



China Civil Aviation Report

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民航报导

Facing International Financial Crisis, CAAC Issues **10 Measures** to Promote Industry Growth

**民航局出台十项措施应对国际金融危机
促进行业平稳较快发展**

From Closed to Open with FDI
CAAC to Invest 100 billion Yuan to Help Market 2009
Li Jiaxiang, Wang Changshun at 2009 Air Traffic Control Systems Seminar
176 Billion Yuan Credit to the Aviation Industry Corporation of China

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From the Publisher's Desk

Timely Exchange and Publicity

The international aviation communities are facing the dramatic effects of the global economic tsunami and in turn laying off employees to reduce operational scales, cost cutting, and looking for alternative markets. At the same time, China Civil Aviation is celebrating its 30th anniversary of reform and steadily cementing the position of the second largest aviation nation in the world. Under reasonable assumptions, the world aviation communities will treat China market as a possible solution for their financial difficulties, so this would be an ideal chance for China Civil Aviation to reach out and share with its international counterparts on its development and business opportunities. Timely exchange and publicity would help the world understand not only the size and scope of China Civil Aviation but also its capabilities of regulation, operation, management and planning to turn China into a true aviation nation in the world.

加强国际交流与宣传

国际航空社会在全球性经济风暴的影响下严重的影响了它的生存与发展，莫不纷纷裁员，减缩规模，降低生产成本，寻找替代市场和资金。在此同时中国民航正逢改革开放30年，中国民用航空迈向世界第二大航空国的目标，在合理的假设下国际航空社会将会把中国民航市场视为替代市场以解救其所面临的生存发展困境，此时就成为中国民航向国际社会推广介绍民航改革开放成果和商务机会的好时机。适当的对外交流宣传可使国际社会除了认识我们的航空规模同时了解中国民航在法规，运行，管理和规划上的能力与理念使中国民航成为真真正正的航空大国。



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Aviation Headlines



From Closed to Open with FDI

从相对封闭到对外开放——民航借助外资加快发展

30 years ago, civil aviation in China self-developed in a relatively closed environment. 30 years later, with constantly changing policies and reforms it is opening up, especially with 30 billion U.S. dollars in foreign capital being injected into the China civil aviation industry through overseas listing and financing, establishing joint-ventures and foreign-owned enterprises, purchasing shares of domestic civil aviation enterprises, and other methods.

The PRC Sino-Foreign Equity Joint Venture Law was implemented on July 8th, 1979. 8 months later, The Foreign Investment Joint Venture Approval License (1980) No. 001, Beijing Aviation Food Co., Ltd. was founded after approval by the PRC. The Foreign Investment Management Committee in April of 1980 was the first joint venture enterprise approved. So civil aviation helped to fill gaps in food production in China, as a prelude to attracting foreign investment and setting up three types of foreign-funded enterprises.

From 1987-1993, before the third Plenary Session of the 14th Communist Party of China's Central Committee, was the second phrase. Separating government administration and enterprise and separating airport and airlines led to a wide variety of investment patterns. In order to speed up civil aviation airport construction, a large number of foreign funds and domestic bank loans flowed in together.

From 1993-2001, there was the third phrase. During this period, there was a private and foreign capital influx into the civil aviation industry, through the overseas listing and joint-venture startups. The civil aviation industry completed round after round of rapid development of capital accumulation.

Now From 2002-Present is the fourth stage. Clearly, now foreign capital is not only an indispensable component in the civil aviation system reform and transformation from a single investment to diversified investments, but it is also a magic weapon for foreign capital participating in the reorganization and transformation of air transport enterprises, to improve foreign companies' asset-liability ratios.

30年前，中国民航还在一个相对封闭的环境中自我发展；30年后，伴随着中国改革开放的脚步，相关政策不断完善发展，300亿美元的外国资本通过海外上市融资、建立合资独资企业和购买国内民航企业股份等方式注入中国民航业。

1979年7月8日，《中华人民共和国中外合资企业法》实施。8个月后的1980年4月，中华人民共和国外国人投资管理委员会批准了“外审字（1980）中外合资企业001号”——北京航空食品有限公司，这是国家外国投资管理委员会审议批准的全国第一家合资企业。它的成立，填补了中国民航航空食品生产的空白，也开启了中国引进外资和兴办三资企业的序幕。

1987—1993年十四届三中全会前为第二阶段。民航政企分开、机场与航空公司分立，引申出了多元化的投资格局。上世纪90年代，为拓宽资金渠道，加快民用机场建设，大量外资与国内银行贷款一起涌入。

1993年以后至2001年为第三阶段。也正是在这一时期，民营资本、外商资本大量涌入民航业，通过海外上市、组建合资公司等方式，民航业完成了一轮又一轮快速发展的资本累积。

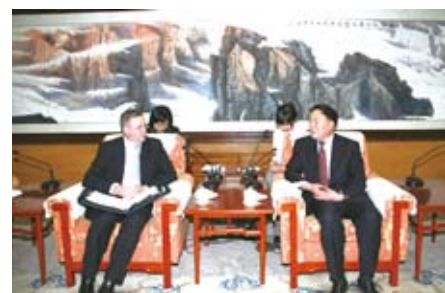
2002年至今为第四阶段。外资，无疑成为了民航业由单一投资向多元投资体制改革过程中一个重要的、不可或缺的组成部分，更是成为了引导外资参与航空运输企业的改组改造，降低企业资产负债率的不二法宝。

Li Jiayang Meets Anthony Albanese, Speaker of the Australian House of Representatives

李家祥会见澳大利亚众议院议长阿尔巴尼斯

On January 12, 2009 Li Jiayang met with Anthony Albanese, Speaker of the Australian House of Representatives and the Minister for Infrastructure, Transport, Regional Development and Local Government. The two sides exchanged views on the cooperation of air transport, aviation safety, aviation security, and energy reduction issues in China and Australia.

2009年1月12日，李家祥局长会见了澳大利亚众议院议长兼基础设施、交通运输、地区发展与地区发展与地方政府部部长安东尼·阿尔巴尼斯(Anthony Albanese)，双方就中澳两国在双边航空运输、航空安全、航空保安、航空节能减排等方面的合作交换了意见。



National Civil Aviation Work Meeting proposes the whole industry working targets of 2009

全国民航工作会议提出09年全行业工作目标

On January 6th, 2009 the CAAC held the National Civil Aviation Workers' Meeting. It was discussed in 2008 that the whole civil aviation industry had no transpiration flying accident or aviation safety incident. The accident rate per 10,000 flight hours in the whole industry was 0.28, 3% lower than that of 2007. By the end of 2008, the continuous air transport safety flight hours reached 13.75 million hours.

The major expected targets of 2009 for civil aviation developments are: the whole industry turnover will be 41.3 billion ton-km, passenger turnover will be 220 million people, cargo and mail volume will be 4.37 million tons, increased by 10%, 11% and 8% over last year, respectively. The aerial working hours of the general aviation will be increased by 10% from last year.

民航局于1月6日召开了全国民航工作会议。2008年,民航全行业没有发生运输飞行事故和空防安全事故,运输飞行事故征候万时率为0.28,比2007年下降3%。截至2008年年底,航空运输连续安全飞行达1375万小时,保持了持续安全。

2009年民航发展的主要预期指标确定为:全行业运输总周转量413亿吨公里,旅客运输量2.2亿人,货邮运输量437万吨,分别比上年增长10%、11%和8%左右;通用航空作业飞行小时比上年增长10%左右。

CAAC to Invest 100 billion Yuan to Help Market 2009

民航局今年将投1000亿元救市

On January 6th, 2009 Yang Guoqing, the Vice Minister of the CAAC, during the National Civil Aviation Working Conference in Beijing said that, since the whole industry is in an economic slowdown, that CAAC investment will be increased in 2009. The total investment of the civil aviation's fixed assets will be between 80 billion to 100 billion Yuan in 2009, up 33% from last year. In 2008, the total investment of the civil aviation's fixed assets was 36 billion Yuan.

There are the 22 key construction projects in 2009, including the 3 to-be-finished projects of the Tianjin Binhai Airport Flight Zone Expansion, Shanghai Hongqiao Airport Expansion, Urumqi Diwopu Airport Expansion; along with the 9 ongoing projects of Kunming New Airport, Hefei New Airport, etc.; and 10 new projects including the Guangzhou Baiyun Airport Expansion, Shenzhen Anbao Airport Expansion, etc.

Besides construction of infrastructure, Yang Guoqing also said that airport fees in the latter half of 2008 and the first half of 2009 will be returned to the airlines. The highest standard of airport fees in the first half of 2009 will be the benchmark price, and the landing fees will remain the same. Some of the small and medium airports which already waived landing fees to the airlines will be compensated directly. Coordinating with the other states' departments, these moves will adjust international and domestic aviation fuel purchasing costs and quantities to more reasonable levels.

6日,在北京召开的全国民航工作会议上,民航局副局长杨国庆表示,将在2009年加大投入以期缓解整个行业的不景气。2009年民航固定资产投资总规模将达800亿至1000亿元,较上年增长33%以上。而2008年,民航业固定资产投资总规模的目标则仅为360亿元。

公开资料显示,2009年的22个重点建设项目中,包括天津滨海机场飞行区扩建、上海虹桥机场扩建、乌鲁木齐地窝堡机场扩建工程三个竣工项目,昆明新机场、合肥新机场等九个续建项目,以及广州白云机场扩建,深圳宝安机场扩建等十个新开工项目。

除了基础设施建设,杨国庆还表示,将对国内航空公司缴纳的2008年下半年及2009年上半年民航基础设施建设基金,采取先征后返。2009年上半年机场收费标准最高按基准价执行,起降费标准暂不上浮。对于部分中小机场,实行免收航空公司起降费的政策,直接给予机场补贴。还将会同国家有关部门,合理调剂国内国际航空煤油采购数量,适当降低航油综合采购成本。

Aviation Fuel Price Cut by 330 Yuan Per Ton

航油每吨再降330元 航空公司又获利好

Although the CAAC recently announced an exemption on the fuel surcharges, now airlines will be able to cut fuel costs even further. According to Shanghai Security News, domestic fuel prices will be reduced by 330 Yuan per ton, because China National Aviation Fuel (CNAF) adjusted the integrated purchasing cost differences. Some analysts point out that the cost of price cuts will be more effective than the earlier fuel surcharge exemption. Eastern Airlines indicated that they had already gotten notice of the reduction from CNAF, which was mostly coming from the integrated purchasing cost differences. This is the first time for CNAF to reduce the price this year, and it is also the most recent reduction for domestic aviation fuel since the Development and Reform Commission on December 19, 2008 announced that they would lower the aviation fuel factory price to 2,400 Yuan per ton. Aviation fuel costs occupy a bigger and bigger proportion of costs in the airline business every year. In 2003, for example, the proportion of the aviation fuel cost has in many cases been risen from 30% to 42%.

(Continued on page 5)



China Aviation MRO Summit 中国航空维修峰会

Accelerating the development of MRO industry
and promoting international cooperation

加速维修业发展、促进国际合作

Shanghai

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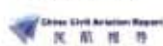
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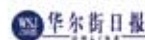
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CHINA AVIATION MEDIA

(Continued from page 3)

尽管民航局近日宣布免征燃油附加费，但航空公司的航油采购成本将进一步降低。从航空公司处获悉，国内航油价格每吨再下调330元，此次下调主要是源于中航油调整了综合采购成本差价。分析师指出，油价下调对成本的影响，将比免征附加费对收入的影响更为实质，因此该利好大于免征燃油附加费带来的影响。

东航有关人士昨日证实，公司已接到中航油的通知，今年第一季度航油价格每吨下调330元，下调部分主要来自中航油的“综合采购成本差价”。这是今年首次航油降价，也是继发改委去年12月19日宣布航油出厂价每吨下调2400元后，国内航油价格近期的再次下调。

随着近几年国际油价节节走高，航油在航空公司成本中所占的比重也日益增大。此前东航方面曾透露，航油成本比重已从2003年的30%左右升至42%。

Annual Inventory and Forecast of the Chinese Civil Aviation Maintenance Market

中国民航维修市场年度盘点与预测

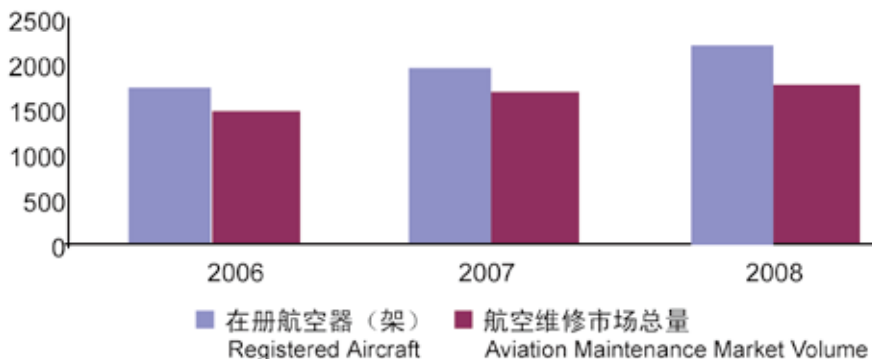
The Chinese civil aviation maintenance market will remain active in 2009.

The civil aviation maintenance market will be affected negatively by the global economic recession, airline integrations, fleet adjustment, and old aircraft retirement in the short term. But the entire civil aviation maintenance market will see long-term growth, and the Chinese market in particular will draw greater attention. Now, most imported aircraft are gradually approaching the end of their warranties and entering their repair period. CCID Consulting estimates that there are more than 500 aircrafts valued at 1.85 billion U.S. dollars entering their repair period in 2009, and the trend will continue.

As far as competition in this industry is concerned, a lack of skilled technical staff will become the major constraining factor in enterprise development, and labor costs will keep rising. Also, integrated or internal servicing are more favored by civil aviation companies. With the recession, new forms of cooperation and integration among civil aviation maintenance enterprises. Original equipment manufacturers and civil aviation companies are becoming the trend, which will become more obvious in 2009.

2009年中国民航维修市场将依然保持活跃。从短期看民航维修市场将受到了全球经济衰退、航空公司整合、机队调整以及老机型退役等方面的负面影响，但整个民航维修市场仍将保持长期的增长势头，其中尤以中国市场将倍受关注。目前我国进口的大部分飞机逐步过了保修期，步入适修期，赛迪顾问估计2009年我国进入适修期的飞机数目将超过500架，市场总量也将超过18.5亿美元，增长态势仍将继续。

从行业竞争来看，缺乏熟练的技术人员将成为企业发展的主要制约因素，人力成本将不断上涨。另外，整合型服务越来越受到民航公司的推崇，虽然金融危机会对合作投资产生不利影响，但民航维修企业、原始设备制造商和民航公司之间多种形式的合作、整合已成为一种趋势，2009年这种趋势将会愈加明显。



ILS at Enshi Airport is officially used

恩施机场盲降系统正式开放使用

On January 5th, 2009, the retrofitted Instrument Landing System (ILS) at Enshi Airport was approved by the CAAC and officially put into use. Enshi Airport can now handle flight operations in all weather conditions. Because of the unique geographic location and weather characteristics at Enshi Airport, it is constantly affected by low-level clouds and heavy fog, often resulting in flight delays and cancellations. To increase airport usage and the number of flights on schedule, Enshi Airport retrofitted its ILS by investing 15.2 million Yuan in an advanced imported ILS. After more than a year of construction and installation, it has successfully passed industry acceptance by the CAAC Central and Southern Regional Administration, Hubei Airport Group, and China Airport Construction of the CAAC. With ILS, Enshi Airport has stronger navigation capabilities, less dependence on weather conditions, and hence more convenience for passengers.

1月5日，恩施机场改造完成的仪表着陆系统（又称盲降系统）获得民航局批复同意，正式开放使用。这意味着，今后恩施机场将能保障航班全天候起降。

恩施机场由于独特的地理位置和气候特征，常年受低云大雾影响，航班常有延误或取消。为有效提高机场利用率和航班正常率，恩施机场改造盲降系统总投资1520万元，从国外引进了先进的仪表着陆设备，经过一年多的施工安装建设，于11月28日顺利通过了民航中南管理局、湖北机场集团公司和中国民航机场建设公司等单位的行业验收。随着该系统的启用，恩施机场的导航保障能力大幅提升，飞机起降对天气状况的依赖性大大降低，对旅客的出行安全提供了有力保障。



Chongqing Airport Growing Fast

重庆机场年客流1100万 增幅全国第二

According to preliminary statistics, passenger throughput at Chongqing Jiangbei International Airport has now surpassed 11 million people, with a year-on-year growth of 7.5%. It is said that the passenger throughput growth rate of Chongqing Jiangbei International Airport ranked second amongst the domestic major airports of the country. At 10 million, the growth rate of Guangzhou New Baiyun Airport rose more than 8%, slightly higher than Chongqing Jiangbei International Airport.

It is estimated the passenger throughput of Chongqing Airport will reach 18 million people by 2010. According to the long-range plan, Chongqing Airport will own the largest airport and the largest airline in western China, with a passenger throughput of over 70 million people.

Chongqing Airport is promoting the third phase of the expansion project, a second 3200 meter runway and a 75,000 square meter terminal, to be completed by the end of 2010, which will meet requirements for a throughput of 25 million people.

据初步统计,截至28日下午14时,重庆江北国际机场今年旅客吞吐量已经能突破1100万人次,同比增长7.5%。据称,在全国所有机场中,重庆江北国际机场旅客吞吐量增幅,在国内千万级大机场中排在第二位。广州新白云机场旅客吞吐量增幅超过8%,比重庆机场略高。

预计到2010年,重庆机场旅客吞吐量保守估计可达1800万人次。按远景规划,重庆机场将在2035年拥有中国西部最大的机场和最大的航空公司,其旅客吞吐量将超过7000万人次。

据悉,重庆机场正在推进第三期扩建工程,2010年底第2条3200米跑道竣工后,将新增加7.5万平方米的航站楼,届时可满足2500万人次的旅客吞吐量需求。



Guiyang Longdongbao Airport Approved by the NDRC

贵阳龙洞堡机场工程获国家发改委批准

The Guiyang Longdongbao Airport expansion project proposed was approved by the National Development and Reform Commission on December 8, 2008. The project is expected to be completed in 2020, designed to meet passenger throughput of 15.5 million people and cargo & mail throughput of 220,000 tons. The main construction includes a new 110k sqm terminal and a new 258k sqm parking apron with air traffic control facilities and oil and electric support facilities. The total investment is 3.218 billion Yuan.

国家发改委于2008年12月8日批准了贵阳龙洞堡机场扩建工程项目建议书。本期工程目标年为2020年,按照满足年旅客吞吐量1550万人次、货邮吞吐量22万吨需要设计。主要建设内容:新建航站楼11万平方米;新建停机坪25.8万平方米,并配套建设空管、供油、供电等配套设施。项目总投资32.18亿元。



Passenger and Cargo Throughput of Civil Aviation Growing Steadily in East China

民航华东地区客货吞吐量稳步增长

Fresh statistics show that passenger and cargo throughput of civil aviation steadily grew in East China, with a year-to-year growth rate of 4.4%, despite effects of the global financial crisis and various natural disasters.

All units of eastern Chinese civil aviation achieved the fifteenth transport aviation safety year in 2008; at the same time, all units of East China civil aviation overcame the difficulties of large snow disasters in the beginning of the year, fully supported earthquake relief tasks, protected the Beijing Olympic Games, and other major tasks, while still maintaining total passenger throughput of 122,791,900 people (including connecting travellers), cargo & mail throughput of 4,119,200 tons with a year-on-year growth rate of 4.4%. Shanghai Pudong Airport, Hongqiao Airport, and Hangzhou Airport boast hundreds of millions of people, of which there are two Shanghai airports with completed passenger throughput of 51,188,100 people and cargo & mail throughput of 3,047,300 tons; Hangzhou Airport had completed passenger throughput of 12,674,200 people and cargo & mail throughput of 210,800 tons.

新鲜出炉的民航华东统计数据 displays: 在刚刚过去的2008年,尽管受全球金融危机和各类自然灾害影响,民航华东地区客货吞吐量仍然取得稳步增长,同比增长4.4%。

在2008年中,华东民航各单位实现了第15个运输航空安全年;同时,华东民航全行业克服了年初特大冰雪灾害带来的困难,并且在全力支援抗震救灾、保障北京奥运会等重大任务的情况下,全年民航华东地区共完成旅客吞吐量12279.19万人次(含过站人数),同比增长4.4%,货邮吞吐量411.92万吨,同比增长4.4%,其中超千万人次的机场有上海浦东、虹桥机场和杭州机场,其中,上海两场共完成旅客吞吐量5118.81万人次,货邮吞吐量304.73万吨;杭州机场完成旅客吞吐量1267.42万人次,货邮吞吐量21.08万吨。

The SMS Pilot Project of The Civil Aviation Air Control Begins

民航空管SMS建设试点工作启动

The Safety Management System (SMS) Pilot Project of the Civil Aviation Air Control officially started on Dec.8th at the air traffic control operation department of Zhoushan Putuo Airport and Xishuangbanna Airport, which is mainly ready for the civil aviation industry to fully promote the implementation of SMS.

The pilot project was designed to test the maneuverability and applicability of civil air traffic control SMS framework, to improve and amend the "Construction Guidance of Civil Aviation Air Traffic Control SMS" and "Construction Guidelines of Civil Aviation Air Traffic Control SMS". It is estimated that the air traffic control operation departments of the civil aviation hub airports, trunk line airports and some regional airports' SMS will meet requirement by the end of 2011. SMS is to be implemented fully industry wide by 2014.

The reason for choosing these two airports for the pilot project is that the two airports' safety management basics for air traffic control operation is relatively solid, business has developed quickly there in recent years, and the basics of SMS system implementation was already in place.

12月8日,民航局正式启动空管SMS建设试点工作,试点工作选择在舟山普陀山机场和西双版纳机场两家机场的空管运行单位进行,该工作主要是为民航空管行业全面推广实施SMS做准备。

试点工作的进行,旨在检验民航空管SMS框架的适用性和可操作性,继而进一步完善并修改民航局下发的《民航空中交通管理安全管理体系(SMS)建设指导意见》和《民航空管安全管理体系建设指导手册》。预计到2011年年底,民航枢纽机场、干线机场及部分支线机场的空管运行单位将全面建立起符合要求的安全管理体系。到2014年底,全民航的行业都将建立完善空管安全管理体系。

据了解,选择这两个机场是因为全国民航类似于这两家机场的空管运行单位大约有110余家,且这两家单位的空管运行安全管理基础较扎实、业务量近几年发展相对较快,有SMS体系实施基础。

Hubei Shennongjia Airport to be Constructed in February 2009 and Operational by 2011

湖北神农架机场2009年2月开工,2011年实现通航

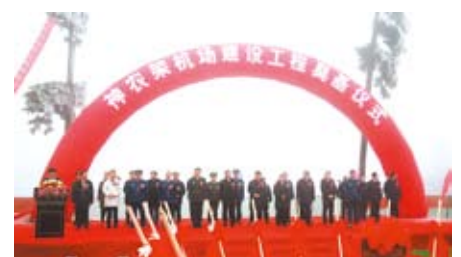
As an important component of the eco-cultural tourism circle in western Hubei province, the construction of Hubei Shennongjia Airport, with a 788 million Yuan investment in hand, will be started in February 2009, expected to be put into use in 2011. By then, the traveling time between Wuhan to Shennongjia will shorten by about 1 hour. This project increases the number of civil airports in Hubei province to five.

At present, each design report preparation work prior to airport construction is processing. Li Xiansheng, Standing Committee and Vice Governor of Hubei province, established specific responsibilities and time requirements on the sixth leading group meeting of Shennongjia Airport construction on 22 December 2008. He said: "Each assessment and approval work should be done before 25 January 2009, preparing work of construction land, deforestation and land demolition will be completed before Mid-April; at the same time, implement the construction of off-site facilities, clear the responsibilities, and determine schedule."

Duan Lunyi, Vice-Governor of Hubei Province attended the meeting.

作为鄂西生态文化旅游圈的重要组成部分,投资7.88亿元的神农架机场将于明年2月全面开工,预计到2011年实现通航。届时,从武汉到神农架只需1小时左右,湖北省民用机场也将增加到5个。

目前,湖北神农架机场开工前的各项设计报告编制工作正在积极推进。在2神农架机场建设领导小组第六次会议上,湖北省省委常委、常务副省长李宪生明确了相关部门具体职责和时间要求。他说:“2009年1月25日前要完成各项评审报批工作;4月中旬以前,要完成建设用地、林地砍伐、征地拆迁的准备工作;同时要落实场外配套设施的建设,明确责任,确定工期。”湖北省副省长段轮一参加会议。



2月18日上午,海拔2580米的神农架机场项目正式奠基开建

In the morning of February 18, the ground-breaking ceremony was held for the Shennongjia Airport.

Facing International Financial Crisis, CAAC Issues **10 Measures** to Promote Industry Growth

民航局出台十项措施应对国际金融危机促进行业平稳较快发展

Since latter half of 2008, the global economic crisis has increasingly impacted the development of Chinese civil aviation. Hence CAAC, in cooperation with central government and state councils, has stipulated 10 measures for coping with various risks and promoting civil aviation's sustainable rapid growth.

I. To address safety monitoring and enforce safety policy

Uncertain times require steadiness in implementing safety policies, namely: "Safety First," "Prevention as Priority," and "Integrated Management." These entail continuous and strict adherence to standards, reinforcing safety education, evaluating responsibilities and how they intersect, and monitoring. As capital dwindles, reduction in safety expenditures or undue tinkering with safety margins must be prevented. Tracking and monitoring of older aircraft must be reinforced. New projects should be checked for myopia in safety concerns. Strong group dynamics encourage the kind of communication that leads to higher safety, and so there should be some level of stability in pilot and flight technical teams. Small airlines should be monitored more. According to international and domestic terrorist threats, security investments should be increased for possible targets. To these ends 10 billion Yuan will be invested into the civil aviation special funds for the safety infrastructure.

II. To give more structure to the aviation market and improve market conditions

Before 2010, refuse to accept any new airlines' application in principle. Accelerate the approval process for setup of eligible cargo airlines and subsidiaries that have already applied. Regulate market price behavior, and adopting appropriate measures to prevent deleterious competition among airlines.

III. To control growth capacity and help balance supply and demand

Put more effort into capacity control, make the approval process more strict for projects involving new importing transportation aircraft in 2009, and encourage airlines to cancel or delay orders of imported aircraft in 2009. Off-lease expired leasing overseas aircraft and wet-leasing aircraft, adopt methods of grounding, selling, or retrofitting passenger aircraft into transporters, and enlarge reinforcement of retiring old aircraft. Encourage airlines to adjust their capacities. Reduce aircraft imports.

IV. Implement a special air route policy while realizing passenger and cargo market potentials

Increase the subsidies to the 100 routes to rural and emerging-market areas, protect the airlines operating wholly owned new air routes for three years, and provide subsidies to some special long-range international routes. At the same time, invest 400 million Yuan to continue fulfilling the existing subsidy policy for regional aviation. If safety conditions are ensured, add about 50 takeoff and landing times to busy airports. Fully use auxiliary airports around a metropolis to ease metropolitan airport stress. Standardize the assignment of international flight rights, and enhance Chinese airlines' international competition capability. Reinforce the monitoring of the implemented air routes' preferential policy. Coordinate domestic hub airport construction, and support airlines' exploration of international markets.

V. Put the national financial policy in effect, and boost airlines' operation capabilities

Refund a total of 4 billion Yuan of the airport construction fees that were collected from domestic airlines in the latter half of 2008, and exempt them from airport construction fees for the early half of 2009. Fulfill the refund policy of returning some confirmed airlines' registered capital, exempting the fuel surcharges and business tax, refunding the domestic fuel value-added tax to all the international flight and the flights to Hong Kong and Macau. Based on the partial exemption of the airport calibration fees, compensate the landings to the airlines in some small and medium airports in 2009.

VI. Practice pricing adjustment and realize resource optimization

Teaming up with related national departments, regulate aviation fuel prices, logically adjusting international and domestic aviation fuel purchasing amounts, properly lowering the integrated cost of aviation fuel. Optimize the price policy of the first class and business class in domestic air routes. The highest price will be implemented as the referring price for the airport charges in the first half year of 2009. The usual landing fees will remain the same. Encourage the preferential policy in the charging management system for CAAC airports. All of the aforementioned measures would save on average 2 billion Yuan for all the airlines.

VII. Proactively encourage energy saving and pollution reduction, and improve the industry's operational efficiency

Optimize airspace, air route structure, and approach procedures. To that end actively impel new applications of area navigation and new technologies. At multi-runway and multi-terminal airports, order the priorities of takeoff and landing runways and taxiways, and, at busy airports, introduce the landing and departure sequencing system. Reasonably arrange the aircraft pushback and run-up time, actively coordinating with related departments to use direct routes to save flying time. 3 minutes saved per flight, whether flying in the air or waiting on ground, would in total save 200,000 operating hours, or 4.5 million Yuan per year. For safety, establish apposite best cruise heights and cruise speeds. Promote applications of ground power supply and gas supply to substitute for APU to reduce fuel consumption.

VIII. Reinforce infrastructure construction, and promote national economic growth

Set hard deadlines for construction projects of "11th five-year plan," especially for the projects related to mid-west regional airports and west trunk airports, while implementing some eligible projects of the "12th five-year plan" in advance. There are 140 national airport construction projects to be completed by 2010, 50 of which are to be newly built, 12 to be moved, and 78 to be retrofitted. Schedule major ATC construction projects for the civil aviation operation management centers and the area control centers in Xi'an and Chengdu. Repair and rebuild projects affected by the earthquake. Increase investment into civil aviation enterprises' safety and security facilities. Increase investment for civil aviation administration and monitoring, schools and trainings, R&D, and a civil aviation emergency rescue system. The total investments in these recent civil aviation infrastructure projects amount to over 400 billion Yuan.

VIII. Promote general aviation development and enlarge aviation service ranges

Agriculture and forest aviation, emergency medicine and rescue, and short-range passenger and cargo transportation are the major service ranges. Construct general aviation airports in northeastern and western rural or developing areas. Strongly support eligible general aviation companies to use small aircraft in the abovementioned areas for short range passenger, cargo, and mail transportation, effectively connecting with regional and trunk air transportation, further enhancing the aviation transport network. Support the social power to purchase private and individually owned or operated aircraft, simplify the importing, airworthiness management, and registration procedures; optimize the infrastructure constructions for the air space security services; and lead and promote general aviation consumption by the general public.

X. Support enterprise unity and reform to withstand the financial crisis

Lead and drive the industry toward unity in development, all the while continuously optimizing the market structure. Form a "fist" in international market competition, yet form benign competition in the domestic market. Urge civil aviation enterprises to enhance and improve their internal management so as to contain costs.

These 10 measures require urgent and immediate adoption. They will play a very important role in easing the industry's known difficulties, as well as ensure the civil aviation's healthy development in the near future. CAAC will set up an Aviation Transportation Committee to enhance its guidance of the industry's development. CAAC regional administrations will be required to track and monitor the implementation of these 10 measures. All airlines understand well the tandem relationship between safety and development implied by these measures. All the related units of ATC, airports, TravelSky Technology Ltd. and China Aviation Supplies Holding Company (CASHC) have these overall notions in mind, and will provide powerful support for ensuring healthy operation and growth.

今年下半年以来，全球性经济危机对我国民航发展产生的负面影响日益加重。面对严峻的形势，民航局认真贯彻落实党中央、国务院的重大决策和国务院，研究制订十项措施，沉着应对各种风险，促进民航平稳较快发展。

一、突出安全监管重点，确保安全形势稳定

在行业发展面临较大困难之时，要更加坚定地贯彻“安全第一、预防为主、综合治理”的方针，全力以赴确保持续安全。继续严格落实安全责任制，强化安全的主体责任、监管责任、岗位责任和领导责任；在效益下滑、资金紧张的情况下，要防止安全投入减少、安全裕度降低；加强对老旧飞机的跟踪监管，避免因追求效益而忽略安全；落实飞行员流动的有关规定，保持飞行等专业技术队伍的稳定；加大对小型航空公司的监管力度，保障安全运营；根据国际国内反恐形势，有针对性地加强航空安保工作。投入民航专项基金100亿元，用于安全设施建设。

二、规范航空市场秩序，改善企业市场环境

2010年以前，对于新设航空公司的申请，原则上仍不予受理；加快审批已申请并符合条件的货运航空公司和分公司的设立；规范市场价格行为，采取有效措施，防止和避免航空公司恶性竞争。

三、严格控制运力增长，促进市场供需平衡

加大运力调控力度，严格2009年新增引进运输飞机项目的审批，鼓励航空公司尽可能取消或推迟已订购并于2009年引进的飞机；及时退租到期的由境外经营租赁和湿租的飞机，采取停飞、出售或客改货等方式，加大退出老旧飞机的力度；引导航空公司之间的运力调剂，减少境外飞机引进数量。

四、实施特殊航线政策，挖掘客货市场潜力

对于老少边穷地区有市场前景的100条航线在现有基础上增加补贴，对新开辟的独家航空公司运营的航线给予3年保护期，对特殊政策性远程国际航线实行补贴，同时继续落实支线航空补贴政策，投入约4亿元；在确保安全的前提下，增加繁忙机场起降时刻50个左右；充分利用大都市周边辅助机场，缓解大都市机场压力；规范国际航权分配，增强我国航空公司国际竞争能力；加强对已实施航线优惠政策的监管，把政策落到实处；结合国内枢纽机场建设，支持航空公司开拓国际市场。

五、落实国家财经政策，增强企业运营能力

返还国内航空公司缴纳的2008年下半年民航基础设施建设基金，免征2009年上半年民航基础设施建设基金，合计约40亿元；落实国家已经确定的对部分航空公司注资、免征燃油附加营业税、国际及港澳航班使用国产航油增值税返还等相关政策；在免收部分机场飞行校验费的基础上，对于部分中小机场2009年免收的航空公司起降费予以补偿。

六、实行价格收费调节，实现资源优化配置

会同国家有关主管部门，理顺航空煤油价格，合理调剂国内国际航空煤油采购数量，适当降低航空煤油综合采购成本；完善国内航线头等舱、公务舱票价政策；2009年上半年机场收费标准最高按照基准价执行，起降费收费标准暂不上浮；鼓励民航计算机系统收费实行优惠政策。以上可为航空公司增收节支约20亿元。

七、积极推进节能减排，提高行业运行效率

优化空域和航路航线结构以及进离场航线飞行程序，积极推进区域导航和新技术的应用；在有多条跑道和多个航站楼的机场，择优选择起降跑道、滑行道；在繁忙机场引进终端区进离场排序系统；合理安排飞机推出、开车时间，积极与有关方面协商，使用直飞航线，缩短飞行时间，每个航班空中飞行和地面等待时间平均减少3分钟，每年减少虚耗近20万小时，可节支约45亿元；在确保安全的基础上优先使用最佳巡航高度、巡航速度；推广地面电源和气源的应用，替代飞机辅助动力装置，降低燃油消耗。

八、加强基础设施建设，促进国家经济增长

在加快“十一五”建设项目，特别是中西部支线和西部干线机场建设项目的同时，提前实施一批具备条件的“十二五”项目。到2010年全国机场建设项目140个，其中新建50个，迁建12个，改扩建78个；加快民航运行管理中心和西安、成都区域管制中心等大型空管项目建设；抓紧完成民航灾后重建项目建设；加大对民航企业安全保障设施的投入；增加民航行政监管、院校培训、科研项目及民航应急救援体系建设的投入。近期民航基础设施建设投资总规模4000多亿元。

九、促进通用航空发展，扩大航空服务范围

以农林航空、紧急医疗救护以及短途客货邮等为主要服务对象，在东北和西部偏远地区或经济欠发达地区兴建通用航空机场；大力支持有条件的通用航空企业在上述地区使用小型航空器，从事短途客货邮业务，与干支线航空运输有效衔接，进一步增强航空运输网络的通达性；支持社会力量购买私人、自用航空器，简化引进、适航管理及登记程序，完善空域保障服务的基础设施建设，引导和促进公众对通用航空的消费。

十、支持企业联合重组，提升抵御风险水平

引导和推进行业以联合促发展，以整合聚能力，不断优化市场结构。在国际市场竞争中要形成“拳头”，国内市场要形成有序良性竞争格局。督促民航企业全面加强和改善内部管理，大力增收节支。

采取以上措施，对缓解行业发展困难、保证民航健康发展具有重要作用。民航局将成立航空运输委员会，加强对行业发展的指导，同时要求各地区管理局跟踪监督上述十项措施落实情况；各航空公司处理好航空安全与运输生产的关系，保证正常运营；空管、机场、航油、航信和航材等相关单位着眼大局，为全行业健康运行提供强有力保障。

征稿

《继往开来，再接再厉》

诚征国内民航主题文稿

为庆祝中国民航改革开放30年“民航报导”杂志举办《继往开来，再接再厉》征文活动，向国际社会介绍中国民航的成长历程，现状和发展目标。“民航报导”将以中英文双语方式刊登。

欢迎对中国民航法规，运行，管理，规划有深入研究和认识者提供文稿。

让我们共同向国际航空社会介绍中国民航的昨日，今日和更辉煌的明日。

民航报导发行人
赵嘉国敬邀

来稿请发送至：FrancisChao@UniworldUSA.com

Noise Studies and Noise Mitigation in the U.S.

美国噪声研究与降噪措施

By **Gene Reindel,**
Vice President, Harris Miller Miller & Hanson Inc. (HMMH)

翻译: 汪莉莉

This article discusses noise compatibility planning in the United States and offers case studies at representative airports.

1. Airport Noise Compatibility Planning

In the U.S., the Federal Aviation Administration (FAA) provides financial assistance for noise programs under Title 14, Code of Regulations (CFR) Part 150: Airport Noise Compatibility Planning. Airports undertake the voluntary noise compatibility process in order to be eligible for federal noise mitigation grants to fund projects such as land acquisition and sound insulation.

An airport noise compatibility study consists of two main elements: (1) a Noise Exposure Map (NEM) and (2) a Noise Compatibility Program (NCP).

■ The NEM is the foundation for the entire project. The NEM document includes maps of noise exposure for the current year and a five-year forecast, which clearly depicts the compatible and non-compatible land uses within the airport environs, based on land use compatibility criteria. The data collection process leading to the preparation of the NEM includes information from various sources including GIS/Land Use Data and Airport Planning and Environmental Documents. Noise measurements are often conducted and analyzed as part of the NEM documentation process.

■ The NCP examines noise abatement and land use compatibility measures to minimize aircraft noise exposure to the population residing in the airport environs and to eliminate land use incompatibilities. Airport plan and airspace use alternatives

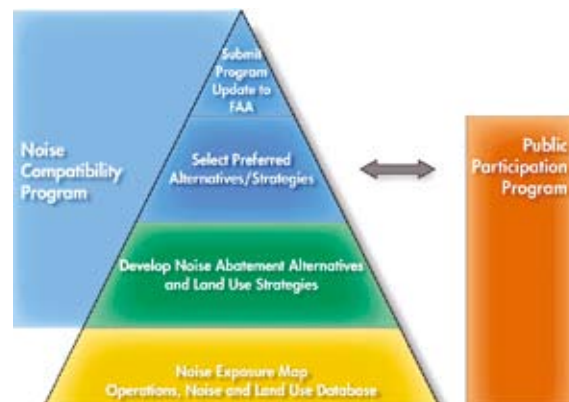


are considered, airport and aircraft operations alternatives are evaluated, and implementation issues (including costs and benefits of recommended measures) are described in this document. A detailed action plan for NCP implementation is also prepared and submitted to the FAA as part of this documentation.

Community outreach is critical to the success of a Part 150 study. The Airport and Study team must effectively communicate the study goals and outcomes to the interested public.

The final Part 150 Study documentation must be submitted to the FAA for approval. The FAA considers each mitigation measure and approves or disapproves based on legality, feasibility, cost-benefit, and other criteria.

A summary of the entire study process is shown on left.



2. Airport Noise Mitigation Efforts

With an FAA-approved noise compatibility study, an Airport is eligible to receive grant funds for the approved mitigation measures.

The following are typical mitigation measures:

- Sound insulation, aviation easement, and purchase assurance programs
- Noise and Operations Monitoring Systems (NOMS)
- Preferred flight tracks and navigation procedures
- Noise barriers and ground run-up enclosures
- Runway use programs
- Staff training
- Airport use restrictions (Part 161)
- Pilot programs and informational material

Two examples of airport noise mitigation efforts are provided below:

Beijing Capital International Airport (BCIA): HMMH has been working at Beijing Capital International Airport (BCIA) as a member of the ASH, Inc. Team. The ASH, Inc. Team provided consulting to BCIA for the design, specification, installation, and acceptance of the state-of-the-art noise and operations monitoring system (NOMS). Since the opening of the third runway and Terminal 3, the ASH, Inc. Team has provided training in the daily, weekly, monthly, and yearly use of the NOMS as the airport assesses the existing noise environment and looks for opportunities to improve the environment. The ASH, Inc. Team has begun a new project to evaluate the existing noise environment and determine potential noise mitigation and abatement options. The work on this project will continue into 2009.





Boston's Logan International Airport (BOS): The FAA decided that 68 percent of turbojet aircraft departing from Runway 27 at Logan International Airport should pass through a narrow corridor in order to maximize overflight of compatible land uses southwest of the airport. To attain conformance within the corridor, the FAA implemented a Flight Management System (FMS) RNAV procedure in addition to the Standard Instrument Departure (SID), expecting that the advanced navigation technology would achieve the stated goal. However, HMMH's analysis of the resulting flight tracks showed that most aircraft were overshooting the first two noise-abatement "gates" that defined the corridor. To help correct the problem, HMMH worked with Northwest Airlines in a voluntary flight test to implement changes in cockpit procedures for engaging and flying the departure route.



This figure compares flights using the improved departure procedure (red) against flights flown with the original procedure.

More information on FAA's 14 CFR Part 150 Program can be found at: http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/

HMMH is a noise consulting firm headquartered in Boston, Massachusetts. Since our founding in 1981, HMMH has grown into one of the largest and best-known environmental noise-consulting firms in the world. Transportation noise related to aviation, rail, and highways continues to be the focus of 95 percent of our business. We have provided noise consulting services on six continents. Our experience with airport noise compatibility studies at more than 70 airports provides a broad cross-section of potential measures to be considered. HMMH noise studies focus on finding effective and implementable measures and on public perception.

The Request Management and Change Request Handling solution can be tailored depending on the wants and needs of the client. On the one hand a holistic implementation solution can be tailored. If the customer has already a Request Management and Change Request Handling on the other hand, cost savings can be enabled by improving the efficiency of the existing processes.

HMMH公司是一家总部设于马萨诸塞州波士顿的噪声顾问公司。自1981年成立以来，HMMH公司已成长为世界知名的大型环境噪声顾问咨询机构之一。95%业务与航空、铁路与高速公路各类交通噪声咨询服务相关。已为70余个机场提供过机场噪声相容性计划的研究工作，并提供了各种可行性措施建议。HMMH公司的噪声研究着重于建议措施的有效性、可行性，以及公众的认可。

美国噪声研究与降噪措施

本文讨论了美国噪声相容性计划，并对代表性的机场提供案例解说。

1. 机场噪声相容性计划

美国联邦航空局 (FAA) 为 FAR150 部机场噪声相容性计划提供经费支持。为了能够获得联邦降噪基金用于诸如土地获取与噪声隔离等项目，机场通常自愿执行噪声相容性程序。

一个机场噪声相容性研究包括两大要素：

- (1) 一张噪声暴露图 (NEM)；
- (2) 一套噪声相容性计划 (NCP)。

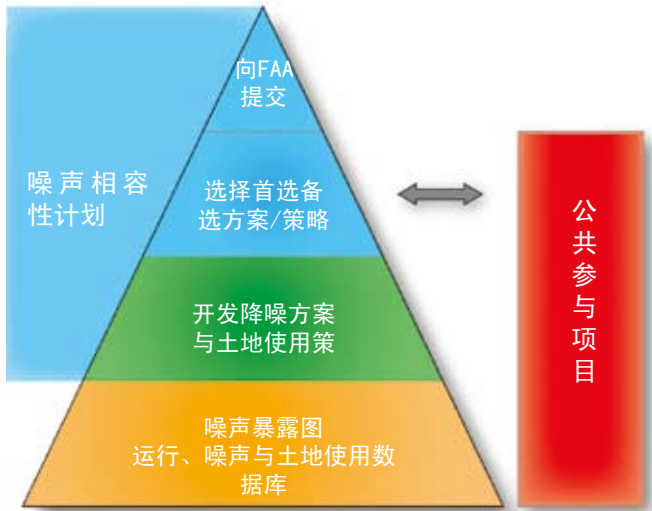
NEM 是整个项目的基础。NEM 文件包括本年度噪声暴露图与未来五年预测图，可根据土地使用相容性标准清晰地显示出机场周边相容与不相容的土地使用。为准备 NEM 所需收集的信息内容众多，包括 GIS/土地使用信息和机场规划与环保文件。作为 NEM 文件程序的一部分通常还需进行噪声测量与分析。

NCP 检查降噪与土地使用相容性措施，将噪声暴露对机场周边居住人口的影响降至最低，并消除土地使用的非相容性。考虑到机场规划与空域使用的选择性，评估了机场与飞机运行的可选性，并叙述了执行问题（包括成本与推荐措施的好处）。其中还包括向 FAA 准备与提交 NCP 详细执行计划。

与社区的沟通对于 150 部的成功执行是至关重要的。机场与研究团队必须有效的与对此事有兴趣的社区成员进行沟通有关的研究目标与成果。

150 部研究文件的最终成果必须提交 FAA 认可。FAA 将根据每项降噪措施的合法性、可行性、经济性和其他标准予以批准或否决。

整个研究过程总结如下：



2. 机场降噪措施

一旦 FAA 批准了噪声相容性计划，该机场即可获得所批准的降噪措施所需资金。以下为标准降噪措施：

- 隔音措施，航空器消音，购买保险
- 噪声与运行监测系统 (NOMS)
- 最佳飞行航迹与导航程序

噪声屏障与地面试车围栏

跑道使用程序

人员培训

机场使用限制（161部）

飞行员程序与信息资料

下面提供两个机场降噪措施的实例。

北京首都国际机场：HMMH 公司作为 ASH 公司团队成员参与了北京首都国际机场噪声项目。ASH 公司团队为北京首都国际机场提供了最新的噪声与运行监测系统 (NOMS) 设计、规格、安装与验收的顾问咨询服务。因为第三条跑道的使用与 3 号航站楼的启用，ASH 公司团队已提供了 NOMS 系统日常、周度、月度与年度使用的培训，作为机场评估现有噪声环境与寻求改善环境的机会。ASH 公司团队已开始针对瓶罐现有噪声环境与决定潜在降噪可行性措施的新一轮顾问咨询服务。该项工作将继续在 2009 年进行。

波士顿罗根国际机场：为了最大程度地配合罗根国际机场西南面的土地使用，FAA 决定让在该机场 27 跑道起飞的 68% 涡轮喷气机必须通过一条狭窄的走廊。为了满足该要求，FAA 在标准仪表离场 (SID) 外，还实施了一套飞行管理系统 (FMS) 区域导航 (RNAV) 程序，以期采用先进的导航技术能够实现该项设定目标。因此，HMMH 公司分析了飞行航迹后，得出了绝大多数航空器飞出了设定走廊中前两个降噪“门径”。为了协助纠正该问题，HMMH 公司与美西北航空公司合作，自愿地进行了飞行测试，为了按设定离场航路飞行，进行了驾驶舱程序的修改。

以下为使用了改善后的立场程序（红色）与原飞行程序之间的比较图。



FAR150 部机场噪声相容性计划更多资讯参考以下网址：
http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/

CAAC Updates



Li Jiayang, Wang Changshun at 2009 Air Traffic Control Systems Seminar

李家祥王昌顺出席2009年空管系统工作研讨会

The 2009 Air Traffic Control Systems Seminar was held 8-9 January 2009 in Beijing. Minister Li Jiayang and Vice-Minister Wang Changshun were present and made keynote speeches. Su Langen, Director General of ATMB, Zhou Yizhou, Party Secretary of ATMB, also attended the meeting and made a report.

Li Jiayang fully affirmed the achievements in 2008 in air traffic control systems. He said that air traffic control systems were being established according to the overall policy idea, enjoying advantages of integrated deployment, and that, despite several difficulties and dangers, weather disaster impact was minimized, especially during the earthquake relief mission and the Olympic Games. A number of advanced collectives and individuals emerged, such as Operations Center of CAAC and ATMB, North China ATMB and Southwest China ATMB, et al., obtaining central leadership recognition and commendation. Also, the ICAO made China's RVSM High-Altitude Equipment Standards into International Civil Aviation Standards, the first time for such a move in the history of Chinese civil aviation. Direct air routes cross-strait were opened smoothly, which wrote a new chapter in cross-strait history. Air traffic control integration construction is proceeding smoothly, and the underlying administrative and financial management systems have strengthened.

Wang Changshun attended the meeting and delivered a speech affirming the performance of ATC systems in 2008, and put forward specific demands for 2009 air traffic control work: "to do a good job on RVSM lateral bias procedures implementation, improve the service level while minimizing flow control, and strengthen and attach great attention to equipment risk awareness."

Su Langen, Director General of ATMB, reviewing the achievements of air traffic control systems in 2008, also mentioned key work in 2009: "take effective measures to treat human factors in depth, promote the quality supervision system in construction, and strive to enhance the quality of air traffic control operation and management."

1月8日至9日，2009年民航空管工作研讨会在京召开。民航局局长李家祥，副局长王昌顺出席会议并作重要讲话，空管局局长苏兰根，党委书记周毅洲参加会议并作报告。各地区空管局局长、党委书记参加会议并发言，空管局运行管理中心、技术中心和气象中心领导参加会议。

李家祥局长充分肯定了民航空管系统在2008年取得的成绩。他说，2008年，空管系统牢固树立全国一盘棋思想，充分发挥一体化运行优势，不怕困难，不畏艰险，最大限度地减少天气灾害造成的影响，出色地完成了抗震救灾任务，圆满完成奥运空管保障任务，涌现出民航局空管局运行中心、华北空管局、西南空管局等一批先进集体和先进个人，受到了中央领导的肯定和嘉奖，为民航人争得了荣誉。此外，国际民航组织将我国米制缩小飞行高度层垂直间隔标准转为国际民航组织标准，这在中国民航历史上尚属首次。海峡两岸顺利开通直达航路，谱写了两岸航空史上的新篇章。空管一体化建设顺利推进，行政管理和财务管理制度体制进一步加强。

王昌顺出席会议并作重要讲话，他在充分肯定空管系统2008年工作成绩后，对2009年空管工作提出了明确要求。指出：要抓好RVSM侧向偏置程序的执行，进一步提高空管安全水平；要提高服务水平，最大限度减少流量控制；要高度重视，加强设备风险意识。

空管局苏兰根局长在回顾2008年空管系统取得的工作成绩后，对2009年重点工作进行部署。切实采取确实有效措施，深入治理人为因素影响；扎实推进质量监督体系建设，努力提升空管运行管理质量。

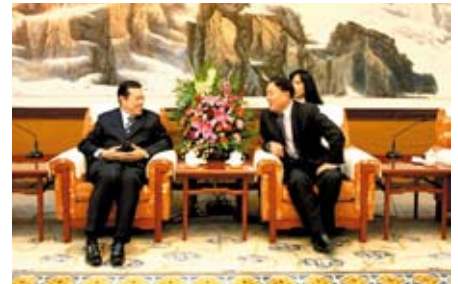


Li Jiayang meets Malaysian Minister of Transport Datuk Ong Tee Keat

李家祥会见马来西亚交通部部长翁诗杰

Minister Li Jiayang met a delegation led by Malaysian Minister of Transportation Datuk Ong Tee Keat to develop further China-Malaysia relationships in aviation transportation, as well as to exchange ideas on the aviation transportation markets of the two countries.

李家祥局长1月21日上午会见了来访的马来西亚华人公会总会长、交通部部长翁诗杰一行。双方就进一步发展中国航空运输关系，拓展两国间航空运输市场交换了意见。



Yang Guoqing at Symposium of the ACP's Executive Management Development Training (EMDT) project

杨国庆出席ACP高级管理培训项目总结座谈会

The summarizing conference of the ACP's EMDTIII was held in Beijing on December 24th, 2008. Yang Guoqing, the vice minister of the CAAC attended the conference and made a keynote speech.

The EMDT is a training cooperation project under the framework of the ACP, which draws important attention from the CAAC, TDA, FAA and member companies of the ACP. Both parties from China and US provided the full support for the project in training funding, curriculum organization, training arrangement, and others. A total of 34 trainees from the CAAC, ATMB and airlines, selected by a competitive examination, attended a 4-month long intensive training session.

At the symposium, trainees combined their own study and work experience, talked about management theory, ATC construction, new generation of air transportation system, FAA researched management, safety management, airline operations, airport management and the regulation construction, which introduced real US situations and reference meanings for the CAAC. Yang Guoqing, the vice minister of the CAAC, pointed out that the CAAC remains healthy and steady in developments. Not only seeing the bright future of Chinese civil aviation, but also correctly identifying shortages in the CAAC's management level, innovation capability, and sustainable and coordinated development. In accord with the CAAC's characteristic management system mechanism, it was resolved to improve the safe management level from different fields in the idea, to further standardize the civil aviation transportation market, to promote the "soft capability" of improving the international competitiveness of the domestic airlines, and to accelerate a harmonious development for the CAAC.

2008年12月24日，中美航空合作项目（ACP）第三期高级管理培训项目（EMDTIII）总结座谈会在北京召开，民航局副局长杨国庆亲自听取汇报并作重要讲话。

EMDT项目是中美航空合作项目框架下重要的培训合作项目，得到了中国民航局和美国贸发署、联邦航空局以及ACP成员公司的高度重视，中美双方在培训资金、课程组织和教学安排等各方面给予了全力支持。经各单位推荐及严格的英语选拔考试，民航行政机关、空管系统以及航空公司等单位的34名中层管理骨干参加了为期4个月的集中培训。

座谈会上，学员们结合各自的学习和工作畅谈了培训收获和体会，并从管理理论、空管建设、新一代航空运输系统、FAA研发管理、安全管理、航空公司运营、机场管理以及法规建设等方面介绍了美国现实情况以及对民航的借鉴意义。杨国庆副局长指出，中国民航一直保持着健康、持续的发展，我们既要看到中国民航发展的美好前景，也要正确认识中国民航在管理水平、创新能力、持续协调发展等“软实力”方面的不足，要通过建立符合中国民航发展特色的管理体制机制，从理念、方法和手段等各方面提高安全管理水平，进一步规范民航运输市场，提升国内航空公司的国际竞争力等措施提高民航发展的“软实力”，促进中国民航的和谐发展。

The Second China-South Korea Civil Aviation Cooperation Meeting

杨国庆参加第二次中韩民航合作会议

The second civil aviation cooperation meeting between China and South Korea was held in Seoul in South Korea. Yang Guoqing, Vice Minister of CAAC, and Minister Lee of Ministry of Land and Marine of South Korea attended the meeting. During the meeting,

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the two sides exchanged ideas and discussed air transport liberalization, local airport policies, energy conservation, airport security and aviation safety policies. The two sides agreed the meeting deepened the understanding of each other's civil aviation policies and measures, further promoted mutual coordination and cooperation. The two sides also agreed to organize and hold airport management seminars together, planning to invite Japan, Singapore and Hong Kong to attend. After the meeting, Yang Guoqing and Lee, representing the two sides, together signed the meeting's minutes in a symbolic gesture.

Civil aviation cooperation meetings between China and South Korea, jointly proposed and organized by CAAC and Ministry of Construction and Transportation of South Korea, are a regular idea exchange mechanism for senior officials of civil aviation. The first meeting was held in August 2005 in China.

2008年12月17日,第二次中韩民航合作会议在韩国首尔举行。中国民航局副局长杨国庆及韩国国土海洋部次官李在均分别率双方代表团参加了此次会议。会上,双方就航空运输自由化、地方机场政策、节能减排、机场安全及航空保安政策等进行了交流和讨论。双方一致认为,此次会议加深了双方民航当局对彼此相关政策和措施的了解,进一步推动了双方的协调与合作。双方同意于明年共同组织召开机场管理体制研讨会,并计划邀请日本、新加坡及中国香港的代表参加。会后,杨国庆副局长及李在均次官分别代表双方签署了《第二次中韩民航合作会议纪要》。

中韩民航合作会议系由原中国民用航空总局与韩国建设交通部共同倡议建立的中韩民航高官定期交流机制。第一次中韩民航合作会议于2005年8月在中国举行。

The 6th China-Singapore Civil Aviation Senior Officials Committee Meeting

中国-新加坡民航高官委员会第六次会议成功召开

On 21 November 2008 Vice Minister Yang Guoqing of CAAC and Permanent Secretary Choi Shing Kwok of the Ministry of Transport (MOT) of Singapore attended the 6th China-Singapore Civil Aviation Senior Officials Committee Meeting.

The two parties reviewed the development of bilateral cooperation in the past year and expressed hopes of strengthening their relationships and cooperation on airports, security, training, and environmental protection as it relates to aviation. They also discussed the challenge that the two countries' civil aviation industries are facing, confirming cooperation in the coming year on three main items: a jointly held seminar on aviation security, airport emergency planning, and action on environmental issues. MOT personnel announced their continued donation of 10 scholarships to CAAC in 2009. After the meeting, Vice Minister Yang Guoqing and Permanent Secretary Choi Shing Kwok signed the Minutes of the 6th China-Singapore Senior Officials Committee Meeting and Memorandum of Understanding on security cooperation.

2008年11月21日,中国民用航空局杨国庆副局长与新加坡交通部蔡承国常任秘书分别率团在新加坡举行了中国-新加坡民航高官委员会第六次会议。

双方回顾了中新民航关系在过去一年中的发展,表示将进一步加强在机场、保安、培训和航空环境保护等领域的合作。双方还就两国民航业所面临的挑战以及其它感兴趣的问题进行了探讨,并确定了2009年开展合作交流的三个重点项目,即联合召开航空保安研讨会、机场应急规划研讨会和航空环保研讨会。新方表示将于2009年继续向中国民航提供10个奖学金名额。会后,杨国庆副局长与蔡承国常任秘书共同签署了中国-新加坡民航高官委员会第六次会议会议纪要和中国民用航空局与新加坡交通部航空保安合作谅解备忘录。



PC Graphic Simulation in Aviation Safety Area Researched and Realized

航空安全领域的微机图形仿真系统研究与实现

The Center of Aviation Safety Technology of the CAAC (CAST) has been researching a PC graphic simulation in the aviation safety area since 2004. Through tremendous technical preparation and research, they developed the PC based aviation safety interactive 3D graphic flying simulation system, EasyFlight. The system has totally independent intellectual property rights at the international level, and it is the first interactive PC simulation platform developed in China.

Using data collected by the recorder, the EasyFlight system can generate simulating graphic enlivenments, i.e. aircraft, runway, terrain, sky, instruments, flight tracks, 2D texts, weather, special effects and aerial maps, and accurately and vividly simulate the real flight situation, i.e. flight tracks and postures, landing gears and position of flight control surface, cockpit instrument indicators and cockpit voice.

At the same time, the EasyFlight system also can provide assistant functions, i.e. data handling, parameter curve plotter,

(Continued on page 19)

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runway and terrain generation, and the overlapping display over the aerial map. The system is eminently practical, having been applied for the replay and case studies of many major accidents and flight incidents. It also has been used in all kinds of unsafe event analyses and airline daily operations monitoring, and provides a useful tool of analysis for safety in the industry.

中国民用航空总局航空安全技术中心从2004年起开展航空安全领域的微机图形仿真系统研究，通过大量技术准备及研究工作，自主研发了基于微机平台的航空安全领域交互式三维图形飞行仿真系统（EasyFlight），该系统具有完全自主知识产权，达到国际先进水平的，是国内首创的交互式微机仿真平台。

EasyFlight系统根据记录器的数据，通过生成飞机、跑道、地形、天空、仪表、航迹、二维文字、天气、特效以及航图等元素的仿真图形环境，准确逼真地再现真实的飞行状态，如飞行轨迹与姿态、起落架和飞行控制面位置、驾驶舱仪表指示、舱音等；同时，该系统还提供了数据处理、参数曲线绘制、跑道和地形生成以及航图上航迹叠加显示等辅助功能。系统具有较强的实用性，已广泛应用于民航重大事故和事故征候飞行再现和典型案例仿真制作，同时也应用于各类不安全事件分析和航空公司日常运营监控，为保障行业持续安全提供了实用的分析工具。

Second Runway of the Chengdu Shuangliu Airport and Terminal Project Construction Approved by the NDRC

成都双流国际机场第二跑道及航站楼项目获国家发改委批准

The second runway of the Chengdu Shuangliu Airport and the new terminal project construction feasibility report was approved by the National Development and Reform Commission (NDRC) on December 26, 2008. The project is expected to be completed in 2015, and is designed to meet passenger throughput of 38 million people with cargo & mail throughput of 800,000 tons, and aircraft movements of 321,000 aircraft. The main construction includes: the airport to be classified as a civil 4F airport, a new second runway 3600 meters long and 60 meters wide, supporting the construction of two parallel taxiways and access road system, new parking apron with 837,000 square meters, a new tower, automatic weather observation systems for the second new runway, and air traffic control and oil supply equipment and other supporting facilities. The total investment is 13.36 billion Yuan.

国家发改委于2008年12月26日批准了成都双流国际机场第二跑道及新航站楼项目可行性研究报告。本期工程以2015年为目标年，按满足年旅客吞吐量3800万人次、货邮吞吐量80万吨、飞机起降32.1万架次设计。主要建设内容：飞行区等级为4F，新建一条长3600米、宽60米的第二跑道，配套建设两条平行滑行道、联络道系统；新建站坪83.7万平方米；新建一座塔台，新建第二跑道气象自动观测系统及空管、供油等配套设施。项目总投资133.6亿元



Xichang Qingshan Airport expansion projects has been approved by NDRC

西昌青山机场改扩建项目获国家发改委批准

The Xichang Qingshan Airport expansion project proposal was approved by the National Development and Reform Commission(NDRC) on 30 December 2008. The project is expected to completed in 2020,designed to meet passenger throughput 1.1 million people and cargo & mail throughput of 4950 tons.

The main construction includes upgrading to a civil 4D airport; retrofitting the runway; a new 10k sqm terminal; and oil, electricity, water supply & drainage along with supporting facilities. The total investment is 396 million yuan.

国家发改委于2008年12月30日批准了西昌青山机场改扩建工程项目建议书。本期工程以2020年为目标年，按满足年旅客吞吐量110万人次、货邮吞吐量4950吨需要设计。主要建设内容：飞行区等级为4D，对跑道进行机场灌浆处理和盖被，新建航站楼1万平方米，配套建设供电、供油、给排水以及辅助生产生活设施。项目总投资3.96亿元。



Xinjiang Akesu Airport Approved by NDRC

新疆阿克苏机场获国家发改委批准

On 5 December 2008 Xinjiang Akesu Airport's expansion project feasibility report was approved by the National Development and Reform Commission. The project is expected to complete in 2015, designed to meet passenger throughput of 440k people and cargo & mail throughput of 5,700 tons. Main construction includes extending the runway to west by 2,800 meters, retrofitting the existing 2,400m runway, building a new 5,000 sqm terminal, building a parking apron with 33,350 sqm, and reconstructing the old terminal and public supporting facilities. The total investment is 224.55 million Yuan.

国家发改委于2008年12月5日批准了新疆阿克苏机场改扩建工程可行性研究报告。本期工程以2015年为目标年，按满足年旅客吞吐量44万人次、货邮吞吐量5700吨设计。主要建设内容：将现有跑道向西延长到2800米。并对原长2400米的跑道盖被，新建航站楼5000平方米，站坪33350平方米，改造老航站楼及配套建设公用设施等。项目总投资22455万元。



At Some Small and Medium-Sized Airports, Airline Landing Fees to be Waived

09年将推出部分中小机场免收航空公司起降费等政策

CAAC made it clear at the National Civil Aviation Work Conference that some new policies will be introduced at some small and medium-sized airports, with the result that landing fees would be waived for airline companies. The policy was adopted to help support the airline industry through the economic crisis.

CAAC also reiterated that applications for new airline companies would not be accepted in principle until 2010.

The policy of waiving landing fees to airlines in some small and medium-sized airports has not yet been formally introduced, a person from the China Civil Airports Association said, who also believed that, in his opinion, waiving landing fees would be a short-term measure.

中国民用航空局在全国民航工作会议上明确表示，09年将推出部分中小机场免收航空公司起降费等多种政策，扶持处在困境中的航空公司。

此外民用航空局再次声明，2010年以前原则上仍不受理新设航空公司的申请。

据报道，对于部分中小机场免收起降费一事，中国民用机场协会有关负责人表示，具体的方案正在制定中，还未正式出台。不过在他看来，免收起降费将是短期行为。

Flight Zone Renovation Project of Mudanjiang Airport Approved by NDRC

牡丹江机场飞行区整修工程获国家发改委批准

The feasibility report for the flight zone renovation project of Mudanjiang Airport was approved by the National Development and Reform Commission on 5 December 2008. Construction underway includes grouting the base of the runway, repairing damaged pavement and shoulder roads, and strengthening the runway contact roads, as well as a new parking apron of 15k sqm with shoulder roads of 5,000 sq.m. The total investment is 81.08 million yuan.

国家发改委于2008年12月5日批准了牡丹江机场飞行区整修改造工程可行性研究报告。主要建设内容：对跑道基础进行灌浆加固，修补破损道面及道肩，对跑道和联络道盖被；新建停机坪15000平方米及道肩5000平方米。项目总投资8108万元。



SDRs Recorded in December 2008

2008年12月份SDR千时率概述

The flight Standard Department of the CAAC collected, analyzed and handled 153 Service Difficulty Reports (SDRs) sent by airlines in December 2008. Among them, 140 were about aircraft system and structure malfunctions, while 13 were for other reasons, including bird strikes, ground collisions and weather issues.

2008年12月份飞标司共收集、分析和处理各航空公司上报的航空器使用困难报告（SDR）153份。其中涉及飞机系统/结构故障共140份，其它原因事件（鸟击、地面碰撞、天气和其它事件）共13份。

Luoyang Airport Expansion Approved by the NDRC

洛阳机场改扩建项目获国家发改委批准

The Luoyang Airport expansion project feasibility report was approved by the National Development and Reform Commission (NDRC) on December 31, 2008. The project is expected to be completed in 2015, designed to meet passenger throughput of 760,000 people, with cargo & mail throughput of 5200 tons, and aircraft movements of 7,000 aircraft. The main construction includes: transforming the international joint inspection building into a 11,554 sqm domestic terminal, transforming the domestic terminal into a 4860 sqm international terminal, building a new cargo warehouse, building a new parking lot, and establishing new electricity and water supply facilities. The total investment is 270 million Yuan.

国家发改委于2008年12月31日批准了洛阳机场改扩建工程可行性研究报告。本期工程以2015年为目标年，按满足年旅客吞吐量76万人次、货邮吞吐量5200吨、飞机起降7000架次设计。主要建设内容：将现有国际联检楼11554平方米改造为国内航站楼，现有国内航站楼4860平方米改造为国际航站楼，新建货运库、停车场等并配套建设供电、供水等配套设施。项目总投资2.7亿元。



3 Key Projects at the Second Research Institute of CAAC Pass Inspection

民航二所3项民航重点科研项目通过中期检查

The Department of Personnel, Science, Technology and Education of CAAC arranged experts to make medium-term inspection on 3 key research projects in civil aviation: 1) the key technology of advanced ground activities guidance & control systems, 2) technical research on data fusion and exchange between control centers, and 3) research on the electronic strip processing system. Through listening to the reports, watching the live demonstration, reviewing project-related technical information and serious discussion, the experts all agreed the 3 projects are in agreement with the processing requirements of the contracts, and that project funds are being used reasonably.

民航局人教司组织专家组对由中国民航局第二研究所承担的“先进场面活动引导控制系统关键技术”、“管制中心间数据融合交换技术研究”和“电子进程单处理系统研究”3项民航局重点科研项目进行了中期检查。与会专家通过听取课题组的汇报、观看现场演示、审查项目相关技术资料 and 认真讨论，一致认为该3项目符合合同任务书的进度要求，项目经费使用合理，同意该3项科研项目通过中期检查。



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176 Billion Yuan Credit to the Aviation Industry Corporation of China

千亿授信力挺航空

The Aviation Industry Corporation of China signed strategic cooperation agreements with ten banks on 8 January 2009 in Beijing at the Great Hall of the People of China. Prominent banks included Industrial & Commercial Bank of China and China Construction Bank, among others. Ten banks will provide 176 billion yuan in credit to the Aviation Industry Corporation of China.

1月8日，中国航空工业集团公司在北京人民大会堂与中国工商银行、中国建设银行等国内10家银行签署战略合作协议。10家银行将向中国航空工业集团提供1760亿元意向性授信额度



241 New Aircrafts to be Delivered in China in 2009

中国2009年将有241架新飞机交付使用

241 new aircraft will be delivered China in 2009 (16 have been delivered in 2008).

According to the introduction of CAAC, 43 aircraft leases have expired, so new aircraft purchases will promote net aircraft seat growth by 16% over the previous year.

Xinhua News Agency reported that the global economic slowdown had resulted in a 7.07 billion Yuan loss (about 1.03 billion U.S. dollars) in China's aviation industry over the last year.

据报导称今年中国将有241架新飞机交付使用，其中16架属于2008年推迟至今年交付的飞机。

根据中国民航总局介绍，尽管今年将有43架飞机租赁到期，新增飞机仍将推动飞机净增座位数较上年增长16%。

据报导称，全球经济放缓导致中国航空业去年1-11月份亏损人民币70.7亿元（合10.3亿美元）。

China Eastern Airlines Gets Capital Injection Of Up To 7 Billion Yuan

东航获注资提高至70亿元

It was announced in a board resolution of China Eastern Airlines on 30 December 2008 that China Eastern adjusted their private offering plan by offering A shares and H shares in directional add-issuance to the shareholders of China Eastern Air Holding Company, which can raise the original capital from 3 billion Yuan up to 7 billion Yuan.

By 30 September 2008, the total assets of China Eastern have reached 75.471 billion Yuan, and the total debts were 74.332 billion Yuan. The shareholders' rights from the mother company were 528 million Yuan, and the asset-liability ratio was 98.49%.

2008年12月30日公告的东方航空董事会决议，东方航空调整本次非公开发行方案，计划仍以非公开发行的方式，向公司的控股股东中国东方航空集团公司定向增发发行A股、H股，募集总额由原来的30亿提高至70亿元人民币。

截至2008年9月30日，东方航空总资产为754.71亿元，总负债为743.32亿元，归属于母公司股东权益仅为5.28亿元，资产负债率达到98.49%。



Aviation Fuel Surcharges Exempt from Business Tax for 3 years

燃油附加费营业税免征3年 航企减负约25亿元

The Ministry of Finance issued a circular that airline fuel is to be exempted from business tax for 3 years. This would unburden aviation businesses by about 2.5 billion Yuan.

"Legal Evening News," quoting mainland financial and taxation experts, estimate that it will allow the next two years after the Spring Festival and ticket prices to stabilize.

'08 Annual Paid Tax Refund Can Be Offset

According to the Ministry of Finance, the business tax exemption is for the period 1 January 2008 to 31 December 2010, as credit could not pay for all the year's sales taxes.

The exemption is probably reduced for the end of 2008 due to the substantial

downward adjustment of airline fuel surcharges for their loss at that time.

The Development and Reform Commission and the Civil Aviation Authority issued a notice on 18 December 2008 that 800 kilometers or more per passenger route would go down from 150 Yuan to 40 Yuan (-73.3%); 800 kilometer following costing 80 Yuan per passenger would go down to less than 20 Yuan (-75%), well exceeding the 50-60% reduction that the market had expected.

Helping Airlines Restabilize Fares

A number of fiscal and tax experts say that the policy is for consumers, but allowing ticket prices to stabilize for the next two years after the Spring Festival.

为拯救国内航空业，政府再开减税闸门。

8日，财政部发布通知，自2008年1月1日起至2010年12月31日，对航空公司经批准收取的燃油附加费免征营业税。中国民用航空局（Civil Aviation Administration of China，简称“民航局”）内部人士透露，此举将为航空公司节省约25亿元成本。不过，航空公司认为，由于营业税税率仅3%，对航空公司的业绩改善作用有限。

民航局财务司一位官员透露，免收燃油附加费营业税预计将为航空公司节省成本约25亿元。这也是政府为了帮助航空公司度过金融危机而采取的措施的一部分。去年底，民航局已宣布免收2008年下半年和2009年上半年的民航建设基金，合计40亿元。

Responding to Financial Crisis, Macau Airport Transfers Profits to Airlines

澳门机场让利航空公司共度难关

CAM-Macau International Airport Company Limited has been working with airport entities, service providers, and airlines to soften the blow of the financial crisis on the airline industry.

Due to the financial crisis, aviation and air transport worldwide are experiencing significant declines in traffic demand. Some specific regional situations -- namely, direct daily flights cross-strait -- make this traffic decline even more significant for Macau International Airport (MIA).

CAM-Macau International Airport Company Limited has recently obtained Government approval for a set of relief and incentive measures to be applied immediately, to assist the airlines in their response to the crisis within their respective markets. From January 2009 to March 2009, CAM will offer a reduction of MOP2000 per landing performed. The airlines will continue to benefit from existing incentives for new routes at MIA, and they will also have a new, much higher incentive in the increase of passengers in all other routes. The new incentive plan essentially remunerates airlines 50% of the airport tax on the basis of year-on-year increasing passenger volume.

澳门国际机场专营股份有限公司今日表示，经与在机场营运的相关公司积极协商，将于短期内向经营飞澳门航线的航空公司提供一系列优惠和激励政策，与航空公司共度难关。

受到世界经济不景气影响，全球航空客货运需求量急剧下跌。澳门国际机场除了面对上述负面因素外，两岸直航取代了澳门的中转业务，也为澳门的民航业带来进一步的冲击。

澳门机场最近经与澳门民航局协商，提交扶助航空公司的计划书获得批准，将于短期内向经营飞澳门航线的航空公司提供一系列更新、更多的优惠和激励政策：明年一月至三月，传统航空公司的定期航班及定期包机航班将获减免澳门币二千元的航班降落费；自明年起，澳门机场将会大幅度提高对现有航线新增客源的奖励计划。新奖励计划将以年增客运量所收取的机场服务费回馈航空公司的额度由百分之十五提高到百分之五十。



China Southern Airlines added new code-sharing partners

南航新增代码共享合作伙伴

Recently, China Southern Airlines, Czech Airlines, and Russian Airlines formally implemented a strategic cooperation plan on the routes through Amsterdam-Prague. China Southern Airlines now codeshares with Czech Airlines on the route of Urumqi-Moscow, China Southern Airlines share code with Russian Airlines, as SkyTeam Alliance member airlines.

Now the passengers of China Southern Airlines departing from Beijing or Guangzhou pass through Amsterdam to Prague only with a boarding pass and need not check-in again, as well as enjoy frequent flyer benefits, lounges, etc., giving convenience to business travellers between China and Europe.

近日，南航与捷克航空公司（以下简称“捷航”）、俄罗斯航空公司（以下简称“俄航”）正式实施战略合作计划，南航在捷航运营的阿姆斯特丹—布拉格航线上进行代码共享，同时，南航与俄航在南航运营的乌鲁木齐—莫斯科航线上也开展了代码共享合作。这是南航与天合联盟成员航空公司之间全新的代码共享合作。

此次两家航空公司开展的代码共享合作，是南航与天合联盟成员积极联手、实现资源共享的重大举措。如今，南航的旅客可以从中国（北京/广州）出发经由阿姆斯特丹到布拉格，仅凭一张登机牌，不必再次办理登机手续，还可享受常旅客优惠、贵宾休息室等一系列天合联盟统一的服务，极大地方便了中欧之间的商旅出行计划



CAAC Integrated Transport Stats Jan. 25-31

1月25日到31日春节期间民航综合运输情况

According to initial statistics, there were in total 32,212 flights between January 25th and 31st, 2009, an increase of 8.5% over last Spring Festival holiday season. 4.02 million passengers flew during this time, an increase of 20%.

Aviation transportation during Spring Festival holidays are characterized as follows:

1. Passengers travel in advance. Analyzing the daily flights in the major airports, since January 11th, the daily passenger volume averagely reached 539,000 people, exceeding the average daily volume of 500,000 people during last year's Spring Festival. On January 23rd, it reached 591,000 people, and it descended to 546,000 and 378,000 people on January 24th and 25th, 2009.

2. The ratio of seats occupied reached 70% in Beijing, Guangzhou, Shanghai, Shenzhen, Kunming, Urumqi, Chengdu, Haikou and the other traditional hot cities, as well as in Tianjin, Zhuhai, Sanya, Yinchuan, Jinghong and Lhasa; the ratio in all the other cities was much lower.

3. All the airlines were well-prepared to meet the travelers' demands for return trips.

据初步统计，1月25日到31日，民航共执行飞行航班32212班，比去年春节假期上升8.5%；旅客运输量为402万人次，增长20%。

今年春节期间航空运输特点在于：

1、旅客出行提前。从全国主要城市每日始发航班分析，从1月11日开始（腊月十六），每日旅客运输量平均达到53.9万人次，超过去年春运同期旅客运输量日平均数50万人次的水平，1月23日达到59.1万人次，1月24日、25日下降到54.6万和37.8万人次。

2、除北京、广州、上海、深圳、昆明、乌鲁木齐、成都、海口等传统热点城市以及天津、珠海、三亚、银川、景洪、拉萨等城市客座率达到70%以上外，其他城市均不高。

3、民航各运输航空公司准备充分，投入的运力能够满足广大旅客返程出行需求。



Two cargo Airlines Challenge International Giants

两货运航空公司获准筹建 高调对抗国际巨头

Despite the impact of the global financial crisis on global import and export trade, domestic private enterprises have been continuing with their original enthusiasm to enter the industry of air cargo. CAAC announced on 18 December 2008 that it intends to grant Shunfeng Aviation Limited and Changlong International Air Cargo Service Co., Ltd. to set up such businesses.

One of investors in Shunfeng Aviation is S.F. Express Company, the first private express delivery company enter into air cargo industry of China, in head-on competition with FedEx, one of the four international express delivery giants in air cargo.

According to a notice from CAAC, Shunfeng Aviation was funded by S.F. Express and Shenzhen Taihai Investment Company. The company's registered capital is 100 million yuan, of which S.F. Express invested 25 million yuan (25%); Shenzhen Taihai Investment Company put in 75 million yuan (75%).

Changlong International Air Cargo Service Co., Ltd. is jointly funded by Huixiang Shiye Investment Company, Haofu Group Limited, Asia Yingsheng Investment Co., Ltd, and Caufield Investment Company. The company registers capital investment of 200 million yuan, of which Huixiang Shiye Investment Company invested 102 million yuan (51%), Haofu Group Ltd. 48 million yuan (24%), Asia Yingsheng Investment Co., Ltd. 30 million yuan (15%), and Caufield Investment Company 20 million yuan (10%).

As the largest private express delivery company in the country today, S.F. Express had planned to establish its own cargo airline two years ago. Now, S.F. Express is chartering aircraft from other cargo airlines to conduct its domestic cargo business among Shanghai, Beijing, Hangzhou, and Shenzhen. In this way S.F. Express established a crucial competitive advantage in the domestic express transportation industry: within 24 hours their parcel can move between Jiangsu province, Zhejiang province, and Shanghai, as well as the Pearl River Delta and Beijing-Tianjin region -- all of which are still impossible for other private express companies.

Last year, FedEx announced their high-profile entry into the Chinese express delivery market, adopting Okay Air Boeing 737 express cargo transport to other cities and cutting prices. Today S.F. Express applied to set up its own air cargo company to challenge FedEx.

虽然目前全球金融危机已经严重影响了全球的进出口贸易，但国内民营企业还是没有放弃进入航空货运业的热情。中国民用航空局18日宣布，拟批准顺丰航空有限公司（下称“顺丰航空”）和长龙国际货运航空有限公司（下称“长龙国际”）的筹建。

其中，顺丰航空的参与投资方是顺丰速运（集团）有限公司（下称“顺丰速运”），这也意味着国内第一家民营快递公司介入航空快递领域，从而与此前高调介入国内航空快递业务的国际四大快递巨头之一的联邦快递公司（FedEx）形成正面对抗。

根据民航局昨天公布的公告，拟筹建的顺丰航空由顺丰速运和深圳市泰海投资有限公司共同出资。公司注册资本为人民币1亿元，其中顺丰速运以现金出资人民币2500万元，占25%；深圳市泰海投资有限公司以现金出资人民币7500万元，占75%。

长龙国际由汇祥实业投资有限公司、豪富集团有限公司、亚洲赢胜投资有限公司和考菲尔德投资有限公司共同出资。公司注册资本为人民币2亿元，其中汇祥实业投资有限公司以现金出资人民币10200万元，占51%；豪富集团有限公司以现金出资人民币4800万元，占24%；亚洲赢胜投资有限公司以现金出资人民币3000万元，占15%；考菲尔德投资有限公司以现金出资人民币2000万元，占10%。

作为目前国内规模最大的民营快递公司，顺丰速运早在两年前就开始筹划成立货运航空公司。目前，公司就是在包租其他货运航空公司的飞机在运营上海、北京、杭州以及深圳之间的国内快递业务。也正是因为拥有飞机运送，顺丰速运也在国内快递业中拥有时间优势，苏浙沪与珠三角、京津地区之间都可实现24小时到达，这是其他民营快递企业做不到的。

去年，国际快递巨头联邦快递曾高调宣布进军中国国内快递市场，一方面通过奥凯航空的波音737货机运送快递到其他城市，一方面也通过不断降价和品牌服务对国内快递企业造成冲击。如今，顺丰速运申请筹建航空货运公司，也是对联邦快递发起的正面对抗。

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National Aviation Science and Technology Laboratory Takes On Large Aircraft Project

航空科学与技术国家实验室牵手大飞机项目

The National Aviation Science and Technology Laboratory (construction pending) signed a cooperation agreement with the Commercial Aircraft Corporation of China on 20 December 2008 at the Beijing Aeronautics and Astronautics University. The National Laboratory is relying on the Beijing Aeronautics and Astronautics University, which will participate in the independent research and development of special projects in large aircraft nationwide.

According to the cooperation framework agreement, the two sides will build a production research base in aircraft design, aerodynamics, digital design, manufacturing, airborne avionics systems, and aero-engine optimization. The two sides will also set up a joint meeting system to accommodate the combined large passenger aircraft development process.

航空科学与技术国家实验室（筹建）与中国商用飞机公司合作协议20日在北京航空航天大学签署，这标志着我国航空航天领域唯一的国家实验室与中国商飞公司的全面合作拉开帷幕，依托北航建设的国家实验室将参与到国家大型飞机重大专项的自主研发工作中。

根据合作框架协议，双方将在飞机总体设计、空气动力学、数字化设计与制造、机载航电系统和航空发动机选型与优化等领域建设产学研基地和平台。双方还将结合大型客机的研制进展，建立联席会议制度，优势互补、共同发展，在多方面开展全面合作。

New Terminal of Kunming Airport Opened

昆明机场新候机楼启用

A total investment of 196 million yuan for the Kunming Airport expanding transformation projects was officially put into use on December 31. Passengers flying with Hainan Airlines, Grand Xinhua Airlines, Deer Jet, Xiangpeng Airlines, Spring Airlines and others flew from the new terminal. Kunming airport's renovation project is mainly directed at the main airport terminal areas, including 16,600 square meters of the new terminal A1 area, internal transformation of the original terminal in A2 area, the new business air corridor in F area, the new viaduct in QL areas, and the water, electricity, fire fighting, communications, roads and other corresponding projects' construction and transformation.

总投资1.96亿元的昆明机场增容改造工程项目已完工并于12月31日正式投入使用。乘坐海南航空、大新华航空、金鹿航空、翔鹏航空、春秋航空等航空公司的旅客将从新候机楼乘机。昆明机场此次改造工程主要是针对机场主体航站区进行，具体包括A1区新建1.66万平方米航站楼、A2区原有航站楼内部改造、新建F区商务空中连廊、增建QL区高架桥以及根据改扩建主体完成相应的水、电、消防、通讯、道路等项目的增设和改造。



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