation industry and Safran.

2008年4月9日，中国民用航空局副局长杨国庆会见了法国赛峰集团总裁兼首席执行官赫特曼 (Jean-Paul Herteman) 一行，双方就中国民航与赛峰集团在民用航空领域的合作事宜及发展前景交换了意见。

CAAC, Airbus heads meet

李家祥局长会见法国空中客车公司首席运营官

Minister Li Jiaxiang of the Civil Aviation Administration of China met with Airbus Chief Operating Officer Fabrice Bregier on April 8 to discuss the enhancement of cooperation in civil aviation.

4月8日，中国民用航空局局长李家祥会见了空中客车公司首席运营官布利叶，双方就进一步加强在民航领域的合作事宜交换了意见。



Minister Li Jiaxiang (right) with Fabrice Bregier of Airbus (left)

Yang, Cathay Pacific exec meet

民航局副局长杨国庆会见国泰航空陈南禄一行

Vice Minister Yang Guoqing of the Civil Aviation Administration of China met with Philip Chen Nan-lok, deputy chairman of Cathay Pacific and chairman of John Swire & Sons (China), and discussed improving cooperation between the mainland and Hong Kong air transport.

4月10日，中国民用航空局杨国庆副局长会见了太古 (中国) 有限公司主席、国泰航空副主席陈南禄一行，双方就进一步加强大陆与香港航空运输合作事宜交换了看法。



Vice Minister Yang Guoqing (right) with Philip Chen Nan-lok (left)

North China ATMB holds working conference

民航华北地区通信导航工作会在津召开

The North China Air Traffic Management Bureau held a communication and navigation working conference in Tianjin on March 27 that was attended by Mu Yang, deputy director of the North China ATMB, and leaders from air traffic control branches and technical support departments.

Tian Yubao, director of the communications and navigation department of North China ATMB, presided over the conference and summed up the navigation work implemented last year and the plans for this year.

The conference focused on the existing problems of communication equipment check; the construction plan for communication, navigation and surveillance; the security-related manuals and emergency preplans for Olympics and management regulations for integrated machine room.

Also discussed was how to implement 2008 Olympic ATC security work (drill work), and proposed solutions for the problems encountered by communication, navigation and surveillance operations in 2008.

It was the first working conference after the ATC structural reform, which was of great significance to communication, navigation and surveillance operations of North China, and also laid a solid foundation for the smooth implementation of ATC security work for the Beijing Games.

3月27日民航华北地区空管局2008年通信导航工作会在天津召开。民航华北地区空管局副局长慕阳、各空管分局的主管领导和技术保障部门负责人参加了会议。

通信导航处田雨宝处长主持会议，并总结了2007年的通信导航工作及布置2008年的工作安排。会议意为为做好2008年度通信导航监视业务工作，确保北京奥运会空管保障运行的顺利实施。会议就导航设备校验开放关闭目前存在的问题、通信导航监视规划建设、奥运保障相关保障手册和应急预案、设备综合机房管理规定等议题作了专题研讨，会议重点讨论了如何落实08年的奥运空管保障工作 (演练工作)，及08年通信导航监视业务运行存在问题的解决方案。

此次通信导航监视业务工作会为空管一体化后首次召开，对民航华北地区通信导航监视业务工作具有重要的指导意义。为08年北京奥运会空管保障运行的顺利实施打下坚实的基础。

Training on CCAR-129 held in Xiamen

管理局积极组织对各监管办的CCAR-129部培训

The East China Regional Administration of the Civil Aviation Administration of China (CAAC) held on March 18-20 the second training course on the Chinese Civil Aviation Regulations 129 in Xiamen, Fujian Province.

The training involved regulation and apron check for supervisors from nine supervision offices in the East China area.

Jiang Chunshui, chief engineer of the ECRA, attended the training course and presented the requirements on foreign airlines' practical supervision work.

The training course invited teachers of the International Civil Aviation Organization (ICAO) North Asia office and experts of the Foreign Airlines Supervision Department of ECRA.

The training included discussion on the related annexes of ICAO, the CCAR-129, introduction of foreign airlines apron checklist, and measures of foreign airlines check.

The trainees made a site practice of apron check at Xiamen Airport. They were awarded certificates after the training.

根据民航局进行外航监察培训的有关要求，3月18-20日，管理局在厦门举办了CCAR-129部第二期培训班，对华东地区9个监管办的监察员进行了CCAR-129部规章及停机坪检查的培训。管理局姜春水总工程师参加了培训会议，并就外航具体监察工作提出了要求。此次培训邀请了国际民航组织北亚办公室的教员和管理局外航监管处经验丰富的监察员进行主讲，培训内容包括国际民航组织相关附件的介绍、CCAR129部的学习、外航停机坪检查单的介绍以及外航检查的方法和技巧等，并在厦门机场进行了外航停机坪检查的现场实习。培训结束后，由管理局和国际民航组织北亚办公室共同向参加培训的监察员颁发了合格证书。通过培训，切实提高了华东各监管办监察员个人对外航检查的能力，掌握了工作单使用方法，同时也规范了处理问题的程序。

Yang, Jamaican minister discuss air route

民航局杨国庆副局长会见牙买加旅游部长一行

Vice Minister Yang Guoqing of the Civil Aviation Administration of China (CAAC) met Jamaican Tourism Minister Edmund Bartlett on April 14 to discuss the possibility of opening an air route from China to the Caribbean.

2008年4月14日，杨国庆副局长应约会见了牙买加旅游部长Edmund Bartlett一行，双方就开通中国到加勒比地区航线等事宜交换了意见。



115 SDRs occurred in March

2008年3月份SDR概述

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) handled 115 aircraft service difficulty reports (SDR) from airlines in March this year. 根据飞标司“使用困难报告 (SDR) 系统”收集的信

息，2008年3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) 115份。其中涉及飞机系统/结构故障共80份，其它原因事件（鸟击、地面碰撞、天气和其它事件）35份。

Changhe Aircraft becomes Boeing supplier

昌河飞机工业公司正式获波音转包供应商资格

Changhe Aircraft Industries Group (CHAIC), a subsidiary of AVIC 2, has qualified to become a Boeing supplier.

On March 19, the quality management system of CHAIC acquired official approval from Boeing and on April 10, Boeing awarded the Boeing Quality Management System certificate to CHAIC.

CHAIC, located in Jingdezhen, Jiangxi Province, is a research and manufacturing base for helicopters in China and also a key enterprise in the aviation industry. It is capable of producing various models of helicopters and of subcontracting production of aircraft parts. Its total assets are about RMB 4.3 billion.

Last year, CHAIC applied to become a Boeing supplier, so Boeing sent experts to check CHAIC's facilities.

Last June, Boeing signed several contracts with Chinese suppliers valued at about US\$500 million.

Chinese companies that have had contracts with Boeing include AVIC 1's Xi'an Aircraft Industry Group Co. and Chengdu Aircraft Industrial Group Co., as well as AVIC 2's Harbin Aircraft Industry Co.

国防科工委官方网站4月16日披露，隶属于中国航空工业第二集团公司（下称“中国二航”）的昌河飞机工业（集团）有限责任公司（下称“昌飞公司”），日前正式具备世界顶级航空公司波音公司的供应商资格。

昌飞公司官网称，2008年3月19日，昌飞公司质量管理体系获得波音公司的正式批准。4月10日下午，波音767-300BCF中国项目经理斯蒂芬·普罗克特为昌飞公司颁发BQMS批准证书。

据介绍，此批准证书表明昌飞公司质量管理体系满足波音公司质量管理体系 (BQMS) 的要求，昌飞公司由此具备波音公司供应商资格。

昌飞公司位于江西景德镇，是中国直升机科研生产基地和航空工业骨干企业，具备研制和批量生产多品种、多系列、多型号直升机和航空零部件转包生产的能力，总资产近43亿元。

自2007年起，昌飞公司开始努力成为波音公司的合格供应商，波音公司也先后七次派人进行指导。

波音公司近年加大在中国寻找转包商的力度。仅2007年6月就一次性与中国供应商签订总价值约5亿美元的多个生产合同。中国航空工业第一集团公司（下称“中国一航”）和中国二航成为这些合同的最大受益方。

以往与波音公司合作的公司有中国一航下属企业西安飞机工业（集团）有限公司、成都飞机工业（集团）有限公司，以及中国二航旗下的哈飞航空工业股份公司等

Commercial Aviation *News*



Shanghai Pudong's third runway now open

上海浦东机场第三条跑道正式投入运营

The third runway of Shanghai Pudong International Airport began operation on March 26 as part of the preparation for the Beijing Olympics in August.

With the new runway, the East China Air Traffic Management Bureau is using a new mode in supervising aircraft. Two aircraft can take off and two aircraft can land at the same time, replacing the old system of two aircraft taking off and one landing simultaneously.

The third runway is located west of the airport, beside the first runway. The two runways are near-parallel runways with a distance of 460 meters. The second runway is located east of the airport.

When the three runways are used simultaneously, the third runway will mainly service landing flights from the west; the first runway will undertake departure flights to the west; and the second runway near East China Sea will mainly undertake takeoff and landing flights from and to the east.

When the second runway of Pudong Airport started operating in March 2005, both runways operated independently. The first runway undertook landings.

Currently, aircraft movements at the airports average 750 takeoffs and landings per day.

The new system is expected to ease congestion at Pudong Airport to 60 aircraft movements during peak hour.



An aircraft takes off from Shanghai Pudong International Airport

浦东国际机场第三条跑道于二十六日零时正式投入运营。由此，民航华东空管局在浦东国际机场塔台指挥飞机起降用“双起双落”新方式替代已沿用了三年的“两起一落”的模式，浦东机场也进入了三条跑道同时运营的新时代。浦东机场进出港航班实行新的起降方式后，预计航班量每小时高峰时将逐渐达到六十架次，能极大缓解目前浦东机场超负荷运行的现状。

新建的浦东机场三号跑道与原来的一号跑道相邻位于机场西侧，是相临四百十六米的近距离平行跑道；二号跑道则位于机场的东侧。二〇〇五年三月，浦东机场第二条跑道投入运行时，采用了双跑道平行独立运行飞行程序，两条跑道同时承担起飞的重任，航班降落主要由原来第一条跑道承担，航班起降逐年增加，安全运行至今，每天航班起降平均保持在七百五十架次左右。

如果三条跑道同时使用，三号跑道主要承担从西面进港航班的落地，一号跑道承担西行航班的离港；靠近东海的二号跑道则同时承担东面航班进出港的起飞落地。

Airbus to help TAECO in cabin completion center

空客与厦门太古签订客舱整装培训和咨询协议

Airbus signed an agreement on March 5 with Taikoo (Xiamen) Aircraft Engineering Co. (TAECO) to help create a cabin completion center in China for Airbus corporate and business jets.

Under the agreement, Airbus will assist TAECO in personnel training and other areas in order to enable TAECO to qualify as a potential supplier for Airbus's cabin completion business.

The project will also involve ELTRA, a Hong Kong-based company, as TAECO's partner in the project for the management of the cabin suppliers network.

Airbus will provide TAECO with guidance and advice based on Airbus's existing expertise in the areas of supplier network development, engineering and design, aircraft cabin conversion, aircraft cabin product support, infrastructure development and dry-run exercise.

Airbus will send specialists to Xiamen to assist in providing such services and

follow up the key milestones of the project against the agreed schedule. The project is scheduled to finish by the end of 2009. A joint steering committee will coordinate the activities of the two parties to ensure the smooth development of the project.

After the completion of the project, TAECO will seek to be certified by the European Aviation Safety Agency (EASA), intending to become an Airbus supplier.

"Airbus will provide TAECO with the best service to help TAECO develop the expertise required for the creation of a cabin completion centre for Airbus corporate and business jets. If TAECO successfully obtains the required qualification and sets up the cabin completion centre, it will become the first approved cabin completion centre for Airbus corporate and business jets in China as well as in Asia. This is yet another example of Airbus's ever-increasing industrial footprint in China and development of cooperation with Chinese

partners," said Laurence Barron, president of Airbus China.

Airbus is committed to forging a long-term strategic partnership with China. Six Chinese manufacturers are already involved in manufacturing parts, such as wing components, emergency-exit doors and maintenance tools for Airbus aircraft.

The total value of industrial cooperation between Airbus and the Chinese aviation industry is expected to be near US\$200 million per year in 2010 and US\$450 million per year in 2015.

"We are confident in the success of the project, which will pave the way for TAECO to become a qualified cabin completion supplier for Airbus. TAECO has recognised capabilities in the area of heavy maintenance of commercial aircraft, including Airbus aircraft," said Ping Kit Chan, chairman of TAECO.

(Continued on page 12)

(Continued from page 11)

空中客车公司 (Airbus S.A.S.) 与厦门太古飞机工程有限公司 (Taikoo (Xiamen) Aircraft Engineering Company Limited, 简称“TAECO”) 于2008年3月5日签订空中客车公务机机舱整装中心培训与咨询服务协议。

空中客车中国公司总裁博龙 (Laurence Barron) 表示: “空中客车公司将向厦门太古飞机工程有限公司提供最佳的服务, 以帮助其获得为空中客车公务机提供客舱整装业务所需的技术和能力。一旦厦门太古飞机工程有限公司获得有关方面的认证, 成功建成空中客车公务机机舱整装中心, 该中心将成为中国, 以至亚洲第一个获得认证的空中客车公务机机舱整装中心。这是空中客车在中国工业合作的新进展, 表明空中客车公司与中国航空工业的合作获得了进一步发展。”

厦门太古飞机工程有限公司董事长陈炳杰先生表示: “我们对项目的成功充满信心。该项目将为厦门太古飞机工程有限公司最终成为空中客车的认证客舱内饰提供商奠定基础。厦门太古飞机工程有限公司在包括空中客车飞机在内的商用飞机的维修方面已经积累了相当的能力和经历。”

根据协议, 空中客车公司将向厦门太古飞机工程有限公司就空客公务机机舱整装业务提供人员培训和技术指导, 以帮助该公司获得建设空中客车公务机机舱整装中心的相关技术和能力。空中客车公司将根据其现有的经验和技术在供应商网络开发、工程和设计、飞机机舱改装、飞机机舱产品支持、基础设施建设以及模拟试验等方面为厦门太古飞机工程有限公司提供指导和建设。

空中客车公司将选派专家到厦门帮助提供以上服务, 并跟进项目进展情况。该项目计划于2009年末完成。由双方代表组成的指导委员会将协调双方行动, 以确保项目顺利进行。香港的ELTRA航空器材有限公司将作为厦门太古飞机工程有限公司的合作伙伴参与该项目, 负责机舱内饰供应商网络的管理工作。

培训项目完成后, 厦门太古飞机工程有限公司将向欧洲航空安全局 (European Aviation Safety Agency, 简称“EASA”) 申请空中客车公务机机舱整装供应商认证资格。

空中客车一直积极致力于和中国建立长期的战略伙伴关系。国内共有六家航空企业直接参与了为空中客车飞机生产零部件的合作, 其中包括机翼部件、紧急舱门和维修工具等。空中客车与中国航空工业的合作总值将在2010年达到每年2亿美元, 到2015年将达到每年4.5亿美元的水平。

空中客车批准了6家有经验的内饰提供商为其公务机系列提供机舱内饰。这6家公司包括美国德克萨斯州的达拉斯联合航空中心、法国图卢兹空中客车公务机中心、荷兰阿姆斯特丹福克服务中心、美国德克萨斯州圣安东尼奥戈尔设计中心、瑞士巴塞尔航空工业公司和德国汉堡汉莎技术公司。

China Joy Air commences operation

幸福航空公司正式成立 以国产支线飞机为机队

China Joy Air, a joint venture of AVIC 1 and China Eastern Airlines, was launched in Beijing on March 28.

Joy Air has a registered capital of RMB 1 billion. Hu Wenming, vice general manager of AVIC I, was appointed as chairman of the new airline.

The new company will have a fleet of domestic MA60 planes manufactured by its shareholder AVIC I. Then it will gradually increase the number of ARJ21 aircrafts. The company plans to have 100 aircraft in 8 years.

Joy Air, which will be based at Xi'an Xianyang International Airport in Shaanxi, aims to develop the regional air transport in West China.

The establishment of Joy Air will promote the manufacture of the civil aircraft, and is likely to solve the problems of China's air transport industry, such as unbalanced air transport capacity between West and East China, and trunk routes and regional routes.

Officials from the Ministry of Transport, Ministry of Finance, Ministry of Commerce, State-owned Assets Supervision and Administration Commission, Organization Department of the Communist Party of China Central Committee, Shaanxi Government, Air China, China Southern Airlines, Industrial and Commercial Bank of China, China Construction Bank, AVIC I, and China Eastern Airlines, attended the opening ceremony at the Great Hall of the People.

AVIC I is a state-owned industrial group reporting directly to the Central Government. AVIC I develops and manufactures in series fighter, fighter bomber, bomber, transport, trainer aircraft, reconnaissance aircraft, turbojet engine, turbo fan engine, air-to-air missile and ground-to-air missile, etc. Major projects include FBC-1, FC-1, FTC-2000 aircraft and Qingling, Kunlun, Taihang Engines, which are broadly well-known.

3月28日, 以使用国产飞机和运营支线为特征的幸福航空公司28日正式成立, 该公司预计在未来8年内机队规模将达到100架飞机。幸福航空的运营将采用成本优先的经营模式, 通过降低运营成本来降低票价, 使更多的旅客享受到航空运输的服务。

中国东方航空集团公司总裁李丰华说, 幸福航空有限责任公司是以使用国产飞机和运营支线为特征的航空公司, 公司将以西安咸阳国际机场作为主运营基地, 辐射周边机场, 开展支线航空客货运输业务。

幸福航空公司由中国航空工业第一集团公司与中国东方航空股份有限公司共同投资组建, 注册资本为10亿元人民币。幸福航空公司成立之初, 将以中国一航自行研制生产的涡桨支线飞机“新舟60”为主力机型, 以后逐步增加使用中国一航自主研制生产的“ARJ21 (翔凤)”飞机。公司计划在未来8年内达到100架飞机的机队规模。



Changsa Airport expansion approved

长沙黄花机场扩建获国家发改委批准

The Changsa Huanghua Airport in Hunan Province will be expanded following the approval of the feasibility report by the National Development and Reform Commission on March 21.

After completion in 2015, the airport will be able to handle an annual passenger volume of 15.2 million, a cargo and mail volume of 0.2 million tons, and aircraft movements of 151,000.

As part of the project, the flight area will be upgraded to grade 4E and the runway will be lengthened to 3,200 with a width of 45 meters.

A new terminal building will be built with an area of 163,000 sq. m. Total investment for the project is RMB 2.605 billion.

2008年3月21日，国家发改委批准了长沙黄花机场扩建工程可行性研究报告。项目总投资26.05亿元。主要建设内容：飞行区等级4E，跑道长3200米、宽45米；新建航站楼面积16.3万平方米。本期工程以2015年为目标年，按满足年旅客吞吐量1520万人次、货邮吞吐量20万吨、飞机起降15.1万架次设计。

Hongdu Aviation to increase capital of affiliate company

洪都航空增资旗下公司 欲进军通用航空市场

Hongdu Aviation announced on March 26 that it would increase the capital of subordinate Jiangxi Changjiang General Aviation Co. to expand into the general aviation business.

The move is aimed at developing general aviation services such as flight clubs, flight schools and corporate business services.

With the fresh capital, Hongdu will strive to increase its share in the general aviation market.

Jiangxi Changjiang is the only general aviation company in Jiangxi Province. It was established in 1996 and mainly operates within general aviation -- mostly agriculture and forest operations in the East China area.

The company's current qualification is Class B. Thus, certain general aviation services could not be operated because of the restriction.

Under state regulations, an enterprise operating business flights, taxi flights and general aviation charter flights should have a capital of at least RMB 50 million.

Hongdu Aviation will inject RMB 49.96 million into Jiangxi Changjiang to meet the requirement, and it will designate Jiangxi Province as its general aviation base.

The head of the Office of Science Technology and Industry for National Defense of Jiangxi Province said that the first of ten important projects will be the general aviation aircraft manufacture base.

In addition to the two big aircraft manufacturers, Hongdu Aviation and Changhe Aircraft Industries Group, there is an unmanned aircraft base that was established in Nanchang.

26日，洪都航空发布公告，将通过对其旗下的江西长江通用航空有限公司进行增资，实现在通用航空领域逐步由单一的作业飞行向营运飞行领域扩张，重点发展航空俱乐部、飞行驾校和行政公务等通用航空服务。

洪都进军通航市场

“这次增资的目的是为了占领国内通用航空市场，争取在通用航空服务业务方面有较大发展。”27日，洪都航空有关人士在接受记者采访时表示。

据了解，江西长江通用航空有限公司是江西省唯一的通航公司，成立于1996年，主要在华东地区经营以农林为主的通用航空业务。

据介绍，“长江通航”现有的经营资质为乙类，一些高附加值的通航项目因经营资质限制而不能经营。根据国家有关规定，要求从事公务飞行、出租飞行、通用航空包机飞行经营项目的企业自有资金额度最低为5000万元。为此，洪都航空此次计划对“长江通航”增资4996万元，以满足“5000万元自有资金额度”的限制。

江西欲成通航基地

“今年我们十个重大建设项目的第一项就是通用飞机制造基地。”27日，江西省国防科工办有关负责人对记者表示，江西有良好的飞机制造基础，除洪都、昌河两大国际知名的飞机制造企业外，还有最新落户南昌的无人驾驶飞机基地。作为新中国第一个自制飞机上天的地方，江西完全有条件成为中国通用航空领域制造和服务基地。

Heilongjiang Mohe Airport to open on June 20

黑龙江漠河机场土建完工
计划于6月20日通航

The Heilongjiang Mohe Airport will open on June 20 after finishing civil works and purchasing and installing facilities and equipment.

Mohe Airport was constructed beginning in June 2006. The new airport, 12,320 sq. m. in size, has a runway with a length of 2,100 meters and a width of 45 meters, with an apron designed to accommodate two Class C aircraft. Investment for the project totaled RMB 236.08 million.

The airport will open three air routes to Beijing, Harbin and Hailaer. As the northernmost civil airport in China, Mohe Airport is expected to bring more tourists to Mohe.

黑龙江省漠河机场土建工程已经完工，正在进行各种设施设备的购置安装。漠河机场计划于6月20日通航，届时将开通北京、哈尔滨、海拉尔三条航线。作为我国最北端的民用机场，漠河机场将为这里带来大量的游客。

漠河机场于2006年6月21日建设施工，跑道长2100米，宽45米，站坪按停放2架C类飞机自滑进出设计，面积12320平方米，项目总投资23608万元。

Experts check on Yulin Airport

榆林机场空管工程
通过竣工及行业验收

More than 100 experts were invited by the Shanxi Provincial Development and Reform Commission and the Northwest Regional Administration of the Civil Aviation Administration of China to inspect the construction of Yulin Airport on April 7.

The airport's air traffic management project undertaken by the Northwest Electronics Technology Development Co. of the CAAC also passed inspection

Its communication and navigation equipment for the project passed flight calibration of the CAAC Flight Calibration Center on January 4.

On the other hand, the automatic weather observation system passed the

(Continued on page 14)

(Continued from page 13)

operation acceptance check of the Weather Department of ATMB on March 20. After finishing all the inspection of the different areas of the airport, the Yulin Airport will be inaugurated.

陕西省发展和改革委员会与民航西北地区管理局于4月7日共同组织100多位专家对榆林机场迁建工程进行了竣工及行业验收, 由民航西北电子技术开发公司承建的榆林机场空管工程通过了此次竣工及行业验收。整个空管工程通过竣工及行业验收后, 将为榆林新机场的正式启用提供稳定可靠的通信、导航和气象服务保障, 为机场的运行奠定了良好的基础。

空管工程中的通信、导航设备于2008年1月4日通过了民航总局校飞中心的飞行校验, 气象自动观测系统于2008年3月20日通过了空管局气象处的运行验收。

Delta Airlines launches first nonstop flight to China

美国达美航空公司首航亚特兰大——上海航线

US-based Delta Airlines launched its first-ever nonstop flight from Hartsfield-Jackson Atlanta International Airport to Shanghai Pudong International Airport on March 29,

"This flight will establish Atlanta as a powerful new Chinese gateway by providing new connectivity and convenience for passengers from across the U.S., as well as Central and South America and the Caribbean," said Lee Macenczak, Delta's executive vice president of Sales and Marketing. Pudong is located 19 miles southeast of Shanghai's city center.

While not the product of an open skies agreement, the route is a very big deal for Delta. It's the carrier's first foray into China.

Shanghai is the commercial epicenter of China, a place growing at a significant clip and attracting a significant number of American travelers, most of them business flyers.

The new nonstop route, says Delta, means flyers will shave at least three hours off previous one-stop itineraries that connected via other US or Asian hubs.

The ATL-Shanghai trip takes about 15 hours and 40 minutes.

美国达美航空公司首航上海的剪彩仪式于2008年3月31日正在举行。当日, 美国达美航空公司首航中国的直航航班从美国亚特兰大飞抵上海浦东国际机场。

由美国第三大航空公司——达美航空公司 (Delta Air Lines Inc., 国际航空运输协会代码: DL, 国际民用航空组织代码: DAL) 运营的上海至美国亚特兰大直航航线昨天 (31日) 开通。今后从上海前往美国东南部将比原来节省近4小时, 前往巴西、智利、秘鲁等拉美国家也将节省5至6小时。此次直航成功使达美航空公司成为唯一一家提供中国至美国东南部地区



直航服务的美籍大型航空公司。

美籍航空公司争相开通中美航线, 据悉是在为最早将于6月开放的美国游作准备。

Officials of Delta Airlines celebrate the launching of its first-ever nonstop flight from Atlanta, Georgia, to Shanghai Pudong International Airport.

CUSS system now operating at Changsha airport

长沙黄花国际机场CUSS自助值机系统正式启用

The Common-Use Self-Service (CUSS) check-in kiosks at Changsha Huanghua International Airport in Hunan Province were officially put into service on March 20.

The CUSS project was implemented by the Travelsky Technology and Changsha Huanghua International Airport.

The service of the CUSS system will greatly reduce passenger check-in procedures. The system is especially beneficial to passengers without check-in baggage because it will take only 20 seconds to get a boarding pass using the simple touch-screen operation. The kiosks will thus save time for queuing and waiting.

In addition, the CUSS system provides passengers with a seat selection chart. The Transport Terminal Building Management Department of Changsha Huanghua International Airport commended Travelsky personnel for the successful operation of the kiosks.



湖南长沙黄花国际机场CUSS自助值机系统于3月20日正式投入使用。CUSS自助值机系统的正式启用标志着中航信与黄花国际机场和其合作航空公司之间工作配合更加紧密, 为满足旅客更多的个性化服务需求打下坚实基础。

由中航信牵头, 联合长沙黄花国际机场共同实施的CUSS自助值机系统项目, 在各方面的通力配合下, 顺利的投入使用。CUSS系统的投入使用, 大大缩短了旅客办理值机手续的时间, 特别是针对无交运行李的旅客, 通过简单易懂的触摸屏操作, 一般在20秒内就能够完成值机操作, 打印出登机牌。节约了旅客大量排队等候的时间, 特别是在机场旅客客流高峰时期, 作用更加明显。

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54 passages added at Pudong Airport

上海浦东机场边检通道将增加到130条

The Shanghai Frontier Inspection Department added 54 frontier inspection passages at the second terminal building of Shanghai Pudong International Airport.

By the end of April, the Pudong Airport had 130 frontier inspection passages.

There were 76 frontier inspection passages before, including exit, entry and crew passages. When the second terminal of Pudong Airport opened last March 26, the frontier inspection authority added 32 passages at the second terminal building. Last April 16, it added another 22.

Starting on April 29, the first terminal building of Pudong Airport will only handle entry and exit procedures of China

Eastern Airlines, Japan Airlines, Korean Air, Air France, KLM Royal Dutch Airlines, American Airlines, and Delta Air Lines. The entry and exit procedures of other airlines will be handled in the second terminal building.



上海边检部门16日表示,为配合上海浦东国际机场第二航站楼开通,边检机关将增加54条边检通道,到4月底浦东机场将拥有130条边检通道。

上海浦东国际机场原有一座航站楼,边检机关共设立了76条边检通道,包括出境通道、入境通道和机员通道。2008年3月26日,浦东机场第二航站楼启用,边检部门在第二航站楼增加了32条边检通道。从4月16日起,边检部门又将在第二航站楼增加22条边检通道。

上海边检部门表示,从4月29日起,浦东机场第一航站楼将只办理东方航空、日本航空、大韩航空、法国航空、荷兰航空、美国航空、美国达美航空的航班出入境手续,其余航空公司航班的出入境手续在第二航站楼办理。

Wuhan Airport's second terminal opens

武汉天河机场第二航站楼启用

The second terminal building of Wuhan Tianhe International Airport was put into operation last April 15. The construction of the second terminal was finished in three years at a cost of RMB 3.37 billion.

Leaders and delegates from the Ministry of Transport, Civil Aviation Administration of China, Hubei Province, Wuhan City, Central South Regional Administration of CAAC, Capital Airport Group Company, and domestic airports and airlines attended the inauguration.

The Tianhe Airport now has 64 aircraft parking stands. It can handle passenger volume of up to 7,500 during peak hour.

Passenger volume this year is expected to surpass 10 million, which would make the airport the largest hub airport in central China.



武汉天河国际机场第二航站楼于4月15日正式启用。历时3年、总投资33.72亿元。第二航站楼启用后,天河机场航站楼面积达80万平方米,停机位64个,高峰小时旅客吞吐量可达7500人次,今年客流量有望突破1000万人次,成为中部最大的枢纽机场。这标志着天河机场跨入了两座航站楼同时运行的新时代,标志着武汉航空事业进入新的历史阶段。

10时整,来自交通运输部、中国民航局、湖北省、武汉市和民航中南管理局、首都机场集团公司以及国内有关机场、航空公司等单位领导和代表在第二航站楼国内出发厅内出席了庆典仪式。

Tibet Chamdo Bangda Airport to undergo expansion

西藏昌都邦达机场可研报告获国家发改委批准

China's National Development and Reform Commission approved on March 17 the feasibility report for the expansion and retrofit project of Tibet Chamdo Bangda Airport.

The airport, which is expected to be completed in 2015, will be designed to target an annual passenger volume of 180,000

and a cargo and mail volume of 540 tons.

The project will include a new terminal building with an area of 4,000 sq. m. and the retrofitting of the old terminal building with an area of 1,597 sq. m.

About RMB 259 million will be funded to complete the project.

2008年3月17日,国家发改委批准了西藏昌都邦达机场改扩建工程可行性研究报告。主要建设内容:新建航站楼4000平方米,改造老航站楼1597平方米。该项目总投资25900万元。本期工程以2015年为目标年,按满足年旅客吞吐量18万人次、货邮吞吐量540吨设计。

New Yunlin airport opens

陕西榆林新机场正式启用

The Shanxi Yunlin New Airport opened on April 10 after passing the acceptance inspection.

The new airport began construction in December 2005. Located in Yulin downtown and 15.5 km away from the city, it is a civil regional airport with a grade of 4C.

陕西榆林新机场迁建工程日前通过验收。新机场定于4月10日零时正式启用。

据了解,2005年12月开工建设的榆林新机场名称为“榆林榆阳机场”,位于榆林市区西北方向,距市中心15.5公里,为4C等级的民用支线机场。

LOT Polish Airlines launches direct flight to China

波兰航空重返中国市场 开通至北京直飞航班

LOT Polish Airlines launched its first direct flight from Warsaw, Poland, to Beijing, China, on April 3, aiming to expand its network as well as its business to China on the back of the two countries' growing trade ties.

"We launched our first Asian direct route in China in view of the considerable growth of the Chinese economy, the rapid development of the Polish market and the increasing economic cooperation and tourist exchanges between Poland and China," said Wojciech Kadziolka, LOT spokesman.

"The launch of direct flights to Beijing is the first step toward expanding our long-distance network to include Asia," he said. "The close economic relations between Asian countries -- especially China -- and Poland as well as the rest of Europe and an ever-increasing number of tourists promise a high passenger rate for our thrice-weekly round-trip flights."

According to Andrzej Bolesta, head of the economic department of the Polish embassy, China is Poland's biggest business partner in Asia and the third largest sourcing country in the world.

"Last year, exports from Poland to China stood at US\$1.1 billion and imports crossed the US\$10-billion mark to reach US\$11.64 billion," said Bolesta. "A lot of Chinese enterprises have set up offices and facilities in Poland."

波兰航空公司 (LOT Polish Airlines) 于2008年4月2日重新启动华沙至亚洲的航班, 北京将成为第一站。华沙至北京的首航定于2008年4月2日起飞, 3日凌晨抵达。在中国市场上消失近十年后, 波兰国家航空公司终于重返中国市场。

JAL adds code sharing routes with China Eastern

日本航空将与东航大幅扩充航班代码共享范围

On March 30, Japan Airlines (JAL) started a code sharing agreement on six additional routes operated by China Eastern Airlines between China and Japan.

The new code share agreement will enable JAL to place its "JL" designator on China Eastern Airlines' flights operating between Shanghai-Kagoshima, Shanghai-Matsuyama, Shanghai-Niigata, Shanghai-Okinawa (Naha) Qingdao-Fukuoka, and Qingdao-Nagoya (Chubu).

With this code share expansion, JAL's Japan-China network will serve 13 cities in China on 36 routes with a total of 318 flights per week. JAL operates some 180 of these flights per week to 10 airports in China.

From the point of view of customer convenience, JAL is expanding flight frequency between Japan and the high growth market of China, and offers the largest network between the two countries.

JAL and China Eastern have been code share partners since September 2002. The new agreement increases to 15 the number of routes which the airlines code share.

Japan Airlines also inaugurated a reciprocal frequent flyer program agreement with China Eastern Airlines on February 1, 2008. Members of JAL's frequent flyer program, JAL Mileage Bank, can now accumulate mileage when traveling on China Eastern Airlines flights and redeem award tickets on China Eastern Airlines flights.

日本航空公司宣布, 将于3月30日大幅扩充与中国东方航空的航班代码共享业务 (一家航空公司的航班号可用于另一家公司共享)。将追加冲绳、松山等地至上海以及名古屋、福冈至青岛的航线。与东方航空的代码共享航线将由目前的9条增至15条。并在东方航空的显示屏上增加日航的航班名称。

新追加的航线包括冲绳、鹿儿岛、松山、新泻至上海以及福冈、名古屋至青岛, 共6条航线。通过与东方航空扩大合作, 日本航空公司在中国的航线将扩大至13个地区、36条航线、每周往返318次。



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