



China Civil Aviation Report 民航报导

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第十届通用航空商务交流会

The 10th annual China General Aviation Forum

2011年民航行业发展统计公报

Statistical Communique on 2011 Civil Aviation Development

中航集团王昌顺在京会见星空联盟首席执行官

Wang Changshun Meets With CEO of Star Alliance in Beijing

中美两大飞机制造商共同推动航空节能减排

COMAC and Boeing Sign Collaboration Agreement to Advance Aviation

Energy Conservation and Emissions Reductions

老挝民航局为西飞颁发新舟60飞机维修许可证

Civil Aviation Administration of Laos Issues AMO to the AVIC Xi'an

Aircraft Industry (Group)

由《民航报导》所主办的2012年中国通用航空商务交流会将于6月26-28日在北京举行第十届会议，这是一个里程碑也是一个成就。在通航所有管理者、运营者、投资者和使用者的持续参与和支持下，中国通用航空正朝着更高更远的目标迈进。

十年前，当中国举国上下尚不知通用航空的重要性与必要性时，《民航报导》就已经着手公开呼吁并推广通用航空在中国经济的持续发展中所应该扮演的功能与角色。十年来，数千人参加了通用航空商务交流会的活动，加上近五年来《民航报导》出版发行的《什么是通用航空？》四万本科普教育画册的免费寄送，促成了全国上下全面认识通用航空、参与通用航空的直接和间接效应。我们很高兴看到这样的发展与成就。

通航的发展有它必然的规律，也有不可逾越的节点和路径。在这个全球化的时代，每个行业的发展都充满全球资源共享的痕迹和需求。撷取发达国家已有的成果和经验，获悉通航发展的节点和规律，可以使我们在发展通航的道路上少走弯路。在通航十分发达的美国，每年都举行很多通航方面的展会，如EAA试验飞行协会，NBAA美国公务机协会。为了帮助更多国内通航业界人士顺利与国际通航业界交流与互动，《民航报导》携手国内通用航空企业与机构在这些活动中建设了中国馆展台，欢迎大家利用。

祝第十届中国通用航空商务交流会圆满胜利成功！中国通用航空加油！

Once again, the China General Aviation Forum is just around the corner. This gathering is our 10th annual, and it is time to get together again to celebrate our accomplishments.

The 2012 China General Aviation Forum will be held in Beijing on June 26th-28th.

A decade ago, when nobody in China was talking about general aviation, Uniworld (the publisher of China Civil Aviation Report) was determined to lead the charge in promoting this long overdue industry. Five years ago, in order to educate government regulators, investors and the general public on the benefits of GA, Uniworld published and distributed 40,000 copies of the "What is General Aviation?" books, free of charge. This action turned out to be the most important GA promotional activity in China's history and is the direct cause of the recent surge of attention by the government and private sectors towards the development of China's GA. We are very pleased to see these results. Whoever said a boulder is hard to rock?



Francis Chao 赵嘉国
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2011年民航行业发展统计公报[1] Statistical Communique on 2011 Civil Aviation Development

中国民用航空局发展计划司
Department of Planning & Development, CAAC

In 2011, the civil air transport section applied the decisions and arrangements created by the Party Central Committee and the State Council of the People's Republic of China. Keeping with the themes of scientific outlook on development and accelerating transformation of the pattern of economic development in mind, the civil air transportation section had done many effective tasks, gained new achievements and got the Twelfth Five-Year Plan period off to a good start. Last year, the situation regarding aviation safety was stable; passenger transportation and general aviation maintained relatively speedy growth with operational performance and economic results improved. The construction of the infrastructure had made new achievements; the industrial restructuring and deepening of reform had developed further, and the Party building and cultural construction had been strengthened.

1. Air Transportation.

In 2011, civil aviation development maintained a steady rate while still managing to be more healthy and got the Twelfth Five-Year Plan period off to a good start.

1) Total Throughput

In 2011, the total air transportation throughput ended in 57,744 billion ton-kilometers, with an increase of 3.899 billion ton-kilometers and an increase rate of 7.2%. Among the total volume, the passenger throughput took up 40.353 billion ton-kilometers, with an increase of 4.398 billion ton-kilometers and a growth rate of 12.2%; cargo and mail throughput took up 17.391 billion ton-kilometers, with a decrease of 0.499 billion ton-kilometers and a decrease rate of 2.8%.

In 2011, domestic flight routes achieved a transportation volume of 38.061 billion ton-kilometers, with an increase of 3.513 billion ton-kilometers and a growth rate of 10.2% compared to the previous year. Among the total domestic throughput, flights from Hong Kong, Macau and Taiwan took up 1.264 billion ton-kilometers, with an increase of 0.105 billion ton-kilometers and a grow rate of 9.1%. China's international flight routes achieved a transportation volume of 19.684 billion ton-kilometers, with an increase of 0.387 billion ton-kilometers and a growth rate of 2.0%.

2011年，民航系统坚决贯彻落实党中央、国务院的决策和部署，紧紧围绕科学发展这一主题和转变发展方式这一主线，做了大量扎实有效的工作，取得了新的成绩，实现了“十二五”时期的良好开局。全年航空安全形势稳定，旅客运输和通用航空保持较快增长，运行质量和经济效益得到提升，基础设施建设取得新成绩，结构调整和深化改革迈出新步伐，党的建设和行业文化建设得到加强。

1、运输航空[2]

2011年，民航运输发展稳中向好，实现了“十二五”时期的良好开局。

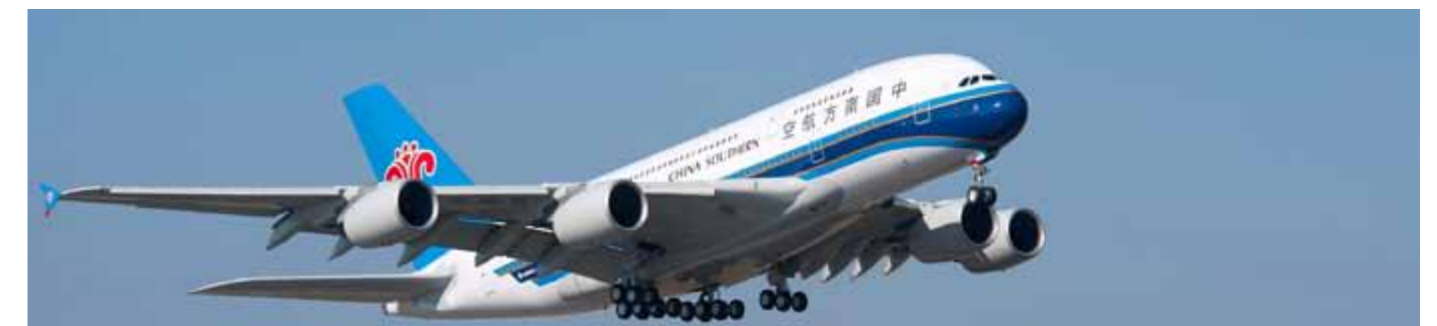
1. 运输总周转量[3]

2011年，全行业完成运输总周转量577.44亿吨公里，比上年增长38.99亿吨公里，增长7.2%，其中旅客周转量403.53亿吨公里，比上年增长43.98亿吨公里，增长12.2%；货邮周转量173.91亿吨公里，比上年减少4.99亿吨公里，减少2.8%。

2011年，国内航线完成运输周转量380.61亿吨公里，比上年增长35.13亿吨公里，增长10.2%，其中港澳台航线完成12.64亿吨公里，比上年增长1.05亿吨公里，增长9.1%；国际航线完成运输周转量196.84亿吨公里，比上年增长3.87亿吨公里，增长2.0%。



图1 2006-2011年民航运输总周转量
Diagram 1 Total Civil Aviation Transportation Volume from 2006 to 2011



2) Passenger Transportation Volume

In 2011, the total passenger transportation throughput ended in 293.17 million person-times, with an increase of 25.48 million person-times and an increase rate of 9.5%. Among the total passenger volume, domestic passenger throughput took up 271.99 million person-times, with an increase of 23.61 million person-times and a growth rate of 9.5%; passenger throughput of Hong Kong, Macau and Taiwan took up 7.6 million person-times, with an increase of 0.88 million person-times and a grow rate of 13.1%; China's international passenger throughput achieved 21.18 million person-times, with an increase of 1.87 million person-times and a growth rate of 9.7%.

2. 旅客运输量

2011年，全行业完成旅客运输量29317 万人次，比上年增长2548万人次，增长9.5%。国内航线完成旅客运输量27199万人次，比上年增长2361万人次，增长9.5%，其中港澳台航线完成760万人次，比上年增长88万人次，增长13.1%；国际航线完成旅客运输量 2118万人次，比上年增长187万人次，增长9.7%。

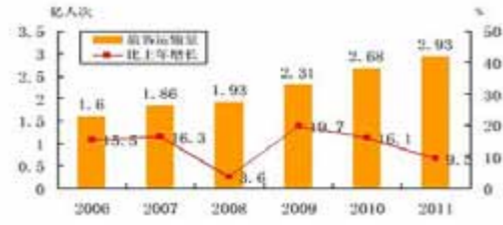


Diagram 2 Passenger Transportation Volume of Civil Aviation from 2006 to 2011

3) Cargo and Mail Transportation Volume

In 2011, the total cargo and mail transportation throughput ended in 5.575 million tons, with a decrease rate of 0.1%. Among the total cargo and mail transportation volume, domestic cargo and mail transportation throughput took up 3.794 million tons, with a growth rate of 2.4%. The cargo and mail transportation volume of Hong Kong, Macau and Taiwan took up 21 thousand tons, with a decrease rate of 3.0%; China's international cargo and mail transportation volume achieved 1.780 million tons, with a decrease rate of 7.6%.

3. 货邮运输量

2011年，全行业完成货邮运输量557.5 万吨，比上年降低1.0%。国内航线完成货邮运输量379.4万吨，比上年增长2.4%，其中港澳台航线完成21万吨，比上年降低3.0%；国际航线完成货邮运输量178.0万吨，比上年降低7.6%。



Diagram 2 Cargo and Mail Transportation Volume of Civil Aviation from 2006 to 2011

4) Airport Throughput

In 2011, the total transportation throughput of airports ended in 621 million person-times, with a growth rate of 10.0%.

In 2011, the passenger volume of airports in east China ended in 365 million person-times. The passenger volume of airports in northeast China ended in 38 million person-times. The

passenger volume of airports in central China ended in 59 million person-times and the passenger volume of airports in west China ended in 159 million person-times.

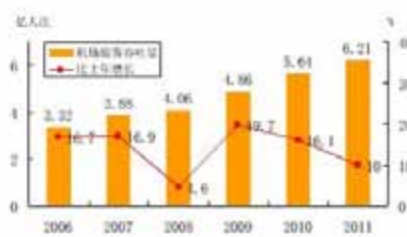


Diagram 4 Total Passenger Volume of Airports from 2006 to 2011

4. 机场业务量

2011年，全国民航运输机场完成旅客吞吐量[4]6.21亿人次，比上年增长10.0%。

其中：2011年东部地区[5]完成旅客吞吐量3.65亿人次，东北地区完成旅客吞吐量0.38亿人次，中部地区完成旅客吞吐量0.59亿人次，西部地区完成旅客吞吐量1.59亿人次。

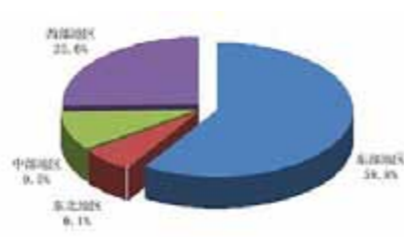


Diagram 5 Total Passenger Volume of Airports in 2011 Classified by Regions

In 2011, the total cargo and mail transportation throughput of airports ended in 11.578 million tons, with a growth rate of 2.5%.

In 2011, among the total cargo and mail throughput of all airports in China, the cargo and mail throughput of airports in east China ended in 9.0598 million tons. The cargo and mail throughput of airports in northeast China ended in 422.8 thousand tons. The cargo and mail throughput of airports in central China ended in 474.7 million tons and the cargo and mail throughput of airports in west China ended in 1.6204 million tons.

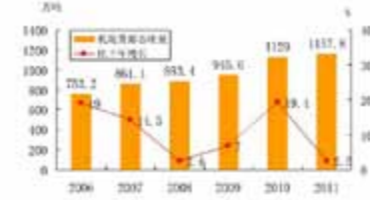


Diagram 6 Total Cargo and Mail Volume of Airports from 2006 to 2011

In 2011, the total sorties of all transportation were 5.9797 million, with a growth rate of 8.1%.

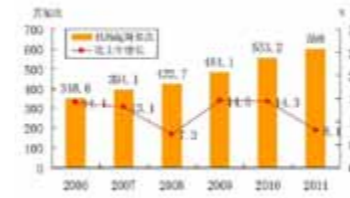


Diagram 8 Total Sorties of Civil Transportation Airports from 2006 to 2011

In 2011, the amount of transportation airports with an annual passenger throughput of 1 million person-times reached 53. Among the total passenger throughput of all airports, the passengers throughput of airports in Beijing, Shanghai and Guangzhou made up 31.9%.

In 2011, there were 47 transportation airports with an annual cargo and mail volume of over 10 thousand tons. Among the nation's total cargo and mail throughput, the cargo and mail throughput of airports in Beijing, Shanghai and Guangzhou makes up 54.9%.

2011年全国运输机场完成货邮吞吐量[6]1157.8万吨，比上年增长2.5%。

其中：2011年东部地区完成货邮吞吐量905.98万吨，东北地区完成货邮吞吐量42.28万吨，中部地区完成货邮吞吐量47.47万吨，西部地区完成货邮吞吐量162.04万吨。



Diagram 7 Total Cargo and Mail Volume of Airports in 2011 Classified by Regions

2011年，全国运输机场完成起降架次[7]597.97万架次，比上年增长8.1%。

2011年，年旅客吞吐量100万人次以上的运输机场53个，其中北京、上海和广州三大城市机场旅客吞吐量占全部机场旅客吞吐量的31.9%。

2011年，年货邮吞吐量1万吨以上的运输机场47个，其中北京、上海和广州三大城市机场货邮吞吐量占全部机场货邮吞吐量的54.9%。

年旅客吞吐量 unit: person-time	机场数量 annual passenger throughput	比上年增长 increase in amount of airports	吞吐量占全国比例 compared to last year in the total amount of the country
1000万人次以上 over 10 million person-times	21	5	75.1%
100-1000万人次 1 million to 10 million person-times	32	-3	20.1%

表1 2011年旅客吞吐量100万人次以上的机场数量
Form 1 Amount of Airports with an Annual Passenger Volume over 1 million Person-times in 2011

年货邮吞吐量 Unit: single	机场数量 annual passenger throughput	比上年增长 increase in amount of airports	吞吐量占全国比例 compared to last year in the total amount of the country
10000吨以上 over 10 thousand	47	0	98.6%

表2 2011年货邮吞吐量万吨以上的机场数量
Form 1 Amount of Airports with Cargo and Mail Throughput over 10 Thousand Tons

In 2011, the passenger throughput at Beijing Capital International reached 79 million person-times, ranking it first in Asia and the second globally. The cargo and mail throughput of Shanghai Pudong International Airport reached 3.085 million tons, ranking it third globally.

2011年，北京首都机场完成旅客吞吐量0.79亿人次，位列亚洲第一，世界第二；上海浦东机场完成货邮吞吐量308.5万吨，位列世界第三。[8]

5)Transportation Fleet

By the end of 2011, the amount of transportation aircraft registered in the entire aviation industry reached 1,764 aircraft, with a growth of 167 registered aircraft compared to last year.

5. 运输机队

截至2011年底，民航全行业运输飞机期末在册架数1764架，比上年增加167架。

6)Service Ability

By the end of 2011, there were 180 transportation use airports certified, 5 more than that of the previous year. The new airports in operation since the previous year include Xigaze Peace Airport, Aershan Airport, Bayannur Airport, Jinchang Jinchuan Airport and Zhangye Ganzhou Airport. In addition, in 2011, the KUQA Airport and the Jieyang Chaoshan Airport were both relocated and the original KUQA Airport and Shantou Waisha Airport were abandoned.

6. 机场服务能力

截至2011年底，我国共有颁证运输机场180个，比上年增加5个。2011年新增机场分别为西藏日喀则机场、内蒙古阿尔山伊尔施机场和巴彦淖尔天吉泰机场、甘肃金昌川川机场和张掖甘州机场。另外，迁建完成了库车龟兹机场和揭阳潮汕机场，原库车老机场、汕头外砂机场停止使用。

单位：个 Unit: single	地区 region	运输机场数量 amount of transportation airports	占全国比例% ratio in the amount of the total countries
	全国	180	100%
其中	东北地区	19	10.6%
	东部地区	46	25.6%
	西部地区	90	50.0%
	中部地区	25	13.9%

表3 2011年各地区运输机场数量
Form 3 Airport Amount Classified by Regions

6)Flight Route Network

By the end of last year, there were 2,290 scheduled flight routes. The flight route distances calculated repeatedly were 5.1277 million km; the flight route distances calculated non-repeatedly were 3.4906 million km.

7. 航线网络

截至2011年底，我国共有定期航班航线2290条，按重复距离计算的航线里程为512.77万公里，按不重复距离计算的航线里程为349.06万公里。

指标(单位) index	数量 number
航线条数(条) number of flight routes	2290
国内航线 mainland China's flight routes	1847
其中：港澳台航线 Among which, the flight routes in Hong Kong and Macau	91
国际航线 the international flight routes	443
按重复距离计算的航线里程(万公里) flight route distances calculated repeatedly (10 thousand km)	512.77
国内航线 mainland China's flight routes	318.0
其中：港澳台航线 Among which, the flight routes in Hong Kong and Macau	13.57
国际航线 the international flight routes	194.77
按不重复距离计算的航线里程(万公里) flight route distances calculated non-repeatedly (10 thousand km)	349.06
国内航线 mainland China's flight routes	199.62
其中：港澳台航线 Among which, the flight routes in Hong Kong and Macau	13.51
国际航线 the international flight routes	149.44

By the end of 2011, there were 175 cities in Mainland China that had operated regular flights, among which there were 45 cities that had operated regular flights to Hong Kong, 14 to Macau and 37 to Taiwan.

9) Production of Air Transportation Airlines

By the end of 2011, there were 47 air transportation airlines. Classified by type, there were

- 38 state-holding companies, 9 non-state companies;
- 11 cargo airlines
- 16 sino-foreign joint ventures;
- 5 listed companies.

In 2011, China National Aviation Holding Company (AIRCHINA GROUP) completed 1.549 million flight hours. The AIRCHINA GROUP completed 18.18 billion ton-kilometers, with a growth rate of 3.7% compared to that of the previous year. The AIRCHINA GROUP transported 78 million people, with a growth rate of 8.1% compared to that of the previous year. The AIRCHINA GROUP transported 1.747 million tons of cargo and mail, with a decrease rate of 3.0% compared to that of the previous year.

In 2011, China Eastern Air Holding Company (China Eastern) completed 1.301 million flight hours. China Eastern completed 13.77 billion ton-kilometers, with a growth rate of 1.2% compared to that of the previous year. China Eastern transported 69 million people, with a growth rate of 5.9% compared to that of the previous year. China Eastern transported 1.497 million tons of cargo and mail, with a decrease rate of 9.2% compared to that of the previous year.

In 2011, China Southern Air Holding Company (China Southern) completed 1.507 million flight hours. Compared to the previous year, China Southern had completed 14.47 billion ton-kilometers, which is a growth rate of 10.4%. China Southern had transported 81 million people, which is a growth rate of 5.5%. China Southern transported 1.135 million tons of cargo and mail, with gives it a growth rate of 1.6% compared to that of the previous year.

In 2011, Hainan Airlines Group (HNA Group) completed 685 thousand flight hours. The HNA Group completed 6.37 billion ton-kilometers, with a

growth rate of 11.6% compared to that of the previous year. The HNA Group transported 36 million people, with a growth rate of 16.6% compared to that of the previous year. The HNA Group transported 553 thousand tons of cargo and mail, with a growth rate of 5.9% compared to that of the previous year.

In 2011, other airlines completed 553 thousand flight hours and completed 4.95 billion ton-kilometers, with a growth rate of 26.9% compared to that of the previous year. Other airlines transported 30 million people, with a growth rate of 28% compared to that of the previous year and transported 644 thousand tons of cargo and mail, with a growth rate of 18.8%.

截至2011年底，定期航班国内通航城市175个（不含香港、澳门、台湾），定期航班通航香港的内地城市45个，通航澳门的内地城市14个，通航台湾的大陆城市37个。

9. 运输航空(集团)公司生产

截至2011年底，我国共有运输航空公司47家，按不同类别划分：

- 国有控股公司38家，民营和民营控股公司9家；
- 全货运航空公司11家；
- 中外合资航空公司16家；
- 上市公司5家。

中航集团完成飞行小时154.9万小时，完成运输总周转量181.8亿吨公里，比上年增长3.7%，完成旅客运输量0.78亿人次，比上年增长8.1%，完成货邮运输量174.7万吨，比上年降低3.0%。

东航集团完成飞行小时130.1万小时，完成运输总周转量137.7亿吨公里，比上年增长1.2%，完成旅客运输量0.69亿人次，比上年增长5.9%，完成货邮运输量149.7万吨，比上年降低9.2%。

南航集团完成飞行小时150.7万小时，完成运输总周转量144.7亿吨公里，比上年增长10.4%，完成旅客运输量0.81亿人次，比上年增长5.5%，完成货邮运输量113.5万吨，比上年增长1.6%。

海航集团完成飞行小时68.5万小时，完成运输总周转量63.7亿吨公里，比上年增长11.6%，完成旅客运输量0.36亿人次，比上年增长16.6%，完成货邮运输量55.3万吨，比上年增长5.9%。

其他航空公司共完成飞行小时55.3万小时，完成运输总周转量49.5亿吨公里，比上年增长26.9%，完成旅客运输量0.30亿人次，比上年增长28%，完成货邮运输量64.4万吨，比上年增长18.8%。

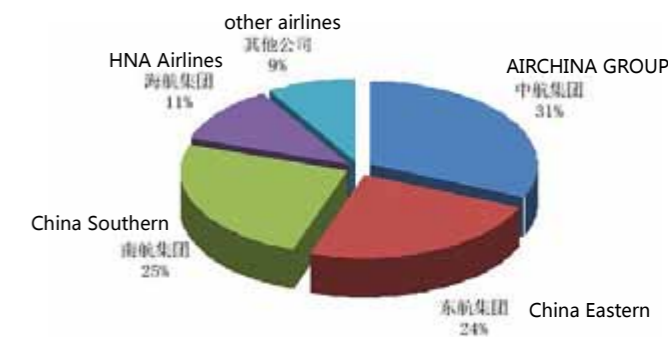


图9 2011年各航空(集团)公司运输总周转量比重
Diagram 9 Ratios of Total Throughputs of Each (Group) Airlines in 2011

2. General Aviation

1) Operation Time

In 2011, the entire general aviation sector flew for a total of 502.7 thousand hours, which is a growth rate of 28.5% compared to that of the previous year. Among all the flight hours, industrial general flights took up 56.7 thousand hours, with a decrease rate of 13.4% compared to that of the previous year. Agricultural flights took up 332 thousand hours, which is a growth rate of 11.9%. Other general aviation activities took up 412.9 thousand hours, with a growth rate of 39.4%.

2) General Aviation Corporations

By the end of 2011, there were 123 general aviation corporations that had received the General Aviation Air Operator's Certificate. Among those there were 33 corporations in the north China region, 23 in the central and southern China region, 22 in the east China region, 15 in the northeast China region, 13 in the southwest China region, 11 in the northwest China region and 6 in the Xinjiang region.

3) Flight Size

By the end of 2011, there were 1,124 registered general aviation aircraft, among which 303 aircraft were used for flight training.

3. Transportation Efficiency, Economic Benefits and Transportation Income Level

1) Transportation Efficiency

In 2011, the average daily use efficiency of registered transportation aircraft was 9.26 hours, which is a decrease rate of

0.09 hours when compared to that of the previous year. The average daily use efficiency of large and medium aircraft was 9.71 hours, with a decrease of 0.05 hours compared to that of the previous year. The average daily use efficiency for small aircraft was 4.75 hours, which is a decrease of 0.4 hours compared to that of the previous year. In 2011, the passenger load factor of scheduled flights was 81.8%, with a growth rate of 1.6% compared to that of the previous year.

In 2011, the average load factor of scheduled flights was 72% with a growth rate of 0.4%.

2、通用航空

1. 作业时间[9]

2011年，全行业完成通用航空生产作业飞行50.27万小时，比上年增长28.5%。其中：工业航空作业完成5.67万小时，比上年减少13.4%；农林业航空作业完成3.32万小时，比上年增长11.9%；其他通用航空作业完成41.29万小时，比上年增长39.4%。

2. 通用航空企业

截至2011年底，获得通用航空经营许可证的通用航空企业123家，其中，华北地区33家，中南地区23家，华东地区22家，东北地区15家，西南地区13家，西北地区11家，新疆地区6家。[10]

3. 机队规模

截至2011年底，通用航空企业期末在册航空器总数达到1124架，其中教学训练用飞机303架。

3. 运输效率、经济效益与运输收入水平

1. 运输效率

2011年，全行业在册运输飞机平均日利用率为9.26小时，比上年降低0.09小时。其中，大中型飞机[11]平均日利用率为9.71小时，比上年降低0.05小时，小型飞机平均日利用率为4.75小时，比上年降低0.4小时。2011年，正班客座率平均为81.8%，比上年提高1.6个百分点。

2011年，正班载运率平均为72.0%，比上年提高0.4个百分点。

指标 Index	指标值 index value	比上年增长：百分点 growth rate compared to that of last year
正班客座率 passenger load factor of scheduled flights	81.8%	1.6
国内航线 domestic flight routes	83.2%	2.2
其中：港澳台航线 among which the flight routes of Hong Kong, Macau and Taiwan	76.7%	1.8
国际航线 international flight routes	76.3%	-0.8
正班载运率 load factor of scheduled flights	72.0%	0.4
国内航线 domestic flight routes	74.0%	1.6
其中：港澳台航线 among which the flight routes of Hong Kong, Macau and Taiwan	63.5%	-0.2
国际航线 international flight routes	68.5%	1.8

表5 2011年正班客座率和正班载运率
Form 5 passenger load factor and total load factor of scheduled flights

2) Economic Benefits

In 2011, the whole air transportation industry received a total income of 500.1 billion Yuan, with a grow rate of 21.2% compared to the previous year. The whole air transportation industry received a total profit of 36.3 billion Yuan, with a decrease rate of 13.9% compared to that of the previous year. The airlines section received a total income of 353.2 billion Yuan with a grow rate of 17.9% compared to that of last year, and received a total profit of 27.8 billion Yuan with a decrease rate of 17.7% compared to that of the previous year. The airport section received a total income of 49.8 billion Yuan, with a grow rate of 15.7% compared to the previous year, and received a total profit of 4.3 billion Yuan, with a decrease rate of 16.8% compared to the previous year. Supporting corporations received a total income of 97.1 billion Yuan, with a growth rate of 39% compared to the previous year and received a total profit of 4.2 billion Yuan, with a growth rate of 31.2% compared to the previous year.

3) Transportation Income Level

In 2011, the income level of the whole air transportation industry was 5.83 Yuan per ton-kilometer, with a growth of 0.56 Yuan per ton-kilometer when compared to the previous year. Among the overall income level, the income level of domestic flight routes (flight routes in Hong Kong, Macau and Taiwan excluded) was 6.91 Yuan per ton-kilometer with a growth of 0.69 Yuan per ton-kilometer. The income level of the Hong Kong, Macau and Taiwan flight routes was 7.58 Yuan per ton-kilometer with a growth of 0.08 Yuan per ton-kilometer compared to that of the previous year. The income level of international flight routes was 3.68 Yuan per ton-kilometer with a growth of 0.21 Yuan per ton-kilometer.

The income level of domestic passenger flight routes (flight routes in Hong Kong, Macau and Taiwan excluded) was 7.74 Yuan per ton-kilometer, with a growth of 0.72 Yuan per ton-kilometer when compared to that of the previous year. The income level of Hong Kong, Macau and Taiwan passenger flight routes was 8.37 Yuan per ton-kilometer, with a decrease of 0.06 Yuan per ton-kilometer. The income level of international passenger flight routes was 6.59 Yuan per ton-kilometer, with a growth of 0.08 Yuan per ton-kilometer.

The income level of domestic cargo and mail flight routes (excluding flight routes in Hong Kong, Macau and Taiwan) was 1.93 Yuan per ton-kilometer, with a growth of 0.22 Yuan per ton-kilometer over the previous year. The income level of cargo and mail flight routes in Hong Kong, Macau and Taiwan was 4.56 Yuan per ton-kilometer, with a decrease of 0.1 Yuan per ton-kilometer compared to that of the previous. The income level of international cargo and mail flight routes was 1.77 Yuan per ton-kilometer, with a growth of 0.08 Yuan per ton-kilometer over the previous year. ;

In 2011, the income level of the whole air transportation industry was 0.68 Yuan per person-kilometer, with a growth of 0.05 Yuan per person-kilometer compared to that of the previous year. Here, the income level of domestic cargo and mail flight routes (excluding flight routes in Hong Kong, Macau and Taiwan) was 0.70 Yuan per person-kilometer, with a growth of 0.07 Yuan per person-

2. 经济效益[12]

2011年，全行业累计实现营业收入5001亿元，比上年增长21.2%，利润总额363亿元，同比下降13.9%。其中，航空公司实现营业收入3532亿元，比上年增长17.9%，利润总额278亿元，同比下降17.7%；机场实现营业收入498亿元，同比增长15.7%，利润总额43亿元，同比下降16.8%；保障企业实现营业收入971亿元，同比增长39%，利润总额42亿元，同比增长31.2%。

3. 运输收入水平[13]

2011年，全行业运输收入水平为5.83元/吨公里，同比增加0.56元/吨公里。其中国内航线（不含港澳台航线）6.91元/吨公里，同比增加0.69元/吨公里；港澳台航线7.58元/吨公里，同比增加0.08元/吨公里；国际航线3.68元/吨公里，同比增加0.21元/吨公里。

国内航线（不含港澳台航线）客运收入水平为7.74元/吨公里，同比增加0.72元/吨公里；港澳台航线客运收入水平为8.37元/吨公里，同比减少0.06元/吨公里；国际航线客运收入水平为6.59元/吨公里，同比增加0.08元/吨公里。

国内航线（不含港澳台航线）货邮收入水平为1.93元/吨公里，同比增加0.22元/吨公里；港澳台航线货邮收入水平为4.56元/吨公里，同比减少0.1元/吨公里；国际航线货邮收入水平为1.77元/吨公里，同比减少0.08元/吨公里。

全行业客公里收入水平为0.68元/客公里，同比增加0.05元/客公里。其中，国内航线（不含港澳台航线）0.70元/客公里，同比增加0.07元/客公里；港澳台航线0.75元/客公里，同比减少0.01元/客公里；国际航线0.59元/客公里，与上年基本持平。

4、航空安全与服务质量

1. 航空安全

2011年，民航绝大多数运行单位安全形势平稳。全行业没有发生空防安全事故、重大航空地面事故和特大航空器维修事故。全年共发生通用航空一般飞行事故4起，通用航空器失踪1起。2011年，全年发生事故征候230起，其中严重事故征候10起，同比下降44.4%，严重事故征候万时率为0.016，同比下降51.5%。通用航空事故征候11起，同比下降21.4%。厦航、

kilometer over the previous year. The income level of Hong Kong, Macau and Taiwan cargo and mail flight routes was 0.75 Yuan per person-kilometer, with a decrease of 0.01 Yuan per person-kilometer. The income level of international cargo and mail flight routes was 0.59 Yuan per person-kilometer, basically the same as the previous year.

4. Aviation Safety and Service Quality

1) aviation safety

In 2011, most civil aviation corporations maintained a steady level of safety. There were no aviation safety accidents, major ground accidents or aircraft maintenance accidents. There had been 4 ordinary general aviation flight accidents and 1 general aircraft missing accident. In 2011, 230 flight potentials had occurred, among which 10 were major ones, which means it was a decrease rate of 44.4% when compared to that of the previous year and the major flight incidents/10,000 hrs rate was 0.016, which is a decrease rate of 51.5%. The amount of general aviation

flight potentials were 11, with a decrease rate of 21.4%. There were no flight potentials resulting from human errors in the 34 transportation airlines, including Xiamen Airlines Co., Ltd., Sichuan Airlines Co., Ltd., Shandong Airlines Co., Ltd. and Spring Airlines Company Limited.

By December 31st, 2011, air transportation had safely operated continually for 7.38 million hours.

2) Flight On-schedule Rate

In 2011, airlines in China planned to conduct 2.353 million flights and had actually conducted 1.815 million on-schedule flights, with a flight on-schedule rate of 77.2%.

Among all of the airlines, the major airlines planned to conduct 2.018 million flights and had conducted 1.572 million on-schedule flights, with a flight on-schedule rate of 77.9%. Medium and small airlines had planned to conduct 335 thousand flights and had conducted 244 thousand on-schedule flights, with a flight on-schedule rate of 72.7%.3)

Passenger Complaints

3) Passenger Complaints

In 2011, the CAAC and its regional administrations, the CAAC Customer Center and China Air Transport Association had received a total of 2018 complaints from customers, among which there were 343 effective complaints and 1675 invalid complaints. All complaints had been handled according to related provisions. There were 684 complaints more than in the previous year, with a growth rate of 51.27% and 100 more effective complaints than that of the previous year, with a growth rate of 41.15%.

5. Asset Investment

In 2011, the investment in the civil aviation industry's fundamental construction and technological upgrading was 68.77 billion Yuan, which is a growth rate of 6.4%.

川航、山航、春秋航等34家运输航空公司未发生人为责任事故征候。

截至2011年12月31日，运输航空连续安全飞行738万小时。

2. 航班正常率

2011年，航空公司计划航班235.3万班，正常执行181.5万班，航班正常率为77.2%。

其中：主要航空公司计划航班201.8万班，正常执行157.2万班，航班正常率为77.9%；中小航空公司计划航班33.5万班，正常执行24.4万班，航班正常率为72.7%。

指标 Index	占全部比例 ratio in the total amount	比上年增长：百分点 growth rate compared to that of last year
主要航空公司航班不正常原因 reasons of irregular flights of major airlines	100.0%	
其中：航空公司自身原因 among which, reasons of their own	37.1%	-4.0
流量控制 reason of air traffic flow control	27.5%	-0.1
天气原因 weather reason	20%	0.5
其他 other reasons	15.4%	3.6
中小航空公司航班不正常原因 reasons of irregular flights of medium and small airlines	100.0%	
其中：航空公司自身原因 among which, reasons of their own	45.1%	-2.8
流量控制 reasons of air traffic flow control	25.2%	-0.4
天气原因 weather reason	18.5%	0.5
其他 other reasons	11.2%	2.7

3. 旅客投诉情况

2011年，民航局、各地区管理局、民航局消费者事务中心和中国航空运输协会共受理航空消费者投诉2018件，其中有效投诉343件，无效投诉1675件，均按相关规定进行了处理。受理投诉总量比上年增长684件，增长51.27%，有效投诉量比上年增长100件，增长41.15%。

5. 固定资产投资[1]

2011年，民航基本建设和技术改造投资687.7亿元，比上年增长6.4%。

Investments in the civil aviation industry's fundamental construction and technological upgrading are classified as follows:

1) Airport Construction

In 2011, there was 495.4 billion Yuan invested in the airport section, marking a growth rate of 12.2% over the previous year. Among the airport projects, there were 19 key projects. Among the 19 key projects, the completed airport projects included the expansion project of the Nanchang Changbei International Airport, the expansion project of the Changsha Huanghua International Airport and the construction project of the Kunming Changshui International Airport. The projects to be continued included the construction of the Hefei Xinqiao International Airport, the expansion project of Hangzhou Xiaoshan International Airport, the expansion project of Shenzhen Bao'an International Airport, the expansion project of Chengdu Shuangliu International Airport, the expansion project of Guiyang Longdongbao International Airport, the expansion project of the Tibet Lhasa Gonggar Airport, the expansion project of Xi'an Xianyang International Airport and the expansion of Xining Caojiapu Airport. The newly launched projects included the expansion project of the terminal area in Shenyang Taoxian International Airport, the expansion project of the flight area in Shanghai Pudong International Airport, the expansion project of the Nanjing Lukou International Airport and the expansion project of Nanning Wuxu International Airport.

2) ATC Construction

In 2011, there was 1.8 billion Yuan invested in the assets of the ATC construction section, which is a decrease rate of 5.3% over the previous year. There were 6 key projects regarding the ATC construction. Among the projects to be continued included the Chengdu Area Control Center project and the Xi'an Area Control Center project. The newly launched projects included the Urumqi Area Control Center project and others.

3) Other Respects

In 2011, there was 17.43 billion Yuan invested in the assets of other sections of the civil aviation system, which is a decrease rate of 6.3%. Among the above investment, 0.75 billion Yuan was invested in the construction of the civil aviation information system, 2.43 billion Yuan in the civil aviation scientific research and education system, 0.22 billion Yuan in the civil aviation fuel system, 0.9 billion Yuan in civil aviation maintenance, 5.62 billion Yuan in the transportation service system, 1.33 billion Yuan in the public facility system and 5.25 billion Yuan in other systems.

Notation

[1] This communique doesn't include statistics of Hong Kong, Macau and Taiwan. In the communique, some statistics are not equal to partial sums owing to round down.

[2] All data regarding the transportation aviation were in the formal annual report. Statistics coincide with the previously posted should be subject to statistics in this



基本建设和技术改造投资按系统划分如下：

1. 机场建设

2011年，机场系统完成固定资产投资总额495.4亿元，比上年增长12.2%。重点建设项目19个，其中：竣工项目有南昌昌北机场扩建工程、长沙黄花机场扩建工程、昆明新机场等工程；续建项目有合肥新机场、杭州萧山机场扩建工程、深圳宝安机场扩建工程、成都双流机场扩建工程、贵阳龙洞堡机场扩建工程、拉萨贡嘎机场扩建工程、西安咸阳机场扩建工程、西宁曹家堡机场扩建工程等；新开工项目有沈阳桃仙机场航站区扩建工程、浦东机场飞行区扩建工程、南京禄口机场扩建工程、南宁机场扩建工程等。

2. 空管建设

2011年，空管系统完成固定资产投资18亿元，比上年减少5.3%。重点建设项目6个，其中：续建项目有成都区域管制中心、西安区域管制中心等；新开工项目有乌鲁木齐区域管制中心等。

3. 其他方面

2011年，民航其他系统完成固定资产投资总额174.3亿元，比上年减少6.3%。其中：民航信息系统建设投资7.5亿元，民航科研、教育系统投资24.3亿元，民航安全保卫系统投资2.2亿元，民航油料系统投资9.3亿元，民航机务维修系统投资9亿元，运输服务系统投资56.2亿元，公共设施系统投资13.3亿元，其他系统投资52.5亿元。

注释：

[1]本公报未包括香港、澳门特别行政区及台湾省统计数据。公报中部分数据因四舍五入原因，存在着与分项合计不等的情况。

communiqué.

[3] Statistics regarding to the transportation throughput, the passenger throughput and the cargo and mail volume are the volume of domestic airlines.

[4] The passenger throughput refers to the number of passengers coming in or out of airports in the period set by this communiqué.

[5] In this communiqué, the east China region include 10 provinces or cities of Beijing, Shanghai, Shandong, Jiangsu, Tianjin, Zhejiang, Hainan, Hebei, Fujian and Guangdong; the northeast China region include 3 provinces of Heilongjiang, Liaoning and Jinlin; the central China region include 6 provinces of Jiangxi, Hubei, Hunan, Henan, Anhui and Shanxi; the west China region include 12 provinces or cities or regions of Ningxia, Shaanxi, Yunnan, Inner Mongolia, Guangxi, Gansu, Guizhou, Tibet, Xinjiang, Chongqing, Qinghai and Sichuan.

[6] Cargo and mail throughput refers to the cargos and mails in and out of airports in the period set by this communiqué.

[7] Takeoff and Landing sorties refers to all the takeoffs and landings in and out of airports in the period set by this communiqué with a landing calculated as a single sortie and a takeoff calculated as a single sortie.

[8] The ranking refers to the 2011 list issued by the ACI.

[9] In 2011, the number of general aviation coporations is expanded to 96, which is different from the previous communiqués.

[10] The regional distribution of general aviation coporations are classified in accordance to regions covered by different CAAC regional administrations.

[11] Large and medium aircraft refer to those with more than 100 seats and small aircraft refer to those with less than 100 seats.

[12] Data involved in the economic benefits are quoted from that of financial express, the final figure is subject to that in the annual national finance reports.

[13] The transportation income level is quoted from that of the civil aviation financial express, the final figure is subject to that in the annual national finance reports.

[14] The investments of aircraft and special vehicle purchasing and leaseback are not included.

[2] 运输航空各项数据为正式年报数据，部分统计数据与此前公布的初步统计数据如有出入，以本次公布数据为准。

[3]运输周转量、旅客运输量、货邮运输量涉及的数据均为国内航空公司承运的数据。

[4]旅客吞吐量：指报告期内进港（机场）和出港的旅客人数。

[5]东部地区是指北京、上海、山东、江苏、天津、浙江、海南、河北、福建和广东10省市；东北地区是指黑龙江、辽宁和吉林3省；中部地区是指江西、湖北、湖南、河南、安徽和山西6省；西部地区是指宁夏、陕西、云南、内蒙古、广西、甘肃、贵州、西藏、新疆、重庆、青海和四川12省（区、市）。

[6]货邮吞吐量：指报告期内货物和邮件的进出港数量。

[7]起降架次：指报告期内在机场进出港飞机的全部起飞和降落次数，起飞、降落各算一架次。

[8]排名根据ACI公布2011年度排名。

[9]2011年通航生产统计企业家数扩充到96家，与之前年报口径不同。

[10]通用航空企业地区分布按民航各地区管理局所辖区域划分。

[11]大中型飞机是指座级在100座以上的运输飞机，小型飞机是指座级在100座以下的运输飞机。

[12]经济效益涉及数据为财务快报数据，最终数据以财务年报数据为准。

[13]运输收入水平为民航财务快报数据，最终数据以财务年报数据为准。

[14]未含飞机和特种车辆购租等投资。



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中美两大飞机制造商共同推动航空节能减排 COMAC and Boeing Sign Collaboration Agreement to Advance Aviation Energy Conservation and Emissions Reductions



In March, the Commercial Aircraft Corp. of China (COMAC) and Boeing (NYSE: BA) announced a collaboration agreement to partner with each other in strategic areas that will advance their energy-savings and emissions-reduction.

According to the agreement, the two companies will create the Boeing-COMAC Aviation Energy Conservation and Emissions Reductions Technology Center in Beijing. Funded by both companies, the Boeing-COMAC Center will support research projects that aim to increase commercial aviation's fuel efficiency and reduce greenhouse-gas emissions. The two aircraft manufacturers also agreed to have annual leadership engagements to exchange commercial aviation market forecasts and to enable commercial aviation industry growth in China and potentially around the world.

This is the first collaboration agreement between COMAC and Boeing. "Through this collaboration agreement, Boeing and COMAC will build our relationship and will promote further sustainable growth and fuel efficiency for China's fast-growing aviation market," said Jim Albaugh, Boeing Commercial Airplanes President and CEO.

The Boeing-COMAC Aviation Energy Conservation and Emissions Reductions Technology Center will be located at COMAC's Beijing Civil Aircraft Technology Research Center. The two companies will collaborate with China-based universities and research institutions in order to expand their knowledge of new technologies – such as sustainable aviation bio-fuels, aviation connectivity infrastructure and other areas.

我国大飞机制造商中国商飞与全球航空工业巨头美国波音公司3月签署合作协议，宣布中美两大飞机制造商将共同推动全球关注的航空节能减排项目。

根据中国商用飞机有限责任公司与波音公司签署的协议，双方将在北京创建航空节能减排技术中心。由双方共同出资的这一中心将支持旨在提高民用航空业燃油效率和减少温室气体排放的研究项目。这两家飞机制造商还达成协议，将每年进行高层会晤，就民用航空市场预测进行交流，在促进中国和世界民用航空业增长领域进行合作。

这是中国商飞与波音公司之间签署的第一份合作协议。波音民用飞机集团总裁兼首席执行官安波杰说，通过这份合作协议，波音和中国商飞将建立合作关系，推动中国快速增长的航空市场实现可持续增长和燃油效率的提升。

这一航空节能减排技术中心将设在中国商飞北京民用飞机技术研究中心内。中美双方将与我国高校和院所展开合作，拓展技术知识，具体包括可持续航空生物燃料、航空通讯基础设施和其他领域。

民航西北管理局向中航千山公司颁CTSOA证书 Northwest Regional Administration of the CAAC Issues the CTSOA to AVIC Shaanxi Qianshan Avionics

In March, Chen Lige, Deputy Administrator of the Northwest Regional Administration of the CAAC issued the FB-30H digital flight data recorder (DFDR) CTSOA to AVIC Shaanxi Qianshan Avionics Co., Ltd. (AVIC Shaanxi Qianshan Avionics for short). The issuing ceremony was presided over by Qiu Tao, Director of the Airworthiness Section of the Northwest Regional Administration of the CAAC. Representatives from China Joy Air Co., Ltd., Okay Airways Co., Ltd., Yunnan YingAn Airlines Co., Ltd. and AVIC Xi'an Aircraft Industry (Group) Co., Ltd. were present at the ceremony.

The FB-30H DFDR, researched and developed by AVIC Shaanxi Qianshan Avionics, meets the current airworthiness standards and the needs of the domestic Modern Ark 60 aircraft. Well designed by the applicant, the FB-30H DFDR was small in size and light in weight. In addition, its crash worthiness is excellent and its interface configuration is flexible. Meanwhile, it can collect rich data (four categories including 384 data). The Northwest Regional Administration of the CAAC has tested it for nearly a year and the FB-30H DFDR has passed all of the tests, including items of performance, environment and crash worthiness. The FB-30H DFDR meets all the specifications in the Airworthiness OPERATIONS SPECIFICATIONS of CCAR-21, CCAR-25, CCAR-37 and CCAR-91. The certification and installation of the FB-30H DFDR will highly improve the operational safety of all domestic airplanes.

3月，在西安，中国民用航空西北地区管理局（简称“西北管理局”）陈立阁副局长向中航工业陕西千山航空电子有限责任公司颁发了FB-30H飞行数据记录器CTSOA证书。颁证仪式由西北管理局适航审定处邱处长主持，幸福航空有限责任公司（简称“幸福航空”）、奥凯航空有限公司（简称“奥凯航空”）、云南英安航空有限公司、西飞公司等单位代表出席了颁证活动。

中航千山公司研发的FB-30H飞行数据记录器，是为了满足现有适航标准和国产新舟-60飞机的安全飞行的需要，经过申请人周密设计，具有体积小、重量轻、抗坠毁幸存性能强、接口配置灵活、采集数据丰富（可记录四大类、384个飞行数据）等特点，达到了国内领先水平。经过西北管理局近一年时间的严格审查，历经了严酷的性能、环境和坠毁幸存等试验验证，满足CCAR-21、25、37、91部适航规章的要求。该飞行数据记录器的批准与安装，将大大提高国产支线飞机的运行安全水平。

天津空管二次雷达等工程项目通过地基验收 Tianjin ATC Secondary Radar Project Foundation Passes the Acceptance Test

In March, the Tianjin Binhai International Airport project regarding the foundation construction of the ATC, secondary radar and weather radar passed the acceptance test. Leaders and personnel from the departments of quality control, construction, installation, supervision and design attended the acceptance test. The acceptance test activity was presided over by the Tianjin Municipal Quality Supervision Inspection Corps.

The passing of the acceptance of the foundation of the two radar stations lays a good foundation for the following construction of the main project.

3月，天津滨海国际机场第二跑道建设空管工程（简称“天津空管工程”），空管二次雷达和气象雷达工程项目通过地基验收。质检、建设、施工、监理、设计等部门的领导和技术人员参加了验收，验收工作由天津市质检总队主持。

目前正是施工的黄金季节，两个雷达站工程通过地基验收后，为后续主体工程建设奠定了基础。

四川稻城亚丁机场工程获国家发改委正式批准

Sichuan Daocheng Yading Airport Gets Officially Approved by the NDRC

The National Development and Reform Commission (NDRC) approved the feasibility report of the project regarding the construction of the Sichuan Daocheng Yading Airport in February.

In the feasibility report, the Sichuan Daocheng Yading Airport is designed according to the requirements of the passenger throughput being 280 thousand and the cargo and mail throughput being 1400 tons by the year 2020. The main construction items include: an aircraft movement area with the reference code being 4 C, a runway of 4200 meters long and 45 meters wide, a terminal of 5000 sq. m, an apron with 4 Category C aircraft stands and the production and living facilities for communication, navigation, weather reports, fuel supply and fire fighting & rescue. The whole investment for this project is 1.30498 billion Yuan.

国家发改委于2月批准了新建四川省稻城亚丁机场工程可行性研究报告。

本期工程按满足2020年旅客吞吐量28万人次、货邮吞吐量1400吨目标设计。主要建设内容：飞行区等级指标为4C，建设一条长4200米、宽45米的跑道，建设5000平方米的航站楼、4个C类机位的站坪以及通信、导航、气象、供油、消防救援等生产生活设施。项目总投资13.0498亿元。

那拉提飞乌鲁木齐线复航 机场实现四季通航

Nalati – Urumqi Route Restored Four-seasons Navigation of Nalati Airport Realized

On March 25th, Nalati Airport, a civil airport in the Xinyuan County in the Xinjiang Uygur Autonomous Region said goodbye to its original operational history and entered into a brand-new era of operational history. In the past, the Nalati Airport was only put into operation for no more than five months of the year, and now it will be used all four seasons a year.

This year, the Xinyuan Government actively communicated and chimed in with the China Southern Airlines Xinjiang Company and finally, the China Southern Airlines Xinjiang Company planned to restore the Nalati – Urumqi route starting from March 25th (in the previous years, the Nalati – Urumqi route was restored in about May) and from then on the route is navigated all four seasons a year.

The air distance between Urumqi and Nalati is 385 km, calling for a flight time of 55 minutes. This route will be flown by the E190 aircraft, introduced recently by the China Southern Airlines Xinjiang Company.

The natural views of the Nalati area have its own special characteristics. As part of the ancient Wusun country, Nalati area has a culture with a long historical standing. In recent years, the tourism industry here is refined day by day, so four-season operation of the Nalati Airport will absolutely enable the tourism industry in the Nalati area to continue to grow.

As the airport will be operational for four seasons a year, for a long time, the Xinyuan County Government plans to offer free subsidies to balance the price difference of the flight ticket.

从3月25日起，新源那拉提机场将告别以往每年只运营4个多月的命运，实现四季通航。

今年，新源县积极与南航新疆分公司沟通、联系，最终中国南方航空股份有限公司新疆分公司计划3月25日正式复航乌鲁木齐至那拉提航线（往年都为5月左右），且将实现四季通航。

乌鲁木齐至那拉提航线空中距离385公里，飞行时间为55分钟，由南航新疆分公司最新引进的E190机型执行飞行任务。

那拉提地区自然风光独特，作为“乌孙古国”的一部分，文化历史悠久，旅游业发展日趋成熟，而那拉提机场实现四季通航后将当地旅游业带去更大的帮助。

由于要长期实现四季通航，新源县计划每年拿出100万元以上补贴乘客票价差额。

湖南衡阳南岳机场工程获国家发改委正式批准

Hunan Hengyang Nanyue Airport Gets Officially Approved by the NDRC

The National Development and Reform Commission (NDRC) approved the feasibility report of the project regarding the construction of the Hunan Hengyang Nanyue Airport in February.

In the feasibility report, the Hunan Hengyang Nanyue Airport is designed according to the requirements of the passenger throughput being 300 thousand and the cargo and mail throughput being 1200 tons by the year 2020. The main construction items include: an aircraft movement area with the reference code being 4 C, a runway of 2600 meters long and 45 meters wide, a vertical by-pass taxiway of 160.5 meters long and 18 meters wide, a terminal of 6000 sq. m, an apron with 4 aircraft stands and the production and living facilities for communication, navigation, weather reports, fuel supply and fire fighting & rescue. The whole investment for this project is 656.617 million Yuan.

国家发改委于2月批准了新建湖南衡阳南岳机场工程可行性研究报告。

本期工程按满足2020年旅客吞吐量30万人次、货邮吞吐量1200吨目标设计。主要建设内容：飞行区等级指标为4C，建设一条长2600米、宽45米的跑道，一条长160.5米、宽18米的垂直联络道，建设6000平方米航站楼、4个机位的站坪以及通信、导航、气象、供油、消防救援等生产生活设施。项目总投资6.5617亿元。

张掖甘州机场管理处揭牌

Airport Management Office of Zhangye Ganzhou Airport Unveiled

In April, the Airport Management Office of Zhangye Ganzhou Airport was officially unveiled. Yang Yongzhong, the head of the Traffic and Transportation Department of Gansu Province and Chen Kegong, Secretary of Zhangye Municipal Committee of the CPC, jointly unveiled the Airport Management Office of Zhangye Ganzhou Airport. Luan Kejun, Deputy Secretary of the Zhangye Municipal Committee of the CPC and Mayor of Zhangye city, Wang Fanji, Deputy Head of the Traffic and Transportation Department of Gansu Province, Ma Xiaojun, General Manager of Gansu Airport Investment & Management Co., Ltd. and Zhang Rennong, Secretary-General of the Zhangye Municipal Government, all attended the opening ceremony.

In the National Eleventh Five-Year Plan for the civil aviation industry, Zhangye Ganzhou Airport is a key project and is also a key project of the transport infrastructure of Gansu province, to be launched during the National Eleventh Five-Year Plan period. With an investment of 313.4 million Yuan, this project was co-founded by the Civil Aviation Administration of China, Gansu Airport Investment & Management Co., Ltd. and Zhangye Municipal Government. Zhangye Ganzhou Airport was put into construction in May, 2010 and was put into operation in November, 2011. Currently, the airport has opened round-trip flights of Xi'an - Lanzhou - Zhangye and Beijing - Lanzhou - Zhangye.

4月，张掖甘州机场管理处正式揭牌。甘肃省交通运输厅厅长杨咏中，张掖市市委书记陈克恭为机场管理处揭牌。张掖市市委副书记、市长栾克军，甘肃省交通运输厅副厅长王繁己，甘肃省机场投资管理有限公司总经理马晓军，张掖市人民政府秘书长张稔农出席揭牌仪式。

张掖甘州机场是国家民航“十一五”规划确定的重点项目，也是“十一五”期间甘肃省重大交通基础设施建设项目。该项目由中国民用航空局、甘肃省机场投资管理公司、张掖市政府共同出资建设，累计投资3.134亿元。张掖甘州机场于2010年5月开工，2011年11月1日正式通航。目前已开通运营西安—兰州—张掖，北京—兰州—张掖两个往返航班。



民航二所LTE-E-101立式滑行道边灯通过审定 LTE-E-101 Upright Taxiway Edge Light of The Second Research Institute of CAAC Passes Approval Examination

- 模拟 2000 多个 SSR 或 S 模式目标
- 支持 ADS-B 数据链的各种协议
- 是 FAT 与 SAT 的最佳工具
- 评估雷达天线的机械稳定性
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In Early March, a workshop for examining and approving the LED navigation lighting products developed by The Second Research Institute of CAAC was held in Chengdu. The leaders from the Airport Department, CAAC and a dedicated committee of experts conducted the examination for the LTE-E-101 upright taxiway edge lights.

The dedicated committee of experts listened to the research and development report, the technical report, the test report and the quality guarantee capability introduction of the products. The dedicated committee of experts also examined the samples of the products, inspected the production and testing conditions of the products. Finally, full recognition was given to the achievements of the product development. The dedicated committee of experts agreed unanimously that the LTE-E-101 upright taxiway edge lights submitted by The Second Research Institute of the CAAC for examination and approval had rational structure and good quality. The lights had reached the related standards and met the operating requirements. The dedicated committee of experts agreed that the lights had passed the examination.

The approval of the LTE-E-101 upright taxiway edge lights mark the appearance of the first product of The Second Research Institute of CAAC in the area of navigation lighting and marks a major achievement for The Second Research Institute of CAAC, as now it has gained in the conversion of navigation lighting technology into actual products. In the near future, as LED navigation lighting products such as the embedded-into-the-surface taxiway centerline lights and the runway centerline lighting system and auxiliary digital pure sine wave dimmers produced by The Second Research Institute of CAAC pass examination, The Second Research Institute of CAAC will contribute more to the energy-savings and emission-reductions of the civil aviation industry.

近日, 中国民用航空局第二研究所(简称“民航二所”)LED助航灯光产品审定会在成都召开。中国民用航空局(Civil Aviation Administration of China, 简称“民航局”)机场司领导和专家审定委员会对民航二所研制的LTE-E-101型立式滑行道边灯进行了产品审定。

审定委员会听取了LTE-E-101型立式滑行道边灯的研制工作报告、产品技术报告、测试报告和质量保证能力介绍, 审查了产品样品, 现场考察了产品的生产及测试条件, 对产品研发做出的成绩表示充分的肯定。审定委员会成员一致认为民航二所提交本次会议审定的LTE-E-101型立式滑行道边灯结构合理, 制造质量良好, 产品达到相关标准, 满足民用机场助航灯光系统的使用要求, 同意通过审定。

LTE-E-101型立式滑行道边灯的审定通过, 意味着民航二所在机场LED助航灯具领域诞生第一个产品, 是民航二所LED助航灯具科技成果转化过程所取得的重大成果。不久的将来, 随着民航二所的嵌入式滑行道中线灯和跑道中线灯等LED助航灯具以及与LED助航灯具配套的数字式纯正弦波调光器通过审定, 民航二所通过自主研发的LED助航灯光系统将为民航节能减排事业做出更多的贡献。

海口美兰国际机场二期扩建工程建议书已获批

Proposal of Haikou Meilan International Airport phase II Gets Approval

In March, the National Development and Reform Commission approved the proposal of the Haikou Meilan International Airport's phase II expansion project.

In the proposal, the airport is designed according to the requirements of a passenger throughput of 30 million and cargo and mail throughput of 300 thousand tons by 2020. The main construction items include: a second runway of 3,600 meters long and a homologous taxiway, a second terminal of 290 thousand sq. m, an apron of 45 aircraft stands, a ramp and production and living facilities for communication, navigation, weather reports and so on. The whole investment is 13.05 billion Yuan.

九寨黄龙机场双向起降能力试飞成功

Bi-directional Takeoff/landing Procedure at Jiuzhai-Huanglong Airport Tested and Available

In April, a flight validation test was conducted for the Required Navigation Performance with Authorization Required procedure (RNP AR) at Jiuzhai-Huanglong Airport by a B737-700 from China Eastern Airlines Corporation Limited and was a success. This successful test followed the other successful test that was performed by an aircraft from Air China Limited in executing flight validation for the same procedure at the same airport in March. This signifies that the first public RNP AR procedure project in Mainland China has passed inspection and validation and that Jiuzhai-Huanglong Airport is able to supply airlines with the bi-directional takeoff/landing procedures.

The Required Navigation Performance with Authorization Required (RNP AR) is a procedure that is implemented through both the successful docking between the GPS Satellite Navigation and Positioning Systems and the Flight Management Computer System and the flight crew's scientific operation and control in accordance to coordinated regulations and rules. Compared to traditional non-precision approach procedures, the flight path is further optimized and the flight accuracy is highly enhanced in order for pilots to fly accurately positioned on the path without much dependence on ground-based navigation aids so that the aircraft can land safely and accurately in bad weather conditions with poor visibility, which can decrease inward bound delays caused by bad weather conditions and highly increase the level of flight safety. In addition, aircraft running RNP AR can efficiently steer clear of ultra-high obstacles to fly safer tracks, so that risks brought about by unstable approaches can be evaded and flight accidents can be decreased. Meanwhile, this kind of flight can relieve

国家发改委于3月批准了海南省海口美兰国际机场（简称“美兰机场”）二期扩建工程项目建议书。

本期工程按满足2020年旅客吞吐量3000万人次、货邮吞吐量30万吨目标设计。主要建设内容：建设一条长3600米的第二跑道和相应的滑行道系统；建设29万平方米的第二航站楼，45个机位的站坪和停机坪以及通信、导航、气象等生产生活设施。项目总投资130.5亿元。

4月，东航B737-700机型九寨黄龙机场（下简称九黄机场）公共RNP AR程序真机验证飞行成功。这是继3月国航成功试飞后，九黄机场RNP AR程序验证飞行取得的又一次成功。标志着国内首个公共RNP AR程序项目顺利通过验证，九黄机场从此具备了双向起降的能力。

RNP AR是“要求特殊授权的所需导航性能运行项目”的英文简称，英文全名是：Required Navigation Performance with Authorization Required，RNP AR导航程序是通过GPS卫星导航定位系统与飞机管理计算机系统的成功对接和飞行机组的按章科学操控来实现的，与传统非精密进近程序相比，飞行航径得到进一步优化，飞行精确性大为提高，飞行员不必过多依赖地面导航设施即能沿着精准定位的航迹飞行，使飞机在天气能见度较差的条件下也可以安全精确地着陆，减少因天气原因造成的返航，极大提高飞行的安全水平。同时，以RNP AR方式运行航空器能够有效绕开超高障碍物，选择更安全的飞行通道，有效规避不稳定进近所造成的风险，减少飞行事故的发生，并能有效缓解空域矛盾，降低管制员和飞行员的工作负荷。



airspace constriction and lower the workloads of the air traffic controllers and pilots.

The RNP AR high-precision navigation technology is the trend of the future for flight navigation and has been widely adopted by countries with developed air transportation industries. According to the requirements of the ICAO and the development plans of the CAAC, China will accelerate step by step the application of advanced technologies such as RNP AR in China's airports and flight routes. This technology is of great importance in lowering the airports' minimum operating standards, in increasing the load capacity of airports with busy headroom conditions, in increasing the flight traffic volume of airports, in decreasing invalid flights, in reducing fuel consumption, in decreasing noises and emissions, in cutting down operation costs, in increasing flight volumes, and in diminishing site selection difficulties caused by topographical constraints when fitting navigation aids.

RNP AR高精度导航技术是未来飞行导航发展的趋势，已为航空运输发达国家广泛采用。根据国际民航组织的要求和中国民航局的发展规划，中国将逐步推进RNP AR等先进技术在中国的机场和航路上的应用。此项技术对于降低机场最低运行标准、增强净空复杂机场的航空运输载运能力、提高机场航班流量、减少无效飞行、降低油耗、减少噪音和排放、降低运行成本、增加航班载运量、减少导航设备因地形限制而带来的选址困难等具有重要意义。

云南丽江机场对外开放通过国家验收

The Opening up of Lijiang Sanyi Airport Passes the State's Acceptance Test

In March, the opening up of Lijiang Sanyi Airport (located in China's Yunnan province) officially passed the state's acceptance test, which means the port of the Lijiang Sanyi Airport, the third airport in Yunnan province to open up internationally, will be formally put into operation.

In March, an acceptance team with members from the National Ports Management Office, the General Administration of Quality Supervision, Inspection and Quarantine of the PRC, the Civil Aviation Administration of China and the Headquarters of the General Staff of the PRC conducted a three-day acceptance test in preparations for the opening of the Lijiang Sanyi Airport. The acceptance team carefully reviewed the report on the opening up of the Lijiang Sanyi Airport and carried out an on-site inspection of the joint inspection hall, the port inspection facilities for customs, inspection and quarantine, the frontier inspection and the supervision conditions and then held a state acceptance conference on the opening up of Lijiang Sanyi Airport. At the conference, every members of the acceptance team gave a high evaluation to the construction of Lijiang Sanyi Airport.

3月，云南丽江机场航空口岸对外开放正式通过国家验收。这意味着，丽江机场作为云南省第三个口岸机场将正式投入运营。

今年3月，由国家口岸管理办公室会同公安部、质检总局、民航总局、总参谋部组成的验收组，对丽江机场航空口岸对外开放前的准备工作进行为期三天的检查验收。验收组在听取汇报并现场检查检验丽江机场联检大厅、海关、检验检疫、边检等口岸查验设施和监管条件之后，召开了云南丽江机场对外开放国家验收会议。会上，验收组各相关负责人对丽江机场航空口岸建设均给予了高度的评价。

苏中地区添新机场 扬州泰州机场成功试飞

Central Jiangsu's Newly Built Yangzhou Taizhou Airport Succeeds in Its Flight Test

In March, after Pre-phase constructing, signal calibration and other necessary tasks, the Yangzhou Taizhou Airport welcomed the last test in the long series of tests before it is allowed to be put into operation, the flight test. The flight test team checked the instrument approach procedure and the instrument departure procedure, the instrument approach program, the visual circling approach procedure and all other necessary factors in the safe operation of the Yangzhou Taizhou Airport. The flight test team also checked the allocation and operation of navigation units, visual navigation aids, the pavement of the flight area, the installation of signs and the tallies in the flight area, the taxiway lines and position gates, the roadblocks in the flight area and the airport clearance, as well as the airport's operation guarantee capability. After a number of takeoffs and landings of an A320, from China Eastern Airlines Corporation Limited, at Yangzhou Taizhou Airport, it was claimed that this flight test was successful.

Leaders from the Taizhou Municipal Government and Jiangsu Development & Reform Commission and officials from the CAAC East China Regional Administration and China Eastern Airlines Corporation Limited were together to witness this historical moment.

3月, 在完成了前期建设、信号校正等工作后, 扬州泰州机场迎来了正式通航前的“最后一考”——试飞。试飞机组全方位验证了扬州泰州机场跑道仪表进、离场程序, 仪表进近程序, 目视盘旋进近程序, 运行最低标准等; 检查了机场导航设备和目视助航等设施的配备及其运行, 飞行区道面、标志、标记牌设置, 滑行路线和停机位, 飞行区内障碍物和机场净空等情况, 以及机场运行保障能力等。一架中国东方航空公司的空客320飞机在机场多次降落起飞, 扬州泰州机场试飞成功。

泰州市领导, 省发改委领导, 民航华东地区管理局、东方航空公司负责人共同见证了 this 历史性时刻。

成都双流机场与墨尔本机场结为姊妹机场

Chengdu Shuangliu International Airport and Melbourne Airport Have Become Sister Airports

In April, Chengdu Shuangliu International Airport Co., Ltd. and Melbourne Airport officially signed the memorandum of understanding and cooperation and created the cooperation framework to become sister airports. The two parties will cooperate in areas of flight development, airport operation, airport planning and development, as well as cooperate with each other to create the best retail practices and service quality. They will try to launch direct flights between Chengdu and Melbourne.

At present, there are no direct flights to Australia from Chengdu, or even from the whole western China region. Passengers to or from Australia currently need to transfer at Shanghai or Guangzhou or Hong Kong to complete their journeys. Once the direct flight between Chengdu and Melbourne is launched, it will be as if a bridge was built between the two cities.

Melbourne Airport is the main civil airport in Melbourne, the capital of Victoria of Australia. As the hub airport of QANTAS AIRWAYS Limited, Virgin Blue Holdings Limited and Airways Australia Pty Ltd, Melbourne Airport is also the second busiest

4月, 成都双流国际机场股份有限公司和澳大利亚墨尔本机场有限公司正式签署合作谅解备忘录, 建立“姊妹机场”合作框架。双方将在航线发展、机场运营、机场规划与发展、最佳零售实践及服务质量等领域展开合作, 争取开通成都-墨尔本之间的直航。

目前, 成都乃至中国西部地区都没有开通直飞澳大利亚的航线, 往返澳大利亚的旅客必须经过上海、广州、香港等地进行中转。一旦成都-墨尔本航线的开通, 将在两地架起一座直接通达的桥梁, 使广大旅客不必再经过第三地经停而节约大量宝贵时间。同时, 旅客还可

airport in Australia. Melbourne Airport operates a number of non-stop flight routes to all capital cities of Australia, cities of other countries in Oceania, cities in Asia, Africa, Europe and northern America and so on. Among the non-stop flight routes that Melbourne Airport operates, the Melbourne - Sydney passenger flight is the third busiest route globally and the second busiest route around the Asia-Pacific region. Melbourne Airport has advanced hardware facilities, an excellent air route network and outstanding cargo air transportation abilities. As an important hub airport in the Asia-Pacific region, Melbourne Airport has won the Eagle Award from the International Air Transport Association, the Skytrax Four-Star Award and many others.

Chengdu Shuangliu International Airport is the biggest hub airport in central and west China. In the recent years, the infrastructure and air line network of Chengdu Shuangliu International Airport has been constantly improved. In 2011, the passenger and the cargo throughput had ranked as the fifth place in mainland China and in the top 50 of the world. At the present time, Chengdu Shuangliu International Airport is trying to become the fourth biggest national hub airport in China.

Previously, Chengdu Shuangliu International Airport had become sister airports with Phoenix Sky Harbor International Airport, Houston Airport in the US, Singapore Changi Airport and Tokyo Haneda Airport of Japan.

四川省“十二五”将新建3座大型通用机场

Sichuan Province to Construct 3 New Large General Aviation Aerodromes during the Twelfth Five-Year Plan Period

During the Twelfth Five-Year Plan period, Sichuan province will construct 3 new large general aviation aerodromes and reconstruct 3 airports. In addition, over 40 small general aviation aerodromes are to be launched.

According to the program recently issued by the Civil Aviation Administration of China, during the Twelfth Five-Year Plan period, in terms of the civil aviation industry, around 70 airports will be built. It is expected that by 2015, the number of airports for transportation in Mainland China will reach 230 and the number of air carriers including general air carriers will exceed 4000.

A coordinated person in charge from the CAAC Southwest Regional Administration said that during the Twelfth Five-Year Plan period, Sichuan province would build 3 large general aviation aerodromes at Yading Airport, Hongyuan Airport and Leshan Airport. Now, Yading Airport has been put into construction and Hongyuan Airport will soon be put into construction. Furthermore, Sichuan province will relocate the Luzhou Lantian Airport, Yibin Caiba Airport and another airport. The Luzhou Yunlong Airport and the Yibin Zongchang Airport projects have not received approval yet.

借助墨尔本机场的航线网络, 前往澳大利亚各地和大洋洲其他国家。

墨尔本机场是澳大利亚维多利亚州墨尔本的主要民航机场, 也是澳大利亚第二繁忙的机场, 是澳大利亚航空、维珍蓝航空、老虎航空的枢纽机场, 机场拥有多条直航航线前往澳大利亚所有首府、大洋洲、亚洲、非洲、欧洲、北美等区域的城市。其中, 墨尔本-悉尼航线是全球第三繁忙和亚太区第二繁忙的客运航线。墨尔本机场硬件设施先进, 航线网络发达, 航空货运发展突出, 先后获得了国际航空运输协会的金鹰奖、Skytrax评定的四星级机场等荣誉, 是亚太地区重要的航空枢纽港。

成都双流国际机场是中国中西部最大的航空枢纽港。近年来, 基础设施和航线网络不断完善, 客货吞吐量大幅攀升, 2011年, 客货吞吐量跃升至国内第五, 全球前50强。当前, 正积极致力于打造中国第四大国家级国际航空枢纽。

此前, 成都双流国际机场已与美国凤凰城机场、美国休斯敦机场、新加坡樟宜机场、日本东京羽田机场建立“姊妹机场”友好关系。

“十二五”期间, 四川省将新建3座大型通用机场, 迁建3座机场, 同时, 已规划的小型通用机场达40余个。

根据中国民用航空局近期公布的规划, “十二五”期间, 中国民用航空将修建机场70座, 预计到2015年, 中国民航运输机场数量将达到230个以上, 运输飞机包括通用航空飞机将达到4000架以上。

民航西南管理局相关负责人表示, “十二五”期间, 四川省将新建亚丁、红原、乐山3座大型通用机场, 其中, 亚丁机场已动工修建, 红原机场也即将开工。同时, 四川省将迁建泸州、宜宾等3座机场, 泸州、宜宾两座机场还在审批中。

西藏航空圆满完成昌都邦达机场验证飞行

Tibet Airlines Wrapped up the Flight Tests of Qamdo Bangda Airport

In April, an A319 aircraft from Tibet Airlines Co., Ltd. (Tibet Airlines for short) successfully completed the RNP flight validation test at Qamdo Bangda Airport in Tibet, which laid the foundation for Tibet Airlines' to begin launching flights at Qamdo Bangda Airport.

The flight validation lasted for nearly 3 hours with the aircraft conducting the validation taking off from Tibet Lhasa Gonggar Airport. The flight validation crew flew with the satellite positioning RNP. In this process, a bi-directional approach landing from low-altitude airspace was accomplished. Emergency landing with a single engine, Go Around and other planned programs were simulated. All in all, the flight validation was completely successful.

4月，西藏航空一架空客A319飞机在西藏昌都邦达机场成功完成了RNP验证飞行，此次验证飞行的成功为不久之后西藏航空首航邦达机场奠定了基础。

此次验证飞行时间近3个小时，执行验证飞行的飞机从拉萨贡嘎机场起飞。试飞机组运用卫星定位RNP精密导航程序进行飞行，在跑道低空精确完成了双向进近降落、模拟一台发动机失效后实施单发应急着陆和复飞离场等计划程序，验证飞行取得圆满成功。

林芝米林机场站坪扩建工程举行开工奠基仪式

Nyingchi Mainling Airport Holds a Ground-Breaking Ceremony for Its Apron Expansion Project

In April, a ground-breaking ceremony for the apron expansion project of Nyingchi Mainling Airport was held. Ding Yexian, Vice-Chairman of the Tibet Autonomous Region and Li Hancheng, Administrator of the CAAC Tibet AR Regional Administration and Vice-Secretary of CAAC Tibet AR Regional Administration Committee of the CPC, attended the ground-breaking ceremony and made addressing speeches. Yuan Zhuoqiong, Vice Administrator of the CAAC Tibet AR Regional Administration presided over the ceremony.

In the ceremony, Ding Yexian proposed explicit requirements to the project. He pointed out that the civil aviation industry is a basic and vital industry for the national economy. To speed up the development of the civil aviation industry of Tibet, is far-reaching and a heavy responsibility. It is the air transportation requirements during tourism seasons that resulted in the expansion of the Nyingchi Mainling Airport. When the expansion is finished, the passenger volume the airport can back will rise from 120 thousand to 700 thousand, which will be vital to speeding up the rapid economic and social development of the Nyingchi region, to improve travel conditions of passengers outbound and inbound and to establishing an integrative traffic system in the Nyingchi region.

4月，林芝机场站坪扩建工程开工仪式于林芝米林机场成功举行。自治区政府副主席丁业现、民航西藏区局局长、党委副书记李汉成等出席开工仪式并致辞。民航西藏区局副局长袁灼琼主持开工仪式。

仪式上，丁业现副主席对工程建设提出了明确要求，他指出：民航业是国民经济的重要基础产业，加快西藏民航事业发展意义深远、责任重大。扩建林芝机场，是满足旅游旺季航空运输的需要，将使旅客年吞吐量由12万人次达到70万人次以上，对促进林芝地区经济社会快速发展、改善区内广大旅客出行条件、构建全区综合立体交通网具有重要意义。

林芝机场自通航以来，林芝地区进藏门户地位得到进一步凸显。2011年林芝地区旅游人数突破180万，航空运输存在巨大的发展潜力，国航、东航、藏航等航空公司先后开通林芝至成都、重庆、昆明、拉萨等航线，通达能力进一步提升；民航西南地区管理局在航线航班时刻上积极给予支持，

After Nyingchi Mainling Airport has been put into operation, the portal position of the Nyingchi region for entering into the Tibet Autonomous Region has been highlighted. In 2011, the number of tourists to Nyingchi reached 1.8 million, so, there is great potential for air transportation here. Air China Limited, China Eastern Airlines Corporation Limited and Tibet Airlines Co., Ltd. have successively launched air routes between Nyingchi to Chengdu, Chongqing, Kunming and Lhasa, which makes the Nyingchi region more accessible. The CAAC Southwest Regional Administration has given much support and help to the allocation of flight schedules for the flight routes of Nyingchi Mainling Airport. The flight amount increased from 2 flights a week initially to 42 flights now, with a rapidly growing passenger volume. In 2011, the passenger volume reached 144 thousand, which has exceeded beyond the saturated capacity planned. As Nyingchi Mainling Airport has peculiar geographical circumstances and climate, flights can only be operated in the morning. In addition, the insufficient aprons and ramps limit the growth of the flight volume. Therefore, the difficulty for buying tickets during tourism seasons is prominent. To effectively solve the bottlenecking that is limiting the growth of the flight volume of Nyingchi Mainling Airport, the expansion project of the apron has started as expected.

航班量从通航初期的每周2架次增至现在每周42架次以上，旅客吞吐量增长迅猛。2011年林芝机场旅客吞吐量达到14.4万人次，已远远突破设计饱和容量。由于林芝机场受特殊的地理、气候环境影响，航班只能集中在上午执行，站坪数量有限又限制了航班量的大幅度提升，旅游旺季“一票难求”现象十分明显。为切实解决林芝机场航班增长的瓶颈问题，林芝机场站坪扩建工程如期开工。

中国民航飞行程序设计首次走出国门

China-made Flight Procedure Design Goes Global for the First Time

In April, the Civil Aviation Administration of Laos officially entrusted the China Academy of Civil Aviation Science and Technology to design the PBN flight procedure for Luang Prabang International Airport, which marks a new achievement in China's civil aviation PBN technology and a milestone in China's PBN flight procedure process. This is the first time that China's PBN flight procedure has gone global and China's PBN technology has blazed its way into the world's top level.

Luang Prabang International Airport is located in the mountainous area in the north of Laos. Tall mountains and jungles around the airports, the obstacles around the airspace and the severely-obstructed navigation signals bring about many difficulties to flights using traditional navigation methods. Moreover, the VOR/DME range is located at the side of the airport. When in the last approach stage, an aircraft approaches in a set over direction, which means that there is potential risk. The varied topography and the high requirement for the weather when the aircraft is in the approach stage make it hard to maintain scheduled flights.

The Civil Aviation Administration of Laos needed badly the PBN flight procedure to improve the operational safety and maintain the scheduled flights of Luang Prabang International Airport. The Civil Aviation Administration of Laos organized a public bidding for the PBN flight procedure of Luang Prabang International Airport and China, as well as other foreign corporations, attended the bidding. The China Academy of Civil Aviation Science and Technology won the bidding in its own right to design the PBN flight procedure for Luang Prabang International Airport, which signifies China's civil aviation use PBN flight procedure has gone global.

4月，老挝民航局已经正式委托中国民航科学技术研究院为老挝琅勃拉邦机场设计PBN飞行程序，这是我国民航PBN研究技术取得的新成绩，是我国PBN飞行程序设计工作的重大里程碑，我国PBN飞行程序设计首次走出国门，标志着中国民航PBN技术已跻身于世界民航先进行列。

老挝琅勃拉邦机场位于老挝北部山区，机场周围山高林密，净空复杂，导航信号遮蔽严重，给传统导航方式的飞行运行带来极大难度。而且VOR/DME导航台位于机场侧方，飞机最后进近阶段为偏置进近，在航班飞行中存在安全隐患。机场地形复杂，进近着陆的天气标准高，很难保证航班正常率。

老挝民航局迫切需要使用PBN飞行程序来提高琅勃拉邦机场的运行安全和航班正常率，并且对琅勃拉邦机场PBN飞行程序在国际上进行了公开招标，有中国和几家外国程序设计公司同时参加了竞标，中国民航科学技术研究院最终凭借实力成功胜出，获得了老挝琅勃拉邦机场PBN飞行程序设计项目，使中国民航PBN技术走向世界。

南通兴东机场扩建工程试飞成功 Test Flight of the Newly Expanded Nantong Xingdong International Airport Successful

In April, the CAAC East China Regional Administration coordinated with the CAAC's Jiangsu Administration of Civil Aviation Security, China Eastern Airlines Corporation Limited, East China ATMB, CAAC Air Traffic Management Jiangsu Branch Bureau and



4月，中国民用航空华东地区管理局（简称“民航华东局”）组织协调中国民用航空江苏安全监督管理局（简称“江苏监管局”）、中国东方航空股份有限公司（简称“东航”）、中国民用航空华东地区空中交通管理局（简称“华东空管局”）、中国民用航空江苏空管分局（简

称“江苏空管分局”）和南通机场等单位，使用东航A320/B-6002号飞机成功实施了南通兴东机场扩建工程的试飞。

Nantong Xingdong International Airport to organize a flight test of the newly expanded Nantong Xingdong International Airport. It was an A320 from China Eastern Airlines Corporation Limited that had been used to conduct the flight test.

The length of the runway of the newly expanded Nantong Xingdong International Airport was extended to 3400 meters from 2400 meters before. A bi-directional CAT I Precision Approach Instrument Landing System and coordinated navigation lights were set up. The VOR/DME facility was relocated. The traditional navigation flight procedure was adjusted and optimized and the RNP APCH procedure was also newly increased.

扩建后的南通机场跑道从2400米延长至3400米，设置了双向I类精密进近仪表着陆系统及相应的助航灯光，迁建了VOR/DME台，调整和优化了传统导航飞行程序，新增了RNPAPCH飞行程序。

4月底，民航局副局长李军在京会见了全日空航空公司会长大桥洋治、社长伊东信一郎一行，出席全日空通航中国25周年庆祝活动并致辞。外交部副部长崔天凯出席活动，日本驻华大使羽宇一郎致辞。

李军首先代表民航局和李家祥局长祝贺全日空致力两国航空业务的发展，以及在各方面取得的优良业绩；赞赏全

李军会见全日空航空公司会长一行 Li Jun Meets with Chair Members of All Nippon Airways

In the end of April, Li Jun, Deputy Minister of the CAAC, met with a delegation from Nippon Airways Co., Ltd. (All Nippon Airways for short), headed by Yoji Ohashi, Chairman of the Board of All Nippon Airways and Shinichiro ITO, President & Chief Executive Officer of All Nippon Airways. Those delegation members were all in attendance at the celebration of All Nippon Airways' operation of flights in China for 25 years. Cui Tiankai, deputy minister of the Ministry of Foreign Affairs of the People's Republic of China was also present at the celebration activity, at which Uichiro Niwa, Japan's ambassador to China delivered a speech.

On behalf of the CAAC and Li Jiaxiang, minister of the CAAC, Li Jun congratulated

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日空致力中日友好，热情支持中国希望工程等公益事业的善行义举。

李军指出，随着两国关系的发展，中日航空运输市场的规模不断壮大。中国已成为日本的第二大国际航空运输市场，日本则是中国最大的国际航空运输市场。中日航空运输的蓬勃发展为两国经贸和人员往来提供了便利，促进了两国各领域的交流与合作。中日恢复邦交时，两国人员往来仅一万人左右；2010年双方人员往来达到570万，预计今年将超过600万人，尤其是中国公民出境游人数呈现快速上升态势。中日间的民航市场潜力巨大，中日民航界的合作发展前景十分广阔。中国民航愿与日方一道，从战略高度、长远角度看待两国民航关系，为进一步促进中日友好事业，发展中日战略互惠关系做出更大贡献。

目前中日两国共有15家航空公司，在中方20个城市、日方22个城市间建立了航班联系，每周提供683个客货航班。

Currently, there are 15 airlines that operate flights in 20 cities in China and 22 cities in Japan and 683 passenger and cargo flights are operated between the two countries.

All Nippon Airways upon its commitment to the development of Japan and China's civil aviation industries and the excellence in performance it has achieved. In addition, Li Jun also appreciated All Nippon Airways' dedication to China and Japan's friendship and the righteous deeds of All Nippon Airways' in enthusiastically supporting China's public welfare, such as with Project Hope.

Li Jun pointed out that with the development of the two countries' relationship, the air transportation market for the two countries will also go from strong to stronger in the future. China has been Japan's second largest foreign air transportation market and Japan is China's first largest foreign air transportation market. The booming China-Japan air transportation market provides convenience for trade and supports both economies. It also creates personnel exchanges between the two countries and also promotes exchange and cooperation with each other. At the beginning of the rapprochement of the two sides, there were only 10 thousand people in personnel exchanges. In 2010, the figure reached 5.7 million and it is expected that the figure will exceed 6 million. Especially, the number of Chinese citizens going outbound for tourism is quickly on the rise. The untapped China-Japan civil aviation market is massive and there is a wide open area for the cooperation of China and Japan's civil aviation sectors. China will treat bilateral civil aviation relations from a strategic point and aim for long term cooperation. China is willing to work with the Japanese counterparts to further boost China and Japan's friendship and will do more to strengthen the strategic and mutually beneficial relationship between China and Japan.

Currently, there are 15 airlines that operate flights in 20 cities in China and 22 cities in Japan and 683 passenger and cargo flights are operated between the two countries.

中南空管局德庆导航台工程通过竣工验收 The Deqing Guidance Station Project of the Central South ATMB Passes Final Acceptance Examination

The Deqing guidance station project of the Central South ATMB passed the professional acceptance examination.

The Deqing guidance station project is an important portion of the radar control project of the main air routes in the east and west parts of the central & southern region of civil aviation in China and is also the first completed project of the radar control programs projected to be established in the Pearl River Delta and the South China Sea. The Deqing guidance station project was launched on July 8th, 2010 with an investment of 19.04 million Yuan.

The smooth accomplishment of the station effectively meets the requirements of the Guangzhou terminal area in order to expand west and offers an important boundary location point for the adjustment of West China's air lines and East China's air lines.

近日，中南空管局德庆导航台工程项目顺利通过专业检查验收。

德庆导航台工程是中南片区东部及西部地区主要航路雷达管制工程的重要组成部分，也是珠三角及南中国海雷达管制第一个竣工的项目，该台站工程2010年7月8日开工建设，总投资达1904万元。

该台站的顺利建成，将有效解决广州终端区向西扩展的需求，并为东西航线调整提供了一个重要的边界定位点。

烟台机场飞机应急顶升气囊和吊挂设备交付使用 Aircraft Emergency Jacking Air-bags and Suspension Devices Are Delivered to Yantai Laishan International Airport

In April, the emergency jacking air-bags and suspension devices were delivered to Yantai Laishan International Airport. The cost of the equipment was 3.7 million Yuan.

This set of jacking air-bags are made up of four sets of air-bags with a capacity of 40-tons, two sets of air-bags with a capacity of 30-tons, an imported air compressor and three signal distribution controllers. The aircraft suspension device contains 6 sets of lifting belts of different lengths, which can be collocated free so as to meet the requirements of different aircraft. These devices, together with the previously purchased moveable pavement for aircraft emergency rescue and the aircraft



traction device will meet the emergency rescue demands of Yantai Laishan International Airport in special circumstances, such as if an aircraft no larger than a Boeing 747 skids off the runway or the aircraft's landing gears are broken.

4月，烟台莱山国际机场（简称“烟台机场”）斥资近370万元购置的飞机应急顶升气囊和飞机吊挂设备交付使用。

该套顶升气囊由四套40吨气囊、两套30吨气囊以及一台进口空气压缩机、三台分配控制器等组成。飞机吊挂设备配有6套长短不同的吊装带并可自由搭配，以满足不同机型的需要。加上先前购置的飞机应急救援道面、飞机牵引挂

具等装备，满足了烟台机场当前执飞机型波音747及以下机型在飞机冲出跑道、起落架折断等特殊情况下的应急救援需要，是山东省机场中唯一具有此救援能力的机场，大大提高了应急救援保障能力。

中西部地区雷达管制工程等航路工程顺利通过竣工验收 En-route Projects Around the Central and Western Regions Passes Final Acceptance Examination

In late April, the Air Traffic Management Bureau of the Civil Aviation Administration of China (CAAC/ATMB) organized to hold a meeting in Guiyang for the examination and appraisal of en-route projects, such as the radar control projects around the central and western regions. The radar control projects contain the radar control projects of the Kunming section, the Chongqing section, the Guiyang section and the central & western section. The en-route projects include the Europe-Asia direct flight route project (including the Chengdu section and the Leizhuang secondary radar project) and the Zhengzhou secondary radar station of the Circum-Bohai-Sea radar

4月下旬，民航局空管局在贵阳组织召开了中西部地区雷达管制工程等航路工程竣工验收会议，对中西部地区雷达管制工程（昆明段、重庆段、贵阳段、中南段）、欧亚直飞航路工程（成都段、磊庄二次雷达）以及环渤海区域雷达管制工程中的郑州二次雷达站工程等进行了竣工验收。

本次验收涉及到西南地区的台站有云南普洱、云南保山、昆明老巴山、贵州铜仁、四川宜宾、贵阳磊庄等雷达站，重庆方斗山、四川九寨沟、贵州镇

control project. All these projects passed the final acceptance examination and appraisal.

Related stations involved in this examination and appraisal were Yunnan Pu'er radar station, Yunnan Baoshan radar station, Kunming Laobashan radar station, Sichuan Yibin radar station, Guiyang Leizhuang radar station, Chongqing Fangdoushan remote-control station, Sichuan Jiuzhai remote-control station, Guizhou Zhenyuan remote-control station and the Kunming automatic system project.

After examination, the acceptance test team believed that all the projects and the preliminary designs approved by the CAAC were all in accordance to related national and industrial technical standards and specifications. The civil construction and equipment installation were all in accordance to related specifications. The project files were relatively complete. The budget control was strictly conducted. Therefore, all tasks had been completed relatively well and the acceptance test team agreed that all projects pass the acceptance examination.

远等遥控台以及昆明自动化系统工程。

经验收领导小组检查认为：本次竣工验收的工程项目内容及符合民航局批准的初步设计，符合国家和行业有关技术标准及规范，土建施工及设备安装规范，工程档案资料收集整理较齐全，概算控制严格，较好地完成了工程建设任务，同意通过竣工验收。

首都机场警方与航空公司首签航班延误联动协议 Police in Capital Airport Signed an Agreement Regarding Coordinated Action Against Flight Delays with Air China

In April, the Eastern Terminal Area Police Station of Beijing Capital International Airport's Public Security Sub-Bureau (herein after referred to as the Eastern Terminal Area Police Station) and Passenger Information Center of Ground Services of Air China Limited (Air China for short) signed the Agreement on Coordinated Action Against Flight Delays (herein after referred to the Agreement). It is appointed that as soon as there are large-scale flight delays, the two parties will negotiate with each other so as to offer related services to passengers and to resolve related disputes, striving to minimize the effect of flight delays.

According to the Agreement, if there are flight delays, Air China should inform passengers by transmitter-receiver, short message, telephone or network of the flight delays or flight cancels, so that passengers are made aware of the flight information ASAP. Air China should also increase re-booking counters and service security workers to aggressively meet the requirements of the passengers. The Eastern Terminal Area Police Station should launch the flight delay emergency response plan and arrange police officers to patrol duty manager counters, position gates, and ticket windows where disputes take place more often. Furthermore, the Eastern Terminal Area Police Station should also negotiate with the Beijing Capital International Airport (Capital Airport for short) to hold a meeting to bring out measures to actively respond to disputes, to serve passengers well when flight delays occur and to strive to minimize the effect of flight delays. In addition, in the daily work process, the two parties will arrange for a person in charge and a coordinator respectively. These four people will communicate and coordinate timely. A workshop will be held regularly to handle affairs that are results from light disputes so as to jointly improve the handling ability.

4月，北京市首都国际机场公安分局东航站区派出所与中国国际航空股份有限公司（简称“国航”）地面服务部旅客服务中心共同签署了《航班延误联动处置协议》，约定一旦发生航班大面积延误的情况，双方将共同协商做好服务和矛盾化解工作，努力将航班延误的影响降到最低。

根据《协议》约定，发生航班延误的情况下，航空公司应通过电台、短信、电话、网络等方式将延误、取消航班信息及时告知乘客，让旅客尽快获知航班信息，增加签改柜台，增派服务保障人员等，积极满足旅客需求。而公安机关则应及时启动航班延误处置预案，安排警力加强对值班经理柜台、登机口、退、售票口等易发生纠纷的部位进行巡逻。同时要协调、会同机场方面召开应对处置工作协调会，共同协商、积极应对，做好服务旅客、矛盾化解工作，将航班延误的影响降到最低。此外，在日常工作中，双方约定将各确定一名单位负责人和一名联络员，对具体工作及时进行沟通协调，并定期召开航班延误处置研讨会，共同提高处置能力和水平。

西安咸阳机场二期扩建空管工程通过行业验收 ATM Section of the Phase II Expansion Project of Xi'an Xianyang International Airport Passes Industrial Acceptance Examination

In April, the ATM section of the phase II expansion project of Xi'an Xianyang International Airport smoothly passed the industrial acceptance examination, which signifies the official operation of the 2-year project.

The ATM section of the phase II expansion project of Xi'an Xianyang International Airport started officially back in April of 2010. The main construction items were the construction, installation, renovation of a tower and auxiliary houses, civil engineering projects such as power supply and general drawing, and the engineering construction of communication, meteorological use, ATM and navigation facilities. The project cost around 272 million Yuan. When under construction, the project proceeds strictly in accordance to the project rules and institutions. Before April 1st, the installation, commissioning, flight tests and inspection of all equipments had been completed. The construction and installation of the tower and auxiliary houses passed the final acceptance examination and appraisal on April 19th of this year.

4月，咸阳机场二期扩建空管工程顺利通过行业验收，标志着历时2年建设的工程已具备投运条件。

西安咸阳国际机场二期扩建空管工程于2010年4月正式开工，主要包括塔台及附属值班用房建安及装修、供电及总图等土建工程和通信、气象、航管、导航等设备工艺安装等工程建设，总造价约2.72亿元。该工程项目在实施过程中遵守基本建设程序，严格执行项目制度，2012年4月1日前陆续完成所有设备的安装、调试及试飞校验工作。塔台及附属用房建安工程于2012年4月19日通过了竣工验收。

上海民航职业技术学院正式成立 Shanghai Civil Aviation College Established

In May, the Shanghai Vocational School of the CAAC was upgraded to the Shanghai Civil Aviation College. At the inaugural meeting, Mr. Li Jiexiang, minister of the CAAC, together with Mr. Shen Juan, deputy mayor of the Shanghai Municipal Government, pushed up the rudder stock symbolizing the sail of the school. It was Mr. Xia Xinghua, deputy minister of the CAAC, who read the founding documents of the school.

The Shanghai Civil Aviation College is a full-time academy that is approved by the Shanghai Municipal Government and filed with the Ministry of Education of the People's Republic of China. Mr. Li Jiexiang, minister of the CAAC, wrote the school name for the college as well as an inscription for the college, "Education Goes First; A Powerful Civil Aviation Nation Follows".



The Shanghai Civil Aviation College was created from the educational resources of the former Shanghai Vocational School of the CAAC. Currently, the Shanghai Civil Aviation College takes up an area of 181 mu, among which 140 square meters are for construction. There are 14 professional training rooms and over 200 thousand books and e-books collected in the library. All these resources provide good conditions for the teachers and students to meet the requirements of study, education and research. The Shanghai Civil Aviation College has their qualifications certified by the Shanghai Civil Aviation Profession Technique Identification Agency and is the only college that has been certified by the CAAC as CCAR-147 and CCAR-66 examination sites.

In 2012, the college will enroll new students for the first time from 15 provinces, municipalities and autonomous regions. The Aviation Electrical and Mechanical Equipment Maintenance, Civil Aviation Commerce, Civil Aviation Safety Technology Management, Aircraft Manufacture Technique and Air Crew majors will enroll 1,000 students and the number of higher vocational students will reach 2,300. As the civil aviation talents are in urgent need and the schooling conditions get better and better, it is planned that the amount of higher vocational students will reach 5,000 in five years. The college will continue to adjust and optimize their majors and curriculum in response to the requirements of the development of civil aviation and social and economic developments and the college will strengthen itself by its own qualities, strength and substance. The college will take advantage of its own conditions to participate in professional civil aviation training and to continuously increase its training scale to serve the development of the national economy.

民航上海中专5月正式“升格”为大专院校，“变身”为上海民航职业技术学院。在学院成立大会上，民航局局长李家祥和上海市人民政府副市长沈骏共同推起了象征新学校启航的舵杆。民航局副局长夏兴华宣读了学院成立文件。

上海民航职业技术学院是经上海市人民政府批准、教育部备案的一所全日制普通高等院校。民航局局长李家祥为学院题写校名并题词：“民航强国，教育先行”。

上海民航职业技术学院是在整合民航上海中等专业学校教育资源的基础上建立的。目前，上海民航职业技术学院占地面积181亩，有超过14万平方米建筑面积和价值近6000万元的各类教学仪器设备；有14个专业实训室，馆藏图书及电子图书达20余万册，为全校师生提供了良好的学习、教育和科研资源。学院拥有上海市民航职业技能鉴定所资质，是上海地区唯一同时取得民航局CCAR-147部和CCAR-66部考点资质的学院。

2012年学院首批招生将面向全国15个省、市、自治区，招收航空机电设备维修、民航商务、民航安全技术管理、飞机制造技术、空中乘务5个专业招生1000人，高职学生规模在2300人左右；在人才需求和办学条件优化的基础上，计划5年内在校高职学生规模逐步达到5000人左右。根据行业发展和经济建设需要，学院将不断优化专业结构，坚持走内涵强校之路。学院还将利用自身优势，积极参与民航行业职业资格培训作，不断扩大培训规模，更好地为经济建设服务。

日本仙台——北京的定期航班恢复运营 Regular Sendai - Beijing Flights Resume Operation

In March, Japan's Sendai Airport resumed the Sendai - Beijing flights, which have been suspended for a year.

Japan's Sendai Airport was heavily damaged in the Tohoku Earthquake last year. As the restoration and reconstruction of the airport go on, the airport resumed some regular international flights beginning from September of last year. After the regular Sendai - Soul flights, the regular Sendai - Guam flights, the regular Sendai - Taipei flights have been resumed, the regular Sendai - Beijing flights was resumed in late March, after a year's suspension.

Among the regular Sendai - Soul flights, two round-trip flights that fly over Shanghai and Dalian will be operated respectively. Starting from July of this year, one more flight will be added and it is predicted that the same flight amount and level as that of before the earthquake will be achieved.

3月，日本仙台机场恢复了暂停运营一年的仙台——北京的定期航班。

仙台机场在去年发生的东日本大地震中受损严重。伴随机场设施的恢复重建，该机场已从去年9月起恢复了国际定期航班。继仙台至首尔、关岛、台北的定期航班恢复通航之后，仙台——北京的定期航班也于3月底在暂停一年后恢复通航。

在从仙台机场往返至北京的定期航班中，途经上海和大连的航线将分别每周运行2个往返航班。从今年7月起将再增加1个往返航班，预计届时将恢复至地震发生前的同等航班水平。

中国航空器材集团能源管理有限责任公司成立 CAS Energy Management Company Limited Established

The inauguration ceremony of the establishment of the CAS Energy Management Co. Ltd. (hereinafter referred to as Energy Company) was held in Beijing late March. The Energy Company is an integrated services provider in China's civil aviation industry that is engaged in solutions for Energy Performance Contracting (EPC) and energy savings and emissions reductions.

As China's civil aviation industry develops rapidly and makes up an increasing proportion in the whole national transportation system, the major issue now is of how to save energy and reduce emissions as much as possible. Li Hai, general manager of the China Aviation Supplies Holding Company stated, "The setup of the Energy Company is a major decision in our strategic transformation and also an important strategy in responding to increasingly serious energy savings and emissions reduction situation and the creation of a 'green' civil aviation industry." "As a professional enterprise providing energy saving services, the Energy Company will take advantage of its own resources and will slow down the rate of resource degradation per unit by looking for domestic advanced equipment and introducing advanced carbon emissions solutions from aboard and other means. The Energy Company will strive to be the promoter and enforcer of the energy saving and emissions reduction industry and will try to be a flagship in the energy saving service sector of the civil aviation industry."

3月，中国航空器材集团能源管理有限责任公司（以下简称“能源公司”）在京举行揭牌仪式，标志着公司正式成立。该公司是目前民航业内首家专业从事合同能源管理、节能减排业

随着我国民航业的迅速发展，民航在国家综合交通运输体系中所占的比例越来越大，如何尽可能地节约能源、减少排放，成为民航业面临的一大课题。中国航空器材集团公司总经理李海表示，能源公司的成立是中国航材集团实施战略转型的重大决策，是积极应对国内外日益严峻的节能减排形势、建设绿色民航的重要战略。“作为专业化的节能服务企业，能源公司将利用自身的资源优势，通过发掘国产先进设备、引进国外先进的碳排放解决方案等技术手段，降低民航业的单位能耗，努力成为整个民航节能减排工作的推动者、实施者和民航业内节能服务的旗舰企业。”务解决方案的综合服务提供商。

能源公司作为中国航材集团公司的二级企业，在运营模式上将改变集团公司传统贸易模式，而是在贸易服务中加入一些集中采购等服务性模式。公司经营范围包括能源投资管理、技术咨询、技术服

As a second-level enterprise of the China Aviation Supplies Holding Company, the Energy Company will not operate in the traditional trade mode of its parent company, but will add some service modes, such as centralized purchase, into the trade services. The Energy Company is engaged in energy investment management, technical consultation, technical support, mechanical and electrical equipment installation, engineering contracting, import and export trades, product development and training.

When talking about the positioning of the Energy Company, Li Hai said that the Energy Company is devoted to pursuing more social benefits in the civil aviation industry in the condition of obtaining economic benefits. The Energy Company will provide full-dimensional energy saving services to the industry, implement a strategy to strengthening the country through civil aviation development and the requirement regarding constructing a "green" civil aviation industry as mentioned in the industrial Twelfth Five-Year Plan, aggressively adapt to the increasingly serious energy savings and emission reduction state both home and aboard and guarantee sustainable, sound and rapid development in order to make positive contributions in promoting the sustained and sound economic development of the national economy.

Presently, the Energy Company has started some related business. For example, the Energy Company has cooperated with airlines to improve aircraft's aerodynamics performance and landing system, which will help to reduce fuel consumption.

务、机电设备销售、机电设备安装、工程承包、进出口贸易、产品研发和培训等诸多方面。

在谈到能源公司的定位时，李海表示，能源公司将致力于在获得相应经济效益的条件下创造民航行业内更多的社会效益。主要通过能源管理公司的发展，为全行业提供全方位的节能服务，为落实民航强国战略和行业“十二五”规划关于建设绿色民航的要求，积极应对国内外日益严峻的节能减排形势，保证行业持续健康快速发展，从而为促进国家经济的持续健康发展作出积极贡献。

目前能源公司已经开始着手一些相关业务，如与航空公司进行合作，改进飞机的空气动力性能，提升飞机安全稳定着陆系统等，这些都将有助于减少民航业的燃油消耗。

北京南苑机场改扩建工程今年7月完成 The Reconstruction & Expansion Project of Beijing Nanyuan Airport to be Completed in July of This Year

The reconstruction and expansion project of Beijing Nanyuan Airport is now intensively underway. It is expected that in July of this year, it will be completed and put into operation.

According to China United Airlines CO., LTD., the project started back in May of 2011. Presently, the newly constructed parking lot has been put into operation, which greatly improves the airport's internal traffic conditions. The bulk of the terminal of 10 thousand sq. m has been completed. Workers are now fitting up the interior. The whole project of the terminal is predicted to be finished in late May. The airport overlay project has been completed. The parking apron phase I construction project has also been finished and the parking apron phase II project to construct a ramp of 50 thousand square meters will be completed in late July of this year. The whole project will be entirely completed in the middle of this year.

The Beijing Nanyuan Airport is mainly for military use and is the base airport used by China United Airlines Co LTD. In 2011, the total throughput of Beijing Nanyuan Airport was nearly 3 million person-times, ranking the 41st among all Chinese airports'. After the reconstruction and expansion, the throughput is expected to achieve a leap in growth to accommodate an annual throughput of 6 million person-times.

南苑机场改扩建的工程目前正在紧锣密鼓地进行着，今年7月，南苑机场将完成改扩建工程并投入使用。

中国联合航空有限公司方面介绍，南苑机场改扩建工程自2011年5月实施，目前新建停车场已投入使用，极大地改善了机场内部交通环境。一万平米候机楼主体完工，目前正在进行内部装修，总体工程将在5月下旬完成。机场盖被工程已经全面完工，停机坪一期4万平米建设工程也已完成，二期5万平米停机坪建设工程将于7月下旬竣工。整体工程将在今年年中完成。

以军用为主的北京南苑机场，是中联航的基地机场，只对中联航独家开放。2011年南苑机场吞吐量近300万，列全国机场第41位，今年南苑机场改扩建全面竣工后吞吐量将跨越式增长，可满足600万人次年吞吐量。

武汉机场国际航站楼扩建工程已通过行业验收

The Expansion Project of the International Terminal at Wuhan Airport Passes the Industrial Acceptance Inspection

In April, the expansion project of the international terminal of Wuhan Tianhe International Airport (Wuhan Airport for short) passed the industrial acceptance test organized and conducted by the CAAC Central and Southern Regional Administration.

The old international terminal was expanded 18 meters to the west and 17 meters both north and

south, with a total area of 4,272 square meters. Now the total area of the expanded international terminal is 9,429 square meters, and the expansion allows the terminal to meet the requirements necessary to accommodate 1,100 people at a time during peak hours.



武汉天河国际机场国际航站楼扩建工程于2012年4月顺利通过中国民用航空中南地区管理局（简称“中南局”）组织的行业验收。

该扩建工程是在原有国际航站楼基础上向西扩出18米、向南北各扩出17米，扩建面积4272平方米，扩建后国际航站楼总面积9429平方米，可满足高峰小时旅客流量1100人次的设计要求。

中航集团王昌顺在京会见星空联盟首席执行官

Wang Changshun Meets With CEO of Star Alliance in Beijing

Towards the end of March, Mr. Wang Changshun, general manager of the China National Aviation Holding Company, met with Mr. Mark Schwab, CEO of Star Alliance, at the Air China Plaza in Beijing.

At the meeting, Mr. Wang extended a warm welcome to Mr. Schwab. He introduced Mr. Schwab to the operations of Air China Limited in 2011 and fully recognized the achievements Air China had gained after join the Star Alliance. Mr. Schwab introduced the current operations of the Star Alliance and believed that Air China could make a big impact on the routine operation and management of the Star Alliance and could deepen the cooperation among other members. The two figures also exchanged opinions about topics that mattered to them, such as the development of members, network expansion, regional markets and so on.

Relevant personnel of the Department of Foreign Trade Cooperation of Air China Limited also participated in the meeting.

3月底，中国航空集团公司（简称“中航集团”）总经理王昌顺在国航大厦会见了来访的星空联盟首席执行官Mark Schwab先生。

会见期间，王总对Mark Schwab先生的来访表示欢迎，他介绍了国航2011年的经营情况并充分肯定了国航加入星空联盟后取得的成绩。Mark Schwab介绍了星盟目前的运营情况，期待国航在星盟的日常运营管理中发挥更大的作用并加深与各成员公司的合作。双方还就星空联盟在成员发展、网络扩展和地区市场等感兴趣的话题进行了交流。

国航股份对外合作部有关人员参加了会见。

俄罗斯航空开通广州——莫斯科客运直达航线

Aeroflot Russian Airlines Opens Direct Flight Route between Guangzhou - Moscow

At the end of March, Aeroflot Russian Airlines officially opened the direct passenger flight route of Guangzhou to Moscow. Aeroflot Russian Airlines will now operate three flights a week from Guangzhou Baiyun International Airport, and now Guangzhou has become the fourth city, after Hong Kong, Beijing and Shanghai, that is a part of Aeroflot Russian Airlines' flight route network in China. The opening of this flight route will boost the development of tourism and the economy & trade industries of China's Guangdong province, as well as in Russia and even other eastern European countries and regions.

Aeroflot Russian Airlines is Russia's flagship carrier and also the biggest airline. The opening of this flight route will make the amount of flights from Aeroflot Russian Airlines in China reach 36 flights a week.

3月底，俄罗斯航空公司正式开通广州至莫斯科的客运直达航线，开启了俄罗斯航空公司在广州白云国际机场每周三班的航空客运服务。广州成为继香港、北京、上海之后，俄罗斯航空公司在中国航线网络中的第四座城市。该航线的开通将进一步促进广东与俄罗斯，乃至东欧各国和地区间的旅游、经贸等行业的发展。

俄罗斯航空是俄罗斯的载旗航空公司，也是其最大的航空公司。广州的开航使得俄罗斯航空公司在中国的运力达到每周36班。

桂林机场A380备降场扩建工程正式动工

Guilin Liangjiang International Airport's A380 Alternative Landing Field Expansion Project Starts

Guilin Liangjiang International Airport (Guilin Airport for short) is one of the three alternative landing fields for the A380 in the central and south China region. The expansion project of the airport attracts much attention and is considered very important by the Guangxi Development and Reform Commission. Entrusted by the Guangxi Development and Reform Commission and the Guangxi Airport Management Group, Guilin Airport organized and invited related departments from the CAAC and coordinated design departments to do the on-the-spot inspection many times and has delved into the project program. Furthermore, to boost the process of the apron adjustment program, all coordinated sectors in the Guangxi Zhuang Autonomous Region worked together aggressively and submitted the Application Report on Adjusting the Construction Scale and Investment Budget of Guilin Airport's A380 Alternative Landing Field Expansion Project to the CAAC and got approved by the CAAC.

In May, the Guilin Airport's A380 alternative landing field expansion project began and all professional construction and technical personnel began working in succession. In 2008, the project has finished with the initial tasks, such as expanding shoulders of the original runway and taxiway and purchasing some auxiliary facilities and instruments. It is planned to construct the A380 alternate landing field at the current field of the flight area and this project is expected to finish in October, 2012.

桂林机场作为中国中南部3个A380机型备降场之一，工程的建设一直牵动着各方的关注，同时也得到自治区发改委的重视。受自治区发改委和广西机场管理集团所托，桂林机场先后组织邀请民航局相关单位和设计单位进行实地考察，多次就项目方案进行深入研究。同时为加快停机坪调整方案的进度推进，自治区各相关部门积极努力，向民航局上报《关于桂林机场A380备降场扩建工程项目调整建设规模和投资概算的请示报告》，该请示已获得了民航局的批复。

5月，桂林机场A380备降场扩建工程正式动工，各专业施工技术人员陆续进场。工程在2008年时已完成了前期对原有跑道、滑行道道肩的扩宽以及一些配套设施设备的建设及采购工作。本期拟在机场飞行区现有场地建设A380备降场停机坪，预计将在2012年10月份完工。

中国民航大学与锦州市签署战略合作框架意向书

The Civil Aviation University of China and Jinzhou Municipal People's Government Sign a Strategic Cooperation Framework Letter of Intent

In April, the Civil Aviation University of China (CAUC for short) and Jinzhou Municipal People's Government signed a Strategic Cooperation Framework Letter of Intent. The two parties achieved an intent to cooperate on the establishment of a general aviation base at the Jinzhou Airport Industrial Park. Jing Yihong, secretary of the Party committee and Liu Fenghai, mayor of the city of Jinzhou signed the letter of intent on behalf of the two parties. Yang Xiaoguang, Executive Vice Mayor of the city of Jinzhou and other persons in charge, related members in charge from the CAUC and 50 students from the flight technology college all attended the inauguration.

On behalf of the CAUC, Mr. Jing extended a warm welcome to the coming of Mr. Liu and other persons from the Jinzhou government to the ceremony. Mr. Jing said the signing of the letter of intent will play an important role during the construction and development of the CAUC and the Jinzhou Municipal People's Government's cooperation in the area of general aviation. He hoped that the cooperation between the two could achieve success and wished a complete success in the Jinzhou government's airport industrial park planning and development.

Mr. Liu said that the CAUC, as a comprehensive institution of higher learning, has contributed much to the development of China's civil aviation industry. As a regional central city, Jinzhou is at a make-or-break moment of development. To develop the general aviation industry and to set up the Jinzhouwan Airport is an important measure for Jinzhou city to achieve. Mr. Liu hoped that the cooperation will enable the economic and social development of the region to develop rapidly.

Jinzhou is located in a special area with outstanding geographical advantages, huge market potential, a splendid industrial foundation and excellent human resources. Currently, as the coastal economic belts develop, Jinzhou is developing quickly, which offers beneficial conditions. According to the cooperation framework letter of intent signed, the Civil Aviation University of China will help the Jinzhou government to do the master planning and industrial layout, train general aviation talent and provide talent and intelligence for the construction of Jinzhouwan Airport. The Jinzhou government will help the CAUC to set up the Jinzhou Flight Academy of CAUC in the Jinzhou Airport Industrial Park, include the academy into the



4月，中国民航大学与锦州市人民政府签署战略合作框架意向书，双方就在锦州临空产业园区共建通用航空产业基地事宜达成合作意向。中国民航大学党委书记景一宏与锦州市市长刘凤海分别代表双方签字。锦州市常务副市长杨晓光及相关负责人，中国民航大学有关负责人及50余名飞行技术学院学生参加了仪式。

景一宏代表中国民航大学对刘凤海一行的到来表示欢迎，指出双方战略合作框架意向书的签订，将对民航大学与锦州市人民政府在通用航空产业领域的建设发展产生较大的推动和促进作用，希望双方的精诚合作取得圆满成功，预祝锦州市在临空产业园区的规划和发展方面取得新的进展。

刘凤海表示，中国民航大学作为我国民航的综合性高等学府，为民航发展提供了有力支撑。锦州作为辽宁省的区域性中心城市，正处于发展的关键时期。发展通航产业，建设锦州湾机场是锦州实现科学发展的重要举措。希望双方的合作为锦州的经济社会发展插上腾飞的翅膀。

锦州地理位置独特，区位优势明显，市场潜力巨大，产业基础优越，人才优势突出。目前，随着辽宁沿海经济带的建设，锦州市正处于快速发展时期，为发展通用航空产业提供了有利条件。根据合作框架意向书，中国民航大学协助锦州市做好锦州临空产业园区的总体规划和产业布局，为锦州市定向培养通用航空人才，为锦州湾机场建设提供人才和智力支持。锦州市人民政府协助中国民航大学在

master-plan of the Jinzhouwan Airport and supply the best policies and conditions for the CAUC's projects. The two parties will also conduct studies of general aviation, making greater use of the CAUC's profession, technologies and talents so as to promote the development of the general aviation industry in Jinzhou.

锦州临空产业园区建设中国民航大学锦州飞行学院，并将学院纳入锦州湾机场总体规划，为中国民航大学建设项目提供最优惠的政策和条件。双方共同开展通用航空产业发展的相关研究，发挥中国民航大学的专业、技术和人才优势，促进锦州市通用航空产业的发展。

霍尼韦尔签署谅解备忘录 建立 C919 辅助动力装置生产基地 Honeywell Signs an MOU to Establish a C919 APU Manufacture Base

In May, Honeywell (China) Co., Ltd., Harbin Dongan Engine Corporation Ltd. and Shanghai Lingang Economic Development Co., Ltd. all signed a memorandum of understanding (MOU) in Shanghai. According to the MOU, a joint venture that will provide auxiliary power unit (APU) for the narrow-body aircraft, the C919, of the Commercial Aircraft Corporation of China, Ltd. (COMAC) will be located at the Shanghai Lingang Industrial Park near the Shanghai Pudong International Airport. This joint venture will undertake the business of the final assembly, the test, the maintenance and the overhaul of the APUs.

When Mr. David M. Cote, Chairman and CEO of Honeywell visited Shanghai and attended the inauguration of the Honeywell Interactive Technology Experience Center, he and Mr. Ai Baojun, deputy mayor of the Shanghai Municipal Government and director of the Management Committee of Shanghai Lingang Industrial Park jointly attended and witnessed the signing of the MOU. After the joint venture is set up, coordinated projects will be launched at the Shanghai Lingang Industrial Park.

The APU is a small gas turbine engine. It provides bleed air in order to start the main engine and for the cabin environmental control system. The APU also provides electricity power for the cockpit and other related systems when the aircraft stands at the ground or flies.

5月，霍尼韦尔（中国）有限公司与哈尔滨东安发动机（集团）有限公司及上海临港经济发展（集团）有限公司在上海签署谅解备忘录。根据备忘录，计划中为中国商飞C919窄体飞机系列提供辅助动力装置的合资企业将落户邻近上海浦东国际机场的上海临港产业区内，该合资企业将承担辅助动力装置的最终总装、测试、修理和大修的业务。

霍尼韦尔公司董事长兼首席执行官高德威先生访问上海并参加霍尼韦尔科技体验中心开幕期间，与上海市人民政府副市长兼上海临港产业区管委会主任艾宝俊先生共同参与和见证了该备忘录的签署。合资公司建立后，相关项目将在上海临港产业区开展。

辅助动力装置是一个小型燃气动力涡轮发动机，可为主发动机的启动以及环控系统提供引气，并在地面上或飞行中为驾驶舱和飞机系统供应电力。

民航局副局长夏兴华会见新加坡民航局叶旺兴 Deputy Minister of the CAAC, Xia Xinghua Meets with Yap Ong Heng, Director-General of the Civil Aviation Authority of Singapore

In late May, Deputy Minister of the CAAC, Mr. Xia Xinghua met with Director-General of the Civil Aviation Authority of Singapore, Mr. Yap Ong Heng, who came to Beijing to attend the 2012 China Civil Aviation Development Forum. The two had an in-depth exchange of views on strengthening cooperation in the civil aviation industry.

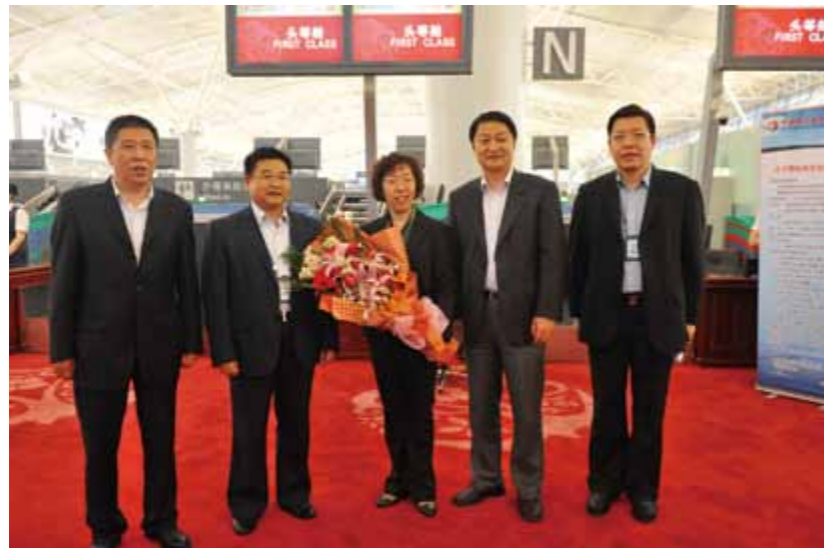
Before the talk, Mr. Xia Xinghua and Mr. Yap Ong Heng attended the inauguration for the signing of the contract of cooperation between the Civil Aviation Management Institute of China and the Singapore Aviation Academy.

5月下旬，民航局副局长夏兴华在北京会见了前来出席2012年中国民航发展论坛的新加坡民航局局长叶旺兴，双方就加强中新民航合作等议题深入交换了意见。

会谈前，夏兴华和叶旺兴共同参加了中国民航管理干部学院与新加坡民航学院合作协议的签署仪式。

咸阳机场二期扩建工程投运 可满足A380起降

Phase II Projects of Xianyang Airport Put into Use and Available to A380



In May, as a key project in the Eleventh Five-Year Plans of both Shaanxi province and the CAAC, the phase II expansion project of Xi'an Xianyang International Airport (Xianyang Airport for short), which had lasted for over 3 years and cost nearly 10 billion Yuan, was finally put into operation. This means Xianyang Airport now steps into a new era of operation, now with the capability to utilize 3 terminals and 2 runways.

As the third terminal (the T3) has been put into use, the total area of Xianyang Airport's terminals now reaches 450 thousand square meters and the amount of position gates has now reached 123, which means Xianyang Airport can now handle an annual passenger throughput of 50 million people. The newly built runway is 3,800 meters long and 60 meters wide, so it can withstand the takeoff and landing of the world's largest aircraft, the A380. Moreover, the integrative traffic network comprised of long-distance buses, taxis, airport buses, other vehicles and transfer stations for the airport have also been put into operation. The formal operation of the phase II expansion project of Xianyang Airport largely eases the traffic pressure of the airport and promotes its comprehensive safeguard ability and improves the ability of opening to the outside world of the airport.

In addition, the Northwest ATMB's 99.9 meters high tower, the third highest tower nationally, was formally put into operation, which means that northwest China's civil aviation industry has formally entered into the double-runway operation stage. The operation of the new tower also means the old tower is abandoned. The old tower has been in operation for 21 years. In the beginning, the old tower was in operation to manage only 60 flights; and at towards the end, the old tower was managing up to 600 flights at times.

5月，历时三年多、投资近百亿，陕西省和民航局“十一五”重点建设项目——咸阳机场二期扩建工程正式投入运营，咸阳机场自此迈入3座航站楼、2条跑道运营的新时代。

三号航站楼（T3）投运后，咸阳机场三座航站楼总面积达到45万平米，停机位123个，可满足年旅客吞吐量5000万人次需求，新跑道长3800米，宽60米，可保证世界最大飞机空中客车A380自由起降。与此同时，集长途客运、出租车、机场巴士、社会车辆以及航空运输换乘为一体的综合交通枢纽也投入使用。咸阳机场二期扩建工程正式投入运营，大大缓解了旅客运输压力，提升了机场的综合服务保障能力和对外开放水平。

同时，西北空管局99.9米全国第三高的新塔台正式启用，标志着西北民航正式进入双跑道运行阶段。新塔台的启用也标志着服役21年，从最初日保障60多架次航班到如今最多保障600架次航班的老塔台正式“退休”。

东航南通飞行训练基地挂牌

China Eastern Airlines' Nantong Flight Training Base Unveiled

In April, China Eastern Airlines Corporation Limited (hereinafter referred to as the China Eastern Airlines) held an unveiling ceremony for its newly set up Nantong Flight Training Base at Nantong Xingdong International Airport. As the first choice for the China Eastern Airlines' local flight training bases, there will be an A320 and a Boeing 737 aircraft in operation on-site in the future and pilots of a dozen of China Eastern Airlines' branches can be brought together to receive training. The flight training system of China Eastern Airlines has stepped into the internationally advanced level.

Presently, China Eastern Airlines' passenger throughput has reached within the top ten internationally with an annual passenger throughput of nearly 70 million. China Eastern Airlines has a fleet made up of 400 carriers of different types. To fulfill its development needs, China Eastern Airlines started local flight training at Nantong Xingdong International Airport (Nantong Airport for short) starting back in August 2nd, 2006. Up till now, China Eastern Airlines has flown for 50 thousand sorties and has trained over 3000 pilots. China Eastern Airlines has also conducted flight training for the A320, Boeing 737, EMB145 and CRJ, etc.. As expansion of the flight area of Nantong Airport goes on, the runway will be extended to 3,400 meters from 2,400 meters. Therefore, in the future there will be more aircraft types to be used for China Eastern Airlines to conduct flight training.

According to Shu Mingjiang, deputy manager of China Eastern Airlines, in April, China Eastern Airlines will conduct major reforms in local training and a dedicated unit will be established to manage the local training business. An A320 and a Boeing 737 will fly to Nantong Airport and then the seats in the cabins and other facilities that are not related to flight training will be removed for flight training. The two aircraft will be dedicated to flight training programs such as the initial flight training, type conversion training, first pilot training and proficiency flight training and so on.

Zhu Zhoulong, chief pilot and deputy administrator of the CAAC East China Regional Administration said at the inauguration that the revise of the CCAR-121-R4 proposes a higher demand to flight training, which means airlines should train pilots with better technical skills. Flight training is the foundation for airlines to maintain continual air safety and sound development.



4月，东航在南通兴东机场举办南通飞行训练基地挂牌仪式。南通机场作为东航集中本场飞行训练的首选基地，未来将有一架空中客车A320和一架波音737飞机长期驻场，东航旗下十几家分子公司的飞行员都可集中至此训练，由此，东航的飞行培训体系也迈入了国际先进行列。

东航目前旅客运输量已经进入全球旅客运输量前十，年旅客运输量近7000万人次，拥有一支400架各类运输机组成的机队。东航为适应公司发展需要，自2006年8月2日在南通兴东机场开始本场飞行训练以来，已累计飞行超过5万架次，训练飞行人员超过3000人次，进行过空客A320、波音737、EMB145以及CRJ等机型的飞行训练。随着南通机场飞行区的改扩建，跑道由2400米加长到3400米，未来东航飞行训练的机型还可拓展到更大。

据东航副总舒明江介绍，4月，东航在本场训练方面进行重大改革，成立专门负责本场训练的相关业务机构，抽调一架空中客车A320和一架波音737投放至南通机场，在保证飞行安全的情况下，计划拆除客舱座椅等与飞行训练无关的设备，投入全部精力用于训练。这两架飞机将专门用于飞行员初始培训、转机型、转机长、熟练飞行等飞行训练任务。

民航华东管理局副局长、总飞行师朱州龙在揭牌仪式上表示，民航规章CCAR-121-R4的修订对飞行训练的要求有了进一步提升，这也要求航空公司在飞行员的技术水平方面有所着力，训练将是一个航空公司持续安全和健康发展的基础。

航油每吨下调467元

Price of Aviation Oil Slashed by 467 Yuan per Ton

According to the notice issued by the NDRC, the National Development and Reform Commission (NDRC), starting from June of this year, the price of jet fuel No.3 will be lowered from 7976 Yuan a ton to 7509 Yuan a ton.

According to the linkage mechanism of aviation fuel prices, the Civil Aviation Administration of China (CAAC) issued the notice to all airlines and in five days, all airlines will cut bunker surcharges giving consideration to the different conditions of different flight routes. It is expected that bunker surcharges of flight routes longer than 800 km will be slashed to 130 Yuan from 150 Yuan and bunker surcharges of flight routes equal to or shorter than 800 km will be slashed to 70 Yuan from 80 Yuan.

据国家发改委通知，自6月起，航空煤油销售价格由每吨7976元下调至7509元。

根据现行价格联动机制，民航局也向各航空公司下发通知，5日内各航空公司将根据航线情况对燃油附加费进行相应下调。预计800公里以上航线的燃油附加费将由150元下调至130元，800公里（含800公里）以下航线的燃油附加费将由80元下调为70元。

中国已经成为全球第二大航油消费国

China Becomes the Second Largest Aviation Fuel Consumption Nation

In April, Mr. Li Jiexiang, minister of the Civil Aviation Administration of China (CAAC) said at the 2012 International Aviation Fuel Exhibition that as China had become the second largest civil aviation transportation market, China had also become the second largest aviation fuel consumption nation.

Mr. Li said that the total transportation volume reached 57.3 billion ton-kilometers with the passenger throughput being 293 million people. Currently, the total amount of China's passenger airlines and cargo airlines reach 47 and the number of transportation airports and the number of general



aviation corporation reaches 180 and 123 respectively. Now there are 2,888 aircraft in China, among which 1,764 are transportation aircraft and 1,124 are general aircraft.

Mr. Li said that as China's civil aviation industry developed quickly, China has consumed over 17 million tons of aviation fuel and there were 12 aviation fuel corporations, among which China National Aviation Fuel Group Corporation (CNAF) had grown to the largest aviation fuel supplier.

Sui Li, chairman of the CNAF, introduced to those present at the exhibition that the CNAF supplied aviation fuels to nearly 200 airlines all over the world and supplied aviation fuel to nearly 170 Chinese airports.

中国民用航空局（简称“民航局”）局长李家祥4月开幕的2012国际航空油料大会暨展览会上表示，伴随着中国成为世界第二大民航市场，中国已成为全球第二大航油消费国。

李家祥介绍说，中国民航去年运输总周转量达到573亿吨公里，旅客运输量为2.93亿人次。目前，中国共有客货航空公司47家，运输机场180个，通用航空企业123家，机队规模为2888架，其中运输飞机1764架，通用航空飞机1124架。

李家祥说，伴随着中国民航的快速发展，中国

Li Jiexiang said the CAAC would focus on propelling the continual air safety strategy, the air transportation popularity strategy and the Chinese air transportation globalization strategy. By the end of 2015, China's civil aviation transportation airports would amount to over 230, the passenger transportation volume would reach 450 million person-times, with 2,700 transportation aircraft and 2,000 general aircraft. It was expected to meet the market requirement of 700 million person-times by the year of 2020.

Mr. Li said that China's civil aviation industry needed badly to construct a safe, steady and economically efficient aviation fuel supply system and to train an aviation fuel market entity that can fit the rapid development of the civil aviation industry and can meet consumers' demands.

Liu Tienan, Minister of the National Energy Administration said that China had managed to make its aviation fuel prices equivalent to the international standards. He hoped China's Jet fuel No.3 suppliers could accelerate the development of things regarding aviation fuels as to decrease logistic costs and to support the rapid development of China's civil aviation and resources industries.

Over 400 officials and specialists from related governmental departments, international industrial associations and well-known domestic and international oil companies gathered at the exhibition and focused on the development of the aviation fuel industry revolving around the steady and safety of the aviation fuel supply.

The International Aviation Fuel Exhibition was launched in 1998 by the Association of American Geographers (AAG), an America based corporation, and is held once every two years. This is the first time ever that the exhibition has been held in China and this exhibition was jointly held by the CNAF and the AAG.

大陆去年的航油销量超过1700万吨，不同规模的航油企业12家，其中中国航油集团已成为亚洲最大的航油供应服务企业。

中国航空油料集团公司（简称“中航油集团”）董事长孙立介绍，目前中航油集团向全球近200家航空公司提供航油供应服务，在中国近170个机场提供航油加注服务。

李家祥说，中国民航将重点推进持续安全、大众化、全球化三大战略。到2015年底，中国民航运输机场数量将达到230个以上，旅客运输量将达到4.5亿人次，运输飞机2700架，通用航空飞机2000架。到2020年力争满足旅客运输量约7亿人次的市场需求。

他表示，中国民航迫切需要构建安全稳定、经济高效的航油供应保障系统，培育能适应民航业快速发展、符合航空用户需求的航油供应市场主体。

国家能源局局长刘铁男表示，中国已实现了航空煤油价格与国际价格接轨，航煤供应企业要加快建设航油物联网，降低航油物流成本，支持中国民航和能源业快速发展。

来自中国政府相关部门、国际行业协会和国内外知名石油公司、航空公司等400多位官员与专家在此间齐聚一堂，围绕如何保障航油供应稳定和安全，共同聚焦行业发展。

世界航空油料大会由美国AAG公司从1998年发起，每两年举办一次。这是首次在亚洲举行，由中国航空油料集团公司与美国AAG公司联合承办。

陕西省延安机场工程获国家发改委批准

Yan'an Airport Re-location Project Gets Approved by the NDRC

In early May, the National Development and Reform Commission (NDRC) approved the feasibility report of Shaanxi province's Yan'an Airport re-location project.

This project is designed in accordance to a passenger throughput of 450 thousand people and cargo and mail throughput of 690 tons by 2020. The main construction items include: an upgrade to the aircraft movement area reference code to 4C; paving a runway of 3,000 meters; setting up a set of Category I precision approach systems for the main landing direction; setting up a set of Category B simplified approach lighting systems for the secondary landing direction; establishing a terminal of 8,000 sq. m with 1 apron and 6 position gates; setting up a tower and communication, meteorological, fire fighting and rescue and power supply facilities.

国家发改委于2012年5月上旬批准了陕西省延安机场迁建工程可行性研究报告。

本期工程按满足2020年旅客吞吐量45万人次、货邮吞吐量690吨目标设计。主要建设内容：飞行区等级指标为4C，建设一条长3000米的跑道，跑道主降方向设置1套I类精密进近系统，次降方向设置B型简易进近灯光系统；建设8000平方米的航站楼和6个机位的站坪；新建塔台、通信、气象、消防救援、供电等生产设施。

中国成都正式开通至巴黎瓦特里机场货运直航 Chengdu Opens Direct Cargo Flights to Paris Vatry Airport



Yangtze River Express Airlines Co Ltd, a subsidiary of Hainan Airlines Co., Ltd. (Hainan Airlines for short), officially opened its direct cargo flight route to Paris Vatry Airport in France. This is

the first direct cargo flight route opened to create a link between west China and France.

There are three flights a week. 20 thousand to 25 thousand tons of high-tech goods and foods made in the Sichuan province and its surrounding areas will be transported to the European market.

Dengli, minister-counselor of the Embassy of the People's Republic of China in the Republic of France, delivered a speech at the ceremony to mark the maiden flight of the direct flight route. The Champagne • Ardenne region is the flagship region in the processing industry for agricultural products and includes the auto sector and some other industries. China's Sichuan province has maintained a solid relationship with France. The opening of this flight route will not only promote the cooperation between China's Sichuan province and France's Champagne • Ardenne region, but will also strengthen the friendship and cooperation between China and France.

海南航空股份有限公司（简称“海航”）下属的扬子江快运航空有限公司（简称“扬子江快运”）4月正式开通自成都飞往法国巴黎瓦特里机场的货运直航。这是法国在中国西部开通的首条货运直航航线。

该航线计划每周3班，每年将向欧洲市场运输2万吨至2.5万吨四川省及周边地区生产的高技术产品和食品等。

中国驻法国大使馆邓励公使在当天举行的首航仪式上致辞说，法国香槟阿登大区是农产品加工业和汽车业等行业的佼佼者，而中国四川省向来与法国保持着密切的联系。此条航线的开通不仅能推动四川省和香槟阿登大区在多个领域的合作，还将有助于加强中法两国的友好合作关系。

南岳机场开始“动土” 2014年初将正式通航 Nanyue Airport is Launched and is to be Put into Operation in Early 2014

In May, the ground-breaking ceremony of the flight area of Hengyang Nanyue Airport (Nanyue Airport) was held. At the construction spot, there were nearly 100 construction machines, which means the Nanyue Airport project has fully launched. Yang Bangwei, director-general of the construction headquarters of Hengyang Nanyue Airport was present at the ground-

5月，衡阳南岳机场飞行区土石方工程五个标段同时举行了动工仪式。现场，近百台施工机械作业，标志着南岳机场土石方施工开始全面推进。衡阳南岳机场建设指挥部指挥长杨邦伟出席动工仪式。

breaking ceremony.

Hengyang Nanyue Airport will be set up as a regional airport as a part of the national Twelfth Five-Year Plan. The aircraft movement area reference code will be constructed as 4C, but is planned as 4D and the land required by a 4E aircraft movement area has been reserved. The construction items include a runway of 2600 meters long and 45 meters wide, an apron that is

211 meters long and 84.5 meters wide and a vertical by-pass taxiway of 160.5 meters long and 18 meters wide. The airport is designed according to the requirements of Category C with 5 position gates. This civil aviation project is an investment of 656.17 million Yuan and the work would last for two years. The airport is expected to be in operation in early 2014.

The Hengyang Nanyue Airport takes up an area of 2,247 mu and involves 26 peasant teams in 4 villages of the Dongwu, Puxian, Shanfeng and Gutang in the Yuji Township in the Hengnan county. The airport is a part of the “earth-rock” project, in which 357 cubic meters will be dug out and the landfill is 394 cubic meters. It is predicted that in mid-August the earth-rock project in the aircraft movement area will be finished.



衡阳南岳机场是列入国家“十二五”规划的国内支线机场，飞行区等级按4C建设、4D规划并预留4E的发展用地，机场建设规模为：一条2600米×45米的跑道；站坪规模为211米×84.5米，按5个C类机位自滑进出设计；一条垂直联络道，长160.5米、宽18米。民航工程投资65617万元，建设工期两年，预计2014年初正式通航。

衡阳南岳机场占地2247亩，涉及衡南县云集镇的东屋、普贤、杉峰、古塘四个村26个村民小组。飞行区土石方工程挖方357万立方米、填方394万立方米，预计今年8月中旬完成飞行区土石方工程。

河北省北戴河机场控制性工程已全部开工建设 Controlling Projects of the Beidaihe Airport Have been Put into Construction

As the runway of the Beidaihe Airport in the Hebei province was put into construction, the controlling projects of the Beidaihe Airport have also been put into construction and the main work is expected to be completed by the end of this year.

According to Meng Fanxing, director of the department of the Beidaihe Airport Co Ltd project, Beidaihe Airport is located south of the Jiatio village in the Longjiadian Township in Changli County and is 47 km away from Qinghuangdao city, taking up an area of 2,194 mu. The airport is overall planned as 4C with the aircraft movement area reference code as 4D. The runway is 2600 meters long and 60 meters wide (shoulders included). The construction area of the terminal is 10,592 thousand square meters. The project will last for two years. The tendering and bidding of the terminal project, the runway project, the ancillary works and the aircraft movement area have all been finished.

随着机场场道（跑道）工程的正式启动，目前秦皇岛市重点工程北戴河机场的控制性工程已全部开工建设，工程主体有望今年年底建成。

据北戴河机场公司工程部部长孟凡兴介绍，北戴河机场位于昌黎县龙家店镇晒甲坨村南，距秦皇岛市区47公里，项目占地2194亩。机场整体等级4C级，飞行区等级4D级，跑道长度2600米，宽60米（含道肩），航站楼总建筑面积10592平方米，工程建设期2年。目前已完成了航站楼、场道（跑道）及附属工程、飞行区消防工程招投标工作。

中国民用航空喀什安全监督管理局正式成立 CAACKashi Administration of Civil Aviation Security Launched

At the end of May, the CAAC Kashi Administration of Civil Aviation Security was officially established.

The establishment of the CAAC Kashi Administration of Civil Aviation Security is a practical measure used by the CAAC Xinjiang Regional Administration to accelerate the development of the civil aviation industry in the south Xinjiang Area, to strengthen their supervision of the civil aviation industry, to devolve administrative functions and incident prevention functions, as well as to improve service efficiency and to leap-frog development.

As the economy of the three regions and prefectures in southern Xinjiang develop rapidly, the civil aviation industry in the Kashi and Hetian regions has maintained strong momentum as the air transportation volume has been rising continuously. Last year, the passenger throughput of Kashi Airport was 912.6 thousand people in 2011, with a growth rate of 15.1% compared to that of the year before and the passenger throughput of Kashi Airport was 302.9 thousand people from January to April this year, with a growth rate of 8.22% compared to the same period of the year before. It is expected that the passenger throughput will surpass 1 million people. Last year, the passenger throughput of Hetian Airport was 359 thousand people in 2011, with a growth rate of 37.0% compared to that of the year before and the passenger throughput of Kashi Airport was 139 thousand people from January to April this year, with a growth rate of 19.21% compared to the same period of the previous year.

In the Twelfth Five-Year Plan period, the region under the CAAC's Kashi Administration of Civil Aviation Security will construct two transportation airports, the Shache Airport and the Tumushu Airport, which will create the foundation for the social and economic development of the three regions and prefectures in southern Xinjiang.

5月底，中国民用航空喀什安全监督管理局（简称“喀什监管局”）正式成立。

喀什监管局的成立，是民航新疆管理局加快南疆地区民航事业发展，加强民航监管力量，下沉监管职能、前移防范关口、提高服务效能和推进跨越式发展的具体举措，它将加快推动南疆三地州对外发展的空中桥梁建设，从而为南疆三地州走向全国走向世界奠定坚实基础。

随着南疆三地州经济的快速发展，喀什、和田地区民航事业发展势头尤为强劲，航空运输量保持持续增长。去年，喀什机场完成旅客吞吐量91.26万人次，同比增长15.1%；今年1—4月完成30.29万人次，同比增长8.22%，年内有望突破百万人次。和田机场去年完成旅客吞吐量35.9万人次，同比增长37.9%；今年1—4月完成13.9万人次，同比增长19.21%。

“十二五”期间，喀什监管局辖区将新增莎车、图木舒克2个运输机场，为南疆三地州经济社会发展创造良好的条件。

沈阳区域管制中心工程开工 2014年底将竣工 CAAC Shenyang Area Control Center is to be Completed by the End of 2014

In the end of May, the inauguration to celebrate the launch of the construction of the CAAC Shenyang Area Control Center was held in the Taipingshan village on Baiqing street in the Sujiatun district in Shenyang city. Leaders and representatives from the Air Traffic Management Bureau of the Civil Aviation Administration of China, the CAAC Northeast Regional Administration, the headquarters of the Air Force of the PLA Shenyang Military Area Command, the Liaoning Government and the Shenyang Government attended the ceremony.

5月底，民航沈阳区域管制中心工程开工典礼在沈阳市苏家屯区白清街道太平山村举行，民航局空管局、中国民用航空东北地区管理局（简称“东北局”）、沈阳军区空军司令部以及辽宁省、沈阳市的地方政府领导和代表共200余人出席了典礼。

The ceremony was presided over by Zhang Hua, the Secretary of the CAAC Northeast ATMB Committee of the CPC. All leaders helped to lay the foundation for the CAAC Shenyang Area Control Center, marking the ground-breaking of the project.

According to the related plan, China will establish 7 civil aviation area control centers all meeting the international standard. Currently, the three major area control centers of Beijing, Shanghai and Guangzhou have all been completed. The Chengdu and Xi'an area control centers are under construction and the Shenyang and Xinjiang area control centers will be constructed simultaneously. The CAAC Shenyang Area Control Center is located in the Sujiatun district in Shenyang city. Taking an area of 126 mu, the project contains a control center, a training center and several sets of supporting facilities. The major equipments contain the automatic system, local Very High Frequency, the remote-control station, information transmission network, internal intercom system, the simulator and so on, which cost a total of 560 million Yuan. The whole project is expected to be completed by the end of 2014.

典礼由中国民用航空东北地区空中交通管理局（简称“东北空管局”）党委书记张华主持。各单位领导为民航沈阳区域管制中心工程奠基，代表该项目正式开工。

按照规划，我国将建设7个具有国际水准的民航区域管制中心。目前北京、上海、广州三大区管中心已经建成，成都、西安区管中心正在建设当中，沈阳与新疆的区管中心将同步建设。民航沈阳区域管制中心工程位于沈阳市苏家屯区，项目占地面积126亩，包括管制中心、培训中心、附属配套设施几部分，主体设备包括空管自动化系统、甚高频本地和遥控台、信息传输网络、内话、模拟机等项目投资5.7亿元，预计于2014年底竣工。

老挝民航局为西飞颁发新舟60飞机维修许可证 Civil Aviation Administration of Laos Issues AMO to the AVIC Xi'an Aircraft Industry (Group) Regarding the MA60

A few days ago, the Civil Aviation Administration of Laos issued the Aircraft Maintenance Organization Certificate (AMO) to the AVIC Xi'an Aircraft Industry (Group) Co., Ltd. (hereinafter referred to as "AVIC Xi'an Aircraft Industry (Group)"). This action offers a powerful guarantee for the AVIC Xi'an Aircraft Industry (Group) to tap into southeast Asia's civil aircraft market and operate an aircraft maintenance business.

According to the provisions, to operate the aircraft maintenance business in a region, the unit should be approved and authorized by the local authority and the certified organization can only conduct maintenance business limited in the range appointed to it in the AMO. It is a requirement for the continual airworthiness of the MA 60 in Laos and a prerequisite for the AVIC Xi'an Aircraft Industry (Group) to carry out the civil aircraft maintenance business in Laos. In February, the AVIC Xi'an Aircraft Industry (Group) received the review from the checkup team of the Civil Aviation Administration of Laos to its MA60 aircraft maintenance intelligence. In the review period, the checkup team carried out a systemic review of AVIC Xi'an Aircraft Industry (Group)'s maintenance management conditions, document system, quality guarantee system, field facilities, crew intelligence and training conditions.. The head of the checkup said that the AVIC Xi'an Aircraft Industry (Group)'s management system and technical intelligence is fully in-line with the requirements of maintenance organizations in accordance to Laos's civil aviation rules and regulations.

日前，老挝民航局为西飞颁发了新舟60飞机维修许可证（AMO）。此举为西飞继续拓展东南亚民航市场及开展维修服务提供了强有力的保障。

按规定，对飞机的维修，必须通过飞机所属国民航当局的认可和批准，持证的维修组织必须在AMO批准的维修项目范围内开展维修业务。取得老挝民航局的维修许可证，是新舟60飞机持续适航的要求，也是西飞开展老挝民航维修业务的前提条件。今年2月份，西飞接受了老挝民航局审查组对新舟60飞机维修资质的复查。复查期间，审查组针对西飞维修管理状况、文件体系、质量保证体系、现场设施、人员能力与培训的各方面进行了系统的审查。审查组组长表示，西飞的管理体系和技术能力完全符合老挝民航维修规章对维修组织的要求。

四川阿坝红原民用机场工程获国家发改委批准

Sichuan Province's Abahongyuan Civil Airport Gets Approved by the NDRC

In mid-May, the National Development and Reform Commission approved the feasibility report of Sichuan province's Abahongyuan Airport, a civil airport.

The project is designed according to the requirements of a passenger throughput of 350 thousand people and cargo and mail throughput of 1,050 tons by 2020. The main construction items are: to construct a flight area with the aircraft movement area reference code being 4C and a runway with the length of 3,600 meters; to set up a set of Category I precision approach systems for the main landing direction; to set up a set of Category B simplified approach lighting systems for the secondary landing direction; to establish a terminal of 4,500 sq. m with 1 apron and 3 type C position gates; to set up air traffic control, communication, meteorological, power supply and fire fighting and rescue facilities.

国家发改委于2012年5月中旬批准了四川省阿坝红原民用机场工程可行性研究报告。

本期工程按满足2020年旅客吞吐量35万人次、货邮吞吐量1050吨目标设计。主要建设内容：飞行区等级指标为4C，建设一条长3600米，跑道主降方向设置1套I类精密进近系统，次降方向设置B型简易进近灯光系统；建设4500平方米的航站楼和3个C类机位的站坪；新建航管、通信、气象、供电、消防救援等设施。

抚远民用机场可行性研究报告获得发改委批复

The Feasibility Report of the Fuyuan Airport Gets a Written Reply from the NDRC

Recently, the feasibility report regarding the civilian use Fuyuan Airport in the Heilongjiang province got a written reply from the National Development and Reform Commission (NDRC). The Fuyuan Airport is a regional airport in Mainland China and is a project in the air transportation airport section in northeast China's Twelfth Five-Year Plan. The establishment of this airport will efficiently improve the airport layout and the comprehensive traffic conditions, benefit the rational development of natural and tourism resources and accelerate the region's social and economic development.

The project is an invested 442 million Yuan and is designed according to the requirements of handling a passenger throughput of 260 thousand person-times and cargo and mail throughput of 1,430 tons in 2020. The construction items include: a runway of 2500 meters long and 45 meters wide and a vertical by-pass way; a set of Category I instrument precision approach systems and lighting systems in the main landing direction and a set of Category B simplified approach lighting systems in the secondary landing direction; a newly constructed terminal of 4,000 square meters, an apron with 4 position gates, a public parking lot of 5,000 square meters, an ATC comprehensive building of 2,570 square meters, a production auxiliary house; a newly built tower of 35 meters high and facilities for auxiliary communication, weather forecast use, fire fighting and rescue, power supply, water supply and drainage, heat supply, cooling, air supply and fuel supply.

日前，黑龙江抚远民用机场可行性研究报告获国家发展改革委批复。抚远机场属国内支线机场，是东北地区“十二五”期间运输机场建设项目之一，其建设可有效完善东北地区机场布局和综合交通条件，合理开发当地自然资源和旅游资源，促进地区经济社会发展。

该项目总投资约4.42亿元，本期工程按满足2020年旅客吞吐量26万人次、货邮吞吐量1430吨的目标设计。本期建设规模为：新建一条长2500米、宽45米的跑道和一条垂直联络道，跑道主降方向设一套I类精密进近仪表着陆系统和灯光系统，次降方向设B型简易进近灯光系统，新建4000平方米航站楼、4个机位的站坪、5000平方米公共停车场、2570平方米的航管综合办公楼、2010平方米生产辅助用房；新建一座高35米塔台；配套建设通信、气象、消防救援、供电、给排水、供热、供冷、供气、供油等设施。

柳州机场停机坪及配套设施扩建项目工程获批

The Apron and Supporting Facilities Expansion Project Gets Approved

Recently, the Project Proposal for the Apron and Supporting Facilities Expansion Project of Liuzhou Bailian Airport got a written reply from the Guangxi Development and Reform Commission, marking that the apron and supporting facilities expansion project was approved. This project is planned according to the requirements of 18 thousand takeoff and landing sorties by the year 2020 and 9 takeoff and landing sorties in peak hours. The total investment is 11 thousand Yuan.

近日，《柳州白莲机场停机坪及配套设施扩建工程项目建议书》获广西区发改委批复，同意实施柳州白莲机场停机坪及配套设施扩建工程。本期工程按照近期2020年飞机起降1.8万架次、高峰小时起降9架次的目标设计，项目总投资约11000万元。

重庆机场东航站区及第三跑道建设预可研获批

Pre-feasibility Study of the East Terminal Area and the Third Runway Construction Project of Chongqing Airport Gets Approved

At the end of April, the National Development and Reform Commission reviewed and approved the pre-feasibility study of the east terminal area and a third runway construction project of Chongqing Jiangbei International Airport (Chongqing Airport). The approval of the project marks the advance-phase preparation of the east terminal area and the third runway construction project has achieved major breakthroughs.

The approved construction items include: constructing a third runway of 3,800 meters long east of the current second runway; to construct the T3A terminal of 450 thousand square meters in the east region of the airport; to construct an apron with 94 position gates; to construct a cargo station of 70 thousand square meters; to construct the auxiliary ground traffic hub and a vehicle parking building; to set up auxiliary facilities for power supply, water supply, drainage, heat supply, cooling, air supply, fire fighting, ATC, weather forecast use, communication and navigation and auxiliary production and life facilities; to construct a second fuel tank farm, a second fuel supply station, an apron fuel supply pipeline, an outside oil pipeline and a special vehicle fuel supply station. The project was approved to be an estimate of 26.293 billion Yuan, among which the airport project takes up 25.077 billion Yuan, the ATC project 972 million Yuan and the power supply project 244 million Yuan.

The official approval of the pre-feasibility study of the east terminal area and a third runway construction project at Chongqing Airport created a condition for handing in the feasibility report and for carrying out the following tasks, and provided a valid basis for the east terminal area and a third runway construction project.

4月底，国家发改委审议通过了重庆江北国际机场东航站区及第三跑道建设工程预可研报告。预可研报告的批复，标志着东航站区及第三跑道建设工程前期工作取得重大突破。

批准的主要建设内容为：在现有第二跑道东侧新建一条长3800米的第三跑道及相应的滑行道系统，机场东区新建T3A航站楼45万平方米、新建站坪机位94个、新建货运站7万平方米，配套建设地面交通枢纽及停车楼、供电、给排水、供热、供冷、供气、消防和辅助生产生活等配套设施；新建1座塔台及配套裙房，1.56万平方米的空管业务用房以及航管、气象、通信、导航设施；建设第二使用油库、第二航空加油站、机坪加油管线、场外输油管线、特种车辆加油站等工程。批准的项目总投资262.93亿元，其中机场工程250.77亿元，空管工程9.72亿元，供油工程2.44亿元。

预可研报告的正式批准，为上报可研和开展后继工作创造了条件，为东航站区及第三跑道建设工程提供了合法依据，为工程的全面顺利推进奠定了坚实的基础。