



# China Civil Aviation Report

Volume 10, Issue 2 February 2008

# 民航报导

## The National Civil Airports Distribution Plan of China

### 中国全国民用机场分布规划

### China's continuing quest to build aviation hubs

### Opening gateways within China and the rest of the world

中国持续新建航空枢纽机场开放中国与世界其他国家的门户



China fulfills air transport safety year in 2007

China Civil Aviation Work and Safety Conference held in Beijing

Southwest ATMB Technical Operation Control Center established

CATIC to deliver two China-made MA60 aircraft to Bolivia

ADB, Pacific Fund invest in Hainan Airlines Airport



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COVER: A Shanghai Airlines aircraft receives routine inspection from ground mechanics after a safe and successful touchdown in Pudong International Airport. Shanghai Airlines contributed much during the 2008 Spring Festival after it ensured safe and on-time transfer of passengers stranded by the snowstorm calamity that hit China recently.

## From the Publisher's Desk

### Measures taken

In order to meet the rapid growth of its air transport industry, China has taken genuine action to adapt and carry out measures that will counter the demands of the rising development of its civil aviation. Major reforms to develop the aviation infrastructure, air traffic and safety management are now being implemented throughout the mainland.

China's airports and air transport sector have been propelled by the increasing demand for air services since it opened its doors to domestic and foreign trade, tourism, and its hosting of two forthcoming world-renowned events -- the Beijing Olympics Games in 2008 and the Shanghai World Exhibition in 2010.

In this issue, the CCAR highlights China's quest to upgrade its existing airports as well as create more aviation hubs throughout the country in line with its National Civil Airports Distribution Plan, as well as the Eleventh Five-Year Plan. The purposes of the new measures are to meet the rapid rise of its passenger, air cargo and air transport throughput.

In this month's issue, we also explore some of China's achievements, such as the first-ever delivery of China-made aircraft to South America, the investment of ADB and Pacific Fund in Chinese airports, and the increase in Baiyun's import and export goods. The significant details of several working meetings, international aviation cooperation, and the China Civil Aviation Work and Safety Conference covered by the CCAR in this issue also demonstrate China's continuing commitment to improve its management and workforce capability and present new measures for development.

China's undertakings to create measures relevant for change is a giant leap for the country to fully advance and realize its potential to become one of the world's best. And these measures will give China the much needed advantage if it wants to keep pace with the increasing civil aviation development inside China and with the rest of the world.

### 举措执行

为了满足航空运输业的快速增长，中国正采取切实可行的措施应对民航发展的需求。主要针对在全国范围内贯彻航空基础设施的开发、空中交通与安全管理。

中国机场与航空运输在国内国际贸易、旅游业开放，以及即将迎来两大国际盛事 -- 2008年北京奥运会与2010年上海世博会，随之增长的航空服务需求而推动发展着。

在本期刊物中，《民航报导》重点介绍了中国需求现有机场的改造，以及根据全国民用机场布局规划在全国范围内新建更多民用机场。新举措的目的就是为了满足快速增长的旅客、货运及航空运输量。

在本期刊中，我们还将介绍一些中国的成就，例如：首架交付中美洲的国产飞机；亚洲开发银行与香港太平洋基金投资中国机场；白云机场国际进出港货量增长。《民航报导》本次内容详细介绍了几个工作会议、航空合作，以及中国民航工作与安全会议，均说明中国持续地提高其管理水平与工作能力，执行发展新举措。

中国所采取的创新举措将使其阔步向前，并且有可能成为世界之强。这些举措将使中国在自身及世界其他国家的民航发展中保持领先地位。



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# Aviation Headlines

## China fulfills air transport safety year in 2007

我国航空运输创造中国民航史上最长安全纪录

The CAAC reported 2007 as another air transport safety year after it successfully registered an accident-free record for its entire aviation industry.

During the National Civil Aviation Work and Safety Conference held on January 10th in Beijing, Acting Minister Li Jiaxiang of the Civil Aviation Administration of China (CAAC) disclosed that without any recorded accident on transport flight or civil aviation security for the entire industry, China had indeed fulfilled the year 2007 as an air transport safety year.

Based on the record of the CAAC, the air transport of China registered a continuous safety flight totaling 37 months, an equivalent of 9.93 million hours, giving it the longest safety record throughout the history of its civil aviation.

The on-time flight performance of the whole industry averaged 83.1 percent, a percentage point increase of 1.9 percent on a year-on-year basis, beginning January 2007 up to November of the same year. The complaint rate of passengers also plummeted to 1.3 million, lower by 38 percent on a year-on-year basis, showing strong signs of improvement in the service quality of China's civil aviation.

## China Civil Aviation Work and Safety Conference held in Beijing

全国民航工作暨安全会议确定2008年主要任务

The China Civil Aviation Work and Safety Conference was held on January 10th and 11th in Beijing primarily to determine China's civil aviation tasks for 2008.

The two-day conference concluded China's civil aviation accomplishments in 2007, and made several evaluations of the new challenges faced by the development of its civil aviation safety, production and reform. The conference tackled three important issues: the ground rules for China's civil aviation work for 2008, the main objectives of its civil aviation development, and the main objectives of its safety work.

The goals of China's civil aviation framework for 2008 include the promotion of sustainable development; quality oriented, on-time coordination, security and safety reform implementation, development and stability; and advancement of China's civil aviation through scientific development.

The CAAC set benchmarks in 2008 civil aviation development to achieve a total transport throughput of 42 billion ton-kilometers, passenger throughput of 210 million person times, and cargo and mail throughput of 4.45 million tons, an increase of more than 16 percent, 14 percent, and 12 percent respectively compared to last year. Also included were an increase in China's general aviation flight hours to more than 10 percent on a year-on-year basis and the attainment of RMB 36 billion on fixed capital investment.

The main objective of the safety work includes the prevention of serious transport and flight accidents, hijacking and on-board threats, general aviation serious flight accidents, serious aviation ground accidents, and extra-serious aircraft maintenance accidents. In addition, the CAAC wants to minimize the flight incident rate to less than 0.6 per 10,000 flight hours of flight transport.

The two-day conference determined seven primary tasks of China's civil aviation for 2008 based on the conference objectives.

### **1. Safety first, to ensure continuous safety of air transport.**

The first of the primary tasks, "Safety first," aims to ensure the continuous safety of air transport. Based on the work objectives, the first task will allow the continuous implementation of a responsibility system that will enhance the safety main body responsibility of enterprises as well as the safety surveillance responsibility of the government. This will serve as a responsibility guide to further perfect the examining system.

The first task will also make air transport safety the industry's core value. It aims to promote the enhancement of air transport supervision work through extensive planning and by observing strict standards of safety. A team of professionals will also be created to oversee the level of safety of China's air transport.

The task on "Safety first" will continuously promote a Safety Management System (SMS) and will also improve the airworthiness work of the ARJ21-700 in line with

the development of China's aviation manufacture industry.

Improving the airworthiness work of the Advanced Regional Jet of the 21st Century (ARJ21-700) will further accelerate the development of the country's aviation manufacture industry



Also, the research work on safety science and technology and the construction of a safety experiment base will be enhanced and promoted respectively. It will improve both the emergency handling mechanism and the emergency handling capability of China's workforce.

### **2. Coordination and cooperation, to improve air transport service during the Olympic Games.**

The second of the primary tasks, "Coordination and cooperation," aims to improve the air transport service during the Olympic Games. Chinese civil aviation is preparing extensively in advance for the upcoming Olympic Games, which will be held in Beijing in August 2008.

The 2008 Beijing Olympic Games is considered the largest and longest unprecedented activity to be undertaken by China and its civil aviation. The civil aviation will be at the frontline of China for the highly anticipated Olympic Games. Better air transport service is considered

a high priority in anticipation of millions of people from all over the world coming over for the big event.

BCIA's new terminal three (T3) will serve as a frontline in delivering better service during the much-awaited Beijing Olympic Games in August 2008



### **3. Advance the base of stability, to promote steady and rapid increase of air transport.**

The third of the primary tasks is "Advancing the base of stability." Its aim is to promote the steady and rapid increase of air transport in China. The CAAC is considering its ability to supply and safely support the macro adjustments of its civil aviation. It will implement measures to control the speed of introducing aircraft such as newly established airlines and passenger jetliners engaging in public air transport. It will also execute measures to control the total volume of flight and implement firm procedures for market access.

Based on the research and adjustment mechanism of the National Integrated Traffic Network Long Term and Medium Term Plan, a work plan will be established and the results of implementation will be evaluated. Accordingly, a work program for adjustment suggestions will be created, and the Eleventh Five-Year Plan will be modified accordingly.

The third task will also involve construction of infrastructures to promote the steady and rapid increase of China's air transport.

### **4. Quality first, to speed up the development of civil aviation works.**

The fourth of the primary tasks is to promote "Quality first," which aims to speed up the development of China's civil aviation works.

This will enhance the construction of public air transport systems as well as hasten the construction of three portal hubs, including Beijing, Shanghai and Guangzhou. The task will also encourage the international capability of airports and base airlines to compete. It will open up opportunities to unite airlines with international alliances and introduce B787/A380 jets capable of opening long-haul international air routes to Europe and America, increasing China's occupancy

rate in the international market.

As China promotes its international market, it will equally advance its national and domestic market by encouraging both domestic and foreign airlines to establish international air routes in China's central and west areas. Construction of regional airports will continue with the subsidization program of small-medium airports to encourage regional air transport development.

Based on the requirements of the Public Finance and Universal Service, the second task will enhance the existing policy, and increase investment to develop civil aviation in China's central, west and northeast area as well as in other areas, including the former revolutionary base, minority nationalities, poverty-stricken, remote and border areas of China. This will encourage harmony within the civil aviation regions and continuously promote the development of regional economy and society.

Based on the requirement of the Civil Aviation Implementation Measure of General Aviation Policy Experimental Work in the Northeast China Area, the task will better facilitate the development of general aviation in the area. Measures to support the development of general aviation will be reviewed and formulated, while the system of rules and regulations for general aviation will be perfected. This will provide the necessary environment and conditions for the speedy development of general aviation in China.

The fourth task will establish a general evaluation system for airlines which will serve as a guideline, encouraging airlines to improve their methods of management to generate economic returns. Also under the fourth task, energy saving methods and emission reduction will be enhanced through the creation of an industry energy saving and emission reduction plan, work mechanism, and statistics surveillance system. It will study and create industry standards to economize flight fuel and airport energy, as well as reduce consumption of power units.

The plan will improve and formulate regulations and policies to protect the environment from pollution caused by air transport such as noise, waste water, waste gas and solid waste emission. It will further advance the research on "Green Airport" technology and the experimental work of Kunming Airport.

The fourth primary task will include the study of the relationship between civil aviation and other methods of transport. The methods of transport -- which include ground transport, long haul and medium haul transport, international passenger transport, and transport of highly valued goods -- will be enhanced and developed.

### **5. Reform and opening outside, to acquire new breakthrough by perfecting the systems and mechanisms.**

The fifth primary task, "Reform and opening outside," aims to acquire a new breakthrough by perfecting the systems and mechanisms. It will intensify the creation of feasible and practical plans on civil aviation reform and the process of opening outside through extensive research and study.

This task will encourage the implementation of the price reform plan on domestic transport and help regulate the price of international transport as well as sales agent service fees. The airport charge reform will be implemented and the air traffic management charge reform opinions will be carried out along with the polishing of the system on air traffic management charge. The CAAC will also establish an emergency plan for the breakdown of civil aviation fuel supply as well as initiate a sales price reform plan with regard to aviation fuel.

The fifth task will support and promote the state-owned enterprises. It will further improve its system of modern enterprise and develop an effective transfer of the industry's management mechanisms. It will convert large and medium airports' direct operation type to management type and promote the experimental work on airports' concession business.

Under the National Overall Frame of Diplomacy and Foreign Trade, the bilateral aviation right arrangement of China's civil aviation will be expanded and the aviation relationship between China and Africa, Central Asia, and Latin American countries will be strengthened. The multilateral and bilateral cooperation business between international civil aviation and regional international organizations, including countries significant to China, will be improved to further expand the international influence of China's civil aviation.

The fifth primary task will develop management measures for airlines to engage in international aviation alliances. It will prepare the conditions that will help benefit the airlines to take advantage of the alliances. It will also improve the quality of foreign investment and methods of utilizing foreign investment. It will further encourage international companies to invest in China's central, west and northeast areas civil aviation.

( Continued on page 4 )

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## 6. Advancement of the industry through science and education, to improve the capability to innovate.

The sixth of the primary tasks, "Advancement of the industry through science and education," aims to improve the capability of innovation. The task will speed up the establishment of an innovative system for science and technology with the government as the guide, enterprises as the main body, and the market as its goal.

Based on the key projects of the "Eleventh Five-Year Plan," the task will continue to promote the civil aviation universities, enhance flight construction, mechanic, air traffic management and specialty features, and improve the quality of education. It will also enhance training of management, business and teaching professionals and promote the creation of teams of high-level professionals.

The sixth primary task will also hasten the training work of specialists as well as establish, organize and implement the Cultivation Plan of the Civil Aviation Professionals for New Regional Airports in China's central, west and northeast areas. Finally, it will initiate, encourage and support local enterprises to innovate new advances in flight management.

## 7. Human-oriented, to encourage harmony within the industry.

The seventh of the primary tasks, "Human-oriented," aims to encourage harmony within the industry by improving flight on-time work and establish a long-term effective mechanism.

The task will carry on the development of the special reformation work of China's air transport service. It will also impose the labor law and labor contract law by fully implementing the labor contract system and the collective contract system on equal negotiation.

The last of the primary tasks will improve the industry's spiritual and moral development and the construction of the industry's culture. It will further develop China's national civilized airports building and decision methods.

# Southwest ATMB Technical Operation Control Center established

## 西南空管局设备监控协调中心成立

The Technical Operation Control Center of the Southwest Air Traffic Management Bureau (ATMB) was officially established on January 3rd.

The center, intended to commence operation by March 17th, will be assigned to facilitate the requirement of reform and

development of the civil aviation air traffic management system in the region. It also aims to develop a system to perfect the equipment management and operation support as well as to provide familiarity on the working conditions of navigation and communication surveillance equipment of

the Southwest ATMB.

The Southwest ATMB Technical Operation Control Center also aims to improve the operation support capability of the aviation control centers in China's Southwest region.

# CATIC to deliver two China-made MA60 aircraft to Bolivia

## 国产新舟60客机即将交付给南美国家玻利维亚

China National Aero-Technology Import and Export Corporation (CATIC) is expected to deliver two China-made MA60 aircraft to Bolivia in South America.

According to CATIC, the locally manufactured MA60 regional planes will be the first Chinese aircraft to enter the South American market and will be delivered in February.

CATIC is jointly owned by China Aviation Industry Corporation I (AVIC I) and China Aviation Industry Corporation II (AVIC II). Both corporations hold 50 percent shares of the CATIC venture. They have more than 10 regional subsidiaries in China and hold three Hong Kong-listed and three mainland-listed enterprises under its name.

The company is in charge of more than 80 percent of the country's import and export aviation and technology products, including the local and international sale of the MA60 aircraft.

The MA60 is a 50-seat turboprop regional aircraft manufactured by China Aviation Industry Corp I (AVIC I). Since it began production in 2000, the China-made MA60 has received 116 orders from

both local and international markets. Out of the 116 MA60 aircraft ordered from CATIC, 86 were acquired by governments and corporations abroad.

CATIC made successful deliveries of China's MA60 aircraft to several local and international markets, including a number of African countries, such as Zimbabwe, Laos, Zambia and the Republic of Congo.

According to CATIC Senior Vice President Huang Bin, the Chinese state-owned import and export company will further its effort in exploring the international market for Chinese commercial airplanes. "CATIC plans to improve its after-sales service of China-made commercial planes and set up spare part centers abroad," Huang said.

At present, CATIC has 56 representative offices serving in 31 countries and regions worldwide. Last year, the company posted a profit of RMB one billion, an increase of 30 percent compared to 2006. It also registered a total of USD 500 million on aviation export and recorded RMB 23.5 billion on total sales last year, an increase of 24 percent on a year-on-year basis.

"The company would continue to carry on its plans to expand China's aviation and technology products with both foreign and local investors, and list as a whole. The plan could be delayed due to the restructuring of AVIC I and AVIC II," Huang added, without disclosing the company's planned timetable.

A plan to restructure and merge the business enterprises of the country's two leading aviation manufacturers, AVIC 1 and AVIC II, is under consideration by the State Commission of Science, Technology and Industry for National Defense. The details of the restructuring plans for China's largest aviation manufacturers are expected to be officially released by March 2008.

The MA60, a 50-seat turboprop regional aircraft manufactured by AVIC 1, will be the first China-made airplane to penetrate the South American aviation market.





# CAAC Updates



## China, Japan hold 3rd Aviation Policy Meeting

### 第三次中日航空政策对话会举行

The third Aviation Policy Meeting between China and Japan was held on January 14th to 15th in Shizuoka, Japan.

China's representatives, led by Vice Minister Yang Guoqing of the Civil Aviation Administration of China (CAAC), met with the Japanese delegation led by Vice Minister Kohsuke Shibata of Japan's Ministry of Land, Infrastructure, Transport and Tourism. Both parties agreed to further expand the aviation exchange and cooperation between their respective countries.

Issues on safety and security, flight standards, air transport and air traffic management were addressed during the meeting. The China-Japan third Aviation Policy Meeting concluded with the signing of the minutes of talks between China's Vice Minister Yang Guoqing and Japan's Vice Minister Kohsuke Shibata.

During his two-day official visit to Japan, Vice Minister Yang also met with Governor Yoshinobu Ishikawa of the Shizuoka Prefectural Government for an interview. He also visited the construction project of the Mount Fuji Airport during his trip.

## Shanghai Supervision Office implements new version of CCAR Part 121

### 上海监管办完成上海地区运输航空公司CCAR-121审计

The Shanghai Supervision Office began implementing symposium ideas pertaining to the revision and replacement of CCAR Part 121.

The implementation was based on the unified arrangement of the Flight Standard Department of the Civil Aviation Administration of China (CAAC) and the East China Regional Administration of the CAAC.

Apart from the implementation of the CCAR Part 121, the Shanghai Supervision Office also established a comprehensive work plan and implemented an approval system based on the principle of "Double signing and double responsibility." The approval system, delegated to both the chief operation supervisor and the chief airworthiness supervisor, involves a process wherein the two professional supervisors review and double-check related works before it is finally implemented.

The Shanghai Supervision Office has ensured the successful transfer of the operation regulation of the new version of CCAR Part 121 after it successfully finished examination and approved work on the revised CCAR Part 121 of eight transport airlines in Shanghai area by December 28th.

## 20 China-made MA60 commuter aircraft ordered

### 中国一航与英安航空签订20架新舟60购机租赁合同

The Modern Ark 60 (MA60) commuter aircraft, made exclusively in China, received 20 additional orders, raising its total requisition to 116.

Xi'an Aircraft Industry (Group) Company Ltd. (XAC) formally signed contracts with Yunnan Ying'an Airlines and AVIC1 Leasing Company for the requisition of 20 MA60 twin turbo-prop commuters. Of the 20 MA60, ten aircraft were purchased and leased, while the remaining ten are under order of intent.

The MA60 aircraft manufactured by XAC, a subsidiary of the China Aviation Industry Corporation I (AVIC1), is

considered the most successful commuter aircraft developed in China. The aircraft's manufacture and design met the standard requirements of the CCAR-25 and FAR-25, and has been sold overseas to countries such as Zimbabwe, Zambia, and Indonesia, just to name a few.

With a maximum takeoff weight of 21,800 kilograms and a seating capacity of up to 60 passengers, the China-made aircraft is also highly regarded for its reliability, comfort, economy, maintainability and safety. It has now attained status comparable to the world's advanced commuter aircraft.

XAC will begin delivery of its China-made aircraft in May 2008.



China's Modern Ark 60 (MA60) is considered the most successful commuter aircraft developed in China after its total order reached 116.

## CAAC Flight Standard Department, GE hold in-flight shutdown symposium

总局飞标司与美国GE公司定期空中停车故障分析讨论会

The Civil Aviation Administration of China (CAAC) Flight Standard Department and General Electric (GE) Corporation held an in-flight shutdown (IFSD) analysis symposium on January 14th inside the No. 426 Meeting Room of the CAAC building.

Vice General Engineer Wang Hong of the Flight Standard Department of the CAAC, officials and project engineers of the Maintenance Engineering Department of the Center of Aviation Safety Technology (CAST) of the CAAC, together with the engineers of GE attended the IFSD symposium.

The Flight Standard Department of the CAAC made a review and conclusion on the condition of the American company's operation in 2007. Based on the evaluation made by the CAAC department, the engines of GE -- which includes series CFM56, CF34, CF6 and GE90 -- totaled 1,646 units and comprise 61 percent of the entire quantity of all engines. The total work of GE engines reached 4,314,144 hours and occupies and comprise 64 percent of the total work time of all engines.

It was also reported that there were 15 IFSD domestic transport aircraft occurrences in 2007, down by five compared to last year. Out of the 15 recorded IFSD, six are from GE, down by one compared to the same period last year. Based on the results of the CAAC investigation, among the six IFSD from GE, one is related to maintenance error and the other five were attributed to mechanical failure. Out of the five registered mechanical reasons, four IFSD were discovered by the CAAC to have malfunctioned while two were attributed to design flaws.

## Sino-Mongolia ATC Coordination Meeting convenes in Beijing

The Sino-Mongolia ATC Coordination Meeting convened in Beijing on January 23rd to discuss the creation of a new bilateral Air Traffic Control (ATC) operation between the two countries.

The meeting was attended by Wang Liya, Vice Director of Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC), and the Mongolian delegation led by Gongor Ganbaatar, General Manager of the Civil Aviation Authority of Mongolia (CAAM), and Gombo Nasanjargal, Director of Mongolia's National Air Traffic Services Center.

The joint resolution of the Asia-Pacific flight plan and the new transfer agreement of ATC between the two countries were

discussed, reviewed and documented. The two parties also confirmed the newly opened entry and exit point for the west of INTIK and other air routes between Mongolia and China.

The delegation also discussed several relevant issues, including Mongolia's requirements on opening air routes linking Choibalsan to Hailaer and Harbin, search and rescue methods, and the mutual visitation of ATC personnel in line with the agreement of the two countries on bilateral cooperation on civil aviation.

Two new air routes connecting northern and eastern China with Mongolia's central, west and northern areas will be ready by April 10th. Through the implementation

## CAAC holds ATMB 1st work symposium for 2008

中国民用航空总局空管局召开08年工作研讨会

The Civil Aviation Administration of China (CAAC) Air Traffic Management Bureau (ATMB)'s first work symposium for 2008 was held to discuss the result of the first complete year of the civil aviation air traffic management system reform.

The symposium focused on several important aspects of the management system reform. During the symposium, the delegates evaluated several reforms implemented by the CAAC during the first year of the management system that led to the further development of China's civil aviation.

Included in the discussion were several improvements made on safety management, better facilitation of air traffic management service intended for the Beijing Olympic Games, and speeding up of the service system construction used in operation, technology, and weather.

Other matters discussed were the construction of the Eleventh Five-year Plan projects, including the incorporation of new ideas on construction planning based on the new system, and revisions made on the main content of the air traffic management system.

The 43 work projects under the Eleventh Five-Year Plan were also part of the CAAC-ATMB work meeting's agenda. Projects such as the reforms made on the Beijing terminal, improvement on the air traffic management construction for the Olympic Games in Beijing, supervision of project implementation including emergency and reconstruction upgrade of air traffic management, and emergency radar were discussed at length.

The work symposium held by the ATMB of the CAAC also touched on supporting project installation for the reform of its civil aviation air traffic management system. Projects such as air routes radar control and its respective centers, including four regional and two terminal controls, operation management, weather and service centers, were launched.

The first working symposium also focused on organizing a strong air traffic management workforce, party and politics, and methods to further heighten its anti-corruption program. Important application of a new air traffic management technology to advance its management system in line with the review of the first completed year of the reform was also addressed during the meeting.

of the additional air routes, the air traffic capacity and the methods to prevent air traffic delay will be significantly improved. Furthermore, it will reduce the distance of flight between the main European cities

(Continued on page 7)



The ATC Coordination Meeting between China and Mongolia held on January 23rd was jointly attended by representatives of CAAC and CAAM.



( Continued from page 6 )  
and the main cities in Asia.

The opening of new air routes linking China and Mongolia to other Asian and European destinations will also enhance the flight operation and service for the upcoming Olympic Games. The additional air routes between the two countries should help to ensure a smooth and steady flow of air traffic during the 29th Beijing Olympic Games in August 2008.

The meeting concluded with improved mutual understanding and support between the two countries' air traffic management departments. It also resulted in furthering the rapport between China and Mongolia on their joint effort to promote and expand the air traffic control operation between their respective nations.

## CAAC Acting Minister Li meets with ACP senior officials

李家祥会见美中航空合作项目代表

Acting Minister Li Jiexiang of the Civil Aviation Administration of China (CAAC) officially met with senior officials of the U.S.-China Aviation Cooperation Program (ACP) on January 24th.

Boeing President Wang Jianmin, the Co-Chairman of the U.S.-China Aviation Cooperation Program (ACP), together with FAA Senior Representative Chris Metts, also a Co-Chairman of ACP, met the CAAC Acting Minister for an advanced introduction on the Aviation Cooperation Program of China and the United States.

The meeting led to an exchange of significant opinions on furthering the aviation relationship and future cooperation between the two countries.

## China, Canada meet for civil aviation cooperation

李家祥代局长会见加拿大  
国际贸易部部长一行

Top officials representing China and Canada met for a bilateral cooperation meeting on January 7th in Beijing to further improve civil aviation relations between the two countries.

Li Jiexiang, China's Acting Minister of the Civil Aviation Administration of China, welcomed and met with David Emerson, the Canadian Minister of International Trade, who heads the official delegation from Canada.

The two officials discussed furthering the mutual cooperation between their respective countries. During the meeting, they exchanged ideas to further advance civil aviation cooperation between China and Canada as well as the improvement of bilateral cooperation on several areas dealing with the two nations' aviation departments and companies.

The discussion touched on several areas, including general aviation, training, safety management, equipments and air service.

## Safety management symposium of East China airports held in Xiamen

华东地区机场运行安全管理研讨会在厦门召开

A two-day safety management symposium on airport operation was held in Xiamen from December 27th to 28th.

The symposium was jointly organized by the Aviation Safety Office and the Airport Department of the East China Regional Administration of the Civil Aviation Administration of China (CAAC). The objective of the symposium was to further improve measures on safety management operation of the airports in East China, handling over one million passengers yearly.

Vice Director Shao Daojie and Assistant Consultant Zhao Hongyuan, both of the Airport Department of the CAAC, were invited to provide direction and support to the symposium. Xiao Liyuan, Vice Director of the East China Regional Administration of the CAAC, also attended the event and delivered the final remarks.

Vice Director Xiao emphasized the airports' operation safety management tasks for 2008.

The symposium was attended by respective chiefs of safety departments and airport safety officials from the different airports in the East China area, and by a number of leaders representing every supervision office in the region.

## CAAC's Flight Standard Department and CAST hold work coordination meeting

总局飞标司与安技中心召开2008年维修工作协调会

The Civil Aviation Administration of China's Flight Standard Department and Center for Aviation Safety Technology (CAST) held a joint work coordination meeting on January 4th in Beijing.

The coordination meeting, presided over by Vice Director Xu Chaoqun of the Flight Standard Department of the CAAC, discussed the maintenance work views and measures for implementation of the two CAAC departments in 2008.

General Engineer Shu Muhuai of the CAST and Vice General Engineer Wang Hong of the Flight Standard Department attended the meeting. They were joined by staff coming from the Continuous Airworthiness Maintenance Department of the Flight Standard Department of the CAAC and the Maintenance Engineering Department of the CAST.

During the meeting, Vice Director Xu recognized the hard work contributed by the personnel of each department that led to the many accomplishments last year. Xu said that through these efforts, the air transport of the civil aviation of China successfully fulfilled 10 million hours of safe flight by January 2008.

Vice Director Xu, representing the Flight Standard Department, also encouraged the CAAC officials and personnel present at the meeting to further promote their work values of integrity, cooperation, coordination, and consistency of work on system maintenance. Xu further emphasized the importance of enhancing maintenance and policy work. These works include preparation of Service Difficulty Report (SDR), capability of the engineering department to investigate, and the creation of an official website for the Civil Aviation Maintenance Department of China.

# The National Civil Airports

## China's continuing quest to build aviation hubs

China is serious in its quest to further advance its aviation industry by upgrading not only the size and systems of its existing airports, but also expanding the number of its aviation hubs throughout the Chinese mainland.

When China started developing its civil aviation hubs in 1978, the government spent a total of USD 15 billion on airport construction and on developing its Air Traffic Control (ATC) facilities. Since then, the country has made several retrofits and expansions, as well as the relocation and reconstruction of almost all the airports across China. And now, the quest to improve and develop existing airports and the plan to construct new aviation portal hubs continues.

China, through its civil aviation regulating body, the Civil Aviation Administration of China (CAAC), together with the State Council's National Development and Reform Commission (NDRC), the Ministry of Commerce (MOFCOM), and the various local governments all over China have worked hand in hand on the development of China's airports.

The government strongly believes that by continuing its airport reconstruction projects and pressing on with the ongoing airports' infrastructure plan, only then can they finally meet the ever-growing demand of China's air transport needs.



More than RMB140 billion in investment is expected for China to fully complete the airport construction project based on the National Civil Airports Distribution Plan.

### The need for more airports

Based on aviation statistics issued by the CAAC, over the first three quarters of 2007, China's aviation industry recorded a total transport flight of 2.735 million hours, an increase of 16.6 percent on a year-on-year basis. The country's aviation industry also registered a total traffic of 26.57 billion ton kilometers, up by 18.3 percent. The total passenger throughput reached 139 million, up by 16.2 percent, while cargo and mail totaled 2.879 million tons, an increase of 13.9 percent.

The aviation statistics on China's domestic flights, including Hong Kong and Macao, recorded a total transport of 17.46 billion ton kilometers, up by 15.6 percent. The total passenger volume reached 126 million, an increase of 15.8 percent on a year-on-year basis, and cargo and mail reached 2.074 million tons, up by 10.2 percent compared to the previous year.

On the other hand, the country's total international flight transport has reached 9.11 billion ton kilometers, up by 23.8 percent. The total passenger volume reached 12.47 million, an increase of 20.2 percent. The total international cargo and mail throughput was 805,000 tons, up by 24.6 percent compared to the first three quarters of 2006.



China has taken significant measures to offer not only the best service in air transport but the capacity of its aviation infrastructure to accommodate the rising demand of air transport traffic as well.

China Aviation Throughput (Based on the CAAC aviation notices of 2007)	First three quarters of 2007	Percentage increase compared to first three quarters of 2006
International flight transport	9.11 billion ton	23.8%
International passenger volume	12.47 million	20.2%
International cargo and mail	805,000 tons	24.6%
Domestic flight transport (including Macao and HK)	17.46 billion ton kilometers	15.6%
Domestic passenger volume	126 million	15.8%
Domestic cargo and mail	2.074 million tons	10.2%
Total flight transport	26.57 billion ton kilometers	18.3%
Total passenger volume	139 million	16.2%
Total cargo and mail	2.879 million tons	13.9%

# Distribution Plan of China

Written By Allan Magdaluyo

Along with the steady increase in air transport throughput and aircraft movements, air carriers are keen to open and add new air routes connecting China's aviation portals to both local and international destinations. These add tremendously to the increasing load of passenger and cargo traffic, which especially strains the capacity of China's airports to accommodate the strategically important hubs and major regional airports.

With the ever increasing year-on-year figure on passenger, cargo and mail, and air transport throughput, China is burdened with a heavy demand on its aviation industry. The need to balance and accommodate the air transport load is inevitable and needs to be addressed if China wants to cope with the pressing demands of its rapid growth.

Moreover, the opening up of China as a tourist and economic destination in areas such as Shanghai, Beijing, Xiamen and the gateway to the South China Karst's World Natural Heritage site of Guizhou Libo, to name a few, has paved the way for both domestic and international travelers to visit China. The "awakened giant" is now witnessing a sharp rise of tourists and traders coming in and out of the country on a regular basis.

China will host two unprecedented world-renowned events in 2008 and 2010. The Olympic Games in Beijing this August and the World Expo in Shanghai in 2010 are expected to bring a huge volume of aviation traffic. Both will demand not only the best service in air transport service from China, but the capacity of China's airports to accommodate the millions of people who will show up to witness the events.

## The measures undertaken

Several measures have been undertaken by the central government to accelerate the expansion of Chinese airports in order to handle the rising strain. The opening of new platforms and the issuance of new reforms should further welcome opportunities within China and the rest of the world. Some of these reforms include allowing private and foreign investors to invest in the fast-developing airport industry of China, providing subsidy policy for small-medium airports, restructuring and expanding old airports, and building more aviation infrastructures required to keep up with the growing development in aviation.

Based on the 11th Five-Year Plan, China has committed to invest RMB 140 billion, an equivalent of USD18 billion from 2006 to 2010 to initially build 49 new airports, expand 71 existing facilities and relocate 11 airports to increase its capacity to accommodate. More than 85 percent of the total sum earmarked for the aviation was allocated to airport construction.

And based on these plans, China will further carry out construction of regional and international airports, carry on with the policy to subsidize medium-small airport, and accelerate the development of the regional air transport industry all over the Chinese mainland. Through these continuing developments and the commencement of new airport construction projects, in line with the 11th Five-Year Plan, China will strive to move forward and achieve its goal of increasing the capacity and the number of its airports to meet the demand.

## National Civil Airports Distribution Plan of China

The State Council of China recently approved the "National Civil Airports Distribution Plan." Based on the plan, China will have a total of 244 civil transport airports by 2020. This will include the newly added 97 airports constructed in 2006. The plan will establish the five big regional airports group located at the mainland China's North, East, Central South, Southwest, and Northwest regional areas.

Based on the projection made by the CAAC, China will enjoy several advantages once the distribution plan is implemented. Accordingly, more than 80 percent of its populace will live within 100 kilometers, an equivalent of a one-and-a-half hour drive from domestic airports. Airports will be able to serve and accommodate 82 percent of the national total population. The plan is also expected to increase China's total Gross Domestic Product (GDP) to 96 percent when implemented.

The National Civil Airports Distribution Plan will provide connecting airports to provincial capitals, including capitals in autonomous regions and municipalities directly under the Central Government. It will also create airports in areas such as main cities, important tourism destinations, and medium and small cities with inconvenient traffic conditions.

The hub, trunk, and regional airports will be complete with advanced and functional network systems, which will create different levels of airport structures categorized as big, medium and small.

Based on the plan, the development capability of China's air transport will be fully enhanced while the ability to compete internationally will further improve. A closely-monitored connection between other traffic methods will be implemented and will be in accordance with the city's development plan.

The plan also encourages the maximum expansion of the airports' service area and the enhancement of all levels of service. The development will aim to improve the air transport services for the public.

China's airports system has steadily advanced after a decade of continuous construction and development. The plan to initially develop the hub airports of Beijing, Shanghai and Guangzhou as centers has been fulfilled. Key city airports located at the provincial capital, such as Chengdu, Kunming, Chongqing, Xi'an, Urumqi, Wuhan, Shenyang, Shenzhen, and Hangzhou, which will serve as regional hubs, are either finished or are in the last phase of expansion. The airport development is vital in keeping pace with the soaring level of China's air traffic.

A total of 147 civil transport airports exist in the Chinese mainland, excluding the Special Autonomous Region of Hong Kong and Macao, up by the end of 2006, and the figures are still rising. There were 41 airports in East China, 25 airports in Central China, 69



airports in West China, and 12 in China's northeast area registered by the end of 2006. More than 52 percent of China's populace resided within 100 kilometers, an equivalent of a one-and-a-half-hour drive from a domestic airport, while airports served 61 percent of the national total population and contributed to 96 percent of China's total GDP.

Based on the plan's projection, the domestic airports cargo and mail throughput will increase up to 15 percent by 2020, while the passenger throughput will reach an average of up to 11.4 percent. There are presently three airports with over a 30 million annual passenger volume, based on the plan, which will increase to 13; two airports with over 20-30 million annual passenger volume, which will increase to six; and the present five Chinese airports with over 10-20 million annual passenger volume is expected to increase to 10 airports.

An investment of RMB 450 billion is needed to fully accomplish the National Civil Airports Distribution Plan. On the other hand, civil transport airports are expected to reach more than 190 by the end of the Eleventh Five-Year Plan, an additional 45 airports or more. A total of more than RMB 140 billion in investment is expected for China to fully complete the construction project.

#### Realizing the vision

China is faced by the challenge not only to improve its existing infrastructure, but to increase the number of its airports as well. While holding firm to most of its old policies, it has taken a dynamic stance to adjust and implement new strategies. By opening its door to the world, it has encouraged several changes to its steadfast system and paved the way to the many opportunities that lie ahead.

The Chinese government understands that the biggest problem China is facing in its quest to develop and upgrade its aviation hubs is the sourcing of funds. But with the flow of passengers, addition of new routes, and the increase of import and export goods that China has witnessed in previous years, the revenue of China's aviation industry is also on the rise. And with the measures undertaken to welcome private and foreign investors to hold stocks with Chinese companies, the problem with funding can now be fully resolved.

The development being made in upgrading and constructing airports throughout China is advantageous not only to the national economy but to the regional, provincial and municipal governments as well. New and developed air hubs could mean fast and reliable passage in the shortest time, essential to business and the progress of local enterprises. It will also bring access to far-flung areas conveniently and cost-effectively, and will therefore promote both trade and tourism within the region, throughout China,

and with the rest of the world.

Another advantage of the reforms undertaken by China is that through the new measures, opportunities are further opened to local and international business enterprises to contribute their share to development. This includes airport operators, construction firms, air cargo and logistics companies, aviation and airport equipment suppliers, financial institutions, concessionaires, and many others that will take part in the process. Eventually, it will provide more jobs and open boundless opportunities in the area, while at the same time meeting its goal of providing convenient and reliable access to its populace.

There is no doubt, with the rapid growth of China's air transportation economy, and the many reforms and restructurings undertaken within the country's civil aviation, that there will come a time when China will need to slow down and plan its next course. But for now, equipped with the 11th Five-Year Plan and the National Civil Airports Distribution Plan, topped with the drive and dedication of its officials to achieve these plans, the world will witness the continuing construction of new aviation infrastructures and the rehabilitation of existing airports all over China. The only question now is how soon will China finally realize its vision of becoming a nation with a world-class civil aviation and become one of the best, fastest and largest aviation developers in the world.

## Aviation Headlines

# ADB, Pacific Fund invest in Hainan Airlines Airport

## 亚行首涉中国机场 海航机场控股公司挂牌

Hainan Airlines (Group) Co. Ltd. introduced the Asian Development Bank (ADB) and the Pacific Fund Ltd. of Hong Kong as its co-strategic investors in a joint venture in China during an opening ceremony held on January 18th.

The official ceremony, held at Sanya in Southern China's province of Hainan, was attended by many senior officials and representatives of the three companies.

ADB, a non-profit financial institution, will invest with the Hainan Group through Kingward Investment Ltd. and Worldwide United Ltd., both subsidiaries of the Pacific Fund Ltd. of Hong Kong to establish the Hainan Airlines Airport Holdings Group Co. Ltd.

The venture is divided into a 51 and 49 percent holdings share between Hainan Airlines and the Asian Development Bank, respectively, with the bank taking a share of USD 200 million in investment.

ADB, which aims to help develop Asian countries, will also provide two loans to Hainan Airlines Airport amounting to RMB 1.2 billion and USD 200 million. These loans will be used mainly to facilitate the development of China's central and west area airports.

# 113 SDRs handled in November

## 2007年12月份SDR情况概述

The Flight Standard Department of the Civil Aviation Administration of China (CAAC) reportedly collected, analyzed and handled 113 aircraft Service Difficulty Reports (SDR) sent by airlines in December 2007.

Based on statistics of the SDR system provided by the CAAC, of the total SDRs sent, 90 were related to aircraft system/structure malfunction and 23 were attributed to other causes, such as bird strike, ground collision, weather or other incidents.

# Commercial Aviation *News*



## Xinjiang to invest RMB 2.5 billion for airport construction

新疆25亿元续建乌鲁木齐机场  
及各地支线机场

Xinjiang will invest RMB 2.5 billion to accelerate the development of Urumqi International Airport and other regional airports in Northwest China.

The investment to develop the airports of Xinjiang reached RMB 1.5 billion by 2007, a significant improvement in the region's aviation development. The additional investment of RMB 2.5 billion this year to continue the airports' construction project is considered a golden era of Xinjiang's airport development.

The third stage of retrofit and expansion of Urumqi International Airport main body terminal building was successfully completed. Also completed in succession were the newly constructed airports of Kanas and Kurle, both in China's Northwest region.

The ongoing expansion projects of Urumqi International, Kashgar and Hami Airports are all in the final phase of completion this year. While Aksu and Yining Airports are now undergoing feasibility application works, the rebuilding of both the Turupan and Kuche Airport at their new locations successfully completed their pre-feasibility evaluations.

The four regional airports are expected to commence construction this year. Accordingly, Turupan Airport will significantly improve Urumqi International Airport's landing conditions.

## Guangzhou Baiyun reports increase in import/export goods

07年广州白云机场国际进出港货量突破10万吨

Guangzhou Baiyun International Airport reported an increase in international import and export goods in 2007.

The airport reportedly handled 101,500 tons of cargo in 2007, compared to last year's 70,000 tons, a historic high for Guangzhou Baiyun.

The increase in international import and export goods is attributed to several changes implemented by the airport to improve its cargo services. This includes the establishment of special express channel, air customs clearance for imported goods, and the installation of Flight Service Commissioner.

The airport logistic center provided a special express channel for large freight companies such as U-Freight, BAX, and COSCO. This is in response to the demands of cargo owners to speed up the process. With the creation of a special express channel, international cargo may now enter the airport's warehouse without delaying the operation of both small-medium and large-scale freight companies.

The full implementation of the customs clearance for imported goods of certain flights made by the airport logistic center in March 2007 significantly improved the efficiency of handling international goods. This measure taken by the airport has been the most important factor in reducing clearance time for international cargo entering Guangzhou.

Other measures taken by the Guangzhou Baiyun International Airport include the establishment of a Flight Service Commissioner to oversee the airlines freight operation within its designated logistic zone. The commissioner's task is to closely track the airlines' freight transport operation and to resolve problems along the way.

## East China Controllers sent to Sichuan Guanghan Flight Institute for simulator training

民航华东空管局终端管制中心开展塔台模拟机培训

Tower controllers from Shanghai's Pudong and Hongqiao airports were sent to Sichuan Guanghan Flight Institute to undergo tower simulator training.

The Terminal Control Center of the East China Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) organized the tower simulator training. The East China ATMB Terminal Control Center divided the controllers from Pudong and Hongqiao airports into nine separate groups and sent in batches to undergo relevant simulation exercises in Sichuan Guanghan Flight Institute.

The objective of the training is to sharpen up the skills of controllers in line with the opening of Pudong Airport's third runway in March 2008. The training will help familiarize the controllers with the methods of commanding a double terminal building of the third runway and will prepare them to handle the smooth and steady operation of the airport's control center.

The Terminal Control Center of the East China ATMB of the CAAC gave Sichuan Guanghan Flight Institute the task of developing and facilitating the training exercise. This includes coordination of

training work details, establishment of a reasonable and detailed training program, preparation of training plan, ensuring captain operation precautions, and  
(Continued on page 12)



Controllers from Shanghai's Pudong and Hongqiao airports diligently compare notes during an exercise at the Sichuan Guanghan Flight Institute.

(Continued from page 11)

formulation of relevant subjects including the preparation of exercise notes and emergency communication responses.

By the end of 2007, three groups of controllers successfully completed relevant training exercises on tower simulation. The trainees expressed that they have acquired much during the training. The controllers who underwent training said that the advanced exercise on the tri-runway double terminal building significantly helped them familiarize themselves with the new operation method.

Accordingly, the tower simulator training will prepare the trainees with the fundamentals needed to operate the tri-runway of Pudong Airport in 2008.

## Hangzhou Xiaoshan International Airport posts 11.73 million passengers in 2007

萧山机场07年吞吐量1173万  
居全国第八位

Hangzhou Xiaoshan International Airport posted a passenger volume of 11.73 million in 2007.

The airport, now ranking 8th among China's domestic civil airports, recorded a percentage increase of 18.3 percent in passenger volume in 2007. The local economy and society's development has contributed to the airport's rapid increase in passenger traffic.

The Hangzhou Xiaoshan International Airport further improved its efforts in developing its air routes after entering a joint venture with the Hong Kong Airport. The airport also enhanced its market potential by encouraging new airlines with bases in Xiaoshan to expand their reach by opening new air routes with other destinations.



Hangzhou Xiaoshan International Airport ranked 8th among China's domestic civil airports after it registered a passenger volume increase of 18.3 percent in 2007.

## Shanghai Pudong International Airport expansion project passes acceptance

上海浦东机场扩建主体工程通过竣工验收

Shanghai Pudong International Airport's flight area expansion project passed final acceptance on December 29th after it satisfied all the requirements set by China's civil aviation authorities.

The airport's expansion, which began its construction at the end of 2005, was finally completed by the end of 2007. The main construction project includes a second terminal building, a synthetic support, and an expansion of the flight area. Both the second terminal building and the synthetic support projects of the airport were fully completed and previously given acceptance.

The total expansion project carried out more than 60 different constructions built over an area of nearly 1.5 million sq. m. It included the laying of structures of the third runway, the construction of the second terminal building, and the west freight apron covering an area of 2.5 sq. km.

The airport also carried out expansion on over 40 kilometers of various roads inside the Shanghai Pudong International Airport, equivalent to the existing road that connects Pudong and Hongqiao Airport.

The completion of the expansion project further increases the airport's handling capacity. It is projected that by 2015, the airport will be able to handle a volume of 60 million passengers, 4.2 million tons of cargo and mail, and an aircraft landing and takeoff of 490,000 movements yearly.

The completed expansion project of the Shanghai Pudong International Airport is expected to commence full operation before the Beijing Olympic Games in August 2008.

## Taiyuan Wusu International Airport registers 27 percent passenger increase

太原机场07年运送旅客逾361万 同比增长27%

Taiyuan Wusu International Airport registered a passenger increase of 27 percent in 2007.

The Shanxi Civil Aviation Airports Group reported that the airport handled 3.613 million passengers throughput in 2007, up by 27 percent compared to the same period last year. It recorded a yearly passenger increase of more than 26 percent since 2004, showing strong signs of rapid development potential.

Shanxi Civil Aviation Airports Group manages the Taiyuan Wusu International Airport. It adopted the principle, "Acting in world and China simultaneously, enhancing density of hot air routes, developing potential air routes," early in 2007. Since then, it has aggressively promoted the passenger air transport development of Taiyuan Wusu International Airport. It opened several new flights and increased its network of air routes.

Eight more airlines opened new services in Taiyuan Wusu International Airport in 2007, increasing the airport's total number of airlines to 18. Chinese airlines such as Kunpeng, Northeast, Chongqing, Huaxia, Sichuan, Deer Jet, Okay Airways, and Grand China Express began operating the airport's flight network.

The daily frequency of flight connecting Taiyuan with the four commercial air routes of Beijing, Guangzhou, Shanghai and Shenzhen has been greatly improved. Other improvements on flight density include upgrading the regional air route between Taiyuan and Hong Kong from seasonal to annual, and increasing the number of flights connecting Taiyuan to most tourist destinations all over China.

The increase in frequency of flight is also attributed to the principle of enhancing flight density on air routes being promoted by the Shanxi Civil Aviation Airports Group. At least two airlines operate each air route linking Taiyuan, resulting in the dissolution of the monopoly of air routes and pricing. This in turn encourages the public to travel by air to and from Taiyuan, which boosts passenger volume even more.



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