



China Civil Aviation Report

Volume 11, Issue 2 March/April 2009

民航报导

2009 China – U.S. Aviation Symposium

2009年中美航空论坛

Strengthen China and U.S. Aviation Partnership

BCIA wins 2009 International Award for Aviation Security Excellence

CAAC prepares for ICAO audit in full force

Signing Ceremony for U.S.-China Aviation Cooperation 中美航空合作签字仪式



机场噪声管理顾问咨询服务

Consultation Services on Airport Noise Monitoring & Mitigation

Uniworld, LLC

美国世兴公司

www.UniworldUSA.com

电话：010-8559-0830



7th Annual China Airfinance Conference 第七届中国航空金融年会

Register by
8 May and
save
US\$200
5月8日前
登记可享
200美元优惠

- **Chinese airlines' views on future strategies for aircraft financing**
- **Can Chinese aviation leasing companies turn the crisis into an opportunity?**
- **Manufacturer finance and bridging the funding gap**
- **How non-Chinese carriers are faring in relation to challenging times**



Platinum sponsor:



Gold sponsors:



**工银租赁
ICBC LEASING**

Bronze sponsors:



Media Partners:



**Chinese/
English
Simultaneous
Translation**
中·英文
同步翻译

Featuring over 30 key speakers including:

- **Xu Jing**, Vice General Manager, Finance Department, **Air China**
- **Roger Han**, Senior VP, **China Airlines**
- **Liu Dan**, CFO, **Hainan Airlines**
- **Sophie Bouvard**, Financial Affairs - Head of Corporate Finance, **Air France**
- **Markus Ott**, Head of Corporate Finance, **Deutsche Lufthansa**
- **Peter Warlick**, Managing Director, Corporate Finance and Banking, **American Airlines**
- **David Arendt**, Executive VP & CFO, **Cargolux Airlines**
- **Kay Kratky**, CEO, **Jade Cargo International**
- **Xie Xiaodong**, CFO, **Shanghai Airlines Cargo**

www.euromoneyseminars.com/ChinaAF09

For enquiries or to register, please contact **Winnie Louie** on HK +852 2842 6995 or email to **Winnie.Louie@euromoneyasia.com**.

From the Publisher's Desk 编者的话

The 5th U.S. - China Aviation Symposium aimed at strengthening China and U.S. aviation partnerships was successfully held from April 7th-9th in Beijing. As an attendee who has participated in each meeting, I saw great improvements and progress when compared to meetings of the past. The 2002 meeting, after the first day's lunch break, continued without participation from China's top officials, and the one-on-one meeting in 2004 had zero members show up on China's side. DDG Liu Wangmin, changed the meeting into a Q&A session to avoid the embarrassment of China's no show.

During the 2009 meeting, I saw top CAAC leaders taking turns to show up at the venue, greeting and chatting with U.S. delegates. Most Chinese participants sat through the complete meeting and interacted with U.S. attendees when needed. China's host for the dinner reception greeted all guests with a great sense of humor and performed an elegant toast, all bilingually. Suddenly, now I can see the maturity and confidence of China, and it is beginning to match its image as the world's second largest aviation nation.

Old Chinese saying, "It takes 10 years to grow a tree but 100 years to mature a soul". To be a leading nation, maturity is a basic fundamental element. The training of individuals on how to interact with the rest of the world is the key to shaping how the world is judging the rise of China.

标示巩固中美航空合作关系的2009年中美航空论坛于4月7-9日在北京举行并圆满成功, 做为持续参加历届会议的我来说此次交流看到了重大的成就与进展。2002年会议在传统思维下进行, 中方重要领导与干部在第一天午餐后基本上已经无法再见到, 2004年的一对一会谈中方在28: 0的情况下竟然无人出席活动, 中方的会议负责人当年规财司刘万明副司长当机立断将一对一会谈改为答问会满足了美方知的需求并化解了这个令中方尴尬的场面。

2009年我们看到中方上层领导交替不定时的到达会场与参会者交流, 中方与会官员大多数坚持全程参会, 对美方任何接触与交谈都给与适当的回应与互动, 中方主持人在晚宴的双语主持活动并诙谐地进行祝酒交流, 无形中我看到了中国民航多年来累积的成熟与稳重, 越来越像是一个总量位居世界第二的民航大国。

十年树木, 百年树人; 作为一个大国, 首先要有的就是风范, 交流人才的培养将决定世界如何看待这个大国的崛起。



Francis Chao
Publisher
赵嘉国
发行人

Aviation Headlines

Beijing Capital International wins 2009 International Award for Aviation Security Excellence	2
CAAC to allow 35 new direct routes	2
National air traffic control meeting kicks off in Chengdu	3
CAAC: Flyers grows by 4.7 percent last year	3
China's civil aviation industry to implement air traffic control system and runway safety programs	5
Air China pays 700 million yuan for a 24% stake in Air China Cargo	5
CAAC prepares for ICAO audit in full force	6

Feature Articles

2009 China/U.S. Aviation Symposium <i>Strengthening China and U.S. Aviation Partnerships</i>	8
The best test tool for ATC radar	12

CAAC Updates

CAAC Chief Administrator Li Jiaxiang attends Opening ceremony of China Aviation Investment Co. Ltd.	15
CAAC deputy surveys operations at 2nd research institute	15
CAAC deputy attends Beijing airport security committee meeting	16
CAAC deputy surveys South Central operations	16
CAAC's Head: Airports won't be built for profit	17
CAAC deputy attends meeting to establish PBN procedures office	17
Fourth Sino-Japanese Aviation Policy Dialogue kicks off	17
First training class of developing countries aviation personnel kicks off	18
World's first A330 Lhasa RNP passes flight trial	18
Yangtze Delta to become express delivery service hub in five years	19
Nanchang Changbei International Airport receives NDRC approval	19

Commercial Aviation News

Capital Airport Group to speed up hub planning	22
Civil freight transport down by 28 percent in February	22
Shanghai's big three ground service providers fight for market share at airports	23
Commercial Aircraft Corp. recruiting parts suppliers nationwide	23
China Southern Airlines sold three MD-82 aircraft	24
Shenzhen Airlines' assets frozen due to fuel costs	24
United Eagle launches maiden Chengdu-Lijiang flight	24
Bombardier Q400 work begins in Shenyang	25
Kunming Airlines opens for business	25
CAAC acts to stop slump in freight and international flights	26
Pearl River Delta's Big Five set their roles	28
Wuhan's Tianhe Airport to expand	29

China Civil Aviation Report (CCAR)

is published monthly by Uniworld LLC (a U.S. Company) 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, 印刷和电子版本同步发行。

Publisher
发行人
Francis Chao
赵嘉国

News writer
撰稿人
Violet Law

Chief China Correspondent
中国新闻联系人
Lili Wang 汪莉莉

China Staff Writer
中国新闻撰稿人
Emeng Hu 胡艳霞

Layout and Graphic Design
版面与美工设计
Emeng Hu 胡艳霞
Huang Wei 黄炜

Webmaster
电子版网页设计
Yingfeng Peng 彭颖锋

Editor
编辑
David Rodenhaver
George Chao
Nelson Chao

To contact CCAR or subscribe to CCAR, please send your email to: Info@ChinaCivilAviation.com or visit: www.ChinaCivilAviation.com

联系民航报导或订购本刊物, 请将您的邮件发送至: Info@ChinaCivilAviation.com 或访问: www.ChinaCivilAviation.com

US\$95/Year (USA) US\$95/年 (美国本地)
US\$120/Year (International) US\$120/年 (国际)

China Civil Aviation Report
c/o Uniworld LLC
690 Garcia Ave, Ste. A
Pittsburg, CA 94565
Tel: 925-439-3799 ext 12
Fax: 925-439-3268

北京联系电话: 86-10-8559-0830
传真: 86-10-8559-0830 ext 215

Aviation Headlines



Beijing Capital International wins 2009 International Award for Aviation Security Excellence

首都机场获“2009国际航空保安杰出机构奖”

From March 3 to 5, Aviation Security Company Limited (AVSECO), Emirates Group and Singapore's Certis-CISCO Security Private Limited jointly held the 2009 Aviation Security Conference in Hong Kong. Beijing Capital International Airport Holding Co.'s security unit won the International Award for Aviation Security Excellence.

The conference was attended by representatives from airports and aviation authorities hailing from 50 countries, including the United States and the European Union.

Beijing Airport Group CEO Zhang Zhizhong attended the meeting to receive the award and made a presentation on airport security during the Beijing Olympics.

2009年3月3日—5日，由香港机场保安有限公司、阿联酋航空集团以及新加坡Certis-CISCO保安公司联合举办的“2009国际航空保安会议”在中国香港举行。首都机场集团公司旗下股份公司和安保公司近日荣膺2009国际航空保安大奖。“2009国际航空保安”大会还向集团公司张志忠总经理颁发了“国际航空保安荣誉奖”，以感谢张总对提高首都机场集团航空安保水平，促进中国机场安保发展所做的杰出贡献。

“2009国际航空保安会议”是国际航空保安业内高水准的研讨会，来自全球50个国家和地区的包括国际民航组织、国际机场协会、欧盟、中国民航局、美国交通安全管理局、新加坡民航局、世界主要机场、航空公司、民航机构、执法机关以及航空保安设备及服务供应商在内的业界代表282人参会。首都机场集团总经理张志忠率团出席了此次会议。

会议在主办方的盛情邀请下，张志忠总经理做了题为“北京机场奥运安保”的主题演讲，并对全球航空保安业的发展提出了建议。



CAAC to allow 35 new direct routes

中国民航今年将新开通35条临时直飞航线

Beginning March 12th until the end of the year, China's aviation regulator will allow 35 new direct routes in an effort to reduce carbon emissions and counteract the global financial crisis.

The shorter routes will mainly link busy airports, including Shanghai, Beijing and Guangzhou. This move can also help airlines save fuel costs and ease congestion at some of the country's busiest airports, such as in Beijing, Shanghai, Guangzhou, Chengdu, Xi'an and Qingdao. Some of the new routes also cut travel time between the Pearl River Delta and far-flung regions such as Europe and Mongolia.

During the Spring Festival this year, the CAAC also opened direct routes to cope with rising demand. The routes saved more than 2,400 tons of fuel by cutting flying distances by 280,000 kilometers and helped to reduce discharge of carbon dioxide by 7,600 tons.

民航局空管局协调有关部门，将于3月12日至今年年底期间，在全国范围内开通35条临时直飞航线，当相关空域没有活动时，供民航航班直飞使用。此举将在大力缓解繁忙机场和干线航路空中大流量压力的同时，帮助航空公司节能减排，应对国际金融危机。

民航局空管局局长苏兰根10日介绍，新开通的35条临时直飞航线，总距离达到1.6万多公里，大约是现有全国航路航线总距离的1.1%，相比现行飞行航线可以节省距离近2900公里，将惠及中国北京、上海、广州、成都、西安、青岛等主要繁忙机场，有效缩短中国西南、西北地区主要城市往返东北、华东和珠三角地区主要城市的航班飞行距离，及华东、珠三角等地区往返欧洲、蒙古等地的空中航程。

据空管局统计，在春节期间的14天时间里，空管部门开通运行的临时直飞航线惠及9800多个航班，节省飞行距离28万公里，节省燃油2400多吨，减少二氧化碳排放7600多吨。



National air traffic control meeting kicks off in Chengdu

全国民航空管工作会议在成都召开

The national air traffic control meeting kicked off in Chengdu on Feb. 20th. Civil Aviation Administration Deputy Administrator Wang Changshun and National Air Traffic Control Committee Deputy Director Meng Guoping delivered important speeches at the meeting.

Other high-ranking aviation officials also gave work reports. CAAC Air Traffic Management Bureau Party Committee Secretary Zhou Yizhou presided over the meeting and gave a concluding speech.

Last year, the ATC system has overseen the take-offs and landings of 4,770,000 vehicles, an increase of 7.6 percent, and 1,816 special or critical flights

In face of snow storms, earthquake relief and the Olympics test, the air traffic control system's emergency response mechanism kicked into gear immediately to support the system-wide mobilization of personnel and equipment. Southwest and Northwest ATMB cadres and workers are not afraid of sacrifice and remained steadfast in their missions.

The southwest bureau was able to install a temporary command post in only 30 minutes after the earthquake, reopen Shuangliu Airport seven hours after the tremor and return to ATC tower within 36 hours. Over the first three days after the quake, Shuangliu airport serviced a

record of 531 sorties in a single day.

Air traffic control cadres and workers acted in the CAAC's spirit to bring relief personnel and supplies to the disaster areas as quickly as possible.

Wang stressed that the air traffic control management needs to understand and firmly establish the concept of sustainable security to maintain safety consistently throughout the aviation system and in all its aspects of civil aviation.

Wang also emphasized that air traffic controllers should focus on averting crashes by implementing measures that help minimize mid-air collisions.

Wang also stated that this year, they plan to speed up the construction of the ATC center and the Meteorological Center. Construction of Chengdu, Xi'an, Shenyang and Urumqi's regional control center is also to be speed up as well as the infrastructure construction of Beijing, Shanghai and Guangzhou's major terminal control centers.



全国民航空管工作会议于2月20日在成都召开，民航局副局长王昌顺、国家空管委办公室副主任孟国平在会上作了重要讲话，民航局空管局局长苏兰根和空管行业管理办公室主任张立志分别作了空管系统工作报告和空管行业管理工作报告，民航局空管局党委书记周毅洲主持会议并作总结讲话。

去年，民航空管系统共保障各类飞行起降477万架次，同比增长7.6%；保障专机及重要飞行1816架次，安全形势基本平稳。特别是“5.12”汶川特大地震发生后，空管系统立即启动应急机制，调集全系统精干人员和设备支援灾区。西南空管局在地震后30分钟搭建了临时指挥所，地震7小时后保障双流机场对外开放，36小时后搬回航管楼恢复雷达管制，地震第3天创造了安全保障双流机场起降531架次的日高峰纪录。

王昌顺在会上强调，空管全行业要认真领会和牢固树立持续安全的理念，把持续安全贯穿于空管工作的始终和各个方面。

王昌顺重点强调空管系统要着重做好防相撞工作，认真落实防相撞各项措施，加快在缩小垂直间隔空域内实施侧向偏置程序，有效降低空中相撞风险。今年，要加快推进民航运行中心、气象中心建设前期工作，启动成都、西安、沈阳、乌鲁木齐区域管制中心和北京、上海、广州终端管制中心等大型基础设施的建设。要积极推进新技术应用，做好传统技术与新技术的过渡衔接规划，在高原机场和西部地区加快应用PBN、卫星导航、ADS-B等新技术，提高复杂条件下空管保障安全的能力。

CAAC: Flyers grows by 4.7 percent last year

民航局：去年民航完成旅客吞吐量比上年增4.70%

The Civil Aviation Administration of China released 2008 figures on airport productivity. All airports combined handled more than 4 billion passengers, representing a growth of 4.7 percent over the year before. The growth stemmed from domestic flights, which carried 5.3 percent more passengers than in 2007, whereas international flights saw 4.4 percent fewer passengers.

The total volume of domestic freight transported stood at 88.3 million tons, sporting a growth of 2.6 percent from 2007. Overseas cargoes was at 32 million tons, growing by as much over the previous year.

The number of take-offs and landings jumped up 7.2 percent over 2007 to 42 million, led by an 8 percent surge in those within the country. Increase in internationals trailed at 2 percent.

中国民航局发布2008年民航机场生产统计公报显示，2008年，全国各机场共完成旅客吞吐量40576.2万人次，比上年增长4.70%。

其中，国内航线完成36798.3万人次，比上年增长5.36%；国际航线完成3778.0万人次，比上年减少4.42%。完成货邮吞吐量883.4万吨，比上年增长2.61%。其中，国内航线完成563.9万吨，比上年增长2.61%；国际航线完成319.4万吨，比上年增长2.60%。

飞机起降架次为422.6万架次，比上年增长7.2%。其中：运输架次为379.1万架次，比上年增长5.79%。起降架次中：国内航线383.8万架次，比上年增长7.79%；国际航线38.8万架次，比上年增长2.08%。

2008年，我国境内民用航空通航机场共有158个(不含香港和澳门，下同)，其中定期航班通航机场152个。定期航班通航城市150个。



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

25th -26th May 2009

上海

2009年5月25-26日



- Brainstorm the method of dealing with the economic crisis
- Case study of airlines' success in certain aspects
- Explore business opportunities of aircraft maintenance
- Share cutting-edge technologies and strategies
- Exchange your ideas with excellent speakers from all over the world
- Get together with people from all parts of the aviation maintenance industry
- Network with government officials, airlines, MRO providers, OEMs and solution providers
- For more information please visit: www.aviationmrochina.com

JFPS
WE EMPOWER BUSINESS

Organized by

CONTACT US:

+86 21 5160 8888

marketing@jfpspearson.com.cn

www.jfpsgroup.com

Supporter



Media Partner



Official endorser

AAPA

Media Partner



Official endorser



Media Partner



Official Publication



Media Partner



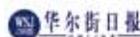
Official Publication



Media Partner



International Media Partner



Media Partner



Media Partner



CHINA AVIATION MEDIA

China's civil aviation industry to implement air traffic control system and runway safety programs

我国民航将实施空管系统跑道安全方案

Following requirements from the International Civil Aviation Organization (ICAO), the Civil Aviation Administration of China this year will prepare the relevant documents and measures needed to prevent runway incursions, as well as establish a corresponding air traffic control system and runway safety programs.

The CAAC requires that the Tower Control units establish an air traffic control runway safety group in order to come up with work plans to prevent runway incursions. The plans must include the following elements:

1. Research and analysis of local airport runway's security status
2. Recommend measures to reduce the risk of runway invasions
3. Tailor air traffic control procedures in accordance with the airport's operations to prevent runway incursions
4. Report all the relevant information concerning runway incursion incidents and; if necessary, establish communication mechanisms between airports and airlines to resolve these issues.

CAAC Deputy Administrator Wang Liya said that this year the air traffic control system will begin to implement measures to prevent runway incursions at several smaller airports in eastern and south central China and then expand nationwide.

At the same time, delegates from China visited the United States to learn about preventative runway incursion training, and returned to China to hold 2-3 runway incursion training seminars.

我国民航今年将参照国际民航组织的要求，组织编写有关规范性文件，规范防止跑道侵入工作，建立我国相应的空管系统跑道安全实施方案。

民航局空管局要求各塔台管制单位成立空管跑道安全小组，制定本单位的空管防止跑道侵入工作计划，并包含以下主要内容：一是对当地机场跑道安全的现状进行研究和分析；二是对降低当地机场跑道侵入风险提出空管改进措施和建议；三是针对当地机场实际运行特点制定空管防止跑道侵入工作程序，特别是对于可能发生跑道侵入的危险区域制定具体的防范和处置措施；四是按照相关规定对跑道侵入事件资料（数量、类型和严重程度）进行收集整理并上报；必要时，要与当地机场部门和航空公司建立沟通机制，定期会晤并协调解决有关问题。

民航局空管局副局长王利亚介绍说，今年空管系统将开展防止跑道侵入工作试点。年内将选取华东、中南等3到5个机场进行跑道安全工作试点、示范，总结有益经验，然后再向全国推广。同时，将结合前期开展的两期赴美防止跑道侵入培训，在国内组织召开2—3期研讨培训，交流有益经验，组织开展管制单位防止跑道侵入实施宣传工作。组织编写防止跑道侵入宣传材料，下发有关单位，广泛进行宣传。

Air China pays 700 million yuan for a 24% stake in Air China Cargo

中国国航7亿元向首都机场收购国货航24%股权

Air China Cargo became a wholly-owned subsidiary of Air China Limited after the airline acquired the remaining 24-percent stake from the Capital Airport Group for 700 million yuan.

Air China made the announcement after signing the acquisition agreement. The airline already bought a 25-percent stake on Sept. 30, 2008. Upon completing the transaction, its stake in Air China Cargo increased from 76 to 100 percent.

Air China officials said the company's board of directors expect further growth in air cargo operations and plans to increase the airline's investment in the industry as a strategic measure to inject more aviation-related resources and capacity.

Air China Cargo, one of the country's largest air cargo companies, was jointly formed in 2003 by Air China, CITIC Pacific Ltd. and the Capital Airport Group with a total investment of 22 billion yuan. The three founding stakeholder companies, respectively, held 51 percent, 25 percent and 24 percent of the shares.

On Jan. 3rd, 2008, Air China's wholly owned subsidiary China National Aviation Co. Ltd. acquired from a CITIC Pacific subsidiary, Gold Leaf Enterprises Holdings Ltd., the 25-percent stake for 857 million yuan, upping its ownership to 76 percent.

中国国航（601111.SH）出资7亿元，从首都机场集团手中收购中国国货航航空有限公司（下称“国货航”）24%股权，该收购完成后，国货航将成为中国国航的全资子公司。

中国国航发布公告称，中国国航与首都机场集团公司签订协议，以现金方式收购首都机场持有的国货航24%股权。根据协议，中国国航应支付收购价款共计7.18亿元。该价格参考了截至2008年9月30日国货航的净资产值以及中国国航在2008年1月收购国货航25%股权时所支付的对价。

中国国航表示，公司董事会预期中国航空货运业务将会进一步增长，并计划增加中国国航于该行业的投资作为战略性措施，以便向国货航注入更多本公司所拥有的航空业相关经验和资源，并能在运力和维修方面与本公司统筹安排。交易完成后，中国国航持有国货航的权益（包括通过中航兴业的间接权益）将由76%增至100%。

国货航是国内最大航空货运公司之一，2003年，由中国国航、中信泰富有限公司和首都机场集团共同出资组建，注册资本为22亿元，当时三家公司分别持有51%、25%和24%的股份。2008年1月3日，中国国航全资子公司中航兴业有限公司出资8.57亿元，收购中信泰富全资子公司Gold Leaf Enterprises Holdings Ltd.全部股份，从而间接获得Gold Leaf所持有的25%国货航股份。中国国航所持有的国货航股份由51%增至76%。

CAAC prepares for ICAO audit in full force

民航局全面启动国际民航组织航空保安审计准备工作

Feb.5th -- Civil Aviation Administration of China Deputy Administrator, Li Jian, convened a meeting to discuss preparations for a second round of aviation security audits by the International Civil Aviation Organization (ICAO).

Representatives from the General Office of the Civil Aviation Authority, Air Security Office, the Finance Department, the International Secretary for Transport, Public Security Bureau, the North China Civil Aviation Authority, the Capital International Airport Co. Ltd. and Air China Holding Co Ltd. were present.

Li Jian stressed that the audits will be the chance for the CAAC to demonstrate to the ICAO regarding China's civil aviation security management and monitoring capabilities and efforts since the Summer Olympics to implement new security measures and procedures. All units should be prepared for this testing and general assessment in order to ensure success.

During the meeting, a leading group was set up to lead the preparation efforts for the audits and duties were assigned to various relevant departments.

2009年2月5日, 民航局李健副局长主持召开会议, 研究部署国际民航组织对中国民航进行的第二轮航空保安审计各项工作。民航局办公厅、航安办、财务司、国际司、运输司、公安局以及民航华北地区管理局、首都机场股份公司、国航股份公司相关负责人出席了会议。

李健副局长强调指出, 本次审计是中国民航向国际民航组织展示航空保安管理水平和监管能力的重要平台, 更是对奥运会以来中国民航实行的各项保安措施和程序的一次综合评估和检测, 各单位要高度重视, 认真准备, 紧密协作, 确保本次审计工作顺利完成并达到预期效果。

会议决定成立由李健副局长任组长的迎审工作领导小组, 明确了相关部门的职责任务, 并对近期的重点工作进行了研究和部署。

CAAC's Guangdong Safety Administration unveiled in Guangzhou

中国民用航空广东安全监督管理局揭牌

On April 20, the Guangdong Safety Administration of the Civil Aviation Administration of China was formally unveiled in Guangzhou.

CAAC's Director General for South Central Liu Yajun, Guangdong Provincial Safety Production Authority Director Chen Jian-hui, as well as representatives from enterprises in the Guangdong area were present. A total of 115 people attended the unveiling ceremony.

At present, the civil aviation region in Guangdong (excluding Shenzhen) include five airlines, seven general aviation enterprises, five civilian airports, six major oil companies, 19 aircraft-and-parts maintenance entities and a total of 116 aircraft.

The Guangdong Civil Aviation region has remained stable, experiencing steady improvement in traffic.

Director of Guangdong Safety Administration Li Shuangchen said, that as of March 31, civil aviation in China has maintained a safe operation record for 52 months and 820,000 flight hours. This thus far is the longest safety record in the history of China's civil aviation.

Guangdong's civil aviation authority must take this opportunity to further strengthen what it has already built-up, and fulfill the regulatory responsibilities of the industry in accordance with the law to ensure aviation safety for the region; strengthen local planning for the coordinated development of civil aviation, especially in the Pearl River Delta and Hong Kong and Macao planning; to promote the development of the Guangzhou Baiyun Airport as a hub to better serve the local economy, maintain the aviation market, and protect the interests of consumers.

中国民航广东安全监督管理局于4月20日在广州正式揭牌。民航中南地区管理局局长刘亚军、广东省安全生产监督管理局局长陈建辉以及广东辖区民航企事业单位代表共115人现场出席了揭牌仪式。

China National Aviation Fuel Group seals fuel deal with China National Petroleum

中航油与中国石油签订航油资源供应框架协议

On March 13, China National Aviation Fuel(CNAF) Group Corporation signed a contract in Beijing with the China National Petroleum Corporation (CNPC) to purchase 2.35 million tons of fuel. The contract serves to standardize the purchasing procedure and to ensure a fuel supply for CNAF.

In 2008, CNAF purchased 2.09 million tons of fuel from CNPC. Nearly 6 million tons of fuel will be supplied in the 2009 contract.

中国航空油料有限责任公司与中国石油股份有限公司销售分公司于3月13日在北京签订了2009年航油资源供应框架协议。中国航油有限责任公司将向中国石油股份有限公司销售分公司采购航油235万吨。

中国航油与中国石油此次签订的航油资源供应框架协议, 将促进中国航油采购的合同化、规范化、市场化运作, 实现“订单式生产, 合同化采购”, 确保民航航油资源的稳定供应, 对促进国内航空煤油市场的规范有序运行具有重要意义。协议同时对航油供应的质量、计划的编制和运输组织以及结算等相关问题进行了详细规范。

据悉, 2008年中国航油向中国石化采购航油209万吨。此前, 中国航油与中国石化签订了2009年航油资源供应框架协议, 中国航油将向中国石化采购航油590万吨。

(Continued on page 7)

(Continued from page 6)

目前, 民航广东辖区(不含深圳)共有运输航空公司5家, 通用航空企业7家, 民用运输机场5家, 主要油料公司6家, 航空器、航空器部件维修单位19家, 各型号航空器116架。民航广东辖区安全形势一直保持平稳, 运输量稳步提升。

民航广东监管局李双臣局长表示, 截止3月31日, 中国民航已经安全运行52个月, 安全运行1482万飞行小时, 创造了中国民航历史上最长的安全纪录。民航广东监管局要以此为契机, 进一步加强自身建设, 依法履行行业监管职责, 确保辖区航空安全; 强化与地方、特别是珠三角和港澳地区民航的规划协调发展工作, 促进广州白云机场航空枢纽机场建设, 更好地服务于地方经济; 维护航空市场秩序, 保障消费者权益。

hearing on preliminary expansion plans of the Jiayu Gate Airport Terminal Area

西北局组织嘉峪关航站区扩建工程初步设计审查会

The northwest bureau of the Civil Aviation Administration of China(CAAC), along with the Gansu Province Development and Reform Commission, convened a hearing on the preliminary expansion plans of the Jiayu Gate Airport from Feb. 17th to Feb. 20th in the city of Jiayu Gate. The expansion of the Jiayu Gate Airport terminal area will not only help speed up the development of aviation infrastructure but also improve the standards of aviation safety in the northwest region.

The expansion plans are estimated to cost a total of 138,420,000 RMB.

The current expansion plans of the air control zone of the Jiayu Gate Airport is classified at 4D. The new terminal will take up 7,000 sq. meters. The plans also call for renovation of the existing terminal, cargo storage area and fire station. The expanded airport will occupy 15,424 sq. meters and include one vertical bypass taxiway. A new 4,700-sq. meter parking lot will also be added to accommodate the new demands.

民航西北地区管理局会同甘肃省发改委于2月17日至20日在嘉峪关市组织召开了嘉峪关机场航站区扩建工程初步设计审查会。嘉峪关机场航站区扩建工程进一步推进和加快西北地区基础设施建设进度, 提高机场安全运行保障水平, 项目总投资13842万元。

嘉峪关机场航站区扩建工程本期建设规划飞行区等级为4D, 新建航站楼7000平方米, 改造现有航站楼、货运库及消防中心; 新建站坪15424平方米和1条垂直联络道; 新建停车场4700平方米; 相应改造和更新部分航管、导航、气象等设施。

Jiangsu to invest 15 billion in airports

机场大战再起: 江苏投资150亿 建设机场新局

On April 1st, Jiangsu Communications Department's Director for aviation industry, Miao Zhenghong, said that 10 billion yuan is to be invested in the second phase of the Nanjing Lukou International Airport expansion project. The feasibility study report has been submitted to the National Development and Reform Commission for approval. This will be the largest capital investment in a transportation project for the province.

At the same time, Miao said that plans for a 560 million yuan expansion to the airport expansion project in Nantong are being submitted for approval, while Lianyungang Airport's master plan has been in CAAC East China Administration for approval. Once approval is confirmed from the East China Civil Aviation Authority, it will be passed over to the National Development and Reform Commission for final approval.

This year the province is planning to launch a new round of airport facility planning. The plans, known as "7 +2," call for grooming the two major airports, Nanjing Lukou and Wuxi Shuofang, into hub airports, expanding the five satellite airports -- Nantong, Changzhou, Xuzhou, Lianyungang and Yancheng, and adding two more, in Huaian and Jiangdu, respectively.

The prioritized expansion project of the Nanjing Lukou International Airport is slated to begin in the first half of this year.

The project includes a new 3,600-meter long runway and a new 200,000 sq. meter terminal. When the new facilities come on-line in three years, they are expected to handle a passenger throughput of 300 millions and cargo throughput of 800,000 tons, which fits the long-term needs projected for 2020.

The proposed renovation for the province's other hub airport, Wuxi's Shifang, have also been reported to the NDRC. The capital project will cost 296 million yuan.

The 176 million-yuan expansion project of Lianyungang Airport has also begun. Located in Baitabu Town of Donghai County, Lianyungang caters to both military and civil use. Upon completion by the years end, the project will have expanded the international terminal from 5,100 to 11,200 square meters and the apron from 20,000 to 50,000 square meters.

4月1日, 江苏交通厅航空产业处处长缪正宏表示, 总投资100亿的南京禄口国际机场二期扩建工程, 预可行性研究报告已上报国家发改委审批, 这是江苏省投资规模最大的单项交通工程项目。

与此同时, 缪正宏透露, 总投资5.6亿的南通机场改扩建项目建议书正在报批, 连云港机场总体规划也已获中国民用航空华东地区管理局(简称“民航华东管理局”)审批, 在国家发改委也即将批复。

江苏今年启动的新一轮机场规划建设中, “7+2”的机场规划很快浮出水面, 即在原有的7个机场中, 南京禄口、无锡硕放为重点打造

两大枢纽机场, 南通、常州、徐州、连云港、盐城5个支线机场进行改扩建。另外增建淮安涟水、苏中江都两个新机场。

作为重中之重南京禄口国际机场扩建工程, 计划2009年上半年动工。禄口机场扩建项目包括, 新建一条3600米长的跑道, 新建20万平米候机楼, 预计三年后投入适用, 其远景规划是, 满足2020年旅客吞吐量30000万人次、货邮吞吐量80万吨需要。

江苏另一确定性枢纽的无锡硕放机场, 其飞行区改造工程项目建议书也已上报国家发改委审批, 总投资2.96亿元。

总投资1.76亿的连云港机场改扩建工程也已开工, 连云港机场系军民合用机场, 位于东海县白塔埠镇, 改扩建预计在今年底前完工, 届时目前5100平方米的候机厅将扩建为1.12万平方米的国际候机厅, 停机坪从2万平方米扩建到5万平方米。

Signing Ceremony for U.S.-China Aviation Cooperation

中美航空合作签字仪式



2009 China/U.S. Aviation Symposium

Strengthening China and U.S. Aviation Partnerships

2009年中美航空论坛

Violet Law and Lili Wang

The 5th China-U.S. Aviation Forum kicked off on April 8th at the Grand Hyatt Beijing. Aviation officials from China and the United States, as well as nearly 300 representatives hailing from the civil aviation industry, aviation manufacturing and trade associations attended the forum.

Civil Aviation Administration of China (CAAC) Administrator Li Jiexiang, Deputy Administrator Yang Guoqing, Deputy Administrator Wang Changshun and their American counterparts, officials from the Federal Aviation Administration (FAA), as well as those from the U.S. Trade and Development Agency (USTDA), were in attendance.

Li addressed, "in response to the global financial crisis, CAAC quickly began to act on many fronts, including aviation safety, market order, growing capacity, infrastructure, fiscal policy and carbon emissions reduction. The reform measures have yielded results even in the short run." Li said that the stimulus package has already achieved initial success, especially in the domestic air transport market, which has begun to rebound. He predicts that the civil aviation industry will remain profitable this year.

In the keynote speech, Wang recalled the development of the general administration of civil aviation in China. He said the CAAC, especially since reform and opening up in the 1970s, has sustained rapid development of China's civil aviation and expanded the volume of transport. Between 1978 and 2008, China's total air transport turnover sported an average growth of 17.5 percent and by 2008 has reached 37.68 billion ton-kilometers. Since 2005, the total civil aviation transport volume

in China (excluding Hong Kong, Macao and Taiwan) has maintained the second position in the world. And despite the economic downturn, airlines are expected to clear more than 800 million yuan in profit during the first quarter of this year.

Under the theme "Strengthening Aviation Partnerships," the forum is aimed to help enhance the technical and commercial relationship between the U.S. and Chinese industries in response to this dramatic growth.

The USTDA-sponsored forum involves a series of senior-level plenary workshops on airport development, air traffic control (ATC) management and safety, ATC capacity and efficiency, aviation environmental issues, airspace utilization, airport security and general aviation development.

In furthering its commitment to advance China's aviation sector growth, USTDA awarded a 1.2 million dollars grant at the forum to expand the highly successful U.S.-China Aviation Cooperation Program. This fifth phase of funding will support an airport environmental best practices technical assistance program; a fourth class of the successful executive management development training program; and institute a new program on air traffic management executive training.

On this occasion, the aviation officials launched the U.S.-China Airport Environmental Partnership at the forum and reaffirmed their commitment to the successful U.S.-China Aviation Cooperation Program (ACP). It is envisioned that the expansion of the ACP through the USTDA grant will strengthen the bilateral partnership and open commercial opportunities for the export of U.S. manufactured goods and services.

2009年4月8日，中国民用航空局与美国贸易发展署合作在中国北京举行了第五届中美航空论坛，来自中美政府、民航界、航空制造业、行业协会等近300名代表出席论坛，中国民航局局长李家祥、美国贸易发展署执行署长里.扎克女士出席论坛开幕式并分别致辞，中国民用航空局副局长杨国庆主持论坛开幕式，中国民用航空局副局长王昌顺作主旨演讲。

中国民航局李家祥局长在致辞中说，这次论坛是在一个特殊的时期召开的。国际金融危机的蔓延，给世界各国经济发展和人民生活带来严重影响，航空业首当其冲。2008年中国民航运输生产和经济效益大幅下滑，国际航线旅客运输、港澳航线客货运输均为负增长，全行业全年亏损252亿元，航空公司经营困难加剧。为应对这场危机，中国民航迅速在航空安全、市场秩序、运力增长、基础设施、财经政策、节能减排等十个方面，果断采取措施，短期内取得初步成效，国内航空市场开始回暖。据初步统计，今年1至3月份，全行业旅客运量比上年同期累计增长14.6%，其中国内旅客运输量增长17.9%；2月份国内货邮运量同比增长7.7%，高于1月份34个百分点。

李家祥在致辞中对中美双方长期以来在民航领域的良好合作关系予以积极评价，充分肯定了与美国贸易发展署、美国联邦航空局和美国航空界卓有成效的合作。特别是自2000年以来，双方为提高中国民航安全管理水平，设立了中美航空合作项目；为使合作更加广泛、深入、有效，双方还建立了稳定的交流机制，并在飞行标准、运行与维修、适航审定、空中交通管理等方面开展交流与合作，为中美民航的健康发展做出了贡献。同时表示相信，通过这一论坛，中美双方必将开启航空合作的新局面。

美国贸易发展署执行署长里.扎克女士在致辞中对中美双方在民航领域的合作给予高度评价，并对双方今后在民航各个领域的广泛合作寄予厚望。

王昌顺在主旨演讲中，对中国民航发展进行了回顾并对中国民航发展进行了展望。他说改革开放以来，中国民航持续快速发展，运输规模不断扩大。1978-2008年，中国航空运输总周转量平均增长



17.5%，2008年达到376.8亿吨公里。2005年以来，中国民航运输总周转量（不含港、澳、台）一直保持在世界第二的位置。客运量则从1978年的230万人次增长到2008年的1.9亿人次，平均增长为15.9%。货运量由6.4万吨增长到407.6万吨，增速为14.9%。

他分析总结了民航发展比较明显的四个特征，即需求拉动型增长特征、“不平衡”特征、逐步放松管制特征、成长期特征。随着中国国民经济的持续快速发展，到2020年，中国民航将实现运输总周转量1400亿吨公里以上，旅客运输量超过7亿人次，旅客周转量在国家综合交通运输体系中的比重达到25%以上。机场数量达到240个以上，在地面交通100公里或1.5小时的车程范围内，全国80%以上的县级行政单元较方便地得到航空服务，所服务区域内的人口数量达到全国人口的82%以上、国内生产总值达到全国总量的96%以上。

王昌顺表示，中国民用航空市场的前景十分广阔，当前遇到的困难是暂时的，只要充满信心，措施得当，中国民航必





In addition, an MOU was signed today by Acting Director Zak, Administrator Li, and FAA Acting Assistant Administrator for International Aviation Dorothy B. Reimold establishing the U.S.-China Airport Environmental Partnership.



Established in 2004, the ACP links the U.S. and Chinese governments and aviation industries in a multi-faceted program to promote technical, policy and commercial cooperation. The USTDA grant awarded today will partially fund the next phase of ACP programs with matching funds provided by the U.S. aviation industry and a significant contribution by the CAAC. The programs are designed to expose CAAC managers and future leaders to U.S. aviation practices, procedures and technologies as they work to establish a framework for managing the continued growth of China's aviation sector.



In presenting the grant, USTDA Acting Director Leocadia I. Zak explained that both environmental solutions and technologies are critical to sustainable growth in the aviation sector. He said that by working with government partners and civil aviation industries in both the U.S. and China, USTDA is helping both nations' aviation systems grow together in mutually beneficial ways. And by sharing experiences and best practices with each other, Zak said both countries can achieve results that will strengthen their respective systems and shape the future of commercial aviation.



In addition, Zak said his agency is promoting a high-level dialogue between the United States and China to address current and future challenges to the growth of the aviation sector, including discussions on how to mitigate environmental impacts from increased commercial aviation. Zak and CAAC Administrator Li Jiaxiang signed a grant agreement officially conferring the USTDA funds.



In the last two decades, China's civil aviation sector has undergone significant development and will continue on a fast-paced growth trajectory, with total air traffic volume expected to double by 2010 from 2005 levels. To meet this rising demand for aviation services, China plans to spend 30 billion yuan on aviation infrastructure in 2009 and 17 billion yuan on airport construction and expansion over the next five years. CAAC Deputy Administrator Wang said the General Administration of Civil Aviation of China in 2020 will achieve the total transport volume for more than 140 billion ton-kilometers and a passenger transport volume of more than 700 million passengers.

Ultimately, officials said the goal is to build 240 airports to attain more than 100 kilometers of traffic on the ground or 1.5-hour drive range to an airport for more than 80 percent of the national county-level administrative unit, and to provide more convenient access to air services for more than 82 percent of the country's population. They predicted that China's civil aviation market has broad prospects, and the current difficulties are only temporary. And as long as the confidence remains, officials said Civil Aviation Administration China will usher in greater development of China's economic and social development of civil aviation and contribute to the development of civil aviation worldwide.



将迎来更大的发展，为中国经济社会和世界民航的发展作出新的贡献。

论坛上，来自中美双方民航领域的代表就美国航空行业、机场发展和运营、通用航空、航空公司行业机会、航空环保、空中交通管理、航空安全等专题展开了深入的交流和研讨，扩大了共识，增进了友谊。

根据协议，美国贸易发展署将在2009年度继续提供赠款用于中美航空合作项目。据悉，2009年，美国贸易发展署将为中方提供赠款128万美元，用于美方与中方开展民航高级管理人员培训、民航机场可持续发展以及空管人员高级管理培训三个合作项目。

据了解，中美航空合作项目启动于2004年，旨在通过中美双方的技术合作和为中国民航专业人士提供管理培训，促进中美两国民用航空界的广泛合作。

2004年至2008年，美国贸易发展署已经向中方提供了共计458万美元的赠款，用于中国民航系统人员培训、航空器适航审定、飞行标准管理、空中交通管理、机场管理、通用航空发展等方面的合作，取得了良好效果。

根据环保合作备忘录，中国民用航空局还将与美国贸易发展署、美国联邦航空局合作在航空环境保护方面开展研究。

论坛召开期间，李家祥局长会见了美国贸易发展署、美国商务部、美国联邦航空局等部门的高级官员，就双方共同关注的问题，进行了广泛深入的交流。会议期间，中美双方还签署了“航空合作项目（ACP）”和环保合作备忘录，李家祥局长、杨国庆副局长和王昌顺副局长出席了签字仪式。

论坛上，来自中美双方民航领域的代表就美国航空行业、机场发展和运营、通用航空、航空公司行业机会、航空环保、空中交通管理、航空安全等专题展开了深入的交流和研讨，扩大了共识，增进了友谊。





THE BEST TEST TOOL FOR ATC RADAR

航管雷达的最佳检测工具

作者：张立国

翻译：汪莉莉

Written by Liguozhang

Translated by Lili Wang

比利时Intersoft-Electronics (IE) 公司成立于1983年。IE是一家电子测量仪器制造企业，多年来一直致力于电子测量仪器的研发和生产，并在雷达测试方面取得骄人的成绩，随着技术的不断创新发展已经处于全世界雷达检测领域的领先地位。IE生产的各类雷达质量分析与支持系统 (RASS) 作为唯一被包括欧洲民航管理局 (CAA)、美国联邦航空局 (FAA)、欧控组织 (Eurocontrol)，以及各大雷达制造商 (EADS、洛克西德·马丁，雷神等) 与其他空管服务供应商所认可的独立于第三方的雷达质量分析与支持系统，在世界管制雷达范围内得到了广泛的应用。

作为空中交通管理的主要组成部分，雷达监视系统的质量评估和性能监测是提供安全高效空中交通控制的关键。这些系统的维修维护，以及设备的安装、验收、调配或部分零件的翻新整修，都需要专用工具。直到目前为止，这些工作主要倚赖标准射频设备来完成，例如：频谱分析仪器和功率范围计量仪器等。IE工程师以多年的雷达测试经验和用户专家联合研发了独立于雷达制造商以外的检测工具，为雷达系统的质量检测提供了新的解决方案。

第一级是应用RASS-R 实时监控工具对雷达质量参数基于24/7实时监控，将来自雷达的重要性能参数信息统计并发送到高解析度的显示器上。根据用户的参数选取提供许多不同的视角。由于来自多部雷达的信息能够结合在一起，这也允许进行雷达之间的比较，提高对于所有雷达质量的认知。若出现过失时，能及时提出处理意见，在系统故障发生以前及早地提供系统退化告警。(雷达性能参数基准线确定后实时的监控就可以开始)

第二级是应用RASS-S 雷达基本性能测试工具，对雷达系统和各个组成单元进行详细的技术分析。包括雷达的覆盖范围、动态性能，以及相对于标准规格或必需条件的不足之处。我们无需介入详情只需提供标准配置的内容，就可以测量雷达系统的整体质量状况。被测试的设备通常无需中断其运行。所有信息均被记录，用于此后的(离线)回放与分析，硬件系统和与

之配套软件工具协助用户执行符合逻辑顺序的所有测试。最后将各级的测试结果生成综合的测试分析报告。(RASS-S硬件设备和软件工具相结合可以查找出雷达性能衰退的原因，也可以针对雷达优化方案提供有效测试。)

第三级是应用RASS-S 工具和专用设备(雷达环境模拟器RES、雷达目标产生器RTG)为雷达系统设计单一或系列测试，这些测试比雷达基本测试有更深层的分析，通常在工厂验收测试和现场验收测试期间应用。同时也用于校飞测验，通过注入MSS或PSR 目标信号来比较雷达在各种状态下的工作状况。

十年前，美国兴世公司把IE的雷达检测技术带到中国，目前中国的用户有民航空管局(ATMB)、民航二所、华东空管局和中国空军。十年间IE的雷达检测科技在中国空管市场中有着良好的应用，更有出色的表现。

值得一提的是，在去年5月12日发生的地震灾害对四川地区的民航空管设备、设施造成了较为严重的破坏，成都双流机场航管楼及雷达等重要设备、设施无法使用。能否尽快恢复机场运行，保障抗震救灾紧急运输任务，疏散滞留旅客，空管保障能力的恢复成为关键，这对空管技术保障单位是一场严峻的考验。

空管雷达结构复杂检测维修极不方便，向厂商求援在时间上已经来不及，于是专家们利用标准射频计量设备和功率计量仪器来诊断试验，但测试时间周期长，而且多项测试与技术说明书完全不同。正在专家们陷入焦灼之际，民航二所的工程师携带从IE公司引进的雷达现场分析支持系统(RASS-S)赶到了，RASS-S测量工具是独立于雷达制造商以外的检测系统，具有操作灵活适用各种格式雷达、快速检测雷达各个组成单元、记录回放所有雷达信号的特点，可以按照天线系统—射频系统—询问机—处理器自上而下地对雷达系统全面分析测试。仅用两天时间，他们就完成了对牧马山和双流机场场内雷达的紧急检测校验。正确判断了雷达的基本性能，使雷达快速恢复工作状态为空中交通服务，保障遂行抗震救灾运输任务。

新的时期，IE公司为空中交通提供更加安全的运行环境的信息不会改变，对科技创新的持久努力永远不会停止。



Intersoft Electronics NV started its activities as an engineering company in 1983. IE product-line covers a wide spectrum of instruments supporting radar engineers in the complete quality assessment of primary and secondary surveillance radars and ADS-B equipment. IE retains a long list of users from all over the world, including CAA, FAA, Eurocontrol, as well as radar manufacturers (EADS, Raytheon, Lockheed Martin, etc...)

As an integral part of Air Traffic Management (ATM), radar positional data constitutes the principal means of surveillance of aircraft for the safe and efficient execution of air traffic control. The performance characteristics of the radar sensors used in air traffic control play a major role in the way separation standards are applied to aircraft within controlled airspace. The establishment of a performance monitoring program to comprehensively assess the quality of these surveillance systems is critical in the provision of safe and efficient air traffic control services. The maintenance of these systems, as well as the acceptance of equipment after new installation, deployment of equipment or refurbishment of parts, requires precise tools. Up to now, maintenance has been relied mainly on standard RF equipment, such as spectrum analyzers, power meters, scopes, etc. But IE Engineers develops and produces a wide range of high-tech quality control tools for radar testing.

RASS-R - Real Time Monitoring (RASS level 1)

A RASS Level 1 analysis provides near real time monitoring of key radar quality parameters on a 24/7 basis. Key performance parameters are monitored through trend analysis to ensure correct operation of a sensor. By monitoring performance trends it is possible to provide early detection of system degradation before system failure occurs. These analyses are completed through the use of the RASS-R family of COTS products.

Real time monitoring is commenced on a radar sensor only after the sensor's baseline performance has been established.

RASS-S - Sensor Baseline Campaign (RASS level 2)

A RASS Level 2 campaign provides a detailed technical analysis of the performance of the individual sub-systems that comprise the radar system. This analysis will result

in definition of the sensors coverage capabilities and operational performance capabilities and/or limitations against established standards or requirements. The level 2 campaign is conducted using the RASS-S family of COTS hardware and software components.

A baseline campaign can identify the reasons for possible performance degradation of a radar sensor. The baseline campaign also provides the ability to test the efficacy of the radar sensor's optimization.

Special Campaigns (RASS level 3)

A RASS Level 3 campaign can be a single or multiple series of special tests designed to assess a radar system at a deeper level than the tests conducted in a sensor baseline campaign. These tests are typically conducted during Factory Acceptance Testing (FAT) or Site Acceptance Testing (SAT). A special campaign can also be used to assess the readiness of a radar sensor for flight inspection by injecting MSSR or PSR targets and comparing the results while the radar is working in its full operational state. Level 3 campaigns are made using the RASS-S family of equipment as well as specialist COTS equipment such as the Radar Environment Simulator (RES) and Radar Target Generator (RTG).

More than a decade ago, Uniworld introduced the IE RASS system into China. Presently, the Chinese users include CAAC's ATMB, the 2nd Research Institute of CAAC, East China ATMB and Air China. During the past decade, IE's radar testing technology have been applied into the China ATC market and made a lot of excellent performance.

It is worth mentioning that at Sichuan earthquake on May 12th, 2008 destroyed a lot of ATC facilities, control towers and a number of important radar equipment of Chengdu Shuangliu International Airport were adversely affected. It is very important to resume the ATC capabilities, for restoring the airport operation, securing the relief materials' transpiration, and evacuating the retained travelers, which was also a tough task for the ATC department.

The structure of radar system is very complex and hard to maintain, and there was no time for requesting the help from the manufacturer. So the ATC experts tried to use the standard RF equipment, i.e. spectrum analyses, power meters, scopes and etc., but the testing period would take too long and a number of tests were totally different from the technical manual. At the time of being on thorns, the engineers from the 2nd Research Institute brought the RASS-S to the site, which imported from IE. RASS-S system is a third party product independent from the radar manufacturer. It can be operated smoothly in different radar format, testing each components of the radar in a quick method, and recording and replaying all the radar signals. It also can check the radar from top to down, from the antenna to the transmission and then to the Interrogator and finally to the processor to complete the whole and overall analysis. It only took two days for them to complete the emergency check and test of the radars in Mumashan and Shuangliang Airport. It correctly judged the basic function of the radars, and quickly put them into ATC services, to secure the transpiration tasks for earthquake relief.

At the new era, IE's mission of providing a safer ATC operation environment would not change, and they will keep on making great effects for the technology renovation.



Aviation Expo / China 2009

第十三届北京国际航空展览会

Civil & Military, Including Airport & Air Traffic Control

23-26 Sep, 2009

北京中国国际展览中心

CIEC, Beijing, China



www.beijingaviation.com



华进有限公司
China Promotion Ltd.

HongKong (香港)
Tel: 852-2511 7427
Fax: 852-2511 9692
Email: cp@cpexhibition.com
sales@beijingaviation.com

Beijing (北京)
Tel: 86-10-8773 0641
Fax: 86-10-8773 0640
Email: bj@beijingaviation.com
richard@cpbjf.com; linda@cpbjf.com

CAAC Updates



CAAC Chief Administrator Li Jiayang attends opening ceremony of China Aviation Investment Co. Ltd.

李家祥出席中翼航空投资有限公司成立揭幕仪式

Feb. 6th, the China Aviation Investment Co., Ltd. was formally established in Beijing. The company is a joint venture of China National Aviation Holding Company and its Hong Kong subsidiary and the fruit of China National's long-term development strategy for specializing in aviation-related industrial investment and management of the investment holdings.

The investment company was established to target operating aviation-related industries and other specialized companies in the domestic market. Its establishment set the stage for a formal structure for aviation-related industries as well as development and financing platforms.

The company will start out in the air

catering business and gradually expand to the ground with cargo terminals, ground services, airport management and other services.

The photo shows CAAC Chief Administrator Li Jiayang and China National Aviation Holding Company CEO Kong Dong at the opening ceremony.



2月6日，中翼航空投资有限公司在北京正式成立。该公司由中国航空集团公司与其在香港的全资子公司中国航空（集团）有限公司合资成立，是根据中航集团的中长期发展战略而设立的一家专门从事航空相关产业投资和管理的投资控股公司。作为中航集团在国内市场经营航空相关产业的专业化公司，中翼公司的成立标志着中航集团正式搭建起了航空相关产业的投融资和发展平台，拉开了第三次产业结构调整序幕。该公司将以航空配餐业务为先导，首先收购和整合集团内部的航食资源，并在此基础上逐步向地面货站、地面服务、机场管理等业务推进。

图为民航局局长李家祥和中航集团总经理孔栋为中翼航空投资有限公司成立揭幕。

CAAC deputy surveys operations at 2nd Research Institute

王昌顺视察指导民航二所工作

Feb. 19th -- Civil Aviation Administration of China Deputy Administrator Wang Changshun, along with other high-ranking aviation officials, today surveyed operations of the agency's Second Research Institute.

The institute's director, Huang Rongshun, briefed the visiting officials on its work in 2008, its goals for 2009 and its progress in post-disaster reconstruction of the scientific research building and the development of the automated baggage sorting project.

Wang gave the following instructions: First and foremost, concentrate our efforts on post-disaster building's reconstruction, and ensure the safety and quality of the project.

Second, be determined to devote energy to improve the technology that enables automated baggage sorting and apply the technology on other facets of airport management.

Third, further strengthen the team and establish a good mechanism to attract more talent in order to inject vitality into the

(Continued on page 16)

(Continued from page 15)

sustainable development of the research institute.

Wang said the CAAC will provide adequate funding and policy support for the continued technological advances of the institute.

民航局王昌顺副局长一行于2009年2月19日专程来到民航二所视察指导工作。民航局财务司副司长潘亿新、规划发展司副司长张海东、民航局空管局总会计师徐东、局长助理许超前、基建处处长王善芹、办公室副主任张有润等一并陪同视察。

黄荣顺所长就民航二所2008年工作情况及2009年工作思路、科研大楼的灾后重建、行李自动分检产业化基地项目的建设和成立民航空管工程技术研究所等方面做了汇报。

王昌顺副局长还就民航二所的发展作了重要指示：一是要集中力量做好科研大楼的灾后重建工作，保证资金安全和工程质量。二是要下决心、投精力，把民航二所拳头产品之一的机场行李自动分检系统进一步做大做强，推广应用到更多的机场中去，为民航的自主创新做出新的贡献。三是要进一步加强班子建设，建立一个良好的机制，吸引更多的人才，为民航二所的持续发展注入活力。四是民航局将在政策、资金方面继续支持民航二所的发展，全力推进科技先行。

CAAC deputy attends Beijing airport security committee meeting

杨国庆出席首都机场安全管理委员会工作会

Feb. 24th -- Capital International Airport's Security Management Committee ("Security Committee") convened its 2009 meeting with 31 members of the airport holding company. Those attending included CAAC Deputy Administrator, Yang Guoqing, deputy director of the airport division, officials from the Air Security Office, the Public Security Bureau, North China and South China Bureau.

Yang Guoqing and Zhang Zhizhong, general manager of Capital Airport Group, took turns to address the audience and fully affirmed the Security Committee's contributions in 2008, and expressed their great expectations for 2009.

Zhang Bing, the committee's Secretary-General, presented the annual report, which was a comprehensive summary of the committee's work in 2008, and his analysis of the security situation in 2009.

2月24日，首都机场安全管理委员会（简称“安委会”）召集31家成员单位在首都机场股份公司召开了2009年工作会议。民航局副局长杨国庆以及机场司、航安办、民航局公安局、华北管理局、华北空管局领导参加了会议。大会由安委会主任、首都机场集团公司党组书记、北京首都国际机场股份有限公司总经理董志毅主持。民航局副局长杨国庆、华北管理局局长黄登科、首都机场集团公司总经理张志忠分别在会上发言，充分肯定了安委会2008年的各项工作，并对2009年进一步发挥好安委会的作用提出了殷切的希望。

安委会秘书长张兵作了首都机场安全管理委员会2009年度工作报告，全面总结了安委会2008年的各项工作，并通过分析2009年的安全形势，从体系建设、防控措施以及平台机制等方面有针对性地对安委会2009年的工作进行了总体部署。



CAAC deputy surveys South Central operations

王昌顺副局长检查指导中南空管局工作

Deputy Administrator of the Civil Aviation Administration of China, Wang Changshun, and other high-ranking aviation officials surveyed operations of the South Central bureau on Feb. 27th. Wang complimented the bureau staff for their work during the 2008 Spring Festival ice storm, Sichuan earthquake and Beijing Olympics and encouraged them to keep up the efforts.

民航局王昌顺副局长、民航局空管局周毅洲书记、中南管理局刘亚军局长于2月27日赴中南空管局指导工作。中南空管局局长张建代表局党委班子就2008年安全生产状况、2009年春运保障情况、近期的主要工作以及工作中面临的困难和问题作了汇报。王昌顺副局长充分肯定了该局在保障空管安全工作中所作的努力，并就中南空管如何应对工作中的困难和问题作了重要指示：要继续发扬在抗击冰雪灾害、抗震救灾、奥运保障等重大任务中的成功经验和优良传统，迎难而上，敢于胜利；并且围绕安全中心工作，集中力量在班子建设、安全管理、业务建设上下功夫，特别是要抓好跑道入侵、防止空中飞行器危险接近和相撞、设备运行风险等3个安全管理中的重点工作。



CAAC's Head: Airports won't be built for profit

李家祥：今后机场建设不应以盈利为目的

Director of the Civil Aviation Administration of China, Li Jiaxiang, said future construction of airports will be regarded as an investment in social infrastructure, as per directives in the 11th Five Year Plan, rather than a means of generating profits.

According to the latest plan, China plans to build 50 new airports, relocate 12 airports and expand up to 78 existing ones. This translates into a total capital investment of 500 billion yuan.

2009年民航系统要进行“调结构”，在机场的建设中将其定位为公用设施，不以赚钱为目的。

李家祥透露，到“十一五”规划结束，中国计划兴建50个机场，迁建12个机场，改扩建78座机场。

关于民航业资金投入，李家祥透露说，去年国家对民航业的投入达1000亿元，今年也为1000亿元，带动其它相关配套资金，一共达到5000亿元。

CAAC deputy attends meeting to establish PBN procedures office

王昌顺出席CAAC-ICAO亚太地区PBN飞行程序办公室成立会议

On March 26, the International Civil Aviation Organization and the Civil Aviation Administration of China signed a Letter of Intent to establish a CAAC-ICAO Office of Performance-Based Navigation (PBN) Procedures for the Asia-Pacific region.

The office's establishment will promote the development of PBN flights throughout Asia through the provision of technical support and exchange of know-how. The CAAC's leadership therefore has attached great importance to this office.

CAAC Deputy Administrator Wang Changshun said that by basing the office in China the ICAO has cast a vote of confidence on the country's development in civil aviation. This will in turn help China to further its command of PBN technologies.

In signing the letter of Intent, ICAO's Air Navigation Bureau Director Nancy Jean Graham said she has every confidence in the development of PBN procedures in China and Asia at large.

国际民航组织与中国民航局于3月26日在安技中心签署了CAAC-ICAO亚太地区PBN飞行程序办公室成立意向书。国际民航组织代表航行局局长Nancy Jean Graham女士、国际民航组织亚太地区办公室副主任Rodney William Graff先生，以及国际民航组织亚太地区PBN实施执行官David Alan Vanness先生出席了会议。民航局副局长王昌顺以及有关司局领导也出席了会议。会议由安技中心施鼎豪主任主持。

PBN飞行程序设计办公室是亚太地区PBN技术研究开发及交流中心，为亚太地

区各国PBN程序设计及验证提供技术支持与服务。民航局领导对此高度重视。王昌顺副局长指出：国际民航组织将亚太地区PBN办公室设在中国是对中国民航充分的信任、支持与肯定，必将对对中国民航及亚洲各国推行新的航行技术具有巨大的帮助和鞭策作用。同时，PBN技术也是解决中国民航目前面临的各种困境，提高空域容量和安全管理水平的较好方式。

Nancy局长对中国民航的技术水平、安全管理水平，以及中国在亚太地区的领导能力表示充分肯定，她对PBN办公室在中国的发展充满信心。同时，她希望中国能够协助亚太各国开展PBN技术。最后，Nancy局长代表国际民航组织同局方代表飞标司张建强副司长签署了意向书。这为亚太地区PBN办公室的成立迈出了关键的一步。



Fourth Sino-Japanese Aviation Policy Dialogue kicks off

第四次中日航空政策对话会举行

The fourth Sino-Japanese Aviation Policy Dialog kicked off in Hangzhou on Feb. 19th. Deputy Administrator of the Civil Aviation Administration of China, Yang Guoqing, and his Japanese counterpart attended the meeting. They discussed the impact that the global financial crisis has had on civil aviation's development and the countries' respective responses. Also on the agenda were matters related to airport investments, airline security, navigation standards and air traffic management.

第四次中日航空政策对话会于2009年2月19日在杭州举行，中国民用航空局副局长杨国庆和日本国土交通省审议官宿利正史分别率领中、日代表团出席了会议。双方表示愿充分发挥中日航空政策对话会机制作用，携手为谱写中日战略互惠关系的新篇章而不懈努力。双方从民航角度交流了国际金融危机对航空运输行业造成冲击的应对措施，并同意进一步深化在航空安全、机场投资与管理、航空保安、飞行标准和空中交通管理等方面的交流与合作，并签署了会议纪要。



First training class of developing countries aviation personnel kicks off

一期发展中国家航空运输运行监察员培训班举办

Feb. 23, China - International Civil Aviation Organization's training programs in developing countries kicked off. CAAC's Deputy Director General for international cooperation, Han Jun, and Civil Aviation Management Institute of China's Deputy Director, Gao Hongjiang, attended the opening ceremony and sent words of congratulations to the graduating class.

Twenty participants hailing from 18 countries around Africa and Asia took part during four-weeks of training as air traffic inspectors. The training combined classroom discussions with field visits. The curriculum covered topics such as "Introduction to Safety Management of Civil Aviation of China," "rules and regulations in China's civil aviation safety management system," "assessment and regulatory oversight of aviation operators," "new technology in aviation equipment," "air carrier safety management system" and "aircraft performance." Instructors came from the CAAC's Flight Standards Division as well as from certain research units and institutions.

During their training in Beijing, the participants also visited the northern regional control center, the Capital Airport, aircraft maintenance enterprises,

and international airlines.

It's hoped that through this training, understanding and cooperation in the civil aviation industry among developing countries will be enhanced, so will the level of aviation safety, operational efficiency and the development of civil aviation.

CAAC has signed a memorandum of understanding with the International Civil Aviation Organization(ICA0) to train civil aviation management staff in developing countries.

Under the agreement, basic training radar control was given in February and March. This was the first time CAAC collaborated with ICAO in training developing countries. This kind of collaboration will enhance China's influence in the international civil aviation sphere and promote the country's own training institutions.



2月23日, 中国-国际民航组织发展中国家培训项目第一期航空运输运行监察员培训班在民航管理干部学院开班, 民航局国际合作司韩钧副司长和管理干部学院高洪江副院长出席了开班仪式并致辞祝贺。来自非洲、亚洲十八个国家的20名学员将参加为期四周的运行监察员培训。此次培训班采取了课堂研讨和实地参观考察相结合的形式, 开设了“中国民航安全管理概论”、“中国民航安全法规体系”、“航空运营人审定与监管”、“航空器运行新技术”、“航空承运人安全管理体系”、“航空器性能”等专题课程。来自民航局飞行标准司、科研单位、院校的中方专家和领导将承担授课任务。

在京学习期间, 各国代表还将参观华北区域管制中心、首都机场、维修企业和国际航空公司等民航重点安全保障单位和运行单位。期望通过培训, 增强发展中国家民航界的了解和合作, 提高航空运输安全水平和运行效率, 共同推动民航运输业的发展。

中国民航局与国际民航组织于2007年签署谅解备忘录, 同意由中国民航有关培训机构为发展中国家民航管理人员提供培训。根据该协议, 中国民航管理干部学院和中国民航大学将于09年2月至3月分别举办航空运输运行监察员培训班和基础进近雷达管制培训班。这是我国与国际民航组织首次合作举办发展中国家培训班。

World's first A330 Lhasa RNP passes flight trial

全球首架A330拉萨RNP运行验证试飞成功

March 18th, 2009 -- At 4:20 p.m. Chinese Southern Flight A330/B6098 landed at Guangzhou's new Baiyun Airport. This test flight marked the first success by a jumbo jet in meeting the required navigation performance(RNP) in China's civil aviation industry.

China Southern Airlines is the first in the world to apply RNP high-precision navigation technology to a jumbo passenger aircraft, overseen by the CAAC South Central and Southwestern bureaus. The successful trial means that civil aviation technology in China has transitioned from the traditional ground-directed technology to performance-based navigation(PBN). RNP is a fundamental component of PBN. CAAC's Deputy Administrator Li Jian is heading a committee to oversee the development of PBN. RNP testings are now underway at airports in Lhasa, Linzhi, Jiuzhai and Lijiang.

2009年3月18日, 下午16:20伴随着南航A330-343/B6098号客机在广州新白云机场的落地, 成功完成了A330拉萨RNP运行验证试飞, 标志着中国民航在全世界首次获得宽体机RNP运行的能力, 为中国民航进一步推进RNP(Required Navigation Performance)技术的应用奠定了良好基础。

A330拉萨RNP项目为世界首次大型宽体机实施RNP运行, 由南方航空公司执飞, 民航中南管理局负责运行合格审定, 民航西南管理局负责相关航行保障。

国际民航组织在2007年9月第36届大会上正式要求各缔约国在2016年前以全球一致和协调的方式, 从传统陆基导航飞行模式完全过渡到PBN(Performance Base Navigation)。RNP是PBN的一个重要组成部分, 民航局成立了以李健副局长为组长的中国民航PBN领导小组, 并已率先在拉萨、林芝、九寨、丽江机场正式实施了RNP运行。

Yangtze Delta to become express delivery service hub in five years

未来五年“长三角机场群”有望建成航空快递枢纽

Over the next five years, the airport cluster in the Yangtze Delta region -- Pudong, Hongqiao, Xiaoshan, Wuxi and Lukou -- is expected to form an express delivery hub, with airports in Ningbo, Yiwu, Wenzhou, Taizhou and Lianyungang forming a second-tier express hub.

The prosperous Yangtze Delta region is home to many foreign enterprises as well as home to hundreds of thousands of Taiwanese. The demand for express delivery service in this area is very strong.

Data shows that 510 million pieces were express-delivered around the delta in 2008, generating an operating income of 14.7 billion yuan. It is projected that the delta area express service is to grow 25 percent annually over the next five years.

At present, aviation infrastructure in the delta region is maturing, with Shanghai's Pudong and Hongqiao airports emerging as international hubs; and Nanjing, Hangzhou, Ningbo and Wuxi airports as regional hubs, supported by connections to Nantong, Wenzhou, Yiwu, Changzhou, etc.

This sets the scene for the establishment of China Postal's air express network in the delta region.

According to the five-year plan, Shanghai, Hangzhou, Wuxi and Nanjing will be developed as land express hubs, with Ningbo, Jiaying, Jinhua, Wenzhou, Taizhou, Nantong, Yiwu, Taizhou acting as second-tier land express hubs. Enterprises will be encouraged to use the high-speed inter-city passenger rail and flight routes in the delta region to accomplish next-day delivery between prefectures and next-morning delivery between major counties within a region.

未来五年内，长三角地区的浦东、虹桥、萧山、无锡、禄口等机场群有望携手形成航空快递枢纽，并与宁波、义乌、温州、台州、连云港航空快递支线等组成二级航空转运中心。

长三角地区经济发达，外商投资企业众多，同时云集着数十万台胞，快递配送服务市场需求十分旺盛。有关数据显示，二〇〇八年，长三角规模以上快递企业的业务量达到五点一亿件，业务收入达到一百四十七亿多元人民币。而未来五年内，长三角地区快递服务年增长率则有望达到百分之二十五以上。

目前长三角地区的航空设施日趋完善，正在形成以上海浦东、虹桥机场为国际枢纽机场，以南京、杭州、宁波和无锡等为区域性枢纽机场，以南通、温州、义乌、常州等为干线和支线机场的多级航路格局。这为中国邮政业建立长三角地区航空快递网络创造了有利的条件。

据悉，该《规划》同时还将建设上海、杭州、无锡、南京陆路快递枢纽，和宁波、嘉兴、金华、温州、泰州、南通、义乌、台州陆路快递支线等两级陆路转运中心，并鼓励企业利用城际高速铁路和高速客运班线运送快件，在长三角地区实现地级城市间“次日达”、区域内全国百强县间“次晨达”、其他县级城市间“次日达”，推动快递服务延伸到乡村

Nanchang Changbei International Airport receives NDRC approval

南昌昌北国际机场获国家发改委批准

On Jan. 24th, 2009 the National Development and Reform Commission approved the feasibility study on the expansion of the Nanchang Changbei International Airport. The expansion is slated to cost 318,000,000 yuan and complete by 2020.

The expansion plans are designed to accommodate up to 12,000,000 travelers, 1,200,000 tons of postal packages and 121,000 landings and takeoffs a year.

The airside of the Nanchang Changbei International Airport is classified at 4E. The planned expansion will extend both the runway and the parallel taxiway by 400 meters to a total of 3,200 meters. The new passenger terminal will span 93,000 sq. meters. The new cargo terminal will add 17,000 sq. meter, along with the supporting fire control, utility and waste management infrastructure.

2009年1月24日，国家发改委批准了南昌昌北国际机场扩建工程可行性研究报告。该项目总投资31.8亿元。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。

南昌昌北国际机场扩建工程主要建设内容：飞行区等级指标为4E，将跑道及平行滑行道向北延长400米，使总长度达到3200米；新建航站楼9.3万平方米，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。



CAAC releases 2008 figures on airport productivity

2008年民航机场生产统计公报

The Civil Aviation Administration of China released the 2008 figures on airport productivity. All airports combined handled more than 4 billion passengers and saw a growth of 4.7 percent over the year before. The growth stemmed from domestic flights, which carried a 5.3 percent increase in passengers from 2007, whereas international flights saw a 4.4 percent passenger decrease.

The total volume of domestic freight transported stood at 8.83 million tons, sporting a growth of 2.6 percent over 2007. Overseas cargo was at 3.2 million tons, growing over the previous year.

The number of take-offs and landings jumped up 7.2 percent over 2007 to 4.2 million, led by an 8 percent surge in domestic flights and a smaller increase in international flights at 2 percent.

In 2008, altogether, there are 158 domestic airports, excluding the one in Hong Kong and Macau, that are operating and serving 150 cities on a regular basis.

现将2008年我国民航通航机场旅客、货邮吞吐量和飞机起降架次统计公报如下:

2008年,我国境内民用航空通航机场共有158个(不含香港和澳门,下同),其中定期航班通航机场152个。定期航班通航城市150个。

2008年,全国各机场共完成旅客吞吐量40576.2万人次,比上年增长4.70%。完成货邮吞吐量883.4万吨,比上年增长2.61%。其中,国内航线完成563.9万吨,比上年增长2.61%(其中内地至香港和澳门航线为43.9万吨,比上年减少6.49%);国际航线完成319.4万吨,比上年增长2.60%。飞机起降架次为422.6万架次,比上年增长7.2%。其中:运输架次为379.1万架次,比上年增长5.79%。起降架次中:国内航线383.8万架次,比上年增长7.79%,国际航线38.8万架次,比上年增长2.08%。

CAAC convenes meeting on air traffic management in Wenzhou

民航空管局通信导航监视业务工作研讨会在温州召开

Feb. 17th-18th -- The Air Traffic Management Bureau of the Civil Aviation Administration of China convened a meeting on Communication Navigation and Surveillance in Wenzhou. This was their first gathering in 2009.

The purpose of the meeting was to study the ATMB job functions and their work procedures. And discuss the logistic support required to maintain smooth operations for all equipment.

The 18 officials from the regional ATMB Communication Navigation and Surveillance departments in attendance also discussed issues related to the goals of 2009 of the 11th 5 year plan.



2月17—18日,民航局空管局通信导航监视业务工作研讨会在温州召开。这是2009年召开的第一个通信导航监视业务工作会议。会议认真学习民航空管行业管理职责分工及工作流程,分析了2009年通信导航监视业务工作要点,讨论了加强设备运行保障的具体措施和空管工程项目的建设流程。

各地区空管局主管通信导航监视业务的局领导及通导处处长共18人参加了会议。空管局吕小平副局长到会做重要讲话,并就2009年通信导航监视业务工作任务、空管系统“十一五”规划项目启动工作进行了布置。

Air China begins RNP work on A330 at Lhasa Airport

国航启动A330机型拉萨机场RNP精密导航运行项目

In order to advance the Required Navigation Performance(RNP) at the plateau airports and flight performance for fleets serving the region, Air China recently started RNP testing of A330s in Lhasa.

This came on the heels of Air China's work with B757 jets in Lhasa, Linzhi and Jiuzhai.

Air China is the largest user among domestic airlines of RNP. Its ongoing work at the plateau airports has contributed to aviation development out west.

为了进一步推进RNP精密导航技术在高原复杂机场的应用,提高整个机队在高原复杂机场的运行能力,近期国航启动了A330机型拉萨机场RNP运行项目。

A330机型拉萨机场RNP运行项目是国航继B757机型拉萨、林芝、九寨机场和A319机型拉萨、邦达机场后的又一个RNP技术运行项目。这使国航成为使用RNP运行机场最多和运行机型最多的中国航空运输企业。该项目实施后会大大增强国航在拉萨机场的运行能力,提高拉萨航班的安全性和正常性,为西部的发展和藏区的建设做出新的贡献。

Summary of January 2009 SDR

2009年1月份SDR概述

For all of January, 123 Service Difficulty Reports were received, of which 104 involved system or structural problems and 20 pertaining to weather-related or other difficulties.

Compared with December 2008, January 2009 saw 29 fewer reports in total, with 36 fewer involving system or structural problems but seven more pertaining to weather or other factors.

Compared with the same period in 2008, January 2009 saw 16 more reports involving system or structural problems but 3 fewer pertaining to weather or other factors.

The three most common system or structural difficulties were related to flight control, hangar and navigation systems.

Two ground crash reports were received during this month from the same airport on the same day due to severe winds.

2009年1月份共收集、分析和处理各航空公司上报的航空器使用困难报告（SDR）124份。其中涉及飞机系统/结构故障共104份，其它原因事件（鸟击、地面碰撞、天气和其它事件）共20份。

本月SDR数量比上月减少29份，涉及飞机系统/结构故障的报告比上月减少36份，比去年同期增加16份；其它原因事件报告比上月增加7份，比去年同期减少3份。

本月收到涉及飞机系统/结构故障报告数量占前三位的是飞行操纵系统、起落架系统和导航系统。

本月收到两份地面碰撞事件报告，两起事件发生在同一天同一机场，因大风分别导致登机梯移动碰撞飞机和飞机移动碰撞廊桥，造成飞机受损。

China assembles first Airbus A320

首架中国装空客A320飞机最后组装

March 9th -- The first Airbus A320 engine arrived in Tianjin from France and will soon be put in place, rounding out the assembly of the first complete Airbus in China. The whole shipment is estimated at US\$215 million.

The aircraft will be ready for a trial flight on the new runway of Tianjin's Binhai Airport in May.

3月9日，首台空客A320飞机发动机自法国运抵位于天津滨海新区综合保税区的空中客车（天津）总装公司，保税区海关派员实地验放后，飞机发动机随即进入生产车间，首架中国装空客A320飞机进入了最后的组装阶段。

据了解，本次到厂的空客发动机及其配套整流罩及运输用支撑架，价值共计2150万美元。今年5月，第一架中国装空客A320飞机将从天津滨海国际机场新跑道试飞。



中国联系电话：86-10-8559-0830

中文网页：www.ChinaCivilAviation.com/Sprung



Sprung 快速建筑

是机场空运仓储，
机库等设施的最佳选择。

经济，快速，安全，并可易地重建。

Commercial Aviation News



Capital Airport Group to speed up hub planning

首都机场股份公司积极推进枢纽规划与建设

Due to the global financial crisis, the Beijing Capital International Airport's international passenger throughput has decreased in the first quarter of 2009.

A meeting on March 27th took place to deal with the financial crisis, and to promotion Beijing International Capital Airport as the hub of international air routes.

The meeting brought together CAAC's Director General for International Cooperation, and Director Generals for Transportation and Airports Dept. Capital Airport Customs, Beijing Border Control and Quarantine Office, CAAC's North China Bureau and other work units, to discuss how to speed up the hub-building of the Beijing International Capital Airport.

A consensus was reached after exploring BICA's internal and external environment, hub planning and development:

1. Capital International Airport and airlines need to actively work together to promote the hub building;
2. Use the airport's management responsibilities to build a better communication and cooperation platform;
3. We should actively seek the support of the Joint ICQ Units, and constantly work to simplify transit procedures;
4. Raise the level of transit service to attract transit passengers and strive to increase transit ratio;
5. Improve the operating efficiency of the ground to shorten the amount of aircraft taxi times.
6. Optimize the allocation of flight time, and vigorously promote the construction of flights waves
7. Study the competitive airports, analyze their strengths, and identify differences;
8. Dig deeper to discover the potential of the aviation market, and strongly expand our international route network.

首都机场股份公司将积极联合航空公司，共同推进枢纽建设，搭建沟通协作平台，努力增加中转旅客的比率。

中国民航局网站4月2日消息，受全球金融危机的冲击，首都机场2009年第一季度国际旅客吞吐量明显下降。为共同应对金融危机，促进首都机场国际航线枢纽发展，3月27日，首都机场股份公司组织召开了北京首都国际机场国际航线网络建设与拓展研讨会。

会议邀请中国民用航空局国际合作司、运输司、机场司、首都机场海关、北京市出入境边防检查总站、北京市出入境检验检疫局、华北空管局等单位就如何加快推进首都机场枢纽建设进行专题研讨。

通过对首都机场枢纽建设内外部环境、枢纽机场的规划与建设、航权政策和联检政策与枢纽建设等问题的探讨，与会各方达成了以下共识：一是首都机场要积极联合航空公司，共同推进枢纽建设；二是要充分发挥机场的管理职责，搭建沟通协作平台；三是要积极争取联检单位的支持，不断简化中转手续；四是要提高中转服务水平，吸引中转旅客，努力增加中转旅客的比率；五是要提高地面运行效率，缩短地面滑行时间；六是要优化航班时刻分配，大力推进航班波建设；七是要对标周边竞争机场，分析优势，找出差距；八是要深入挖掘航空市场潜力，大力拓展国际航线网络布局。

Civil freight transport down by 28 percent in February

2月民航货运量同比下降28%

The head of the Civil Aviation Administration of China, Li Jiachang, said on March 4th that as a result of the global economic downturn, the volume of freight transported domestically was down by 28 percent and the number of passengers on international flights shrank by 16 percent, but domestic flights saw an increase of 13.4 percent more passengers in February. However, Li predicts that passenger growth will exceed the 8 percent target.

Li encouraged airline executives to run a tight ship and emphasized that the CAAC will put state-owned airlines and privately-run airlines on equal footing. Regarding aircraft import, Li said his agency is working closely with manufacturers.

3月4日中国民用航空局局长李家祥表示，受全球金融危机影响，2月份中国民航货运总量较上年同期下降28%，国际航线客运量下降约16%，国内客运量增长13.47%。不过，今年中国民航客运总量增长速度将超过8%的GDP增长目标。

李家祥表示，民航总局鼓励各航空公司资源整合。重组兼并是航空公司之间的市场行为，国家政策对民营航空公司和国家控股的航空公司一视同仁。

对于在国外采购飞机的情况，李家祥称，有些航空公司需要进行运力调整，会根据市场和供应情况不断调整购买计划，会和飞机制造商进行谈判，作出理性安排。但是已经确定的项目，特别是有法律效力的，都要遵守合同。

Shanghai's big three ground service providers fight for market share at airports

上海三大航企暗战机场代理权

About 60 foreign and domestic carriers currently service airports in Shanghai. In 2008, the two airports in the city handled 451,039 take-offs and landings, 51 million passengers and 3 million tons of freight. Besides the Shanghai-based carriers such as China Eastern and Shanghai Air, other domestic and foreign airlines also heavily rely on the city's airports for ground transport, freight transport and miscellaneous support services.

According to a recent survey, China Eastern beats Shanghai Airport Authority in market shares for ground handling business. Throughout 2008, China Eastern serviced a total of 38 carriers, compared with 22 serviced by the airport authority's subsidiary. For China Eastern, this translated into a 62.9% market share at Pudong and a 40-percent share at Hongqiao. The airport authority, meanwhile, captured only 34 percent of the market.

通航上海机场的中外航空公司大约有60家，上海两大机场2008年全年共完成航班起降451039架次，旅客吞吐量5111.31万人次，货邮吞吐量301.87万吨。除东航、上航等以上海为基地的航空公司，其它中外航空公司需要上海机场和上海基地航空公司提供代理，涉及客票销售、客舱清洁、机务勤务、旅客值机（登机）、货邮行李装卸等一系列环节。

最新的一项问卷调查表明，东航在地面代理市场中的份额竟然超过上海机场集团，东航截至2008年底客户航空公司共计38家，其中同时代理客机与货机的13家，纯货机7家，纯客机18家。在浦东国际机场，东航地面代理额占62.90%，地面代理航班量达总量70.59%。在虹桥机场，东航地面代理额占40%，地面代理航班量达总量的55.13%。上海机场集团下属上海国际机场股份有限公司航空服务分公司目前共代理国内外航空公司22家，以代理航班量计，约占上海机场国际和地区航班代理市场近34%的份额。



Commercial Aircraft Corp. recruiting parts suppliers nationwide

国产大飞机公司全国招募零部件供应商

The Commercial Aircraft Corporation of China (CAC) is now recruiting potential domestic suppliers to supply parts for its C919 jumbo jets and accepting bids.

CAC general manager Jin Zhanglong explained that fostering domestic supply chains of jet parts serves as an important strategic interest for China. It can also help develop the high-tech manufacturing sector because building jumbo jets demands a high level of technological sophistication. Jin said about 50 percent of the required parts have to be supplied by outside manufacturers.

Parts for which bids are being solicited include: radar shield, nose, the front frame, mid-frame and other structural components, as well as flight controls, avionics, power and lighting supplies, and APU.

CAC requires that potential suppliers be from mainland China, Hong Kong, Macau or Taiwan regions. They must also be independent legal entities that can pass ISO9001 (or equivalent) certification and have equipment design and manufacturing capacity.

中国商用飞机有限责任公司(以下简称“中国商飞”)面向国内潜在供应商发放“C919”大型客机项目国内供应商信息征询书，这意味着首型国产大飞机“C919”国内供应商招投标工作正式启动。

由国家控股的中国商飞是实施国产大飞机项目的主体。中国商飞总经理金壮龙表示，作为国家战略项目，大飞机项目能够拉动众多高新技术产业发展，带动国内相关产业上台阶；但与此同时，“大飞机”项目涉及的技术关一重接一重，需要各方力量的加盟，根据测算，大约50%的零部件制造需要对外招标。根据“C919”大型客机项目研制计划，目前该项目已经进入供应商和合作伙伴的选择阶段。

此次中国商飞针对“C919”大型客机项目的招标内容包括：雷达罩、机头、前机身、中后机身等机体结构工作包，以及飞控、航电、电源、照明、APU等“C919”大型客机项目系统设备工作包。中国商飞要求潜在供应商来自中国内地及港澳台地区，在法律上和财务上独立并且合法运作，具有通过认证的ISO9001(或等同的)质量体系，并具有飞行器机体结构或相关系统设备的设计制造能力。

China Southern Airlines sold three MD-82 aircraft

南航成功售出三架MD-82飞机

At 9 a.m. on April 10, 2009, three retired China Southern MD-82 aircraft (B-2139, B-2140, B-2151) took off at Phoenix Airport in Sanya and flew away into the distance.

After a two-day journey, the three aircraft landed smoothly at the Bulgarian capital Sofia Airport, marking it a successful sale of the aircraft to a foreign company.

The three MD-82s sold came into service in October 1991 and December 1993. Together, they've logged a total of more than 40,000 hours and 25,000 cycles. The three aircraft were retired from service in late 2008 after years of smooth operations.

2009年4月10日上午9点,南航已退役的三架MD-82飞机(B-2139、B-2140、B-2151)在三亚凤凰机场再度轰鸣,依次腾空飞向远方。经过两天的长途跋涉,三架飞机在保加利亚首都索菲亚机场平稳降落,顺利移交给外国公司,标志着南航已成功完成三架MD-82飞机的出售工作。

南航此次出售的三架MD-82飞机分别于1991年10月和1993年12月出厂并交付使用,至今分别累计使用超过40,000小时和25,000循环,三架飞机正常运行至2008年10月下旬以后退出现役。

Shenzhen Airlines' assets frozen due to fuel costs

深圳航空两亿元财产被查封 拖欠1.8亿元油料费

With payment of 180 million yuan in fuel costs in default, Shenzhen Airlines Co., Ltd. has applied to liquidate its assets.

Reporters learned that, out of consideration for the special nature of the aviation industry, the city's court has lifted the freeze of more than 180 million yuan of the airline's cash-in-hand. Instead, the court has put a hold on the airline's five engines, which are worth a total of 200 million yuan, a simulator, and five million yuan as collateral.

Last June, South China Blue Sky Aviation Oil Limited entered into a contract to supply aviation fuel to Shenzhen Airlines. After the airlines posted more than 180 million yuan in debt due to fuel costs, Blue Sky suffered a shortage of operating capital and appealed to the Arbitration Commission in Beijing for adjudication, using the arbitration clause in their contract.

因拖欠1.8亿余元油料费,深圳航空有限责任公司(下称深航)被申请冻结结算款。记者昨日获悉,出于对航空行业特殊性的考虑,市中院根据深航的申请,已将其被冻结的1.8亿余元结算票款解封,置换为查封深航总价2亿元的5台发动机和1台模拟机以及500万元票款作为保全财产。

去年6月,华南蓝天航空油料有限公司(下称华南蓝天)与深航签订了《航空燃料供应合同》,向深航销售航空油料。后因深航拖欠1.8亿余元油料费,导致华南蓝天运营资金短缺,华南蓝天于是依据《合同》中的仲裁条款向北京仲裁委申请仲裁。

United Eagle launches maiden Chengdu-Lijiang flight

鹰联航空有限公司成功首航成都——丽江航线

On March 29 the newly-reorganized United Eagle Airlines Co. Ltd. (United Eagle) resumed its full flight schedule, along with the implementation of the 2009 summer and fall aircraft flight plans and the opening of the Lijiang route.

Lijiang Airport is 2,242.6 meters above sea level, with a runway that measures 2,500 meters in length and 45 meters in width. The north-south facing airport is classified as 4C and is a busy regional airport. It is also one of the most difficult domestic airports to navigate.

In order to ensure flight safety, United Eagle puts much emphasis on navigating high-altitude airports, as well as on the uniqueness, security, operations, flight management, engineering, maintenance, and management of the airport. The successful inaugural United Eagle flight to Lijiang on April 1st marked a milestone in the airline's accomplishments in all these areas.

重组后的鹰联航空有限公司(United Eagle Airlines Co., Ltd., 简称“鹰联航空”)于3月29日全面恢复了航班,执行2009年夏秋航季航班计划并开通了丽江航线。丽江机场海拔2242.6米,跑道长2500米、宽45米,成南北向,机场等级4C,是在役的繁忙支线机场,也是中国最难飞机场之一。

为确保飞行安全,鹰联航空对高原机场运行非常重视,从高原机场飞行、机场特殊性、安全运行管理、飞行技术管理、工程维修管理、运行控制管理等方面积极研究,制定安全运行管理规程。4月1日,鹰联航空成功首航丽江标志着鹰联航空执飞高原航线的运输能力得到了检验,标志着鹰联航空高原机场的安全运行水平得到了检验。



Bombardier Q400 work begins in Shenyang

庞巴迪Q400飞机转包项目在航高基地开工

On March 25th, officials from the Liaoning Provincial Party Committee and the Aviation Industry Corporation of China attended an opening ceremony at the high-tech industry base in Shenyang to mark the beginning of assembly and sub-contracting of the Bombardier Q400. The project, estimated at 1.16 billion yuan, will generate 1.9 billion yuan in revenues.

The Q400 sub-contracting is a collaboration between Shenyang Aviation and Bombardier in Canada. Shenyang will be responsible for the manufacturing, assembly and servicing of the jumbo jet's front(3 doors), rear (3 doors) and tail.

3月25日，省委常委、市委书记曾维，中航工业集团副总经理顾惠忠出席了中航工业沈飞飞机公司在沈阳国家航空高技术产业基地举行的Q400飞机大部件转包项目装配开工仪式。项目总投资11.6亿元，达产后年产值19亿元。

Q400飞机大部件转包项目是沈飞飞机公司与加拿大庞巴迪公司合作生产的大型民机转包项目，由沈飞飞机公司承担庞巴迪公司Q400飞机前机身（包括3个舱门）、后机身（包括3个舱门）和尾段共三个工作包的制造、装配和售后服务等工作。



Kunming Airlines opens for business

昆明航空正式开航运营

At 10 a.m. on Feb. 10th, officials attended Kunming Airlines' opening ceremony at Wujia International Airport.

The investment in Kunming Airlines, is estimated at 80 million yuan, with its parent company, Shenzhen Airlines Investment Co. controlling an 80 percent stake. Plans for the airline were approved by the CAAC on Feb. 25th, 2007 and the certificate for operations was issued in January. The flying peacock, the mascot for the airline, symbolizes kindness, wisdom, freedom and peace.

The opening of Kunming Airlines will help build Yunnan Province's aviation network by linking it with cities within the province and without, as well as with destinations in southeast and south Asia and Europe. The new airline will also enhance Shenzhen Airlines' existing routes.

2月15日上午10时，深航投资控股的昆明航空公司揭牌及首航仪式在昆明巫家坝国际



机场隆重举行。云南省省长秦光荣、省委书记李汉柏、昆明市委书记仇和、昆明市长张祖林和民航西南管理局副局长吕尔学、深航总裁李昆等领导出席了揭牌仪式。

李汉柏、张祖林等领导和昆明航空董事长王清民共同为昆明航空有限公司揭牌。秦光荣、仇和、吕尔学和李昆共同为昆明航空“云南号”客机揭幕。在仪式上，吕尔学为昆明航空有限公司颁发了经营许可证，云南机场集团与昆明航空签署了战略

合作框架协议。

据介绍，昆明航空有限公司注册资本8000万元人民币，深圳航空公司出资6400万元，以80%的股权控股。昆明航空于2007年2月25日获得中国民用航空局批准筹建，2009年1月获得《公共航空运输企业经营许可证》，主要经营航空客货运输业务，主基地设在昆明。

昆明航空的航徽标志“飞舞的孔雀”与深航“民族之鹏”的企业形象一脉相承，以极富云南地方民族特色的孔雀和祥云为图形创意的原型，寓意昆明航空在祥云之上展翼飞翔。标志中的孔雀代表着善良、聪明、自由与和平，象征着吉祥幸福；传统的祥云纹样代表了云南的地域特色。

借助与深航已有航线网络资源的促进和互补，昆明航空将逐步构建起以云南省内航线为重点的航线网络，形成连接省内与周边省际支线网络、辐射国内大中城市干线网络布局；加快国际航线网络布局，形成辐射东南亚、南亚，连接欧亚的国际及地区航线网络；最终完成省内、国内、国际三个“轮辐式”航线网络布局。

Your ad will be read by aviation executives!

3,500 Copies of the CCAR are sent to China's Top Aviation Executives within the industry.

每个月有 3,500 份杂志提供给民航高阶决策者阅览。

www.ChinaCivilAviation.com 010-8559-0830

Email: Info@UniworldChina.com



GE Aviation's production plant opens in Suzhou

GE航空苏州生产基地开业

GE Aviation, a unit of General Electric Company, announced the opening of the new systems manufacturing facility in Suzhou. GE Aviation Systems CEO and President Lorraine Bolsinger said at the facility's opening, "The Suzhou plant will play a key role in our mission to deliver competitive and time-critical civil aerospace programs."

GE's facility in Suzhou is located at Suzhou Industrial Park. This new expansion includes 18,600 sq meters (or 200,000 sq ft) and can soon churn out state-of-the-art auto-claved composite parts, mechanical fabrications, structure assembly and civil aircraft actuation systems.

Current plans are to increase China labor in this new GE factory to more than 200 employees in 2009. The facility is a strategic focus in support of key customer requirements, including parts for Boeing's B737, B777 & B787, the Airbus A320, A330 & A340 and China's emerging ARJ21 regional jet. Future plans include the addition of electronics assembly and test capabilities. The factory brings great potential to GE and further growth over the next several years is expected.

通用电气公司（GE）下属的航空集团周三宣布在苏州的新工厂开业。GE航空系统的总裁兼首席执行官罗琳女士表示，“苏州工厂将在交付具有高竞争性和时间紧迫的民用航空项目任务中发挥重要的作用。”

GE航空系统的苏州工厂坐落于苏州工业园区。新扩充的厂房面积为18,600平方米，可以立刻投入生产先进的热压罐制的复合材料部件、机械制造加工、结构件装配和民用飞机作动系统。

工厂的业务目标主要支持重要客户的需求包括波音B737、B777和B787，空客A320、A330和A340，中国的ARJ21支线飞机的零部件生产等等。未来计划将增加电子产品的组装和测试能力。苏州的工厂将为GE带来极大的业务潜力和发展，其业务能力将在未来的几年里进一步增长。

CAAC acts to stop slump in freight and international flights

货运和国际航线持续低迷 民航拟出台优惠政策

"A 10 percent growth in domestic routes shouldn't be a problem in 2009, but the performance of international routes would be worse and freight transport much worse," said Civil Aviation Administration of China's deputy administrator Yang Guoqing, over the weekend during The Two Sessions.

Yang said that the CAAC is currently conducting research within various airlines and the industry in order to determine what favorable policies would be most effective in boosting growth.

Meanwhile, CAAC Administrator, Li Jiexiang, said he supports market-oriented restructuring among airlines and encourages the private airlines to focus on regional aviation to serve the secondary cities.

Since the latter half of 2008, the domestic civil aviation volume has experienced decline from month to month. As a whole, domestic airlines have suffered losses of almost 30 billion yuan. Some of the airlines are at or close to 100 percent in liabilities. As an emergency measure, the CAAC has installed a civil aviation construction fund and encouraged airlines to put off expanding their fleets.

This year, passenger traffic on domestic routes is expected to sustain a double-digit growth, whereas international routes and freight may continue to slide.

But Yang also believes that the current sagging in demand for freight and international air routes is the biggest problem, one that is difficult to solve with policies.

During The Two Sessions, airline officials have asked the CAAC for more Civil Aviation Authority for further support measures, such as cutting import tariffs and levies on fuels.

Li also said the CAAC is coordinating among various departments, such as ministries of finance and taxation, in order to develop more measures favorable to the airlines.

Because they are smaller, privately-owned commercial carriers bear the brunt of the global financial crisis. Li said that the CAAC will support mergers and reorganization and keep up its scrutiny of all existing carriers and their pace of fleet expansion.

Li also said commercial carriers should focus more on domestic feeder routes because some of them often perform better than the more-competitive major routes.

民航局副局长杨国庆在周末两会期间接受专访时对今年国内民航业走势预测，今年国内航线增长10%应该没有问题，但国际航线表现会比较差，货运更差。

杨国庆透露，民航局有关方面正在各个航空公司和行业内进行调研，希望在货运和国际航线领域出台一些优惠政策。而民航局局长

New route for International flights between Jiayu Gate, via Qiemo and Hotan, and Pakistan

嘉峪关经且末、和田至巴基斯坦的新国际航线正式开通

At 9:49 a.m. on Jan. 16th, 2009, Emirates flight 306 en route from Dubai to Beijing entered the border between China and Pakistan. This was the first international flight since the new route between Jiayu Gate, via Qiemo and Hotan, and Pakistan opened for business only the day before.

The route, known as W112, was available only to domestic flights before. The flight spans 2,033 miles, with 1,389 miles inside Urumqi. This new route cut about 300 miles over Urumqi's airspace, 20 minutes in travel time and 2.5 tons in fuel, which helps reduce CO2 emissions.

The route will now see around 90 flights a week, up from 22 flights when it was closed to international aircraft. The route's opening may not only help relieve the demand on Urumqi's airspace, but may also reduce operating costs for foreign carriers.

In order to ensure smooth sailing, Xinjiang's Air Traffic Management Bureau has trained air traffic controllers on the route's special features.

2009年1月16日09:49, 阿联酋航空公司UAE306航班(迪拜至北京)进入中巴国境点, 这是嘉峪关经且末、和田至巴基斯坦的新航线W112自1月15日零时正式对外航飞机开放后, 迎来的第一架国外航班。

W112航线对外开放前仅供国内航空公司使用。航线全长2033公里, 在乌鲁木齐区域的航线长为1389公里。该航线距离较原飞经乌鲁木齐上空的航线缩短了约300公里, 缩短飞行时间约20分钟, 节省燃油约2.5吨, 大大减少了发动机二氧化碳排放。

该航线对外开放前每周航班量为22个, 对外开放后, 每周的航班量将逐步增加到90个左右, 大大减轻原飞经乌鲁木齐上空航路流量负荷的同时, 为国外航空公司降低运行成本, 应对国际金融危机创造了有利条件。

为确保W112航线顺利运行, 新疆空管局管制中心针对W112航线的特点, 派出管制教员对管制人员分批分次进行了全面培训。

李家祥在接受记者专访时也指出, 民航局支持航空公司之间市场化的联合重组, 并鼓励民营航空多进入支线航空市场。

去年下半年以来, 国内民航运输量持续逐月负增长, 国内航空公司总亏损接近300亿元, 部分航空公司的资产负债率超过或接近100%, 民航局已经紧急出台了减免民航建设基金、鼓励航空公司减少飞机引进等十项举措。进入2009年, 国内航线旅客运输量的增长恢复到了两位数以上, 但国际航线和货运业务仍是负增长。

不过杨国庆也认为, 目前需求不足是货运和国际航线面临的最大问题, 很难通过优惠政策彻底解决。

由于规模较小, 民营航空公司在本次金融危机中受到的影响更大, 李家祥指出, 民航局支持民营航空目前采取的重组联合等保生存的方式, 同时也会对他们的安全运营进行严格审查, 并根据他们空勤地勤的准备情况, 控制飞机引进的速度。李家祥同时建议, 一些国内支线航线的收益往往比干线好, 因此鼓励民营航空多飞支线

支线航空的绝佳首选:

无推杆电动拖车

拥有多种机型适合各类支线飞机。

LEKTRO

中国联系电话: 86-10-8559-0830

中文网站: www.lektro.com.cn



Self-service check-in opens at Capital Airport's Terminal 2

首都机场2号航站楼入境旅客实现自助验放

Passengers can now use the self-service check-in kiosks at Beijing International Capital Airport's Terminal 2. They can check in by matching a valid I.D. with their fingerprints and photo.

The 10-aisle self-service system is targeted at passengers traveling to Hong Kong and Macau. This will improve efficiency and save time.

位于首都机场2号航站楼三层边防现场的入境旅客自助验放系统正式启用，今后旅客只需核对身份证等有效证件及指纹、照片信息，就可顺利完成入境，无需排队进行人工检查。

入境旅客自助验放系统共有10条通道，主要针对往来内地的港澳旅客。入境旅客自助验放系统由首都机场航站楼西区管理部配合北京出入境边防检查站设立，完成了增设引导标识、改造查验柜台等一系列工作。

这一系统的引入，将提高旅客入境效率，缩短旅客候检时间，是航站楼丰富入境检查方式的新举措。

Net profit plummets by half at Shanghai airports

上海机场净利下降近五成

Feb. 28th -- Shanghai International Airport released its annual report for 2008. The airport company posted annual sales of 3.351 billion yuan, with operating profits of 1.07 billion yuan and net profits of 860 million yuan. These figures represent a rise of 7 percent and a decline of 47 percent and 49 percent, respectively, from 2007.

Dividend per share stands at 0.05 yuan (including tax).

The annual report said that the cut in landing and take-off fees in beginning March 1st, 2008 has caused Shanghai International Airport's profit to fall by as much as 10 percent. Appreciation of the yuan has also reduced the company's revenues by 27 million. But the company has improved its credit strategies in the third quarter to take advantage of rate differences, thereby reaping some savings on borrowing costs.

Sources on the company's board said the tremendous growth in civil aviation seen in 2008 would slow down and expected things to be tough in 2009.

2月28日，上海机场发布了2008年年度报告。公司去年营业收入为33.5亿元、营业利润为10.7亿元、净利润为8.59亿元，分别同比增长7%、-45%、-49%。公司2008年累计可供股东分配的未分配利润余额为64.1亿元，拟向全体股东每10股派发现金红利人民币0.5元（含税）。

年报披露，新的机场收费改革从2008年3月1日起实施以来，经同口径测算，此次新收费方案的实施使上海机场在2008年3-12月份的收入实际下降约10%。而人民币升值因素也使得公司在去年1-2月收入减少约2700万元。针对去年三季度以来央行货币政策的变化，公司积极调整银行贷款策略，利用银行贷款利率数次下调的利差，适时采用“借新还旧”等措施，降低了公司财务费用。

上海机场董事会相关人士分析，2008年国内民航生产增长大幅度放缓，预计2009年国内民航业的发展仍将面对十分严峻的形势。

Pearl River Delta's Big Five set their roles

珠三角五大机场明确各自定位

The five major airports in the Pearl River Delta convened a meeting on March 7th to determine their role in serving China's civil aviation needs. This is a major breakthrough in communications over the past five years.

The meeting was attended by representatives of the five airports, namely, Chief Executive Officer of Airport Authority Hong Kong Stanley Hui, Guangdong Airport Management Corporation's Liu Zijing, president of the Macau International Airport Board Chairman Deng Jun, Chairman of Shenzhen Airport Huang Chuanji and Zhuhai Airport Group Chairman Du Zhou.

During the meeting, the five airports reached a consensus on their respective positions. Hong Kong International Airport will act as a global hub, while Guangzhou Baiyun Airport will continue to act as the international and domestic hub. Shenzhen Airport is to maintain the development of domestic flights as a "major trunk line Airport". Macao International Airport will be a small multi-function international airport and Zhuhai Airport will continue to develop as a base for southern China's aviation industry.

3月7日，珠三角五大机场召开了“大珠三角地区机场落实珠三角改革发展规划纲要高层研讨会”，会议首次明确珠三角五大机场各自定位。这也是五方多年沟通的一次重大突破。

出席会议的五个机场的代表，分别是香港机场管理局行政总裁许汉忠、广东省机场管理集团公司总裁刘子静、澳门国际机场董事局主席邓军、深圳市机场董事长黄传奇、珠海机场集团董事长杜卓。

在会议上，五大机场就各自定位取得共识，其中香港机场定位为国际航运中心，广州白云机场定位为同时发展国际和国内航线的复合型枢纽，深圳机场则主要发展国内航班，定位为“大型骨干机场”，澳门国际机场将构成为多功能中小型国际机场的范例，珠海机场继续发展，打造华南地区航空产业基地。

Wuhan's Tianhe Airport to expand

武汉天河机场投资120亿扩建

Plans for expanding Wuhan's Tianhe Airport were given the green light by officials of both the Civil Aviation Administration of China and Hubei Province. The expansion, which will add a third terminal and a second runway, is expected to cost 12 billion yuan and take three years to complete.

The second runway, stands at 3,600 meters, and will be to handle jumbo jets, such as the A380. The new, fully-loaded terminal will double the size of the existing, second terminal.

从武汉交通委员会获悉，武汉天河机场总体规划已获国家民航总局和湖北省政府的联合批复。

预计天河机场第三航站楼和第二跑道今年内开建，规划总投资约120亿元，工期3年以上。

据透露，天河机场近期将在第一跑道东侧新建一条长为3600米的第二跑道，可满足空客A380等大飞机起降；同时在第一航站楼的正对面修建功能齐全的第三航站楼，相当于第二航站楼的近两倍。



Plans for an airport in Turpan, Xinjiang approved

新疆吐鲁番机场迁建工程获国家国务院批准

The Central People's Government of the People's Republic of China approved the construction of an airport in the Turpan Prefecture of Xinjiang on Dec. 30th, 2008. The new airport is designed to handle 0.28 million passengers and 1,200 tons of freight by 2016.

The airport is classified as "C" and will have a 2,800-meter-long runway, a 5,000 sq. meter terminal and other amenities.

Total capital investment is estimated at 389 million yuan.

国务院于2008年12月30日批准了新疆吐鲁番机场迁建工程。本期工程航站区按满足2016年旅客吞吐量28万人次、货邮吞吐量1200吨需要设计。主要建设内容：飞行区按满足C类飞机起降要求设计，新建长2800米的跑道，航站楼面积5000平方米，配套建设通信、导航、供电、供油等辅助生产生活设施。项目总投资 3.89亿元。



Intersoft Radar Quality Analysis Tools
TMD3--Technical Maintenance Display

经济实用的航管雷达实时显示工具

——监测与维修的最佳助手

详情请浏览：<http://www.Intersoft-Electronics.com.cn/Files/TMD3.pdf>

www.Intersoft-Electronics.com

中国联系电话：86-10-8859-0830

