



China Civil Aviation Report

Volume 10, Issue 6

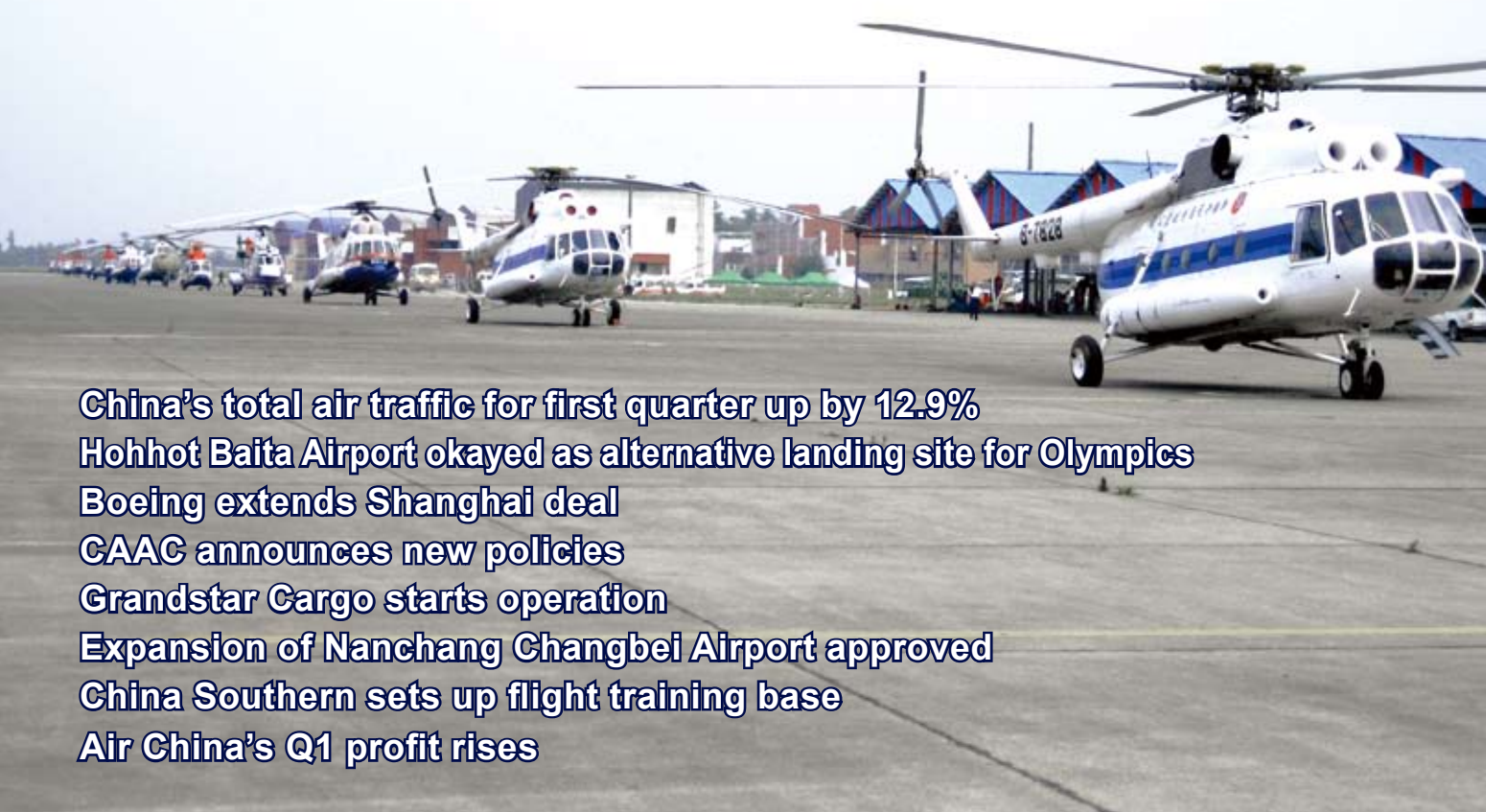
June 2008

民航报导

GA and emergency response

China needs to open market to sustain growth

通用航空在应急救援中所起到的重要作用



China's total air traffic for first quarter up by 12.9%

Hohhot Baita Airport okayed as alternative landing site for Olympics

Boeing extends Shanghai deal

CAAC announces new policies

Grandstar Cargo starts operation

Expansion of Nanchang Changbei Airport approved

China Southern sets up flight training base

Air China's Q1 profit rises



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Cover: Helicopters from Xinjiang Kaiyuan General Aviation Co. get ready for the air rescue mission at Guanghai Airport.
(Photo courtesy of CATAGAC)

From the Publisher's Desk

Welcome to the China GA Forum 2008

On behalf of the China Civil Aviation Report, I welcome everyone to the China General Aviation Forum 2008, one of the year's most important events in Chinese aviation.

The devastating earthquake in Sichuan Province is a wakeup call for the development of general aviation in China. In the forum, we will focus on developing China's emergency response and air rescue capability by using general aviation.

GA in other countries has become an important component in spurring economic growth. China, which is one of the leading countries in civil aviation today, has yet to tap the potential of GA in strengthening its capability to respond immediately to disasters.

We in the CCAR are optimistic that the GA Forum will highlight the importance of GA in society, government and business.

For the first three months of 2008, China's total traffic throughput reached 9.7 billion ton-kilometers, an increase of 12.9 percent compared to the same period last year.

I believe that, like civil aviation, general aviation in China will experience growth if the proper support is given to allow GA enterprises to flourish and become a solid industry.

Lastly, on behalf of the CCAR, I wish to extend my deepest condolences to those who were affected by the earthquake. My prayers are with you.

欢迎莅临2008年中国通用航空商务交流会

作为主办方之一的《民航报导》，在此次欢迎您莅临本年度中国民航最为重要的活动之一——2008年中国通用航空商务交流会。

四川毁灭性的大地震响起了中国对通用航空发展的警讯，本次会议上，我们也将关注利用通用航空发展中国应急响应与空中救援应有能力的议题。

在其他国家通用航空已成为经济发展的重要组成部分，而在世界民航领域享有领先地位的中国，却在通用航空应急救援上仍未能发挥其潜在的灾难快速反应能力。

《民航报导》乐观地认为此次通航交流会将在社会上、政府中及商业领域里发挥通航的重要影响。

2008年第一季度，中国总运输量已达到97亿吨公里，比去年同期增长了12.9%。

我深信中国通航将像民航一样，即将迎来快速成长，通航企业将在适当支持下得以快速成长，通用航空将成为一个坚实的产业。

最后，我谨代表《民航报导》在此对地震中死难者表达深切的悼念。我的祈祷与你们同在。



Francis Chao
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China Civil Aviation Report (CCAR)

is published monthly by Uniworld LLC in conjunction with China Civil Aviation, the official publication of the Civil Aviation Administration of China (CAAC).

民航报导是经由民航局、国家新闻署核准，以《中国民用航空》英文版方式向全世界民航机构、企业、个人介绍中国民航改革开放成果和现况的刊物，印刷和电子版同步发行。

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US\$95/Year (USA)

US\$120/Year (International)

US\$95/年 (美国本地)

US\$120/年 (国际)

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Aviation Headlines



China's total air traffic for first quarter up by 12.9%

中国1至3月民航完成总周转量同比增长12.9%

China's civil aviation industry registered a total traffic throughput of 9.07 billion ton-kilometers in the first three months of the year, up by 12.9 percent. The industry's total traffic for March reached 3.2 billion ton-kilometers, higher by 7.9 percent compared to last year.

Passenger throughput in the first quarter reached 70.145 billion person-kilometers, an increase of 12.5 percent, of which passenger throughput reached 23.722 billion person-kilometers in March, up by 6.1 percent.

From January to March, the civil aviation industry carried 45.658 million passengers, 11 percent higher compared to the same period last year. 15.81 million passengers were carried in March, higher by 13.9 percent.

Cargo and mail throughput in the first quarter also increased to 2.83 billion ton-kilometers, a difference of 13.9 percent. In March, the throughput reached 1.08 billion ton-kilometers, up by 11.8 percent.

Cargo and mail traffic volume totaled 982,737 tons in the first quarter, up 12.4 percent, of which 362,393 tons were carried in March, a 7.4 percent increase.

In the first quarter, domestic flights handled cargo and mail volume of 5.918 billion ton-kilometers, higher by 12.6 percent, of which 2.055 billion ton-kilometers were carried in March, up by 7.2 percent.

Domestic flights also carried 41.475 million passengers in the first quarter, an increase of 11.2 percent compared to last year. 14.476 million passengers were carried in March, an increase of 6.8 percent.

Domestic cargo and mail volume also reached 702,194 tons in the first quarter, higher by 11.9 percent. In March, cargo and mail volume totaled 252,313 tons, up by 4.8 percent.

中国民航局5月7日消息，中国民航局发布2008年3月份民航主要运输生产指标统计数据显示，中国1至3月份民航完成总周转量906.948万吨公里，同比增长12.9%，其中，3月份完成总周转量320.127万吨公里，同比增长7.9%。1至3月完成旅客周转量701.45亿客公里，同比增长12.5%，其中，3月份完成旅客周转量237.22亿客公里，同比增长6.1%。

数据显示，1至3月民航完成旅客运输量4,565.8万人，同比增长11.0%，其中3月份完成旅客运输量1,581.3万人，同比增长6.0%。1至3月份完成货邮周转量28.3亿吨公里，同比增长13.9%，其中，3月份完成货邮周转量10.8亿吨公里，同比增长11.8%。

1至3月民航完成货邮运输量982,737吨，同比增长12.4%，其中3月份完成货邮运输量362,393吨，同比增长7.4%。1至3月国内航线完成总周转量591.781万吨公里，同比增长12.6%，其中，3月份完成总周转量205.526万吨公里，同比增长7.2%。

1至3月国内航线完成4,147.5万人，同比增长11.2%，其中，3月份完成旅客运输量1,447.6万人，同比增长6.8%。1至3月完成货邮运输量702,194吨，同比增长11.9%，其中，3月份完成货邮运输量252,313吨，同比增长4.8%。

1至3月国际航线完成总周转量315.167万吨公里，同比增长13.4%，其中，3月份完成总周转量114,601万吨公里，同比增长9.2%。1至3月国际航线完成旅客运输量418.2万人，同比增长9.6%，其中，3月份完成旅客运输量133.8万人，同比减少1.1%。

1至3月国际航线完成货邮运输量280,543吨，同比增长13.9%，其中，3月份完成货邮运输量110,080吨，同比增长13.7%。

中国3月份民航正班客座率为76.0%，载运率为68.4%，同比增长0.9%。

From January to March this year, international flights' total throughput reached 3.15 billion ton-kilometers, an increase of 13.4 percent. In March, international flights logged a total throughput of 1.146 billion ton-kilometers, or 9.2 percent higher.

International passengers totaled 4.182 million in the first quarter, a difference of 9.6 percent. In March, it reached 1.338 million passengers, 1.1 percent lower.

International cargo and mail traffic volume reached 280,543 tons, higher by 13.9 percent, of which 110,080 tons were carried in March, or 13.7 percent higher.

In March, the passenger load factor in scheduled flights was 76 percent, up 0.9 percent.

All airlines registered total aircraft movements of 129,041 in March, up by 5,709 compared to the February total. Average on-time flight performance is 84.21 percent, up 1.05 percentage points on a year-on-year basis.

On-time performance of scheduled flights in March was 84.16 percent, while overtime and charter flight registered 82.67 percent.

According to data, there were 9,598 abnormal flights for reasons related to airline plan, engineering mechanic, transport service and air crew, representing 46.8 percent of the total number of abnormal flights.

There were 2,073 flights resulting from weather problems, occupying 10.1 percent of the total; and there were 1,505 flights which still warrant explanation, occupying 7.35 percent of the total abnormal flights.

There were also 5,458 flights resulting from air traffic management concerns (including flow control and flight security), occupying 26.65 percent of the total number of abnormal flights.

There were also 652 abnormal flights as a result of passenger problems, representing 3.18 percent of the total.

(Continued from page 2)

各航空公司2008年3月份共执行航班129,041架次,较2月份增加5,709架次,平均航班正常率为84.21%,与07年同期相比提高1.05个百分点,其中正班航班正常率为84.16%,加班包机正常率为82.67%。

从统计看,航空公司原因(包括公司计划、工程机务、运输服务和空勤人员)9,598班,占不正常航班总数的46.8%;天气原因2073班,占不正常航班总数的10.1%,需说明的原因1,505班,占不正常航班总数的7.35%,空管原因(包括流量控制和航行保障)5,458班,占不正常航班总数的26.65%;旅客原因652班,占不正常航班总数的3.18%。

Hohhot Baita Airport okayed as alternative landing site for Olympics

美国西北航空公司考察呼和浩特白塔国际机场

An investigative group has expressed its satisfaction with Inner Mongolia's Hohhot Baita International Airport's plan to be an alternative landing during the Olympic Games.

The group consisted of five persons including the safety affairs inspector general and senior air traffic management consultant of Northwest Airlines.

During the investigation, Northwest Airlines looked into the airport's air traffic management, navigation, air fuel, airport apron aircraft parking stands for Boeing 747 or bigger aircraft, types and the number of special vehicles, and first aid services.

Every department of the airport responded to Northwest Airlines' queries.

As part of the assessment, the inspectors of Northwest appraised the airport's preparation for the plan to use it as an alternative landing for international flights during the Games.

Both parties agreed to improve an exchange of information and cooperation.

As one of the main alternative airports of Beijing Capital International Airport, Hohhot Baita Airport has good flight and weather conditions.

When bad weather affects Beijing, Hohhot, which is 444 kilometers away, can be the alternate landing site. The airport is also a gateway for flights from Southeast Asia to Europe, as flights from Europe and west China to Beijing pass through the area.

4月26日,美国西北航空公司安全事务总监、高级空管顾问等一行五人组成的考察组近日来到内蒙古自治区呼和浩特白塔国际机场进行考察,他们对白塔国际机场就奥运期间保障国际航班备降的重视程度表示满意。同时,双方希望在今后加强信息沟通与联络,达成合作意向,力争实现双赢。

考察中,美国西北航空公司对白塔国际机场的空管、导航、航空油料、机场停机坪波音747以上机型停机位、特种车辆的种类和数量、医疗急救保障情况等提出问题,白塔机场各保障单位就此向美国西北航空公司作了详细的介绍与交流。美国西北航空公司考察人员对白塔国际机场就奥运期间保障国际航班备降的准备工作表示赞赏。

呼和浩特白塔国际机场作为北京首都国际机场的主备降场之一,有着得天独厚的优势:第一,优良的航行、备降气候条件。当气象系统影响北京天气之时,呼和浩特恰好已过了这一气象系统的影响范围,有利于进京航班备降;第二,呼和浩特白塔国际机场是东南亚地区飞往欧洲的桥头堡,是欧洲地区从中国北部、西部入境飞往首都的必由之路,地理位置优势明显;第三,呼和浩特到北京的空中距离较短,只有444公里,而且呼和浩特至北京的陆路交通十分便利,便于备降航班较快捷地转运旅客。



Groundbreaking for Air China University, training base held

国航大学及飞行模拟训练基地在北京破土动工

Vice Minister Li Jiaying of the National Ministry of Transport and minister of the Civil Aviation Administration of China led the groundbreaking ceremony for the Air China University and Flight Simulator Training Base in Shunyi District in Beijing last April 27.

Li said the university aims to cultivate aviation talent and that the Chinese government will support the program.

Others who attended the ceremony were CAAC Vice Minister Yang Guoqing; General Manager Kong Dong of the China National Aviation Holding Company and chairman of Air China; president Cai Jianjiang of Air China; Tan Zhihong, party secretary of Air China; Vice Presidents Song Zhiyong, Li Huxiao, and Fan Cheng of Air China; chief pilot Gao Dianbang of Air China; deputy president Cheng Yiru of Air China University; and leaders of the North China Regional Administration of CAAC, Beijing City, Shunyi District, and Beijing Capital International Airport.

Li also said that China civil aviation is growing 20 percent annually, but that talent cultivation is relatively lagging.

The CAAC will provide investment, attention and support to cultivate talent including pilots.

In the future, the CAAC will designate Air China University as a national system in cultivating talent as it has promised to provide more support.

Air China University was established by Air China under the development strategy of the company, combining the current training resources of Air China and cooperating with the University of North Dakota.

Air China University was established on December 26, 2007. The first stage in the construction of the university includes training

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sites for flight training, steward training, integrated teaching, and support auxiliary facilities.

The total area of the university is about 80,000 sq.m. After completion, the university can install 20 full flight simulators, 7 flight training devices, and 20 steward cabin service simulators and safety training simulators.

It can fulfill 110,000 hours of full flight simulator training every year and train about 6,500 pilots.

国航大学及飞行模拟训练基地4月27日在北京顺义区破土动工。国家交通运输部常务副部长、中国民用航空局（以下简称“民航局”）局长李家祥前往奠基仪式现场祝贺，表示将把国航大学建设纳入全国民航人才培养体系，政府部门将给予大力支持。

民航局副局长杨国庆，中国航空集团公司（China National Aviation Holding Company，简称“中航集团”）总经理、国航董事长孔栋，国航总裁蔡剑江，国航党委书记谭植洪，国航副总裁宋志勇、李虎晓、樊澄，国航总飞行师高殿榜，国航大学常务副校长成义如以及民航华北地区管理局、北京市、顺义区、北京首都国际机场的领导也参加了奠基仪式。

李家祥对国航大学及飞行模拟训练基地破土动工表示热烈祝贺。他同时表示，中国民航以每年20%的速度增长，人才培养相对滞后，民航局将对人才培养给予更大投入、更大关注、更大支持。民航局在做今后规划时将把国航大学的建设纳入全国民航人才培养体系，将从政府的角度给予更大的支持，未来将建成一个最有发展前途的大学。

国航大学是国航根据公司整体发展战略，整合国航现有培训资源，与美国北达科他大学（University of North Dakota）合作。

据了解，国航大学已于2007年12月26日挂牌成立。国航大学第一期建设主要包括飞行训练楼、乘务训练楼、综合教学楼等训练场所，以及备勤楼、动力楼等配套附属设施，共约8万平方米。项目建成后，可安装飞行全动模拟机20台、固定模拟机7台，乘务客舱服务、安全训练模拟机20台，可完成每年110000小时的全动模拟机训练任务，训练飞行员6500人左右；每年28000小时乘务舱训练任务，训练乘务员14000人左右。

China Eastern posts RMB 210-M in first quarter

东方航空08年一季度完成营业收入106.09亿元

China Eastern Airlines announced that its net profit during the first quarter of the year totaled RMB 210.8 million, a result of higher traffic and stronger yuan. This is a positive result compared to a loss of RMB 490.86 million last year.

In the first quarter of the year, China Eastern's passenger volume totaled 8.99 million, higher by 4.79 percent compared to last year as the passenger load factor increased by 1.76 percentage points to 71.81 percent.

Cargo volume also totaled 225,410 tons, up by 12.63 percent, and cargo load factor increased by 3.69 percentage points to 51.79 percent.

The airline's operating revenue rose to RMB 10.61 billion, higher by 14.25 percent, while operating costs also increased to RMB 9.66 billion, up by 12.53 percent, as a result of higher fuel costs.

It booked a gain of RMB 642.74 million as a result of the yuan's appreciation, against a loss of RMB 154.82 million last year.

Earnings per share was 0.0433 yuan during the first quarter, against a loss of 0.1009 yuan per share last year.

The Civil Aviation Administration of China (CAAC) announced that it was withdrawing the company's rights to two routes in Yunnan province following several incidents of diverted China Eastern flights in the province.

As an additional sanction, the airline will also see reductions in its flights from Kunming to Lijiang, Zhongdian, Mangshi, Lincang, Simao and Wenshan, all in Yunnan province.

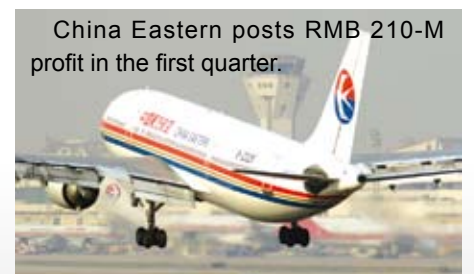
Last March, 18 China Eastern flights from Yunnan did not make their destinations after the pilots turned the aircraft around, in an apparent case of industrial action. The airline initially blamed weather, but after the CAAC announced an investigation, China Eastern announced that the diversions were due to the pilots.

The airline said the removal of the routes in the remaining months of 2008 will reduce operating revenue by RMB 187 million, while the reduction of frequencies on other routes will result in RMB 218 million in operating revenue.

中国东方航空股份有限公司4月28日公布报告显示，今年第一季度东航完成营业收入106.09亿元，比2007年同期增加13.23亿元，增长14%。

东航2008年第一季度报告称，一季度公司主营业务收入为101.35亿元，同比增长15%，其他业务收入4.75亿元，与去年基本持平。第一季度公司实现净利润2.06亿元，其中归属于母公司所有者的净利润为2.11亿元，而去年同期公司净亏损5.31亿元。

公报显示，同比增加利润的影响因素包括客运收入水平同比提高、货运收入水平提高增加以及汇兑净收益增加。与此同时，今年第一季度，东航因为航油价格上升，扣除燃油附加费增长增加成本支出5.55亿元。而今年春运期公司运输生产遭受了严重的雪灾影响，被迫取消了900多个航班，直接和间接损失超过2亿多元。



Boeing extends Shanghai deal

波音与上海飞机制造厂配件供应合同延长五年

American Boeing Co. will purchase more tailplanes for its 737 aircraft series from Shanghai Aircraft Manufacturing Factory with the rise in demand for its jet.

An existing 13-year agreement will be extended for five years, according to John Bruns, vice president of Boeing's commercial plane division in China.

Tailplanes, or horizontal stabilizers, provide lift and control aircraft during flight.

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(Continued from page 4)

"We're always looking for the best value we can get in suppliers, and we are very happy with the value we're getting from our Chinese suppliers," said Bruns.

More than one-third of the 16,327 planes Boeing has delivered have been the single-aisle 737, which seats between 110 and 220 passengers.

Customers will buy 17,630 single-aisle planes in the next two decades, accounting for 62 percent of total commercial aircraft demand, according to Boeing's forecast of last year.

Shanghai Aircraft has delivered more than 1,200 sets of the stabilizers for the 737.

Boeing agreed in 1995 to order 1,000 sets, and the companies expanded the agreement to 1,500 sets the following year.

Shanghai Aircraft's shareholders include China Aviation Industry Corp I, China's biggest aircraft maker, and Shanghai Aviation Industrial (Group) Co.

Shanghai Aircraft is part of China Commercial Aircraft Co, established by the government to develop and make a 150-seat, single-aisle airplane in competition with Boeing and larger rival Airbus SAS for global orders.

The Shanghai Aircraft factory is also the final assembly line for the ARJ21 regional jet, China's first commercially sold passenger plane, whose first test flight is planned this year.

The proposed jetliner will take at least 10 years to be ready for delivery.

China Commercial Aircraft's ownership of Shanghai Aircraft won't affect Boeing's relationship with the factory as a supplier, Bruns said.

Boeing buys parts from 11 different Chinese suppliers for its 737, 747, 767 and 787 aircraft. Other Chinese-made parts on the 737 include the vertical tail fin, tail cone, the aft section of the fuselage and the exit doors over the wings.

波音公司 (Boeing Co.) 宣布, 鉴于全球市场对其最受欢迎的喷气式客机订单需求上升, 该公司将延长与中国上海飞机制造厂 (Shanghai Aircraft Manufacturing Factory) 之间的配件供应合同, 为其波音737系列客机向上海飞机制造厂购买更多水平尾翼 (平尾)。波音与上海飞机制造厂之间此前签署的为期13年的配件供应合同将会被延长5年。

在波音公司已经交付的16327架飞机中, 超过三分之一为单通道波音737型客机, 乘客座位数在110个至220个之间。波音公司去年曾预测说, 未来20年之中, 全球客户将购买17630架单通道飞机, 占全部商用飞机需求总量的大约62%。

总部设在美国芝加哥市的波音公司在其官方网站上介绍说, 上海飞机制造厂迄今已经向其交付超过1200副波音737飞机平尾。而根据上海飞机制造厂官方网站介绍, 波音公司于1995年向其订购1000副平尾, 次年又进一步将协议总数扩大至1500副。

Direct air route between China, Mt. Fuji discussed

民航局杨国庆副局长会见
日本静岡県知事一行

Vice Minister Yang Guoqing of the Civil Aviation Administration of China and Governor Yoshinobu Ishikawa of Shizuoka Prefecture of Japan met on April 25 and discussed the possibility of opening a direct air route from China to Mt. Fuji Shizuoka Airport.

中国民用航空局杨国庆副局长于2008年4月25日会见了日本静岡県知事石川嘉延一行, 双方就开通中国至静岡富士山机场直达航线事宜交换了意见。



CAAC Vice Minister Yang Guoqing (right) and Governor Yoshinobu Ishikawa of Shizuoka Prefecture of Japan (center) during the meeting.

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CAAC Updates



China, Tanzania sign air transport agreement

中国与坦桑尼亚共和国正式签署航空运输协定

On April 11 in Sanya, Hainan Province, Minister Li Jiaxiang of the Civil Aviation Administration of China (CAAC) and Minister Andrew Chenge of the Tanzania Infrastructure Development signed the China-Tanzania Air Transport Agreement, which was witnessed by Chinese President Hu Jintao and Tanzanian President Jakaya Kikwete.

To date, China has signed air transport agreements with 11 African countries and has opened direct flights to seven African countries: Egypt, Zimbabwe, Ethiopia, Kenya, South Africa, Nigeria, and Angola.

在中华人民共和国国家主席胡锦涛与坦桑尼亚联合共和国总统基奎特的见证下，中国民用航空局局长李家祥与坦桑尼亚基础发展部部长安德鲁·程于2008年4月11日在三亚签署了《中华人民共和国政府和坦桑尼亚联合共和国政府航空运输协定》。至此，中国已与11个非洲国家正式签署了航空运输协定。目前，中国与埃及、津巴布韦、埃塞俄比亚、肯尼亚、南非、尼日利亚、安哥拉7个非洲国家间开通了直达航班。

CAAC announces new policies

民航局将对中小机场、支线航空给予补贴支持

On April 29, the Civil Aviation Administration of China announced that the State Council has approved several policies established by the CAAC and Ministry of Finance together. These policies are Management Measures of Subsidies for Medium and Small Airports, Management Measures of Subsidies for Regional Aviation, and Interest Subsidy of Capital Construction Loan.

The chief of the CAAC said that the main objective of the new policies is to provide key support for areas of civil aviation development using CAAC government funding.

The new policy is different from the former policy on loss subsidy. Under the principle of promoting production, airport subsidies would be reserved for those with annual traffic of less than five million passengers.

Regional aviation subsidies would be reserved for air routes within a province, and air routes between provinces with less than 600 kilometers in distance should have load factors of below 80 percent. The two policies refer to central, west and northeast China.

The loan interest subsidy policy focuses on enlarging the financial capital effect to improve the aggressiveness of local government.

At the end of 2007, China had 151 civil airports, with a transport production scale that reached 36 billion ton-kilometers, ranking second in the world.

As China's civil aviation experiences rapid growth, there is a growing problem of unbalanced development between east and west China, large and medium and small airports, trunk and regional air routes, passenger and cargo transports, and transport production and general aviation, all of which restrict the harmonious development of civil aviation.

The efficient use of government funding through the CAAC will equalize public service.

中国民用航空局（以下简称“民航局”）4月29日公布，民航局会同财政部研究制定的中小机场补贴管理办法、支线航空补贴管理办法、基建贷款利息补贴等几项政策已获国务院批准于日前出台。

民航局有关负责人4月29日表示，几项政策的核心是民航政府性基金将对民航发展中的薄弱环节和领域给予重点支持。

这位负责人介绍，新出台的政策有别于过去简单的亏损补贴。本着鼓励生产的原则，中小机场补贴政策侧重于扶持年旅客吞吐量在500万人次以下的机场，支线航空补贴政策侧重于对客座率在80%以下的省（自治区）内航线或跨省（自治区）但距离在600公里以下的航线进行补贴。上述两项政策都向中西部地区和东北地区适当倾斜。贷款贴息政策更注重放大财政资金效应，调动地方政府和社会各方参与民航建设的积极性。

资料显示，到2007年底，我国民用机场数量已达到151个，运输生产规模达到360亿吨公里，位居全球第二位。在快速发展的同时，也存在着东部与西部、大机场与中小机场、干线与支线、客运与货运、运输生产与通用航空等发展不平衡等问题，制约民航全面、协调发展。

此间业内专家称，民航是国家公共交通运输体系的重要组成部分，具有较强的社会公益性特征。而西部地区、中小机场、支线航空等的公益性特征更加明显。以民航政府性基金对这些政策性亏损严重的领域和环节给予适当补助政策，体现了国家公共服务均等化的政策取向。

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GA's role in

China needs to open market to sustain growth

By JONATHAN HICAP

As the devastating earthquake hit Sichuan Province in China on May 12, millions of people were left homeless and isolated from the rest of the country. At the epicenter of the earthquake, buildings and homes were leveled.

The death toll has risen to almost 70,000, while thousands have been treated for injuries. It is considered the deadliest earthquake since the 1976 Tangshan earthquake.

In the aftermath of the disaster, rescue operations were immediately conducted by the Chinese government in order to bring relief aid, food and medicine to the victims. As most of the towns that were affected were in mountain villages that were isolated after the tremor struck, air rescue became the main means to bring aid to the victims.

Helicopters were deployed to drop food packets. The Chinese military led in the search and rescue operations, trying to reach victims and bring assistance.

The Civil Aviation Administration of China deployed helicopters to ferry victims in Guangyuan town, one of the hardest-hit areas.

Since May 12, the CAAC, in cooperation with different Chinese government agencies, has been working around the clock to coordinate the deployment of aircraft to the disaster areas.

The disaster underscores the need for China to use general aviation as a crucial and efficient part of its emergency response and air rescue system.

Today, China's civil aviation industry enjoys a robust and continuing growth, thanks to the rising popularity of air travel brought about by the increasing personal wealth and income of the Chinese people.

In stark contrast, general aviation in China has yet to soar in popularity, even if China's geographical landscape provides it sufficient reason to be of use by the government, business sector and private individuals.

Disaster relief and search and rescue are two important areas in which general aviation is most needed.

"The pilots and aircraft of General Aviation (GA) are often the first to respond to these tragedies — sometimes even before they happen. GA aircraft are used to fly officials who survey and forecast the level of threat to their community. Once disaster strikes, GA is used to deliver emergency food and medical

supplies, evacuate the trapped or injured, transport support personnel, and monitor the progress of cleanup efforts," according to the website of the Aircraft Owners and Pilots Association (AOPA) called General Aviation Serving America.

In the United States, general aviation is a growing industry by itself. According to the General Aviation Manufacturers Association (GAMA), general aviation contributes about US\$150 billion to the US economy yearly, making it one of the most dynamic air transport industries in the world.

In addition, GAMA says the industry employs about 1.26 million people.

China is home to more than 1.3 billion people, and yet general aviation is far from being extensively used in different sectors, especially in emergency response and air rescue.

Estimates placed China's total GA aircraft to only about 500 as of last year. In contrast, the US -- which has about 301 million people -- has more than 221,000 GA aircraft flying today.

The advantages of general aviation in China in the areas of emergency response and air rescue will be substantial.

China's geography and weather conditions highlight the essence of developing general aviation to address people's needs.

The country has mountains everywhere and experiences typhoons, floods and other catastrophes throughout the year. Villages become isolated when typhoons strike, creating a need to immediately airlift victims to safer grounds.

The Sichuan earthquake experience is an example that demonstrates the way general aviation can be put to good use. Rescue operations are never easy, and with a lack of helicopters and other aircraft to carry victims, it is taking its toll on everyone.

China needs to redirect its policies to open the general aviation market and spur growth. One problem is the lack of airspace that can be utilized for general aviation purposes. At present, the military controls China's airspace and even commercial aircraft are finding it difficult to open new air routes.

China is said to be planning to open its low-level airspace for aircraft use in 2010, a positive development for general aviation.

The need to develop general aviation will be the key issue in the China General Aviation Forum 2008, which will be held June 23-25 at the Royalton Hotel in Shanghai.



emergency response

The anticipated event will be hosted by the Capital Airports Holding Company VIP Department and the China Civil Aviation Report (CCAR).

Topics to be discussed in the Forum are: The potential of business jets visiting China for the 2008 Beijing Olympic and 2010 Shanghai World Expo; developing China's emergency response and air rescue capability through GA; and the prospect of business jets leading the way towards bridging the gap across the Taiwan Strait.

Key industry and government leaders and representatives from different GA sectors will be there to focus on how to develop China's general aviation market.

China has the potential to be a leading general aviation market. What is needed is the proper guidance and nurturing to successfully sustain the growth in the next few years.



通用航空在应急救援中所起到的重要作用

5月12日中国四川省经历了一场破坏性极强的大地震，造成数以万计的人们流离失所，孤立无援地被困在四川盆地。在震中，大量房屋垮塌。

遇难人数接近七万人，并且还有数以千计的伤者。这是继1976年唐山大地震以后的又一次致命性地震。

地震发生之后，中国政府立即开展救援行动，为受灾群众提供救援物资、食品与药品。因为大多数受灾村镇位于山区，地震之后，均与外界隔绝，空中救援成为提供援助的唯一方式。

直升机用于投放食品。中国军方飞机首先投入到搜救工作中，尝试为受灾群众提供救援与协助。

中国民航局向受灾最为严重的广元地区派遣直升机参与伤员运送任务。

自5月12日以来，中国民航配合不同政府部门，不断派遣飞机前往灾区提供支援。

此次地震凸显出中国需要利用通用航空的空中救援系统提供有效的应急救援能力。

今天，中国民航产业正享受着快速而持续的发展，这一切都得益于中国个人财富与收入的快速增长，使得航空旅行的人数不断增长。

截然相反地是，中国通用航空在中国没能得到普及，即便就中国的地理版图而言，通航在政府、公务与私人方面都应有充分发展的空间。

抢险救灾与搜索救援也正是通用航空领域中的两个重要方面。

“通用航空的飞行员与航空器经常用于灾难事件的应急响应 - 有时甚至是在灾难发生之前。通航飞机运送官员观察并向社会大众预报灾害的危害级别。一旦发生灾难性事件，通用航空即可用于输送应急食品与医疗补给，疏散被困或受伤人员，运送救援人员，监控清理现场进度。”在美国航空器所有人与飞行员协会(AOPA)的网页上所叙述的美国通用航空。

在美国，通用航空已成为了一个不断成长的产业。根据美国通用航空制造商协会(GAMA)公布的统计数据，通用航空每年对美国经济的贡献高达1,500亿美元，使其成为世界上最具活力的航空运输产业。

另外，GAMA称该产业的雇员约为126万人。

中国人口多达13亿，然而其通用航空却在各领域中运用甚少，尤其是在应急响应与空中救援领域中。

根据预估，去年中国通航飞机数量仅为约500架。而在人口仅为3.01亿的美国的今天，却拥有多达221,000家通航飞机。

中国的通用航空的优势将在应急救援与空中救援中得以充分发挥。

中国的地理与气象条件可以充分发挥通用航空的优势以满足人民的需要。

中国各地遍布山脉，每年都要经受台风、洪水与其他自然灾害的侵害。村落因遭受台风袭击而与世隔绝，这就需要立即采取空中救援的方式将受灾群众迁移到更为安全的地方。

四川大地震正是通用航空得以利用的例证。救援工作在缺乏直升机和其他飞机的情况下很难满足运送受灾者的需要，这就可能造成更多人员的伤亡。

中国需要修正其政策以开放通用航空市场，并刺激它们的成长。问题之一就是缺乏可用于通航用途的空域。现在，军方规范着中国的空域，甚至商业飞机也很难申请到新开发的航路。

据说中国正在计划在2010年以内开放低空空域，这将对同年的发展起到积极作用。

发展通用航空的需要将成为6月23-25日在上海美仑大酒店召开的2008年中国通用航空商务交流会的重要议题之一。

本次会议由首都机场集团公司要客部与《民航报导》(CCAR)联合主办。

主要议题包括：建设迎接2008年北京奥运会和2010年上海世博会来访公务机的保障能力；中国发展通用航空用以增强其应急救援与空中救援能力；以及探讨公务包机带动台湾海峡两岸直航。

本次会议上，重要的业界与政府领导以及来自通航各领域的代表们将聚集一堂，共同探讨如何开发中国通用航空市场。

中国具备成为领先的通用航空航空市场的潜力。在未来几年内，需要适当的指导与培育，使其健康持续地不断成长。





Getting ready for the air rescue mission



Loading of needed supplies



Transportation of injured people by CITIC Offshore Helicopter Co., Ltd

中国民航组织通用航空企业积极支援抗震救灾

The Civil Aviation Administration of China (CAAC) actively organized Chinese GA companies to participate in the air rescue operations in the aftermath of the Sichuan earthquake.

Y5 planes get ready for dispatch at Beijing Badaling Airport



Delivery of relief supplies



东方通用航空公司、南航珠海直升机分公司、中信海洋直升机有限公司、中国飞龙专业航空公司、江苏华宇通用航空公司、新疆开元通用航空公司6家通用航空公司共派出30架直升机参加救助运输任务。截至6月5日，共出动直升机23架，累计飞行425小时07分钟，执行救灾飞行任务349架次，向灾区运送各类救援人员1881人，运送救灾物资574.066吨。



M-171 helicopter from the Oriental GA Co. Ltd. starting the mission

Six GA companies dispatched 30 helicopters to participate in air rescue operations. These are the Oriental General Aviation Co. Ltd., Zhuhai Helicopter Branch Company of China Southern Airlines, CITIC Offshore Helicopter Co. Ltd., China Flying Dragon Special Aviation Co., Jiangsu Huayu General Aviation Co. Ltd., and Xinjiang Kaiyuan General Aviation Co. Ltd.

As of June 5, 23 helicopters accumulated 425 hours and 7 minutes of flight hours, carried out 349 air rescue flights; transported 1,881 emergency rescue staff; and delivered 574.06 tons of relief supplies.



M26—the biggest helicopter from China Flying Dragon Special Aviation Co.

Commercial Aviation News



China Southern sets up flight training base

斥资5.1亿元 南航成立国内首家飞行训练基地

China Southern Airlines announced the establishment of the China Southern (Nanyang) Flight Training Base, becoming the only Chinese flight training center that has its own flight training aircraft, airport facility and management organization.

Present during the ceremony were Vice Minister Li Jian of the Civil Aviation Administration of China (CAAC), Chairman Liu Shaoyong and president Si Xianmin of China Southern Airlines, Nanyang City Party Secretary Huang Xingwei and Mayor Zhu Guangping.

The first aircraft that will be used at the training base is a Boeing 737-300, a new plane that is part of the China Southern fleet with all seats removed.

Nanyang Airport is China Southern's own managed airport facility, located in China's Central Plains.

The airport enjoys more than 300 days a year that are available for flights.

Starting this year, China Southern will invest RMB 510 million to continuously improve the varied hardware facilities at the airport, and phase out three big-size jets of different types into the training aircraft for all of the airline's pilots.

After completion, the Nanyang Flight Training Base will provide China Southern's pilots of all types of aircraft smaller than Boeing 777 with initial, base, advance and transitional training.

28日，中国南方航空（南阳）飞行训练基地正式宣布成立。这是国内第一家拥有专门的飞行训练飞机、机场和管理机构的飞行训练基地，标志着南航飞行员培养体系迈入国际先进行列。中国民用航空局副局长李健，南方航空集团总裁、股份公司董事长刘绍勇，南航股份公司总经理司献民，南阳市委书记黄兴维、市长朱广平等领导出席了成立庆典仪式。

南阳机场是南航独家管理的全资机场，地处中原腹地，气候适宜，全年可飞行天数达300天以上，是国内静空条件比较优良的机场之一。按照规划，从今年开始，南航将陆续投资5.1亿元，不断改善南阳机场的各项硬件设施，逐步抽掉3架不同型号的大型飞机，安排全南航飞行员到南阳飞行训练基地进行训练。

首架进驻南阳飞行训练基地的飞机，是飞机编号为B-2574号的波音737-300机型，是南航目前正在运营的较新飞机。南航将此架飞机的座位拆除，不再投放航班运行，专门用于南航飞行员的飞行训练。

据预测，到2010年我国民航运输飞机将达到1250架，到2020年中国有望成为世界第二大民航运输市场，短期内我国民航飞行员的紧缺状况很难得到有效缓解。南航审时度势，早在1993年10月，就在澳大利亚建立了南航西澳飞行学院，这是目前为止中国航空公司在海外设立的唯一一家飞行学院。2007年，为解决飞行员培养体制僵化问题，南航在国内率先招收自费飞行学员。此次设立首家航空公司专用飞行训练基地，是南航完善飞行员培养体系的又一次探索，是南航实现向国际规模网络型航空公司转型的战略需要。

Air China's Q1 profit rises

国航一季度实现盈利10.4亿元 同比增长147%

Air China announced that its profit for the first quarter of the year increased by 147 percent as China's economy boosted rapid growth in travel.

The company announced that its net profit totaled RMB 1.044 billion (about \$149 million) in the quarter ended March 31.

The airline's revenues rose by 22 percent to RMB 12.8 billion (\$1.8 billion) compared with the same period last year.

Air China also announced that it benefited from the increase in China's currency against the US dollar. The rising yuan has hurt Chinese exporters, but airlines have benefited because they pay dollars for fuel and other expenses abroad.

Air travel is also surging, thanks to China's economy, which has expanded by more than 10 percent in each of the last five years. First quarter economic growth also increased by 10.6 percent compared to the same period last year.

China's airline industry is estimated to grow by 9 percent annually in coming years. Carriers are expected to get an extra boost this year from travel for the Beijing Olympics. However, the industry also is in turmoil as carriers struggle to modernize amid intense competition and high fuel prices.

Regulators are reportedly considering possible plans to restructure China's airlines to make them more efficient and able to compete with bigger, richer foreign carriers.

Air China's parent, China National Aviation Holding Co., tried to buy a stake in struggling rival China Eastern Airlines Co. in what analysts said was an effort to become China's dominant carrier.

But China Eastern rejected the bid in February, saying it wants a foreign partner that can contribute expertise. Its managers earlier tried to sell part of the carrier to Singapore Airlines, but shareholders voted that down in January.

中国国际航空股份有限公司（上海证券交易所代码：601111，以下简称“国航”）今日公布一季度业绩报告，公司归属于母公司的净利润达到10.44亿元，较上年同期增长147%，基本每股收益为0.09元。

国航称，公司利润的增长，主要受益于航空市场需求的稳定增长，公司客公里收益水平的提高以及人民币升值带来的汇兑收益。

与此同时，国航一季度经营活动产生的现金净流量较上年同期增长33%。这主要是由于销售收入增长及收购国货航股权后带来的现金净流量增加。

公告同时显示，一季度公司获得除国家统一标准定额或定量之外的政府补助共计3462.3万元。

Shanghai Airlines posts RMB 36.85-M net profit in Q1

上海航空一季度净利润超过三千万 实现扭亏

Shanghai Airlines posted a net profit of RMB 36.85 million in the first three months of 2008, erasing a loss of RMB 78.05 million in the same period last year.

The airline booked an operating revenue of RMB 3.39 billion in the first quarter, up from RMB 2.56 billion in 2007.

The airline carried 2.33 million passengers in the first quarter of the year, up 17.58 percent year-on-year, and 82,430 tons of mail and cargo, up 19.97 percent.

The passenger load factor in the first quarter was 71.76 percent, up 3.44 percentage points from last year, and the cargo load factor was 65.86 percent, against 64.75 percent previously.

Earnings per share stood at RMB 0.034 in the first quarter, against a loss per share of RMB 0.072 last year.

Shanghai Airlines posted a net loss of RMB 435.12 million in 2007 as a result of high jet fuel prices as its new unit, Shanghai Airlines Cargo International Co., and several new routes also failed to generate profits.

The airline carried 9.45 million passengers in 2007, up by 21.38 percent,

and 327,400 tons of mail and cargo, higher by 21.67 percent.

The passenger load factor in 2007 was 72.76 percent, higher by 3.61 percentage points. Operating revenue was RMB 12.31 billion, up 22.82 percent, with passenger operating revenues totaling RMB 7.84 billion, higher by 19.69 percent, for an operating profit margin of 10.2 percent.

Operating costs in 2007 grew by 27.99 percent to RMB 10.93 billion.

Shanghai Airlines Cargo posted a net loss of RMB 160 million in 2007, with about RMB 90 million of the loss taken up by Shanghai Airlines.

Several new international routes have not yet begun to generate profits for the company, with a new route from Shanghai to Hong Kong suffering a large loss in 2007, the airline said.

The company announced that it aims to carry 11.368 million passengers and 360,935 tons of mail and cargo in 2008. Shanghai Airlines Cargo is also expected to narrow its losses in 2008.

上海航空(600591)4月26日发布2008年一季度报显示,公司2008年一季度实现归属于上市公司股东的净利润36,848,151.07元,与2007年同期-78,051,453.56元实现扭亏;基本每股收益0.034元;全面摊薄净资产收益率2.28%。截至报告期末,公司总资产13,787,762,517.51元,归属于上市公司股东的每股净资产1.49元。

由于2008年一季度人民币较2007年一季度升值幅度较大,由此公司一季度的汇兑收益达到1.8亿元,因此2008年一季度净利润增长明显;同时,由于一季度的应付票据市场贴现率较高,因此公司不采用此种方式,因而应付票据减少了4.53亿,造成一季度经营性现金流量减少4.49亿。



Ameco passes FAA audit

FAA批准将Ameco维修许可证将从一年延至两年

The US Federal Aviation Administration will extend the validity of Ameco Beijing's repair station certificate to two years as a result of an audit that was conducted.

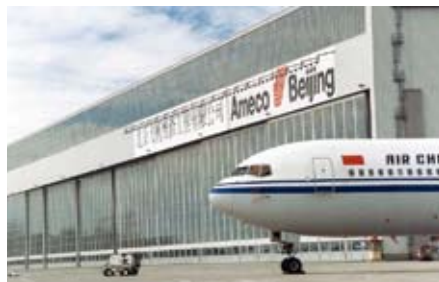
Last April 7-10, seven FAA auditors conducted auditing work based on 10 aspects. The audit result was deemed satisfactory, with no problems found in the system.

According to the auditors, Ameco Beijing has made a big leap in terms of worksite management and the English skills and procedures of its personnel.

The audit team leader, Patrick Seggerman, spoke highly of Ameco

Beijing's improvement, and proposed, on behalf of the audit team, an extension of the FAA Repair Station Certificate validity period from one year to two years.

The extension is a sign of FAA's approval of Ameco's performance.



4月7日至10日,7位FAA检查员对Ameco的人员、技术资料、器材、工具和厂房设施等10个方面又进行了全面深入的年度审核,并表示检查组研究决定将上报批准Ameco的FAA维修许可证有效期从一年延长为两年。审核结果令人满意,没有发现任何系统性问题。正如FAA检查员们所言:一年来,Ameco在基础管理和现场管理及人员英语水平和对相关程序的了解执行等方面都有了很大的进步。FAA检查组组长Patrick Seggerman先生对Ameco给予了高度评价,

Zhangjiajie Hehua Airport set for expansion

张家界荷花机场扩建工程项目获国家发改委批准

China's National Development and Reform Commission recently approved an expansion project for the Zhangjiajie Hehua Airport. This will promote Zhangjiajie's social and economic development and tourism, and improve the airport's service capability. The airport expansion will be completed by 2020 and will be able to handle an annual passenger volume of 5 million.

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The expansion project includes the establishment of a parallel taxiway 2,600 meters in length on the north of the current runway and the construction of a connecting taxiway between the runway and taxiway.

A new terminal building will be built with an area of 50,000 sq.m. The current terminal building will be retrofitted and a new apron, with an area of 152,000 sq. m., will be built along with an airline catering building.

Support facilities will also be constructed for air traffic management, firefighting and rescue, power supply, water supply and drainage, fueling, and airport production auxiliary facilities.

The total investment for the project is RMB 1.757 billion.

The new apron is currently being constructed in time for the Beijing Olympics, and preparatory work on the new terminal building has also started.

为满足张家界市社会经济发展需要，促进旅游资源开发，提高机场综合保障能力，国家发展改革委员会已经于今年2月批准了张家界荷花机场扩建工程项目，总投资17.57亿元。

张家界荷花机场扩建工程项目，以2020年为建设目标年，按满足年旅客吞吐量500万人次需要设计。主要建设规模为：在现有跑道北侧新建一条长2600米的平行滑行道，跑道与滑行道之间设置联络道系统。新建航站楼5万平方米，改造现有航站楼9000平方米，新建站坪15.2万平方米，航空配餐用房6500平方米，配套建设空管、消防救援、供电、给排水、供油以及机场生产辅助设施。

目前，新站坪和滑行道正如火如荼地进行，有望北京奥运会前投入使用，新航站楼建设前期工作已全面启动。



The groundbreaking ceremony at the Zhangjiajie Lotus Airport.

Retrofit project of Xilinhaote Airport discussed

锡林浩特机场飞行区改造工程全面启动

A preparatory meeting for the retrofit project of Xilinhaote Airport was held on March 19. A report was presented at the meeting on the preliminary work, and major responsibilities were delegated. The retrofit project of the airport's flight area will help the Xilinguole civil aviation industry, as well as its economy and tourism.

锡林浩特机场飞行区改造工程指挥部组织于3月19日召开了施工准备会议，就指挥部前一阶段工作进行了通报，同时就施工前准备及下一阶段的重点工作进行了部署。锡林浩特机场飞行区改造工程的顺利实施是锡林郭勒盟民航机场事业上一次新的历史性跨越，这对于促进锡林郭勒盟对外开放和经济社会发展有着举足轻重的历史意义。会议标志着锡林浩特机场飞行区改造工程正式进入了全面实施阶段。

Shennongjia Airport to handle large aircraft

神农架机场预计明年开建 将能起降B737-800

The Shennongjia Forest District announced on April 22 in Wuchang that when completed, the Shennongjia Airport will be able to accommodate the landings and takeoffs of large aircraft such as the B737-800. The construction of the airport will start in the second half of 2009.

A total of RMB 500 million will be allotted as capital for the airport construction, which will be funded by the Civil Aviation Administration of China (CAAC), Hubei province, and the Capital Airports Holding Company.

The Shennongjia Forest District will construct an airport weather observatory to support the construction of the airport. Last April, a videometer and laser ceilometer were imported from Finland for visibility and cloud height observation work.

22日，神农架林区政府在武昌透露，神农架机场建设资金初步确定为5亿元，预计明年下半年开工建设的神农架机场，将能起降波音737-800型客机。

本建设由中国民用航空局、湖北省政府、首都机场集团公司按一定比例承担。



CATAGAC holds meeting

中航协通用航空委员会第二次常委扩大会召开

The China Air Transport Association (CATA) General Aviation Committee recently held its second standing committee meeting in Chongqing.

Wu Tongshui, president of the Civil Aviation University of China and director of the CATA General Aviation Committee, said that as the only national general aviation association organization in China, the committee should work on developing strategies and taking advantage of opportunities to further its mission.

Wu presented five requirements for this year's general aviation work from CATAGAC's point of view.

He said CATAGAC should promote the establishment of a general aviation operation service system and policy construction as a spur to industry development.

Wu added that it should work on cultivating general aviation talent and promote general aviation through advertising, and should also work on establishing a General Aviation Committee.

The participants at the meeting said that in the future, they will organize a task group

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to complete a proposal on tariff and value-added tax deduction for imported general aviation aircraft, and enhance communication with the Flight Standard Department of the Civil Aviation Administration of China.

They will also strive to establish an independent mechanic maintenance license examination and management system in line with general aviation operation standards and safety requirements.

Furthermore, they will focus on general aviation operation standards and present preferred prices of general aviation operation to regulate the GA market.

The participants also said that they will help enterprises in cultivating talent and promote the establishment of an education system to improve the quality of GA personnel.

近日，中国航空运输协会（以下简称“中航协”）通用航空委员会第二次常委扩大会在重庆召开。中国民航大学校长、中航协通用航空委员会主任吴桐水在会上指出，作为全国性唯一的通用航空业协会组织，通用航空委员会所做的工作要从全局发展战略的高度出发，认真把握机遇，在今年做出几件有重大影响的工作。

吴桐水从协会的角度对今年通航工作提出了五个方面的要求：一是促进建立通用航空运行保障服务体系，二是促进有利行业发展的政策建设，三是促进通用航空企业人才培养工作，四是做好宣传和交流工作，五是加强通用航空委员会自身建设。

Grandstar Cargo starts operation

银河国际货运航空首架飞机飞抵天津滨海机场

Grandstar Cargo started its operation at Tianjin Binhai International Airport with the arrival of its first B-2427 B747-4B5F all-cargo aircraft on April 29.

The aircraft will receive an airworthiness inspection and calibration flight in China, and then be put into operation in June.

Grandstar Cargo International Airlines Co. was established in December 2007 as a joint venture between Sinotrans Air Transportation Development Co. (51 percent), Korean Airlines Co. (25 percent), Hana Capital Co. (13 percent), and Shinhan Capital Co. (11 percent).

The total investment for the new cargo airline is US\$195 million with a registered capital of US\$65 million.

With its head office and base in Tianjin, Grandstar Cargo operates domestic and international cargo/mail transport, leasing and maintenance of its own aircraft, charter flights, export and import trade services and related ground services.

With the operation of Grandstar Cargo, the air routes network distribution of Tianjin Binhai International Airport will certainly improve, also providing a strong platform for the cargo of Tianjin and neighboring areas.

首架飞机——B-2427号波音747-4B5F型全货运飞机平稳降落在天津滨海国际机场拉开了银河航空在天津滨海国际机场运营的序幕。该飞机将在国内进行适航检查和效验飞行后，于今年6月左右正式投入运营。

银河航空系由中外空运发展股份有限公司、韩国大韩航空有限公司（Korean Air Lines Co. Ltd）、新韩投资有限公司（Shinhan Capital Co.Ltd.）和韩亚投资有限公司（Hana Capital Co.,Ltd.）四家股东出资设立，总投资19500万美元，注册资本6500万美元，以天津滨海国际机场为基地，公司的经营范围包括国内和国际航空货邮运输；自用飞行器租赁；自用飞行器维修维护；包机；航空公司代理服务；进出口贸易服务及相关地面服务。

First pilot training base set up in Xiangfan

华中首家飞行训练基地落户襄樊 年培养飞行员150人

Xiangfan Airport of Hubei Airport Group and Hubei Sky-Blue International Aviation Academy signed a strategic agreement on April 22, resulting in Xiangfan airport becoming the first pilot training base of the academy.

It is said to be the first pilot training base in central China, and it is expected that in seven years, 800 pilots per year can be trained in the province.

According to Gaosheng Liu, deputy party secretary of Hubei Airport Group, the establishment of the Sky-Blue fills the gap in pilot training in central China

In the next few years, Sky-Blue will purchase 20 aircraft and train 150 pilots every year.

襄樊机场与湖北蔚蓝国际航空学校有限公司22日在汉签署协议。襄樊机场作为训练基地，将在未来几年累计进驻飞机20架，年培养飞行员150人。

去年12月批准筹建的湖北蔚蓝国际航空学校，专门从事通用航空甲类商用飞行驾驶执照培训，是华中地区首个培养飞行员的机构。

资料显示，“十一五”期间，我国民航将增加运输飞机750架左右，飞行员缺口约6500人。

Ji'nan Airports passes WHO inspection

济南机场成为国内第八个国际卫生机场

Ji'nan Airport successfully passed site inspection of the World Health Organization (WHO) on April 25, becoming the eight airport among the 148 domestic airports to pass the international sanitary standards.

After the approval by the General Administration of Quality Supervision, Inspection and Quarantine of China, experts from WHO made a site examination at Ji'nan Airport

WHO concluded that Ji'nan Airport passed the standards and requirements on safety, sanitation, environment protection, waste

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management, air catering, prevention and control of infectious diseases, emergency aid and support.

济南机场顺利通过世界卫生组织专家组的实地测评, 从而成为中国 148 个民用机场中第八个荣获“国际卫生机场”殊荣的机场。

在继去年通过国家质检总局验收的基础上, 25日上午, 世界卫生组织的专家组又对济南机场创建国际卫生机场情况进行了实地测评。经过认真考核, 世界卫生组织认为, 济南机场在安全、卫生、环保、固体、液体、废弃物、航空食品生产、传染病防控、媒介检测、应急救援保障等方面均达到了国际卫生机场的标准和要求。



Ji'an International Airport's sanitary standards are now at par with international standards after passing the WHO inspection.

Expansion of Nanchang Changbei Airport approved

南昌昌北国际机场获国家发改委批准

China's National Development and Reform Commission approved a report on April 24 recommending the expansion of the Nanchang Changbei International Airport, which is located in Jiangxi province.

The project takes 2020 as its target year and is designed to handle an annual passenger volume of 12 million, cargo and mail volume of 120,000 tons and aircraft movements of 121,000.

Under the expansion project, the flight area will be upgraded to 4E and the current 2,800-meter runway and parallel taxiway will be extended by 400 meters. The terminal building will be retrofitted and the freight station expanded to 17,000 sq. m.

Support auxiliary facilities will be established including firefighting and rescue, power supply, water supply and sewage treatment.

A total of RMB 2.79 billion has been allotted for the expansion project.

国家发改委于2008年4月24日批准了南昌昌北国际机场扩建工程项目建议书。该项目总投资27.9亿元。本期工程以2020年为目标年, 按满足年旅客吞吐量1200万人次、货邮吞吐量12万吨、飞机起降12.1万架次设计。主要建设内容: 飞行区等级指标为4E, 将现有长2800米跑道及平行滑行道延长400米, 新建航站楼9.3万平方米, 改造现有航站楼, 新建货运站1.7万平方米并配套建设消防救援、供电、供水、污水污物处理等设施。



Nanchang Changbei International Airport can handle 12 million passengers after the expansion project is completed.

Erenhot Airport to be constructed

内蒙古二连浩特机场获国家发改委批准

The National Development and Reform Commission approved a feasibility report for the construction of the Erenhot Airport in Inner Mongolia on April 23rd.

The airport will be finished by 2015, and is designed to handle 149,000 passengers annually and 1,341 tons of cargo and mail.

Upon completion, the airport will have a flight area grade of 4C and a runway 2,400 meters long and 45 meters wide. A vertical connecting taxiway will be 240 meters long and 23 meters wide.

The fencing apron that will be built at both ends of the airport will be 60 meters long and 48 meters wide.

The terminal building is 3,000 sq. m. in area and houses support facilities such as power supply, water supply and firefighting and rescue.

A total of RMB 230 million will be spent on the project.

国家发改委于2008年4月23日批准了内蒙古二连浩特民用机场可行性研究报告。本期工程以2015年为目标年, 按满足年旅客吞吐量14.9万人次、货邮吞吐量1341吨设计。主要建设内容: 飞行区等级指标为4C, 跑道长2400米、宽45米; 一条垂直联络滑行道长240米、宽23米; 跑道两端建设长60米、宽48米的防吹坪, 新建航站楼3000平方米, 配套建设供电、供水、消防救援等辅助生产设施。该项目总投资2.3亿元。

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Hainan Airlines gets HK DOA

海航获港民航处DOA资格 维修能力步入国际化

Hainan Airlines Co. was awarded the Design Organization Approval (DOA) by the Hong Kong Civil Aviation Department, rendering it the first unit in Mainland China to acquire the certification.

The DOA certification means that the airline has an established design support system, experienced engineers and a strict work program. After examination by the Civil Aviation Administration of China (CAAC), it can design and approve repair and retrofit within approved standards and provide engineering management services to air service operators for security aircraft worthiness certification.

The aviation regulations of HKCAD are in accordance with the European Aviation Safety Agency (EASA) regulations. Hainan Airlines' HKCAD certification paves the way for the airline to apply for its EASA DOA certificate and to broaden its aircraft maintenance service worldwide.

海南航空股份有限公司 (Hainan Airlines Company Limited, 简称“海航”) 于5月16日获得香港民航处 (HKCAD) 颁发的香港设计单位DOA资格, 成为大陆和香港首个获得该资格的单位。

设计单位DOA (Design Organization Approval) 资格是指具有工程设计能力的单位, 在设计保障体系, 拥有足够经验培训的工程师, 建立严谨工作流程并经中国民用航空局 (Civil Aviation Administration of China, 简称“民航局”) 严格审核后, 可以设计并批准规定范围的修理和改装, 进而可以提供多种工程管理服务给航空营运人, 保证航空器持续适航。

香港民航对应航空规章与EASA (欧洲航空安全局) 规章基本一致, 在获得香港民航DOA 资格后, 为进一步申请EASA 的DOA资格奠定坚实基础, 同时为海航飞机维修的进一步国际化创造了条件。

Ameco Beijing gets DMDOR from CAAC

Ameco获全国首家改装设计委任单位代表授权

The Civil Aviation Administration of China (CAAC) approved Ameco Beijing's bid to act as Designated Modification Design Organization Representative (DMDOR), becoming the first enterprise in China's civil aviation industry to get authorization.

With the certification, Ameco Beijing is entitled to perform certain airworthiness approvals under the authority of the CAAC, including design data approval for repair beyond specification and minor modification.

In the past, within the CAAC airworthiness maintenance and certificate system, only the Aircraft Airworthiness Certification Department of the CAAC or regional departments could perform airworthiness approvals.

At present, Ameco Beijing, under the authority of the CAAC, can perform modification design approval within a limited scope, greatly increasing the efficiency and attaining a competitive edge in MRO services.

Ameco Beijing has actively developed

engineering services in recent years. It provides comprehensive technical services such as engineering support, MRO support, modification design and technical consultation for air carriers; engine condition monitoring, engineering orders, and engineering services for VIP aircraft modifications; and non-routine repair schemes, troubleshooting solutions, and conducted Modification and Design Approval (MDA) for domestic customers.

2008年5月6日, 北京飞机维修工程有限



Deputy Director General Chen Jinglin of North China CAAC awards the DMDOR certificate to Chai Weixi, Ameco Beijing General Manager and CEO.

公司 (Ameco) 获得中国民航首家民用航空器改装设计委任代表 (DMDOR) 授权。5月15日, 中国民用航空局 (以下简称“民航局”) 向Ameco颁发DMDOR证书。中国民用航空局航空器适航审定司司长张红鹰、中国民用航空华北地区管理局 (以下简称“华北管理局”) 副局长陈景林、中国国际航空股份有限公司 (以下简称“国航股份”) 副总裁刘培志、Ameco总经理兼首席执行官柴维玺、总经理麦泽尔和来自民航局、华北管理局的官员以及航空公司代表出席了颁证仪式。颁证仪式由华北管理局适航审定处处长王赤民主持。

Ameco作为中国民用航空局DMDOR授权的企业, 可以代表局方对某些改装设计和超规范修理设计进行审核和批准。目前Ameco能够批准的项目包括: 对超规范修理设计和非重要改装设计的批准、重要改装工程文件的批准和设计符合性检查等。一般情况下, 局方直接接受DMDOR持有人审核并批准的改装设计, 必要时局方要对结果进行审查。

KRAUSS acquires CAAC certification

西北管理局为西安凯龙航空技术有限公司颁发维修许可证

On May 7, the Northwest Regional Administration of the Civil Aviation Administration of China awarded the maintenance certificate to KRAUSS (China) Aviation Technologies Co., the first independent maintenance unit in Northwest China to manage civil aircraft parts special operation. The company is a China-Germany joint venture between Beijing Kailan Aviation Technology Co. Ltd and KRAUSS GmbH Aviation Technologies. The joint venture sent its first maintenance certificate application to Northwest Regional Administration of CAAC on December 25, 2007.

西北管理局为西北地区第一家从事民用航空器部件特种作业的独立维修单位——西安凯龙航空技术有限公司颁发了维修许可证。该公司为中德合资企业, 于2007年12月25日向西北管理局递交了初次维修许可证申请。



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