



China Civil Aviation Report

民航报导

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Creating a Relaxed Environment to Boost International Air Transportation

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China Flight Level Allocation Scheme Officially Becomes the Standard of International Civil Aviation

中国飞行高度层配备标准 正式生效为国际民航标准

The Recovery of China's Domestic Aviation Industry Becomes Clear Gradually

我国航空业复苏步伐逐渐清晰

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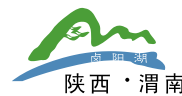


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From the Publisher's Desk | 编者的话

All high rises start from the ground floor 万丈高楼平地起

The large aircraft project caught a great amount of attention lately with all the news and comments across all forms of media. The Aviation industry had to make organization expansion and re-grouping in order to R&D components and parts for the project. Land development under the name of the large aircraft project is everywhere. We here at the CCAR, have heard about the schedule of R&D, test flight and delivery, but I believe some reservation on the timetable is necessary.

As more and more light was shed on this topic, the more I remember the policy made by former Chinese leader Deng Xiaopin "let small group of people get rich first". Looking back to that not-necessary-political-correct policy from back then to the policies of China's current economic accomplishment, it does make some sense. It's like the old Chinese saying, "all high rise starts from the ground floor". If China's aircraft manufacturing program can start from the small aircraft like most of the leading countries, maybe we can enjoy the small aircraft sooner while waiting for the birth of the large aircraft.

大飞机的项目在最近一年内产生了很大的效应，在新闻舆论上占了相当的分量与版面。航空工业领域也做了许多的公司扩编，改组动作以便研发制作大飞机的零组件。当然还有许多的基地以大飞机的项目或名义纷纷开始规划与建设。虽然目前听到许多有关大飞机的制程，试飞，交付等的时间表，但实际的进展却有待观察和期待。

当越多的大飞机信息进入大脑的时候，同时间脑筋里也浮起了改革开放初期总设计师邓小平有关“让少数人先富起来”的理论和政策。在经济蓬勃发展的今天看来，当时看似不尽合理的政策却为中国带来稳定的经济发展和基础。常言道万丈高楼平地起，如果中国的飞机设计制造像大多数航空先进国家一样由“小飞机”开始，也许我们可以更快的享受国产小飞机，同时期望大飞机的诞生与到来。



Francis Chao
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Aviation Headlines

China Flight Level Allocation Scheme Officially Becomes the Standard of International Civil Aviation

中国飞行高度层配备标准 正式生效为国际民航标准

China meter-based RVSM scheme becomes valid officially as the international civil aviation standard, which signifies as first time that the operation standard of Chinese civil aviation is adopted by International Civil Aviation Organization (ICAO) as the standard of international civil aviation .

China officially implemented the RVSM in metric level system at 0:00hr on November 22, 2007, making China the first country employing the meter-based RVSM in the world.

Before our implementation of RVSM, ICAO had provided in Annex 2 a metric flying level standard, but none of the metric-base countries had put RVSM in application so that the proposed standard got no serious consideration and verification. Through China's implementation and verification, it was mentioned for the first time that Annex 2's original standard had some unreasonable flaws.

After China's implementation of RVSM, ICAO held a workshop to appraise the process. Based on the widely collected opinions and suggestions from various civil aviation department worldwide, ICAO through 2 years of active analysis verifies China's application of RVSM is safe and sound.

So at the suggestion of China, ICAO debated, discussed and adopted the proposal submitted by

China on bringing China meter-based RVSM into Annex 2 Standard of the Convention on International Civil Aviation. And ICAO decided to revise the flight level in Annex 2 of Convention on International Civil Aviation.

中国米制缩小垂直间隔（RVSM）高度层配备标准，正式生效成为国际民航标准。这标志着中国民航的运行标准首次被国际民航组织所采纳，成为国际民航标准。

2007年11月22日零时，我国正式实施缩小垂直间隔，成为世界上首个使用米制飞行高度层实施缩小垂直间隔的国家。

在我国实施RVSM之前，国际民航组织曾在《附件二》中提供过一个米制高度层配备标准，但由于在我国之前没有任何米制国家实施过RVSM，所以该标准并没有得到过认真的论证。经过我国的实施和论证，首次指出《附件二》中提供的原标准存在不合理性。

我国实施缩小垂直间隔后，国际民航组织专门召开了工作组会议，对米制缩小垂直间隔运行情况进行评估。在广泛征求了世界各国民航部门意见建议的基础上，国际民航组织经过近两年的积极论证，证明了我空域实施缩小飞行高度层垂直间隔的安全、平稳。

因此，在我国的建议下，国际民航组织航委会讨论并通过了我国提交的关于将中国米制RVSM高度层配备标准正式纳入成为国际民航公约《附件二》标准的提案，决定对国际民航公约《附件二》中的米制高度层配备标准进行修订。

CAAC and Civil Aviation Administration of Laos signed bilateral agreement on airworthiness

中国民航局与老挝民航签署持续适航双边协议

The Civil Aviation Administration of China (CAAC) has signed a bilateral agreement with the Civil Aviation Administration of Laos (CAAL) on continuous airworthiness of aircraft imported by Laos from China. This deal aims to enhance the cooperation of the two sides, focusing on sorting out the issue of continuous airworthiness of the MA60 when in operation. This move is aimed at stepping up cooperation effectiveness in an effort to guarantee continuous safety of aircraft.

Prior to the agreement, which was signed by Zhang Hongying on behalf of CAAC, the Airworthiness Department of CAAC had carried out lengthy

negotiations. Representatives from Xi'an Aircraft Company (XAC), the aircraft manufacturer, were present at the signing ceremony.

2010年1月5日，中国民用航空局（Civil Aviation Administration of China，简称“民航局”）与老挝民用航空局在北京就中国出口至老挝运营的航空器的持续适航问题签署了双边协议。该协议旨在加强双方局方的合作，重点解决新舟60飞机在使用过程中的持续适航问题，并提升双方的合作效率，以保证航空器的持续安全运营。

此前，民航局适航司与老挝民航局进行了多轮接洽与沟通，最终张红鹰司长代表中国民航局与老挝民航局签署了协议，飞机制造方中航工业西飞公司出席了签署仪式。

Vice Minister of CAAC Xia Xinghua Meets with the Delegation of Japan Ministry of Land Infrastructure and Transport

夏兴华副局长会见日本国土交通省代表团一行

The 6 members delegation headed by Tyooan Yutaka, minister of administrative office for Japan Ministry of Land Infrastructure and Transport (MLIT), aboard ANA flight NH1285, arrived at T3 of Beijing Capital International Airport in the last year. This signified the official opening of the air route from Beijing Capital International Airport to Tokyo Haneda Airport. Xia Xinghua, Vice Minister of CAAC, officers from International Department and Transportation Department of CAAC and leaders of Beijing Capital International Airport welcomed the Japan MLIT delegation. After that, Xia talked with Tyooan Yutaka.

This route is operated by Air China and All Nippon Airways Co., there are 3 flights daily shuttling between Beijing Capital Airport and Tokyo Haneda Airport. So far, the total weekly flights on routes from Beijing to Tokyo are 106, and the flights between China and Japan approaches 271 weekly.

It is understood that Beijing, followed Seoul, Shanghai and Hong Kong, is the 4th city to launch the flight route to Tokyo Haneda Airport.

去年，日本国土交通大臣政务官长安豊一行6人乘坐全日本航空运输公司（All Nippon Airways Co.，简称“全日空”）1285航班抵达北京首都国际机场三号航站楼，这标志着北京首都国际机场（简称“首都机场”）至东京羽田机场航线正式开通。中国民用航空局（Civil Aviation Administration of China，简称“民航局”）副局长夏兴华以及民航局国际司、运输司以及首都机场的领导在廊桥欢迎日本国土交通省代表团一行。之后，夏兴华与日本国土交通大臣政务官长安豊进行了会谈。

此航线由国航与全日空两家航空公司运营，每天往来于首都机场与东京羽田机场的航班共有3班。至此，在中国北京至日本东京的航线上，每周航班量达到106个，中日间的航班增加到了每周271个。

据了解，北京是继韩国首尔、中国上海及香港第4个开通至日本东京羽田机场航线的城市。

Feature Articles

Creating a Relaxed Environment to Boost International Air Transportation

营造宽松经营环境 发展国际航空运输

It was informed at the civil aviation work conference on January 13-14 that, in 2010, CAAC will continue to shore up supports to reinforce the development of domestic airlines in an effort to underpin the booming of the whole air transport industry.

In order to cope with the financial crisis, last year CAAC issued ten measures aimed to promote the steady and rapid development of civil aviation that played an important role in rapid recovery and further growth of air transport. Among these measures, some are still of vital significance for future development such as encouraging the merger and reorganization of air transport enterprises, speeding up the approval of cargo airlines, encouraging opening more international and domestic routes, optimizing routes and flight procedures to shorten the flight time, increasing the subsidies to regional aviation, especially the flights in poor and remote areas, implementing the price adjustment mechanism as well as expanding the scope of general aviation services. This year we must continue to implement and put into practice these policies in a bid to make these measures playing a longer time effect.

According to the recently issued "Circular on Further Improving Air Traffic Rights and Flight Schedule Management", starting this summer flight season, CAAC will reform administrative mode as regards to the licenses of domestic flights to create a more flexible environment for airlines. The first measure is

to implement the scheme of registration, that is, except for flights from the four airports in Beijing, Shanghai and Guangzhou to continue the approval & registration scheme, the remaining routes will adopt the registration mode. Secondly, further decentralization should be carried out by implementing the grading management scheme. That is, except the licenses of the four airports in Beijing, Shanghai and Guangzhou which lay charge to CAAC, the license of other airports lays charge to the regional administration of CAAC. Thirdly, approval of non-scheduled flights at busy airports is no longer carried out, instead, CAAC decides to put non-scheduled flights into sequence management of scheduled flights. Fourthly, flights coordination meetings and schedule coordination meetings that were held twice yearly are no longer needed. All coordination will be made through the Internet in order to lesson related costs for airways. Lastly, flight schedules will be more open and transparent. Airliners can enjoy a better operation environment due to these reformed measures.

As said that CAAC will continue to step up efforts to develop international air transport, a slew of measures will be taken soon. The first one is to improve the distribution mechanism of international air traffic rights. Aiming at making better use of this measure will make a clear-cut picture of the distribution principles of air rights, and by applying the mechanism of moderate competition, it spurs airlines to open up new routes and enhance the

transport capacity. The second is to better improve the admittance and withdrawal mechanism of international routes market and properly lean to airlines that make good use of air traffic rights. The third measure is to increase support in regards to special long-haul routes through subsidy and other supporting measures including allocating a part of domestic air traffic rights to propel airlines for sooner recovery and open up new long-distance routes. Lastly, air traffic rights information release system and airlines (China and foreign) operation information sharing system will be established to provide enterprises timely information for decision making.



1月13日至14日召开的民航工作会议上获悉，2010年，民航局将继续加大对航空运输的支持力度，进一步支持航空公司发展，促进航空运输发展。

去年，为应对金融危机，民航局出台了促进民航行业平稳较快发展的十项措施，对快速恢复和促进航空运输增长起到了重要作用，其中有些对今后发展仍有意义，如支持航空运输企业联合重组、加快审批货运航空公司、鼓励开辟国际国内航线、优化航路和飞行程序以缩短飞行时间、加大对支线航空特别是对老少边穷地区航线的经营补贴、实行价格收费调节机制和扩大通用航空服务范围等。今年要继续落实这些政策措施，使之发挥较长时间的效用。

根据刚刚下发的《关于进一步做好航权航班和时刻管理工作的通知》精神，从今年夏秋航季开始，民航局将对国内航权航班经营许可的管理方式进行改革，为航空公司经营创造更为宽松的环境。一是更多实行登记许可方式，即除涉及北京、上海、广州三大城市四个机场的航线航班继续采取核准/登记许可外，其余航线航班全部采取登记许可管理。二是进一步简政放权，实行分级管理，即除涉

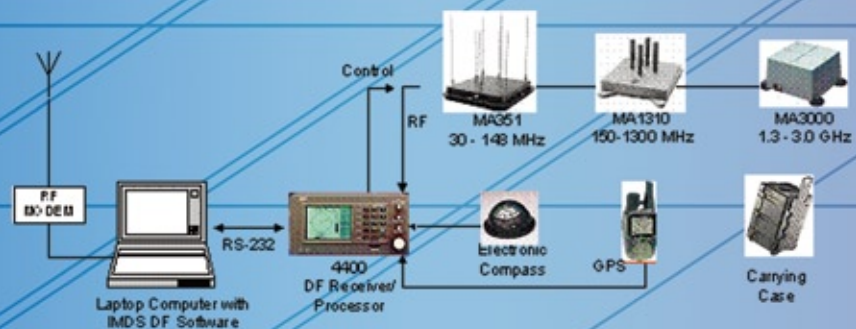
及北京、上海、广州三大城市四个机场的区际航权航班经营许可由民航局负责外，其余一律由地区管理局负责。三是停止审批繁忙机场的非定期航班，将符合条件的非定期航班纳入定期航班序列管理。四是不再召开每年两次的航班协调会和时刻协调会，采取网上或简单微调，降低航空公司的相关费用。五是航班时刻更加公开、透明。这些改革措施，可以为航空公司经营创造较好的环境。

据悉，今年民航局还将继续加大促进国际航空运输发展的力度，将于近期出台关于进一步促进我国国际航空运输发展的措施。一是完善国际航权分配机制，以提高航权使用率为目标，明确航权分配原则，引入适度竞争机制，鼓励航空公司开辟航线和投入运力。二是完善国际航线市场准入和退出机制，适当向航权使用好的航空公司倾斜。三是加大对特殊远程航线的支持力度，通过补贴和其他配套措施，包括配备部分国内航权等，推动航空公司尽快恢复和开辟远程航线运营。四是建立航权信息发布制度和中外航运营情况通报制度，及时为企业提供决策信息。

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China and the 2010 Maintenance Skills Competition

By Ken MacTiernan Director AMTSociety/Chairman MSC

中国与2010年维修技能竞赛

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What does pride and knowledge, coupled with skill and integrity look like? In aircraft maintenance the answer to this cannot be defined to a single description. This is because Aircraft Maintenance Engineers and Aircraft Maintenance Technicians come in all different shapes and sizes, colors, religions and nationalities. You can look across the aircraft maintenance community and see examples to this question. One such place you can look to is China. And upon a closer look you can look at Lode Technology Co., Ltd.

This past March 16 – 18th, 2010 in Las Vegas NV at the AMTSociety’s 3rd Annual Maintenance Skills Competition there were 25 teams of 5 AME/AMTs each that competed against each other in 5 different categories. http://www.youtube.com/watch?v=t_Hy14Um-GQ One such category was the MRO/OEM Category and in this category a team of Lode AMEs stood tall and proud. There were many challenges to meet head on in this exciting competition and thanks to Lode Technology Co., Ltd. the potential the Chinese aviation community offers to the world was evident.

The fact that the events to be competed in during the MSC were a broad grouping of examples of every day maintenance done on aircraft around the globe were a challenge to all those entering the competition caused all 25 teams competing to form a tactic to use the best skill sets they possessed. The Chinese team met these events head on and performed with honor. This team captured 3rd Place in the MRO/OEM Category behind Continental Airlines who came in 1st and American Airlines who came in 2nd. Considering these teams had previously competed in the MSC and this was Lode, and China’s, first entry in this premier competition for highlighting today’s AME/AMTs speaks volumes for the Lode Team.

The MSC doesn’t promote one group of AME/AMTs over another. The MSC simply uses time to determine who receives 1st, 2nd or 3rd Place Plaques. The ability of the Lode Team is evidence of why they are so successful and it is also proof of what the Chinese aircraft maintenance community is capable of.

With only three years of the AMTSociety sponsoring



the Maintenance Skills Competition we have become an international competition. And thanks to Lode Technology Co., Ltd. China was the first international team to enter the MSC, followed by a team from Australia. With China's leadership by entering this premier competition the MSC has been elevated further within the aircraft maintenance community. Lode has indicated that they will return to the 2011 MSC and this should set the standard for other Chinese companies entering the MSC because the standard is very high!

For further information on competing in the 2011 MSC contact Ken MacTiernan, AMTSociety Director/Chairman MSC at JETDR@VERIZON.NET , (817) 253-2192.

若将自豪, 知识, 技术和综合能力相结合, 那将会如何? 对飞机维修而言, 答案无法用寥寥数语加以概括。这是因为飞机维修工程师们和飞机维修技师们来自于不同的机构与背景、肤色、信仰与种族。你可以看到整个飞机维修团体, 并看到回答这个问题的不同案例。有一个你可以关注的地方就是中国。更明确的说, 你能看到来自北京的诺典科技有限公司。

2010年3月16-18日, 由AMTSociety公司在拉斯维加斯主办的第三届维修技能竞赛中, 有25个小组完成了5个不同类别的5项AME/AMT竞赛项目。视频资料可参考: http://www.youtube.com/watch?v=t_Hy14Um-GQ。有一项MRO/OEM类别, 在此向类别中由北京诺典科技组成的AME小组获得了奖项。由于北京诺典科技有限公司参加, 经过激烈的竞争与挑战, 向全世界同业者展示了中国航空业界的潜力。

本次维修技能竞赛中, 是将来自世界各地每天在飞机维修中发生的各种故障组合呈现在各队面前, 25个小组都尽自己所能使用最佳战术参与各项竞赛项目。来自中国的小组面对各项竞赛的挑战, 并由此获得荣誉。该小组荣获了MRO/OEM类别的第三名, 仅次于位居第一名的大陆航空公司与第二名的美国航空公司。其他小组在此前多次参加过维修技能竞赛, 而来自中国的诺典科技却是首次参与, 并且在此专项比赛中获得了如此好的成绩, 正充分说明了诺典科技所代表的小组在AME/AMT方面的实力。

维修技能竞赛并不是推崇某个AME/AMT小组。维修技能竞赛简单地采用竞速的方式决定排名顺序。诺典小组的能力证实了他们如何成功, 并且也证明了中国飞机维修



团体的能力。

AMTSociety公司在近三年以来主办的维修技能竞赛已成为一个国际性的竞赛活动。感谢来自中国的北京诺典科技有限公司, 成为了维修技能竞赛首个参与的国际小组, 随之也迎来了来自澳大利亚的小组。随着中国参与这项重要的专业竞赛, 使得维修技能竞赛得到了飞机维修界更多的关注与认可。诺典小组已表明他们将再次参加2011年的维修技能竞赛, 这将为其他中国公司设定了一个参加维修技能竞赛的标准, 因为这个标准相当高!

了解更多2011年维修技能竞赛的相关信息, 请与AMTSociety公司主管/维修技能竞赛主席Ken MacTiernan先生联系: JETDR@VERIZON.NET , (817) 253-2192。

The Recovery of China's Domestic Aviation Industry Becomes Clear Gradually

我国航空业复苏步伐逐渐清晰



Aviation industry, as the barometer of the national economy, sets to recover in the wake of the gradual rejuvenation of the whole economy. The profits gained in the first three quarters of 2009 was 9.21 billions Yuan, a year-on-year increase of 9.68 billions, reducing the deficits.

The airlines showed a net profit of RMB 6.13 billions in the 1st 3 quarters, a loss-reduction increase of RMB 11.68 billions on the year-on-year basis. The gross profit rates of the 5 listed airlines in the first three quarters all hiked compared to the same period last year, for instance, the gross profit rate of Air China reached 17%, a year-on-year increase of 8.9%. The passenger turnover volume was back to a 2-digit rate to 16.4%. The recovered passenger rate, the raised ticket price range and the relative lower price of gasoline all contributed to a better operating environment for airlines.

The monthly data showed China's passenger transportation market recovered since September, 2008, and positive growth was happened in October. A positive growth on cargo transportation was seen in July since

the rebound in February, 2009. Within the 1st three quarters of 2009, there was a distinctive 22.6% year-on-year increase on our domestic passenger volume.

In the perspective of international and regional markets, the situation clearly turned better in the last two months. The passenger volume for international flights returned a positive growth since July, and an increased growth rate of 17.4% for August and 14% for September were found. Furthermore, the growth rate for regional flights in the last two months reached 16.9% and 12.4% respectively. As the global economy bottoms and rebounds and China's economy grows steadily, a 15% growth rate is expected in the whole passenger transportation market next year.

航空业作为国民经济的晴雨表，随着经济逐步回升，航空业复苏步伐也逐渐清晰。今年前三季度我国民航全行业累计实现盈利92.1亿元，同比减亏增盈96.8亿元。

首先前三季度航空公司累计实现盈利61.3亿元，同比减亏增盈达到116.8亿元。去年前三季度5家上市航空公司的毛利率同比均有所上升，其中，国航的毛利率同比增长了8.9个百分点，毛利率水平达到17%。前三季度旅客周转量增速恢复到两位数，达到16.4%。客座率的恢复、票价水平的提升以及相对较低的油价水平使得航空公司的经营环境有所改善。

月度数据显示，我国客运市场从2008年9月开始复苏，10月份恢复正增长，而货运市场也于2009年2月开始反弹，并于7月恢复正增长。2009年前三季度，我国国内客运量同比增速为22.6%，表现抢眼。

从国际和地区市场来看，近两个月有明显好转迹象。国际航线客运量增速从7月恢复正增长，8月和9月增速高达17.4%和14%。而地区航线近两月的增速也分别达到16.9%和12.4%。随着全球经济的触底反弹和中国经济的稳定增长，明年整体客运市场有望实现15%左右的增长速度。

CAAC Updates

Airport surface monitoring research of Civil Aviation University of China bears new fruit 中航大机场场面监控研究达到了国际先进水平

Early in 2010, Personnel, Science and Education Department (PSED) of CAAC hosted a program appraising meeting undertaken by Aeronautical Automation College of Civil Aviation University of China (CAUC). This project dwells on the study of airport monitoring system, anti-collision and dispatching system based on the network of radio location. Sun Yigang, a professor of Aeronautical Automation College of CAUC, has been in charge of this project. The appraisal commission is composed of experts from Beijing University of Aeronautics and Astronautics, Beijing Institute of Technology, Tianjin University, Tianjin Polytechnic University, Tianjin Binhai International Airport, Capital Airport Construction Company, Beijing Bowei Airport Support Ltd. . All the experts attended the appraisal meeting.

After appraisal, the commission believes the program employs advanced technology with a professional design, filling the blank of this technology in China. This technology reaches advanced level in the world. This program employs radio location system based on Zigbee wireless sensor networks. This technology, by means of collecting the information of the location of the moving vehicles on the apron through range positioning system: RSSI, can give an alarm to drivers in an effort to avoid the collision of vehicles and aircraft. What's more, using RSSI can have a dynamic positioning precision of 1-3m with each positioning time less than 12 ms. In addition, the monitoring picture can provide coordinates

and other detailed information of moving vehicles, accordingly, crews of the airports can effectively dispatch various vehicles based on the monitoring information. Further more, this system resistant to electric-magnetic interference can longtime work stably and reliably to its low power consumption. All in all, the fulfillment of this program lays a solid foundation for the follow-on applications of the airport surface monitoring system, anti-collision and dispatching system.

2010年初，中国民用航空局人事科教司在北京组织召开了由中国民航大学航空自动化学院承担的“基于无线电定位网络的机场场面监控、防撞与调度系统”项目鉴定会。该项目由航空自动化学院孙毅刚教授主持。来自北京航空航天大学、北京理工大学、天津大学、天津工业大学、天津滨海国际机场、首都机场建设总公司、北京博维航空设施管理有限公司等单位的专家组成鉴定委员会对该项目成果进行了会议鉴定。

鉴定委员会认为，该系统方案设计合理，技术先进，填补了该项技术的国内空白，达到了国际先进水平。该项目采用ZigBee无线传感器网络技术设计的无线电定位网络，通过RSSI测距定位系统监测机场停机坪上的活动车辆位置信息，使动态定位精度可达到1-3m，每次定位时间小于12ms，能够向司机报警，防止车辆与飞机相撞事故的发生；该系统的监控界面能够显示活动车辆的坐标和详细信息，机场相关人员可根据监控界面的显示情况，合理地调度各种车辆；该系统功耗低，可长时间稳定可靠工作，且抗电磁干扰能力强。该项目的完成为机场车辆监控、防撞与调度系统的后续应用打下了基础。

Revised Master Plan for Changsha Huanghua International Airport Passed Experts' Evaluation

长沙黄花国际机场总体规划修编通过专家评审

A revised master plan for Changsha Huanghua International Airport had passed the experts' evaluation on December 10. Han Yongwen, Vice Governor of Hunan Province and Diao Yonghai, Deputy Director of Airport Department, CAAC attended the meeting. According to the proposed master plan, the overall construction area is 46.66 square kilometers. It is estimated that by 2020, passenger throughput will hit 28 million while the cargo throughput will be 330 thousand tons annually. The projected passenger throughput will rise to 62 million as the cargo throughput increases to 1.8 million tons yearly by 2040. The revised layout of the airport's runway will add 3 new runways on the east side of the existing one, and 2 new terminals. Meanwhile, in order to ensure linkage of airport and urban transportation, 4 rail transportation stations will be set up at the airport to expedite the traffic flow at the airport.

长沙黄花国际机场总体规划修编通过专家评审。湖南省副省长韩永文、民航局机场司副司长刁永海出席了会



议。根据规划方案，总体规划面积为46.66平方公里。预计到2020年，旅客年吞吐量为2800万人次，年货运吞吐量为33万吨；预计到2040年，旅客年吞吐量为6200万人次，年货运吞吐量为180万吨。长沙黄花机场跑道布局修改为位于现有跑道东侧，新增3条跑道，新增2个航站楼，同时，为确保机场与城市交通对接，拟在机场设立4个轨道交通出入口，提高机场的交通运行速度。

China's Seventh Flights and Routes Business Meeting Concluded in Jiangxi

中国第七届航线、航班商务洽谈会在赣圆满召开

In the end of last year, China's Seventh Flights and Routes Business Meeting, co-sponsored by China Civil Airport Association (CCAA) and China Air Transport Association (CATA), was brought to a successful close. 170 plus delegates from 16 airlines and 45 airport units took part in 35 rounds of one-on-one negotiations. Besides, attendees listened to a splendid speech on tourism promotion presented by the representative of Jiangxi Airport.

Flights and Routes Business Meeting, having been held 7 times since the set-up by CCAA and CATA,

has received unanimous recognition and praise from both airports and airlines participants. Though, with meeting format unchanged, purposes and contents of communication from both parties changed a lot. The two sides carried out purposeful exchanges in better understanding of mutual strategies and deep thinking viewpoints. Furthermore, topics being discussed became more extensive, including the effects on civil aviation that policy of energy saving and environmental protection would bring, and the hand-in-hand dealing with the difficult situation upon high speed rail development.

去年底，由中国民用机场协会与中国航空运输协会共同举办的中国第七届航线、航班商务洽谈会在赣圆满结束。本届会议共有国内16家航空公司和45家机场单位170余人参会，共进行了35轮一对一谈判。此外，参会代表还听取了江西机场所作的旅游资源推介的精彩演讲。

航线航班商务洽谈会自两家协会成立以来已举办7次，一直受到机场与航空公司双方的一致认同。虽然会议

形式一直延续以往的模式，但机场与航空公司在会议沟通的目的与内容上都较以往有很大改变。洽谈双方不仅就航线、航班的开发进行有针对性的沟通，彼此间更多的是了解对方的战略部署和进行深层的思想交流，而且交流的话题也变得越来越广泛，包括节能环保政策对民航的影响、如何携手应对高铁发展等。

The Feasible Plan of Flight Zone Expansion for Nantong Airport Got Approved

南通机场飞行区改扩建工程可研批复



The feasible plan of converting and expanding the flight zone of Nantong Airport got approved by CAAC in the end of last year, which brought such project into substantive stage. The construction is designed so as to fulfill the demand of Nantong Airport in 2020 to accommodate a passenger throughput of 4.5 millions, cargo-mail volume of 75,000 tons, and flight takeoffs-landings of 50,000. After the expansion, the flight zone level will promote to 4D, which also supports the usage needs of Class E aircrafts. The total investment of the construction is RMB 572.95 millions which CAAC will arrange RMB 50 millions from civil aviation special funds to aid the project. The construction will extend the runway 1,000 meters, build a new 1,911 meters taxiway, add asphalt on currently existed runways and taxiways, and improve the relative supporting facilities and equipments such as airfield lighting, navigation, fire fighting, perimeter and patrolling road etc.

Both Nantong Municipal Committee and City Government paid highly attention to the development of its airport. Terminal upgrade and apron expansion were

completed last year, and the building of a 7,000 sq.m international terminal facility will be launched this year. Currently, Nantong Airport's cargo base construction is speeding up, Eastern Airlines' Flight Training Base has been established, Shanghai Zhongyi General Aviation Company and Eastern Base of CAAC Flight Inspection Center are set up here. East China Delivery Center of Shunfeng Express is expected to set base in Nantong. Nantong Airport will become an air cargo base, an alternate hub for Shanghai International Airlines and a Flight Training Base for airlines, which integrates with the pivot airport of Shanghai International Aviation as soon as possible.

去年底，南通机场飞行区改扩建工程可研获国家民航局批复，这标志着该工程已进入实质阶段。本期工程按满足2020年旅客吞吐量450万人次、货邮吞吐量7.5万吨、飞机起降5万架次需要设计。扩建后飞行区等级升为4D级，并兼顾E类飞机使用要求。项目总投资5.7295亿元，民航局从民航专项基金中安排5000万元补助该工程。该项目将延长跑道1000米、新建1911米滑行道，对现有的跑道、滑行道道面加铺沥青混凝土，相应改造助航灯光、导航、消防、围界、巡场路等配套设施设备。

南通市委、市政府对机场发展高度重视，去年对机场候机楼进行了升级改造，停机坪扩容亦完成，年内将动工兴建7000m²的国际候机楼。目前，南通机场的货运基地建设也正在加快进行，东航的飞训基地已经在此设立，上海中意通用航空公司已在南通设立基地，中国民航校飞中心东方基地也在此选址，顺丰速运（集团）有限公司华东分拣中心亦有望落户南通。南通机场将打造成货运航空基地、上海国际航空枢纽备降机场、航空公司的飞训基地，尽早融入上海国际航空枢纽港。

Inner Mongolia Tongliao Airport Successfully Passed the Aviation Security Audit

内蒙古通辽机场顺利通过航空保安审计

Organized by CAAC and Civil Aviation Authority, the Civil Aviation Authority and Public Security Bureau in North China has embarked on a security audits to Tongliao airport aviation Inner Mongolia in the end of last year. Civil Aviation Authority of Inner Mongolia, Inner Mongolia Airport Corporation, and Shanxi Datong Airport, which will be audited has sent officers to observe the audit.

The audit team conducted the audit to the aviation security system based on the requirement of related regulatory documents, by the full integration of such approaches as file access, on-site observation, staff interviews and discussions. The stresses of the assignment were laid on 10 areas. They are aviation security organization and management, controlled area management and access control, security of passengers and their hand-luggage, Check-in baggage security, aircraft and flight security, cargo security, catering and airport offerings security, reaction to acts of unlawful interference and the emergency arrangements as well as security facilities and quality control.

去年底，民航华北地区管理局公安局组织开展了对



内蒙古通辽机场的航空保安审计。民航内蒙古监管局、内蒙古机场集团公司及明年将被审计的山西大同机场派员观摩了此次审计。

审计组采用文件查阅、现场观察、人员访谈以及交流讨论相结合的方法，依据相关规范性文件的要求，对航空保安体系进行了审查；重点在航空保安组织机构及管理、控制区管理和通行管制、旅客及其手提行李保安、托运行李保安、航空器及飞行中保安、货物保安、配餐及机供品保安、对非法干扰行为的反应与应急安排、安全保卫设施和质量控制等10个方面开展工作。

Air transport issues across the straits brought to negotiation

两岸空运问题将上谈判桌 台湾力争开放转口货

Issues on air cargo between China and Taiwan will be brought upon for negotiation before the year ends. Taiwan fights hard to gain opening of regular flights to transport re-export cargo.

The two sides hold different understandings of the previous deal made. Mainland maintains with the regulation made before that only import-export goods between China and Taiwan are allowed. Taiwan holds to international practice, that scheduled flights can carry re-export cargo.

China Airlines and Eva Airlines estimated that the volume of import-export goods between Taiwan and

China is relatively small. If transportation of re-export goods is allowed, the volume will increase by 2 folds, which will aid the transporting cost competition as well as lower the merchandise's overall cost for manufacturers.

Other issues address include simplifying custom formalities for flying crews and accreditation of aircraft maintenance.

Normally, international flight crews can travel on passport only without an additional visa. But crew members between China-Taiwan need the admitting visa with passport to enter everytime causing an increase of

Airlines' operation cost.

As for the aircraft maintenance, the main purpose is to have qualified personnels to fix the problems when deem necessary in foreign airport. The issue, however, involves mutually recognize each individual government's accreditation and makes it more difficult to negotiate.

第4次“陈江会谈”并无交通议题；不过，两岸空运问题年底前将再上谈判桌，台湾努力争取开放两岸定期航班载运转口货。

李龙文指出，以往两岸包机直航时，货运部分限定只能载两岸的进出口货，一般国际惯例定期航班应可载转口货；不过，大陆坚持仍比照包机时的规定，双方认知不

同，有待进一步沟通。

华航及长荣航空估计，两岸进出口货的货量有限，如果能载运转口货，货量可望再增加2倍多，运价上将更有竞争力，有助减轻货主成本。

民航局另规划的议题还有“简化机组员通关手续”、“航机维修认证”。

一般国际航线机组人员可免签证，直接持护照就可入出境，两岸航线的机组员必须分别持台胞证及入台证，且每次都要签证，增加航空公司作业成本。

至于航机维修，主要是希望各自的飞机在彼此的机场有需要时，立即有相关人员检修；不过，与“简化机组员通关手续”一样，都涉及相互承认各自政府部门发放的证照，谈判难度较高。

7 Airports to be Reconstruct-Expand or Newly Built Within 5 Years in Xinjiang

5年拟新建改扩建7个机场新疆民航家底渐丰

Within 5 years from 2011, Xinjiang plans to reconstruct and expand Urumqi Airport, Korla Airport and Hetian Airport; relocates Fuyun Airport and Qiemo Airport, and builds Tazhong Airport and Shache Airport.

Reported at the Xinjiang Civil Aviation Work Conference held on January 21, 2010, the construction of these airports was incorporated into the "12th Five Year Plan" of Xinjiang. The completed construction of these 7 airports will further rationalize and optimize the flight network of Xinjiang.

Xinjiang Civil Aviation will also build hub airport in the west part of Urumqi, expand international flight routes and out-of-Xinjiang trunk routes, and increase current flights within the province via Urumqi in order to make Urumqi Diwopu International Airport (Urumqi Airport in short) a vital pivot linking domestic and international air transportation.

The Vice Minister of Civil Aviation Administration of China (CAAC), Xia Xinghua, revealed that CAAC will consider adding more flights from Urumqi to countries of Central Asia, West Asia and Middle East because Xinjiang possess an unique geographical advantages and international trades are getting busier. This move will give full scope to Urumqi's unique advantage as air hub which links Xinjiang and its neighboring countries.

The airport construction program of Xinjiang in the "11th Five Year Plan" has all been completed. These airports include new Bole Airport, relocated Turpan Airport and Kuqa Airport, and expanded Kashgar Airport and Yining Airport .

从2011年开始的5年内，新疆拟改扩建乌鲁木齐、库尔勒、和田三个机场，迁建富蕴、且末两个机场，新建塔中、莎车两个机场。

1月21日召开的新疆民航2010年工作会议透露，目前已将上述机场的建设纳入了正在编制的新疆“十二五”规划当中。这7个机场建设项目完成后，将进一步完善和优化新疆的航线网络。

新疆民航还将推进乌鲁木齐西部门户枢纽机场建设，拓展疆外干线和国际航线网络，加大疆内现有途经乌鲁木齐的航线密度，使乌鲁木齐地窝堡国际机场（简称“乌鲁木齐机场”）逐步成为连接国内外航空运输的重要节点。

中国民用航空局（Civil Aviation Administration of China，简称“民航局”）副局长夏兴华说，新疆有独特的地域优势，与周边国家国际贸易往来日益频繁，将考虑进一步扩大乌鲁木齐与中亚、西亚中东等地区国家的航权安排，发挥乌鲁木齐独特的空中桥梁优势。

新疆“十一五”规划建设的机场项目已全部落实，包括新建博乐机场，迁建吐鲁番、库车机场，改扩建阿克苏喀什、伊宁机场。

The construction plan of Hainan Boao Airport gets go-ahead from CAAC

海南博鳌机场建设获批

The construction of Hainan Boao Airport, which serves mainly the annual Boao Forum for Asia, got approved by CAAC.

Boao Airport is located at Zhongyuan Town of Qionghai City, 15 km from the permanent convention venue of BFA - Boao International Convention Centre. Other than mainly serves as the airport for the VIPs planes at home and abroad when attending the annual conference, it also functions as an alternate for Meilan Airport, where the two airports are distanced by one hour drive.

Besides, Boao Airport can also serve as a civilian airport where tourist flights will be opened to many major cities nationwide. Hainan being a major province for tourism, its civil air transportation volume takes up above one half of the combined public transportation. Currently, Hainan has Meilan International Airport and Sanya Phoenix International Airport, but each individual throughput has approached or even exceeded the original design standard making expansion or construction of new airport an extremely urgent matter.

CAAC approved the construction site last April. It is designed to build 15 aprons for private planes and corporate light jets. The total estimated investment would be RMB 800 millions with about RMB 300 millions by national subsidy. The construction starts this year and be completed next year for operation.

BFA has hosted successfully 8 annual meetings since the first establishment in 2001.



海南琼海博鳌机场已获民航局批准建设，该机场主要为博鳌亚洲论坛年会服务。

博鳌机场位于琼海市中原镇，与博鳌亚洲论坛永久会址——博鳌国际会议中心相距15公里。上述人士说，博鳌机场的建设有多方面考虑，除了主要功能定位为保障参加博鳌亚洲论坛年会的国内外政要专机及公务机外，还会作为美兰机场的备降机场。博鳌机场与海口美兰国际机场只有一个小时车程。

此外，博鳌机场作为民用机场，还会开通国内主要城市的旅游航线。海南作为旅游大省，民航运输量占所有公共交通运输量的一半以上，目前海南已有海口美兰国际机场和三亚凤凰国际机场，但它们目前的吞吐量均已接近或突破原先的设计标准。扩建或新建机场迫在眉睫。

今年4月份，民航局批准博鳌机场场址。原计划建设15个机位专机停机坪和公务机轻型停机坪，估算总投资8亿元，并争取国家投入3亿元左右，今年开工建设，明年建成投入使用。

博鳌亚洲论坛2001年成立以來，已成功举办8届年会。

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Commercial Aviation News

The Maiden Flight of Chengdu Airlines Kicks Off “烙”上城市印——成都航空首航济宁沈阳航线



With the specially recorded background music of the bellowing sound of a plane taking-off, Chengdu Airlines Ltd. declared officially its opening for operation in Chengdu. Being the fifth biggest aviation city in China, Chengdu finally has its own airlines named after itself.

With Sunbird as its flight logo, Chengdu Airlines, after the listing ceremony, began its virgin flight of Chengdu-Jining-Shenyang the next morning. In the future, Chengdu Airlines will focus its route development on western areas and regional flights, and will bear the responsibility of developing civil airplanes.

United Eagle Airlines, predecessor of Chengdu Airlines, was the first private air transportation enterprise approved by CAAC in China. Last October, Commercial Aircraft Corporation of China, Sichuan Airlines and Chengdu Communications Investment Group (CCIG) made a stock transfer deal to re-group United Eagle Airlines, holding 48%, 40.97% and 11.03% of the shares

respectively. After the deal, the equity capital of United Eagle Airlines increased from 300 to 680 millions Yuan. The set-up of Chengdu Airlines blazes the trail for central, provincial and municipal enterprises to jointly develop and invest on companies.

At present, Chengdu Airlines owns 7 Airbus A320 airplanes. It has opened 40 plus domestic flights to Guangzhou, Shenzhen, Nanjing, Wuhan, Nanning, Guilin, Hangzhou, Changsha, Ningbo, Wenzhou, Kunming, Guiyang and Lijiang. In the near future, Chengdu Airlines will launch more trunk lines as well as branch lines according to the market demand.

Chengdu Airlines is the first airline that shoulders obligation of strategic development of civil aircraft. The restructure explored a market approach for home-made large aircraft project. Meanwhile, taking advantage of this opportunity, the all-round commercial operation of China's commercial aircraft ARJ21 will be accomplished.

The first ARJ21 airplane is expected to join the flying fleet of Chengdu Airlines at the end of 2009. As reported, Chengdu Airlines is the first buyer/user of ARJ21. The second ARJ21 will take part in flying next January and five total are expected to serve within the next first half year.

Until 2015, aircraft fleet of Chengdu Airlines will reach 40 planes with 300 newly added pilots. Among them, 30 planes are home-made ARJ21 and 10 are Airbus A320. Domestic manufactured large aircraft C919 is expected to come into service during 2015-2016.

伴随着特意录制的飞机起飞轰鸣声的背景音乐，成都航空有限公司于1月22日正式宣布成立，获准运营。作为国内第五大航空城市的成都，终于拥有了以自己城市命名的本地航空公司。

以太阳神鸟为航徽的成都航空有限公司挂牌之后，次日上午执飞成都—济宁—沈阳航线。未来，成都航空将以“西部、支线”为航线拓展主要方向，并将承担国家民航发展战略重任。

成都航空有限公司的前身——鹰联航空有限公司，是中国第一家获得国家民航局批准成立的民营航空运输企业。去年10月，中国商用飞机有限责任公司、四川航空集团公司、成都交通投资集团有限公司三方对鹰联航空进行重组，持股比例分别为48%、40.97%、11.03%。重组后，鹰联股本金由3亿元增至6.8亿元。成都航空有限公司的成立开创了国内中央企业、省属企业、市属企业共谋发展投资建企的先河。

目前，成都航空拥有7架空客A320系列飞机，现已开通广州、深圳、南京、武汉、南宁、桂林、杭州、长沙、宁波、温州、昆明、贵阳、丽江等40多条国内航线。未来，成都航空将根据市场需要，开通更多支线和干线航线。

成都航空首家承担了国家民航发展战略重任。此次重组为未来国产大飞机项目探索了一条市场之路——中国商飞将借此实现ARJ21机型的全面商业化运营。

“第一架ARJ21预计今年年底加入成都航空。”据介绍，成都航空由此成为ARJ21飞机的首家用户。明年1月，第二架ARJ21将加入机队。明年上半年，预计ARJ21将达到5架。

到2015年，成都航空的机队规模将达到40架飞机，新增300名飞行员。其中，有30架为国产ARJ21机型，10架为客空A320系列飞机。国产大飞机C919，预计于2015年——2016年加入。

UPS Shenzhen Intra-Asia Hub Opens for Business in February 9

UPS深圳亚太转运中心于2月9日正式投入使用

United Parcel Service Inc. (UPS) Asia-Pacific Hub will be opened officially for business on February 9. The cargo volume of Shenzhen Bao'an International Airport will see a substantial increase then.

UPS Intra-Asia Hub is mainly functions as the pivot linking China and other important Asia-Pacific cargo airports. The center buildings are used primarily for storage and distribution. In light of a letter from Shenzhen Airport Co., Ltd., the soon-to-be-opened Intra-Asia Hub will carry out the test flight on January 24th and 31st, and the virgin flight will be the round trip between Shenzhen and Dubai by Boeing 767 freighter.

UPS Intra-Asia Hub, adjacent to the base of Shenzhen Airlines, is close to the south end of the first runway of Shenzhen Bao'an International Airport. The Hub has an enclosed design which crews enter and exit through only one passageway, and must pass security inspection. In the onset stage, flights open will be from Shenzhen to Seoul, Osaka, Singapore, Clark, Kuala Lumpur, Tokyo, Cologne, Bombay, and Bangkok. There will be 14 shuttling international cargo flights nightly. By then, the cargo flights of Shenzhen Bao'an International

Airport will snowball to 120 plus, which will greatly contribute to the cargo turnover increase of Shenzhen Bao'an International Airport.

美国联合包裹运送服务公司（United Parcel Service Inc.，简称“UPS”）亚太转运中心将于2月9日正式投入使用。届时，深圳宝安国际机场货运量将大幅增长。

UPS 亚太转运中心主要用于连接中国与亚太所有重要货运网点，中心建筑主要用于仓储及货运分配。据深圳机场出入境边防检查站（简称“深圳机场边检站”）接到深圳市机场股份有限公司来函介绍，该中心将于2月9日正式投入使用，而在此之前的1月24日和1月31日两天UPS公司将进行航班测试，此次测试将启用波音 767型货机执行深圳往返迪拜航线。

UPS亚太转运中心靠近深圳宝安国际机场第一跑道南端，临近深圳航空公司基地，区域设计安全封闭，人员只能从一条通道进出，并且需要经过安检检查。投入使用初期将在深圳开通往返首尔、大阪、新加坡、克拉克、吉隆坡、东京、科隆、孟买、曼谷9个国家地区、每天14个往返国际货运航班，且全部为夜航。届时，深圳宝安国际机场国际货运航班上升到每周120余班，将大大促进深圳宝安国际机场国际航空货运业务量大幅增长。

Air China Industry & Bombardier Will Establish an Aircraft Body Assembly Facility in Shenyang

中航工业将与庞巴迪在沈阳建飞机机身装配厂

The C-series commercial aircraft body assembly facility, an establishment of 3.586 billions Yuan total investment funded by Air China Industry Group, Bombardier Inc. of Canada and Shenyang City Government, another join-handed project was set into motion in Shenyang on March 24, 2010.

Luoyang, General Manager of

Shenyang Aircraft Industry (Group) Ltd. of Air China Industry, said the C-series aircraft is a new model plane invented and manufactured cooperatively by Air China Industry and Bombardier, and presently, it is the only 100-149 seats aircraft that claims the best design world wide.

由中国航空工业集团公司、加拿

大庞巴迪公司、沈阳市政府三方再次联手总投资35.86亿元建立的C系列商用飞机机身装配厂房项目24日在沈阳正式启动。

中航工业沈阳飞机工业（集团）有限公司总经理罗阳表示，C系列飞机是中航工业与庞巴迪公司合作研制生产的新型飞机，目前世界上唯一一种针对100-149座级进行最佳设计的飞机。

Development of China's large airliner project is progressing smoothly

中国大型客机项目研制工作进展顺利



At the "2009 Xi'an Aviation Subcontract Production and International Cooperation Forum", Ma Hengru, Assistant General Manager of China Commercial Aircraft Co.

Ltd. said that the research and development work of C919 large passenger aircraft, being one of the nation's most important project, is undergoing in an orderly manner.

The general technical scheme of large passenger aircraft has been established, and lead into the design of overall aerodynamic shape. Provider of body parts for the aircraft has been initially confirmed while promoting international technical cooperation. Providers for materials, standard parts and airborne systems are to be selected through global bidding. With infrastructure construction in full swing, talent thriving enterprise strategy implemented, the company is currently recruiting the best qualified personnels to join the task force.

As planned, the C919 large passenger aircraft will take its maiden flight at the end of 2014, and be on market by 2016.

中国商用飞机有限责任公司总经理助理马恒儒在“2009西安航空转包生产暨国际合作论坛”上表示，作为国家重大专项之一的C919大型客机项目，目前研制工作正在有条不紊地进行着。

大型客机项目还确定了总体技术方案，开展了总体气动外形设计工作。初步确定机体机构供应商，推动国际技术合作，材料、标准件、机载系统供应商正在全球招标。基础建设工作也全面展开，人才强企战略也已

实施，企业目前正在大力开展人才引进工作。

马恒儒说，按照计划，C919大型客机将于2014年底实现首飞，2016年投放市场。

The Extended No. 2 Runway of Shenzhen Airport Expected to Operate Next June

深圳机场二跑道延长200米明年6月有望运行

The proposed runway extension for Shenzhen Bao'an International Airport has received the go-ahead from CAAC. Shenzhen Airport may extend its second 3,600-metres runway and the parallel taxiway northward by 200 metres to a total of 3,800 metres. It is estimated that the project can be completed by the end of 2010 and put into use next June. Shenzhen Airport will then be able to accommodate more larger aircrafts takeoffs and landings. By 2015, the airport will have the capability of serving 36 million passengers together with 1.8 million tons of cargo and mails, and handling 300 thousands flight takeoffs-landings yearly.

The flight zone extension project got the permit from the National Development & Reform Commission in 2006. At present, the land-forming and the soft foundation treatment projects have been finished and the runway pavement construction is underway. An officer from Shenzhen Development and Reform Commission stated that since Shenzhen Airport repositions itself, and plus the rapid growth of cargo transport for the last 2 years, it successively opened business with Deutsche Lufthansa AG, United



Parcel Service Inc. and Singapore Airlines Ltd. as well as other international air cargo companies; as a result, more big planes will take off and land at Shenzhen Airport. Taking the aforementioned into consideration, Shenzhen Airport applied to extend No.2 runway. The rainy weather of Shenzhen demands a better construction requirement, classified as the highest 4F flight zone, which contributes a lot to huge aircraft landings/takeoffs and flight safety factor.

国家发改委已批复延长深圳宝安国际机场（简称“深圳机场”）二跑道建设长度的请示，同意在原深圳机场飞行区扩建工程的基础上，将二跑道及平行滑行道向北延长200米，即从原来的3600米调整为3800米。预计整个工程今年底完成，明年6月可望投入使用，届时将可满足更多大型飞

机起降。至2015年，该跑道可满足年旅客吞吐量3600万人次、货邮吞吐量180万吨、飞机起降30万架次。

飞行区扩建工程于2006年由国家发改委批准建设，目前陆域形成及软基处理工程已基本完成，二跑道工程道面等工程已进场施工。深圳市发改委有关负责人表示，随着深圳机场重新定位，再加上近两年货运增长较快，相继引进了德国汉莎航空公司（Deutsche Lufthansa AG）、美国联合包裹运送服务公司（United Parcel Service Inc.，简称“UPS”）、新加坡航空公司（Singapore Airlines Ltd.，简称“新航”）等国际货运巨头，将有更多的大型飞机在深圳机场起落。因此，深圳向国家发改委提出增加二跑道长度，考虑到深圳处于南方多雨区，将二跑道建设要求提高，定为飞行区的最高级4F级，为大型客机起降和提高安全系数创造条件。



Sanya Phoenix Airport Flight Increase Rate Tops Among 14 Important Airports Nation Wide

三亚凤凰机场航班涨幅排全国14个重要机场之首



The statistical data provided by Air Traffic Authority of CAAC showed the Air Traffic Control System has secured nearly 30,000 various flights during the 40 days

around Lunar New Year, satisfactorily completed the supportive task of the most heavy and busy traffic period of the year. Among 14 important airports nation wide including Beijing International, Pudong, Guangzhou, Sanya and others, 13 airports have increased their number of flights, and the year-on-year flight volume increase for all 14 airports is 12.24%, with Sanya Phoenix ranks #1 accomplishing the biggest increase of 50.7%.

据民航局空中交通管理局统计的数据显示，春运40天，民航空管系统保障各类飞行近30万架次，圆满完成春运飞行保障任务。首都、浦东、广州三亚等全国14个重要机场中，13个机场航班均有增加，14个机场航班同比增加12.24%，其中三亚凤凰机场航班量涨幅最大，达50.7%，排在第一位。

Eastern Airlines and TravelSky Technology Limited Signed a Strategic Cooperation Framework Agreement

东航与中航信签署战略合作框架协议

Recently, Eastern Airlines and TravelSky Technology Limited, the biggest information technology supplier in domestic civil aviation, signed a strategic cooperation framework agreement in Shanghai and declared that the two parties would establish strategic partnership in fields of technology service, product supply, and resource utilization. Mr. Ma Xulun, GM of Eastern Airlines Shares, and Mr. Xu Qiang, Chairman of the Board of Travelsky Tech. Ltd., were present at the signing ceremony and delivered individual speech in succession. Ma Xulun said the IT development was of great importance for Eastern Airlines. Since the airline company is an informative company in essence, informatization strategy has been made one of the five strategies for the rejuvenation of Eastern Airlines. Eastern Airlines can provide quicker

and more convenient aviation services through the optimization of air routes and information network.

In compliance of the agreement, Travelsky Tech. Ltd. would provide special technical development and support for Eastern Airlines in aspects of official website revision, IT system customization, reorganization of the combined Eastern Airlines and Shanghai Airlines, and admission of Eastern Airlines into Airline Alliance. As for customers, the most distinctive change would be the practical and functional aspects of Eastern Airlines' official website. Customers can check flight schedules and obtain discount news freely through the official website of Eastern Airlines, and access instant flight information through text message or email then.

近日，东航与国内民航业最大的信息技术提供商中国民航信息网络股份有限公司（以下简称中航信）在上海签署战略合作框架协议，宣布双方将在技术服务、产品提供、资源利用等领域建立战略合作伙伴关系。东航股份总经理马须伦与中航信董事长徐强出席了当天的签字仪式并相继致辞。马须伦表示，IT发展对东航至关重要。航空公司本质上是一个信息化的公司，信息化战略已被确立为东航重新腾飞的五大战略之一。通过航线和网络的优化，新

东航可以为广大客户提供更加便捷的航空出行服务。

根据此次达成的协议，中航信将在东航B2C网站改版建设、个性化系统项目建设、东航上航联合重组、东航加入航空联盟等方面提供特别技术开发与支持。对旅客而言，最明显的变化将体现在东航官方网站的实用性、功能性等方面，届时旅客可通过网站轻松查询时刻表，获取优惠信息，以及通过手机短信或邮件获取航班即时信息等。

China Civil Aviation : Leaves No Stones Unturned in Reducing Carbon Emission

中国民航业千方百计减少碳排放

Early last year, CAAC issued ten policies in a bid to cope with the international financial crisis and spur the stable and rapid development of civil aviation. Among them, one of the important policy is to save energy and reduce carbon emission.

The longer the plane taxied on the runway, the more fuel it consumed. Consequently, civil aviation departments adopted the measure of cutting down the taxiing time on runways. Early last year, CAAC requested that civil aviation air control department to enhance its commanding capability and spared no efforts to lessen three minutes average on every flight took on the runway, limiting the taxiing time within twenty minutes. Domestic airlines operate 5,000 flights per day, hence 250 hours daily can be saved with 3 minutes less taxiing time per flight.

With supports of departments concerned, CAAC launched 35 interim direct flights last year. During the Civil Aviation Air Control Department Work Conference held on 25th, Wang Liya, Deputy Director General of Air Traffic Management Bureau of CAAC, revealed that

through optimizing the flight routes continuously, such as direct flights to reduce the flying distance, was one major step for cutting carbon emission.

Statistics showed the prior air routes distance total was shortened by 16 thousand kms. Thanks to this measure, 88 thousand tons of fuel worthed 440 million Yuan was saved with 275 thousand tons of carbon dioxide being reduced.

During the spring festival travel season, Air Traffic Management Bureau of CAAC launched 16 interim flights and spared 2,400 tons of fuel that cutted down 7,600 tons of carbon dioxide emission. There were 77 such interim flights last year totaling 26,700 km flight distance, which took up 16.6% of China's total flight distance. In all, domestic flights saved 8.6 million km flight distance and 48 thousand tons of fuel with a 150 thousand tons of carbon dioxide reduced.

在去年初出台的中国民航局应对国际金融危机促进行业平稳较快发展的十项措施中，积极推进节能减排工作，是其中的措施之一。

飞机在地面滑行的时间越长，

耗油就越多。让飞机减少地面滑行时间，是中国民航部门去年推出的一项节能减排措施。中国民航局去年年初要求民航空管系统通过提高指挥能力，努力使每个航班在地面滑行时间平均减少3分钟，航班滑行时间控制在20分钟以内。中国国内航空公司每天运行的航班共5000个左右，平均每个航班节约3分钟，一天就节约滑行时间25小时。

“在相关部门支持下，去年中国民航空管还新辟了35条临时直飞航线。”中国民航局空管局副局长王利亚25日在此间举行的民航空管系统工作会议上介绍。通过空中不断优化航路，让飞机尽量飞直路，减少飞行距离，是减少碳排放的主要措施之一。

统计显示，去年空中新开辟直飞航线后，比原有航路航线距离缩短了1.6万公里。仅此一项，就节省燃油消耗8.8万吨、燃油成本4.4亿元，减少二氧化碳排放27.5万吨。

在去年年初的春运中，中国民航空管还开辟了16条临时航线，在14天里共节省燃油2400多吨，减少二氧化碳排放7600多吨。去年全年，这样的临时航线有77条，总距离达26700多公里，占中国航路总距离的16.6%，国内航班总计节省飞行距离约860万公里，节省燃油消耗约4.8万吨，减少二氧化碳排放约15万吨。

Hainan Airlines Signed Strategic Alliance Agreement with Malaysia Airlines

海航与马航签署战略合作协议

Recently, HNA and MAS mutually signed a Strategic Alliance Framework Agreement in Shanghai putting both parties in developing the Asia-Pacific, and even global aviation market.

Through code-sharing and chartered plane, both sides will utilize their transportation resources and route network to enhance the profit margin of aircraft as well as operating revenue. At the same time, they work together to construct the cargo station at Shanghai Pudong International Airport, and set in motion the establishment of air traffic network in Shanghai, Hong Kong and Kuala Lumpur. They will also investigate the possibility of

setting up major transportation sites in regions other than China-Malaysia so as to develop the international aviation market hand in hand.

日前，海航集团与马航集团（马来西亚国家航空公司）在上海共同签署了战略合作框架协议，双方将共同拓展亚太乃至全球航空市场。

据悉，双方将通过代码共享、包机等合作，利用双方的运输资源和航线网络提高飞机利用率与运营收益，同时共同建设上海浦东国际机场货运站，开展协同运作，进而打造布局上海、香港、吉隆坡三地枢纽的航空网络，并将探讨在中国、马来西亚以外地区建立主要运输枢纽，携手开拓国际航空市场。

Shanghai Hongqiao International Airport's New Runway Has Passed the Flight Test of Its Landing Navigation System

上海虹桥国际机场西跑道导航仪表着陆系统通过校飞

On January 1, 2010, the navigation instrument landing system (ILS) of the newly constructed west runway of Shanghai Hongqiao International Airport (Hongqiao Airport in short) passed the flight test by China Flight Inspection Center. This shows that the west runway of Hongqiao Airport has attained the standards for operation, and lays foundation for the actual operation of the west runway in March.

The equipments of ILS, part of the expansion project of Hongqiao Airport, were being installed beginning October, 2009. Through concerted efforts of the construction crews of East China Air Traffic Management Bureau, the installation and trial runs of the two-way equipments of ILS were completed at the beginning of December. In the morning of December 26, a CESSNA560XL arrived at the west runway of Hongqiao Airport, commencing the



test flight of lighting system, radar navigation system and other navigational aids.

The 3,300 meters long and 60 meters wide west runway has 3 parallel taxiways and 12 high-speed exit taxiways. The project is designed according to the operating requirements of E-type planes, and acts as backup for F-type flights, meaning that the new strip can handle takeoffs and landings of the biggest passenger aircraft in the world including Airbus A380.

As from another source, on January 7, 2010, the air control expansion project has finished completely through three year's construction taken from 2007 to 2009. Also, under the direction of Civil Aviation Quality Supervisory Center, Air Traffic Management Bureau of CAAC and East Regional Administration of CAAC, the project passed the acceptance check.

2010年1月1日，上海虹桥国际机场新建的西跑道导航仪表着陆系统通过中国民用航空飞行校验中心的校飞，这标志着虹桥国际机场的西跑道已达到开放使用标准，为今年3月虹桥机场西跑道投入使用奠定了基础。

上海虹桥国际机场扩建工程的西跑道导航仪表着陆系统设备于2009年10月开始进入设备安装，经过华东空管局建设人员的共同努力，12月初完成西跑道双向仪表着陆系统设备的安装调试，12月26日上午，中国民航飞行校验中心一架奖状560型校验飞机飞抵上海虹桥机场西跑道，开始对助航灯光系统、雷达导航系统等导航设备进行系统校飞测试。

新建的虹桥机场西跑道长3300米，宽60米的近距离平行跑道，3条平行滑行道和12条快速出口滑行道，整个工程按照满足E类飞机的使用要求设计建设，并具备满足F类航班备降的要求，这意味着新跑道投入使用后将能提供目前世界上最大型客机的起降，其中包括空客A380飞机。

另据悉，在2010年1月7日，上海虹桥国际机场空管扩建工程，经过2007年至2009年三年的建设，现已全部竣工，并在民航专业工程质量监督总站、民航局空管局及民航华东地区管理局有关业务部门的指导下通过验收。

Ningbo Lishe International Airport Express Supervision and Administration Centre Construction Begins

宁波栎社国际机场航空快件监管中心开工建设

The ground breaking ceremony of Zhejiang Ningbo Lishe International Airport's Express Supervision and Administration Centre was held on November 16, 2009. As introduced, the launched project is significant in promoting the airport to become a regional International Express terminal, distributing centre and international airport transportation hub in the south of Yangtze Delta. Chen Zunju, general manager of Ningbo Lishe International Airport, said that the city's proposed strategy of "Combination of Two Airports" created better conditions for the development of the airport. Based on the thought of 'Simultaneous development of passengers and goods, but goods first' and deranged development with neighboring airports, Lishe Airport is making its best endeavor to explore the market. He also said the airport is expected to handle a throughput of 4 million passengers and 65,000 tons of cargo and mails this year.

Air Express Industry is a modern express service method that springs up with international trade and globalization of information. It is reported that the supervision and administration center has been set up gradually in Beijing, Shanghai, Shenzhen, Nanjing, and Hangzhou, and the express business has become a new growth trend in port trading.



2009年11月16日上午，浙江宁波栎社国际机场航空快件监管中心奠基仪式在此间举行。据介绍，航空快件监管中心建设工程启动，对促进该机场成为区域性国际快件集散、分拨中心和长三角南翼国际航空货运枢纽港具有重要意义。

奠基仪式上，宁波栎社国际机场总经理陈遵举表示，该市提出的“两港齐飞”战略，为空港发展创造了良好条件。“按照‘客货并举，以货为主’与周边机场错位发展的思路，机场正全力拓展市场。”他介绍，机场今年有望完成旅客吞吐量400万人次，货邮行吞吐量6.5万吨。

航空快件业是伴随国际贸易和信息全球化而兴起的现代快件运输服务方式。据悉，北京、上海、深圳、南京、杭州等城市已相继建成监管中心，快件业务已成为口岸贸易的新增长点。



Our Nation's 200-ton Jumbo Airplane Will Be Unveiled in Xi'an at Year End

我国两百吨级大飞机实体底即将在西安亮相

At the media open house of the 1st anniversary celebration, Aviation Industry Corporation of China announced that China's huge airplane project has made new strides. In particular, the 200 tons huge airplane for air military use will be unveiled in Xian at the end of the year. Furthermore, through the platform of Xian Aircraft Industry Company, Ltd., CNAC prepares itself to be listed.

The production of the 200-ton hugh military aircraft has been stepped up and various performances are in the active process of testing and adjustment. The plane is expected to be completed by the year end. From research and development to production of the aircraft, Xian Aircraft Industry (Group) Co. Ltd. is solely responsible. It will be the biggest military airplane in China. Currently, the world's biggest aircraft Airbus A380 has an effective net load of 150 tons. Our new military airplane has 50 more tons of net load than the Airbus A380.

中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）在庆祝其成立一周年举行的媒体开放日上透露，中国的大飞机项目已取得最新进展，其中200吨级的空军军用大飞机实体今年底将在中航西安飞机工业集团公司亮相。此外，中航飞机公司还将借助“西飞国际”这一平台准备整体上市。

中航飞机公司胡晓峰总经理在媒体见面会上介绍，中国的200吨级空军军用大飞机正在加紧生产制造，各项



性能也处在紧张的调试阶段，预计具体的实物飞机将在今年年底亮相，这个新型飞机从研发到生产制造全部由中航工业西飞公司独立完成。它将是我国最大的军用大飞机。目前，世界上最大的客机空客A380，它的有效载荷为150吨。我们即将亮相的军用大飞机空客A380的载重量还要多50吨。

Jiangsu Province Established 4 Airports and 35 International Flight Routes

江苏省已经开辟四个航空口岸及35条国际航线

Up till December 2009, as information released a few days ago during the Jiangsu International Flight Development Strategy Studies Conference, Jiangsu had opened up 4 airports located at Nanjing, Wuxi, Yancheng and Xuzhou as well as 35 new international flight routes.

Based on statistics from January to November this year, the total passenger volume for all 7 airports in

Jiangsu was 13.577 millions, a year-on-year increase of 23.7% which is higher than the average for Eastern China and the whole nation. Among them, the passenger throughput of Nanjing Lukou Airport and Wuxi Shuofang Airport amounted to 10 millions and 2 millions respectively.

At present, Jiangsu has opened up four airports

in Nanjing, Wuxi, Yancheng and Xuzhou. Nanjing Lukou Airport has established successively cargo and passenger flight routes to Japan, Singapore, Frankfurt, New York, Los Angeles, Vancouver and direct flight to Taipei. Wuxi Airport opens routes to Osaka; Yancheng Airport launches routes to Seoul and Hong Kong, and Xuzhou Airport has routes to Hong Kong. As informed, Jiangsu Province has set aside a special fund of 80 millions Yuan to subsidize the international flights in an effort to open up more international flight routes.

截至12月，江苏已开放南京、无锡、盐城、徐州4个航空口岸，并开辟国际航线35条，日前召开的江苏省国际

航线发展战略研究验收会介绍了以上信息。

据统计，今年1至11月，江苏省7个机场累计完成旅客吞吐量1357.7万人次，同比增长23.7%，增幅高于全国和华东地区平均水平，其中，南京禄口机场、无锡硕放机场旅客吞吐量分别突破1000万人次和200万人次。

目前，江苏已开放南京、无锡、盐城、徐州等4个航空口岸。南京禄口机场已相继开辟了日本、新加坡、德国法兰克福、美国纽约和洛杉矶、加拿大温哥华等客货运航线及台北直航航线；无锡机场开通至大阪，盐城机场开通至首尔、中国香港，徐州机场开通至中国香港等国际（地区）航线。据悉，为开辟更多的国际航线，江苏省财政专门设立了8000万元国际航线培育专项资金，给予国际航线补贴。

CAAC Needs to Replenish 3,796 Civil Aircrafts of All Models Within the Next 20 Years

未来20年中国民航需补充各型民用客机3796架

According to 2009-2028 China Market Outlook of Civilian Aircrafts, a press release by Aviation Industry Corporation of China, this year's civil aviation growth should maintain at above 10%. As estimated for 2009-2028, china civil aviation industry needs to replenish 3796 civilian aircrafts of various models, in which 40% being 150 seats aircraft.

The international and domestic markets showed an extremely large contrast during the 1st half year. The total turnover volume compared to the same period last year reflected a 3.9% raise with a 15.9% domestic and a negative 17.8% international growth. The passenger turnover was increased by 16.4% collectively where 19.6% rise from domestic flights and 16.8% down growth from international flights were found. Based on these numbers, the Outlook believed the international financial crisis would impact shortly on China's economy and air transportation market. But the aggressive stimulus plan by the chinese government has attained the optimum effects. Since the beginning of this year, the situation of civil aviation industry has turned better. The domestic passenger flights has recovered to a faster growth, but the cargo transportation and international passenger flights are still lagged.

Considering all aspects of the affecting factors, it is predicted that between 2009-2028, the average yearly growth rate for passenger turnover of China's

aviation will be 8.2%. Passenger's person-kilometer will approach 1.38 trillion in 2028. The average yearly growth rate will be 10.2% for china's air cargo turnover, which is higher than passenger transport, and will reach 82.75 billion ton-kilometer in 2028.

中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）在昨（23）日发布的《2009年-2028年民用飞机中国市场预测年报》，《年报》称，今年民航来增长应能保持在10%以上，预计2009年-2028年中国民航需要补充各型民用客机3796架，150座级的飞机占近4成。

上半年，国际国内市场反差极大。全行业运输总周转量同比累计增长3.9%，其中国内航线增长15.9%，而国际航线却为-17.8%；旅客运输量同比累计增长16.4%，其中，国内航线增长19.6%，而国际航线却为-16.8%。对此，《年报》认为，国际金融危机短期内对中国经济和航空运输市场产生冲击，但中国政府积极举措，已经起到了积极的效果，今年以来，民航运输业的形势出现好转，国内航线客运已恢复较快增长，但货运和国际航线客运还未恢复增长。

综合考虑各方面的影响因素，本次预测认为2009年-2028年间，中国航空客运周转量的年均增长率为8.2%，到2028年客运周转量接近1.38万亿人公里；同期中国航空货运周转量的年均增长率为10.2%，高于航空客运的增长速度，到2028年达到827.5亿吨公里。



The Flight of Chengdu-Chongqing Applied for Grounding of Aircraft due to Low PLF

成渝航班上座仅五成最后一个航班申请停飞

The last flight from Chongqing to Chengdu comes to its end. Since the operation of “harmony” electricity multiple unit interconnecting Chengdu and Chongqing, it has taken a toll on Chengdu-Chongqing flight. The fact that the bus fare from Chengdu to Chongqing drops will no doubt be a fatal attack to this flight. Sources from Chongqing Division of Sichuan Airlines Co., Ltd. indicated that application for grounding of aircraft has been sent to the headquarter.

A unnamed officer from Chongqing Division said that the cost can only be recovered if the passenger load factor reaches 60% or above. At present, the

PLF is around 50% and declining daily after “harmony” EMU was put into operation. The worst situation even was crews were more than passengers in a flight.

As stated by an airport official, the flight course of Chengdu-Chongqing has a 19 years history. There were 8 flights flew toward Chengdu at its busiest period with three airlines operating. Since then, flights were declining yearly. And now, Sichuan Airlines is the only airline left flying this route with merely one flight daily.

重庆飞成都的最后一个航班可能寿终正寝。自从连接成渝两地的和谐号动车组开通后，成渝航班的上座率

受到重创。现在，成渝大巴又要下调价格，这无疑致命一击。四川航空股份有限公司（Sichuan Airlines Co., Ltd.，简称“川航”）重庆营业部的人士透露，目前他们已向成都总部发函，申请停飞成渝航班。

川航重庆营业部相关人士透露，一个航班的上座率要在六成以上，才能收回成本，按现在的运行情况，航班上座率在五成左右，特别是和谐号开通后，客座率逐日递减，甚至一趟航班中，航空公司的工作人员比旅客还多。

据重庆机场人士介绍，成渝空中航线开通已有19年时间，航班最多的时候每天有8班飞成都，飞该航线的航班也有三个航空公司，此后逐年递减，到现在仅川航独飞，航班量也减到每天1班。

Airbus (Tianjin) Final Assembly Company Limited Delivered 5 of the 7 Assembled A320

空客天津总装厂已总装完成7架A320并交付5架

The assembling of Airbus A320 goes smoothly at Airbus (Tianjin) Final Assembly Company Limited. Presently, 5 of the 7 completed aircrafts have been delivered successfully.

Airbus (Tianjin) Final Assembly Company Limited was a joint investment of Airbus SAS, Tianjin Free Trade Zone, and China Aviation Industry Corporation. The first A320



was turned over to Dragon Aviation Leasing Company Limited on June 23rd, 2009, where the plane is leased

to Sichuan Airlines for operation.

空客A320天津总装厂总装工作进展顺利，目前已总装完成7架A320系列飞机，并已成功交付5架。

空客A320系列飞机天津总装线是由空中客车公司和天津保税区、中国航空工业集团公司等共同投资建设的。今年6月23日，空中客车天津总装厂首架A320飞机成功交付奇龙航空租赁有限公司，并由奇龙航空租赁公司租赁给四川航空公司运营。



Beijing Capital International Airport won CAPA's (Center for Asia-Pacific Aviation) Best Airport Award of 2009

首都机场获09年度亚太航空中心最佳机场奖

The fifth Aviation Outlook Asia and the 2009 Asia Pacific Aviation award ceremony were held in Beijing. At the award dinner, Liu Yanbin, Deputy Party Secretary of the Capital Airports Holding Company, Beijing Capital International Airport Company Limited Party Secretary, received the "2009 Center of Asia Pacific Aviation's Best Airport Award" from the hands of Peter Harbison, Executive Chairman of Asia-Pacific Aviation Center. This is a re-access to supreme honor of Asia-Pacific Aviation center after the "Best Airport Development Award of Annual Center of Asia-Pacific Aviation 2008" last year.

Under the influence of this year's financial crisis, the world civil aviation industry get bogged in trouble, while the Beijing Capital International Airport is showing its powerful strength, maintaining double-digit growth, which not only helps to promote the development of China's civil aviation industry but also plays a powerful stimulus to the recovery of the international aviation industry, said Peter Harbison, Executive Chairman of Center of Asia Pacific Aviation.

By October 25, the passenger throughput of Beijing

Capital International Airport touched 53.28 million passengers, with a year-to-year increase of 18.5%, ranking fourth in the world industry. The passenger satisfaction in the third quarter of this year has reached 4.47, among the top five worldwide.

第五届亚洲航空展望峰会及2009年亚太航空颁奖典礼在北京举行。在颁奖晚宴上，首都机场集团公司党组副书记、北京首都国际机场股份有限公司党委书记刘彦斌从亚太航空中心执行主席Peter Harbison手中，接过了“2009年度亚太航空中心最佳机场奖”，这是首都机场继去年荣获“2008年度亚太航空中心最佳机场发展奖”后，再次获得亚太航空中心的最高荣誉。

亚太航空中心执行主席Peter Harbison表示，在今年金融危机的影响下，世界民航业陷入困境，而首都机场则显示出其强大的实力，依旧保持着两位数的增长速度，这不仅推动了中国民航业的发展，更为国际航空业的复苏起到了强有力的拉动作用。

首都机场截至到10月25日，旅客吞吐量已经达到5328万人次，同比增长18.5%，排名位居世界第四位。今年第三季度的旅客满意度已经达到4.47，跻身世界前5名。

243 New Airplanes Will be Bought This Year Domestic Civil Aviation Starts a New Round of Speedy Growth 今年拟购243架新飞机 国内民航启新一轮快速增长

As being the 1st to rebound from the economic downturn, China's domestic aviation industry continues to purchase massively new airplanes. CAAC will buy 243 new aircrafts, but retire 46 used ones, making the net increase of 197 planes this year. Within the next few years, CAAC plans to add on 150-200 new aircrafts, and the yearly increase for the next 2 years would very likely be around 200.

The huge market demand supports the speedy expansion of domestic civil aviation force. From January to August this year, the total turnover volume of China's civil aviation transportation was 26.88 billion tons-kilometers, a 8.4% growth from the same period last year. The passenger throughput was 150 millions, an increase of 2.55 million or 20.4% compared to the same period last year, making it number

one growth world wide. Civil aviation industry, as the weatherglass of national macro-socio economic changes, reflects that a series of policies the Chinese government has formulated and applied receives positive effects in terms of domestic demand expansion and increase security.

The strikingly eye-catching fact is that the passenger turnover of the regional airports has increased rapidly with a 26% growth in the first half of 2009, especially the western provinces show an even more increase. During the 1st half year, the growth increase for Tibet was 59%, 47% for Ningxia, 51% for Qinghai, and 38% for Inner Mongolia. Many small airports become busily active signifying the domestic civil aviation has entered into a new round of speedy growth.

率先复苏的中国民航业继续大举

购买新飞机。中国民航局局长李家祥日前透露，今年民航将购买飞机243架，退役46架，净增达到197架。今后若干年内，民航每年要新增飞机在150架到200架左右，明后两年飞机年增长很可能都在200架左右。

庞大的市场需求支撑中国民航机队的快速扩张。今年1至8月，中国民航运输总周转量268.8亿吨公里，同比增长8.4%，旅客运输量1.5亿人，比去年同期增加2550万人，同比增长20.4%，增速位居全球第一。民航业作为国家宏观经济环境变化的晴雨表，反映了去年以来中国政府出台的一系列相关政策，已对扩内需、保增长产生了明显效果。

尤其引人注目的是，我国支线机场客流迅猛增长，上半年整体增长了26%，特别是西部省份增长更快。西藏今年上半年增长了59%，宁夏增长了47%，青海增长了51%，内蒙古增长了38%。很多小机场开始繁忙起来，意味着国内民航将进入新一轮快速增长期。

Shenzhen Airlines are optimistic about the development of civil aviation industry in Jiangxi 深航看好江西民航业的发展

Recently, Shenzhen Airlines started launching its first delivery aircraft operation in Nanchang Changbei International Airport marking the beginning of Nanchang-Haikou flight route. Within one year, Shenzhen Airlines has expanded its original 3 flights per week schedule

to nearly 80 flights per week at peak period, which indicates a 7 fold increase average flights this year compared to the same period last year. Shenzhen Airlines now jumps to the top airlines in its transporting capacity in Nanchang Airport.

Shenzhen Airlines have signed

a cooperative agreement with Nanchang City, Jiangxi Province and Xihu District of Nanchang in August 2008 and October 2009 respectively. Both parties determined on a pragmatic and in-depth cooperation focusing at development of tourism aviation and

related aspects. Shenzhen Airlines stated its next move will be actively preparing Jiangxi Branch. Based on the existing routes, they will continue to increase their delivery capacity to 3 aircrafts at Nanchang next year. New routes from Nanchang to Dalian, Shenyang, Harbin, Taiyuan, Chengdu, Kunming, Lanzhou, Wuxi and other cities will open for operation as well as more frequent flights will be added to the existing

routes making Shenzhen Airlines' connecting cities from Nanchang to become 20.

近来，深航开始在南昌昌北国际机场投放首架驻场飞机运力，并从即日起开通南昌-海口往返航班。短短一年时间，深航在南昌的始发航班量就由原来的每周3班增加到高峰时每周近80班，平均航班量与去年同期相比增长了7倍，深航一跃成为在南昌机场投放运力增幅最大的航空公司。

前年8月和去年10月，深航相继

与江西省、南昌市和南昌西湖区签署合作协议，双方决定优势互补，重点在旅游航空等领域开展务实、深入的合作。深航表示下一步积极筹备江西分公司，现有航线基础上，继续投入运力，明年在南昌达到三架飞机的规模，同时新增南昌飞往三亚、大连、沈阳、哈尔滨、太原、成都、昆明、兰州、无锡等十多个城市的航线并加密现有航班，使深航在南昌的通航城市达到二十个。

Airbus A380 Acquired Certification of Air Worthiness in China 空客A380取得中国适航资格

CAAC presented a "validation type certification" for the A380 to Airbus in Beijing recently. On the ceremony, Zhang Hongying, Secretary for the Aircraft Airworthiness Certification Department of CAAC issued the certificate to Yves; Regis, Head of Product Integrity Division of Airbus. Representatives from CAAC, European Aviation Safety Agency (EASA) and Airbus attended the certification ceremony.

It is well aware that the Airbus A380 received a joint model certification by the European Aviation Safety Agency (EASA) and Federal Aviation Admonition (FAA) on December 12, 2006. Any new model must obtain the certification from the international aviation regulatory agencies, to ensure that the models meet, and sets well over all the airworthiness requirements.

It is reported that China Southern Airlines has ordered five Airbus A380 aircraft in 2005, and gradual delivery is expected to begin



in 2011.

The validation type certification obtained by A380 with the CAAC, marking getting the airworthiness certification of A380 aircraft in China, thus paving the way for the domestic airlines operating A380.

2009年12月17日，民航局在北京向空中客车公司颁发了A380飞行型号认可证。颁发仪式上，民航局航空器适航审定司司长张红鹰向空中客车公司机型适航审定部副总裁伊夫雷吉斯颁发了证书。来自民航局、欧洲航空安全局(EASA)和空中客车公司的代

表出席了颁证仪式。

据了解，空客A380已于2006年12月12日获得了欧洲航空安全局(EASA)和美国联邦安全局(FAA)的联合型号认证。任何新机型都必须获得国际航空管理机构的型号合格证，以确保该机型符合，设置超过全部适航要求。

据悉，2005年，南航订购了5架空客A380飞机，预计将于2011年开始陆续交付。

A380获得民航局型号认可证，标志着空中客车A380飞机在中国获得适航资格，从而为国内航空公司运营A380铺平了道路。

Air Transport Committee of North China Administration of CAAC Officially Established

华北局航空运输委员会日前正式成立

Air Transport Committee of North China Administration of CAAC was established on January 25, 2010 in a bid to enhance the scientific development of public air transportation, to improve management of flight rights, flight schedules and to guarantee the transparency and effective use of air resources. The committee was set up in accordance of the requirements listed on the Notification on How to Work Better on Flight Schedule released by CAAC.

The Air Transport Committee was staffed by all leaders of CAAC and relevant department heads of CAAC branches who came up with 11 work responsibilities and relative work systems. The committee conformed that matters of great significance must go through discussion and decision by plenary session. Matters like flight

rights, flights and schedules must be based on collective approval, accordingly, a move which laid solid foundation for the justness, openness and fairness of examining and approving any matter systematically.

为促进公共航空运输科学发展，改善航权、航班和时刻管理，确保资源分配公开透明和有效使用，根据民航局《关于进一步做好航权航班和时刻管理工作的通知》（民航发[2009]102号）要求，2010年1月25日，民航华北地区管理局航空运输委员会（以下简称运输委员会）正式成立。

运输委员会由管理局全体领导及相关部门负责人组成，制定了十一项工作职责及相应的工作制度，确定了有关重大事项必须经全体会议讨论决定的工作要求，对航权、航班和时刻等事项实行集体审批许可，从制度上为实现许可审批的公正、公开、公平打下了坚实基础。

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