

2011年民航行业发展统计公报（摘要）

一、运输航空

2011年，民航运输发展稳中向好，实现了“十二五”时期的良好开局。

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

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

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

(3) 货邮运输量 2011年，全行业完成货邮运输量557.5万吨，比上年降低1.0%。国内航线完成货邮运输量379.4万吨，比上年增长2.4%，其中港澳台航线完成21万吨，比上年降

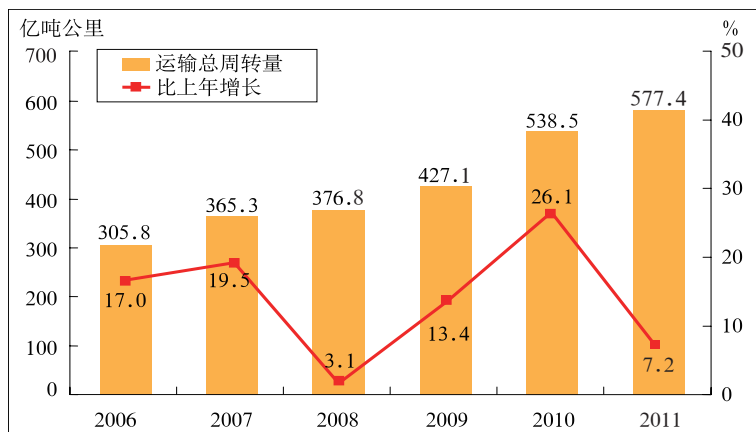


图1 2006—2011年民航运输总周转量

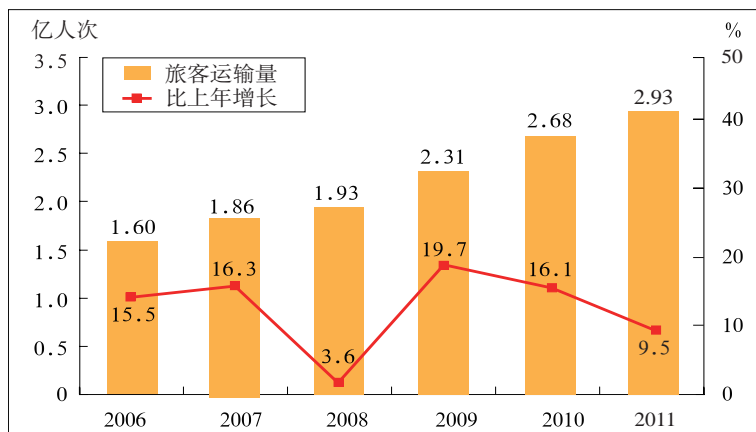


图2 2006—2011年民航旅客运输量

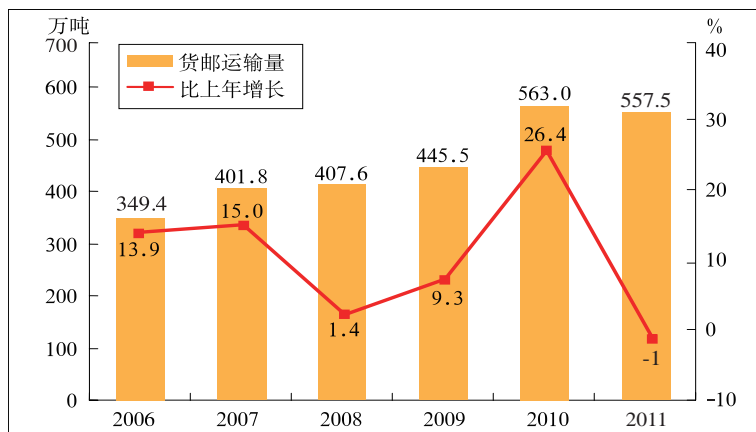


图3 2006—2011年民航货邮运输量

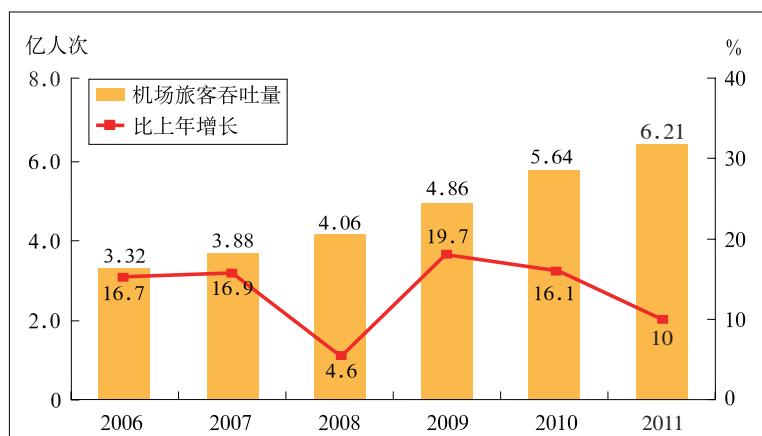


图4 2006—2011年民航运输机场旅客吞吐量

低 3.0%；国际航线完成货邮运输量 178.0 万吨，比上年降低 7.6%。

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

其中：2011 年东部地区完成旅客吞吐量 3.65

亿人次，东北地区完成旅客吞吐量 0.38 亿人次，中部地区完成旅客吞吐量 0.59 亿人次，西部地区完成旅客吞吐量 1.59 亿人次。

2011 年全国运输机场完成货邮吞吐量 1 157.8 万吨，比上年增长 2.5%。

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

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

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

表 1 2011 年旅客吞吐量 100 万人次以上的机场数量

单位：个

年旅客吞吐量	机场数量	比上年增加	吞吐量占全国比例 (%)
1 000 万人次以上	21	5	75.1
100 万~1 000 万人次	32	-3	20.1

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

量占全部机场货邮吞吐量的 54.9%。

表2 2011年货邮吞吐量万吨以上的机场数量

单位：个

年货邮吞吐量	机场数量	比上年增加	吞吐量占全国比例 (%)
10 000 吨以上	47	0	98.6

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

(5) 运输机队 截至 2011 年底，民航全行业运输飞机期末在册架数 1 764 架，比上年增加 167 架。

(6) 机场服务能力 截至 2011 年底，我国共

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

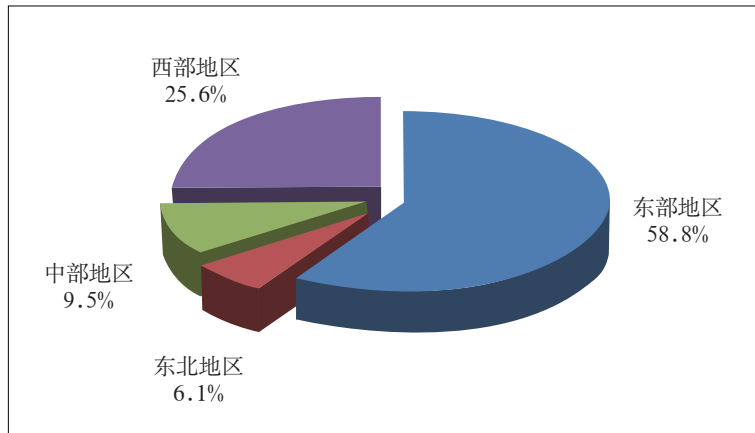


图5 2011年机场旅客吞吐量按地区分布

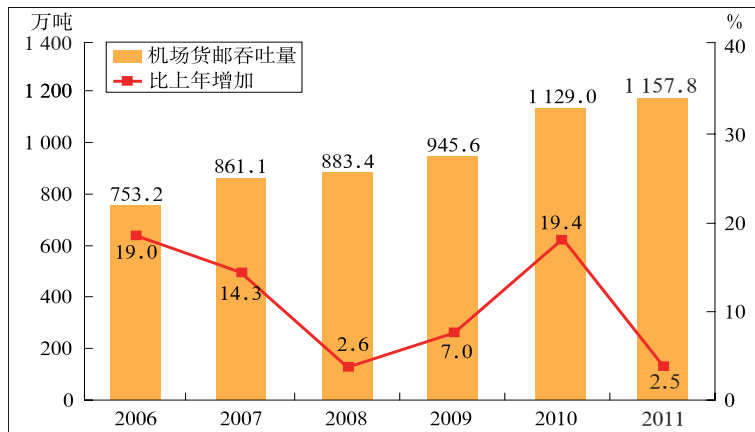


图6 2006—2011年民航运输机场货邮吞吐量

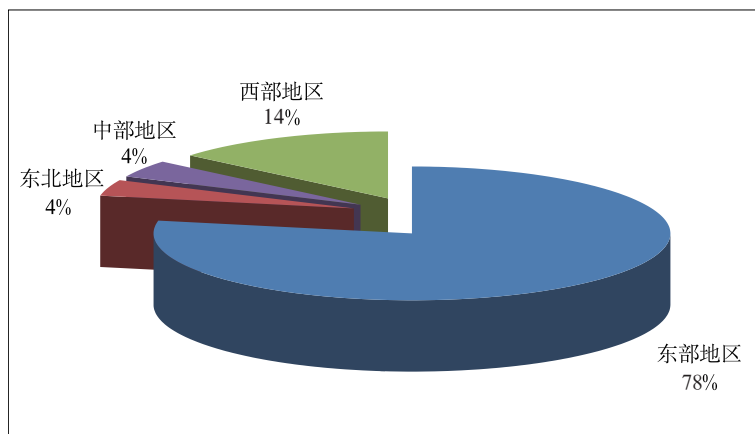


图7 2011年机场货邮吞吐量按地区分布

表3 2011年各地区运输机场数量

单位：个

地区	运输机场数量	占全国比例(%)
全国(不含港澳台)	180	100.00
其中：东北地区	19	10.56
东部地区	46	25.56
西部地区	90	50.00
中部地区	25	13.89

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

表4 2011年我国定期航班条数及里程

指标(单位)	数量
航线条数(条)	2290
国内航线	1847
其中：港澳台航线	91
国际航线	443
按重复距离计算的航线里程(万公里)	512.77
国内航线	318.00
其中：港澳台航线	13.57
国际航线	194.77
按不重复距离计算的航线里程(万公里)	349.06
国内航线	199.62
其中：港澳台航线	13.51
国际航线	149.44

注：上表数据因四舍五入原因存在与分项合记不等的情况。

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

(8) 对外关系 截至2011年底,我国与其他国家或地区签订双边航空运输协定114个,比2010年底增加2个。其中：亚洲43个国家,非洲23个国家,欧洲35个国家,美洲8个国家,大洋洲4个国家,地区组织1个。

(9) 运输航空(集团)公司生产 截至2011年底,我国共有运输航空公司47家,按不同类别划分：国有控股公司38家,民营和民营控股公司9家；全货运航空公司11家；中外合资航空公司16家；上市公司5家。

中航集团完成飞行小时154.9万小时,完成运输

总周转量181.8亿吨公里,比上年增长3.7%,完成旅客运输量0.78亿人次,比上年增长8.1%,完成货邮运输量174.7万吨,比上年降低3.0%。

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

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

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

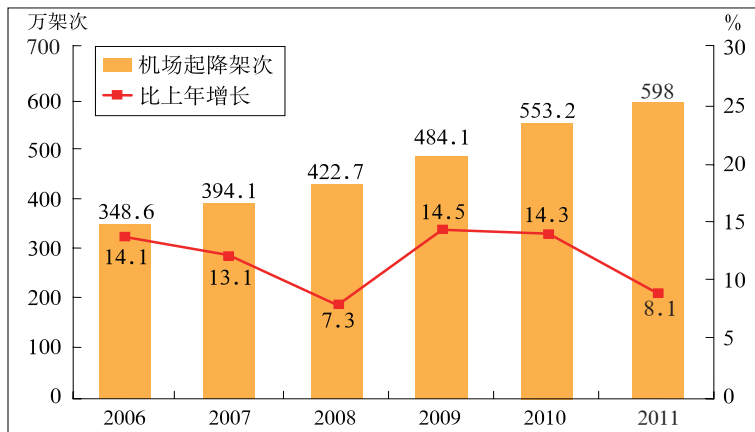


图8 2006—2011年民航运输机场起降架次

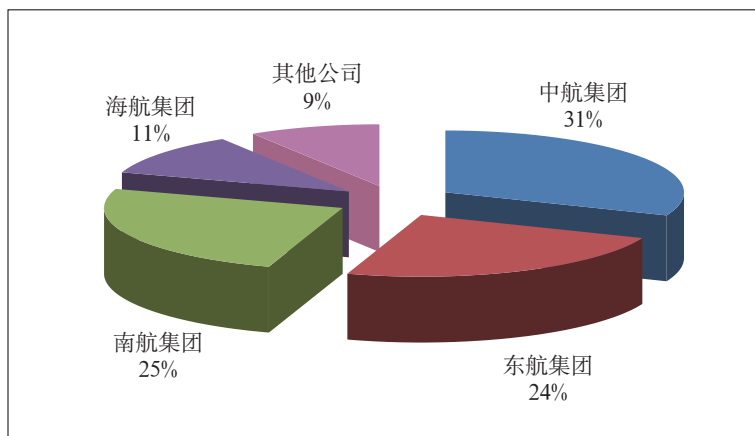


图9 2011年各航空(集团)公司运输总周转量比重

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

地区15家，西南地区13家，西北地区11家，新疆地区6家。

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

二、通用航空

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

(2) 通用航空企业 截至2011年底，获得通用航空经营许可证的通用航空企业123家，其中，华北地区33家，中南地区23家，华东地区22家，东北

三、运输效率、经济效益与运输收入水平

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

2011年，正班载运率平均为72.0%，比上年提高0.4个百分点。

表5 2011年正班客座率和正班载运率

指标	指标值(%)	比上年增长(%)
正班客座率	81.8	1.6
国内航线	83.2	2.2
其中：港澳台航线	76.7	1.8
国际航线	76.3	-0.8
正班载运率	72.0	0.4
国内航线	74.0	1.6
其中：港澳台航线	63.5	-0.2
国际航线	68.5	-1.8

(2) 经济效益 2011年, 全行业累计实现营业收入5 001亿元, 比上年增长21.2%, 利润总额363亿元, 同比下降13.9%。其中, 航空公司实现营业收入3 532亿元, 比上年增长17.9%, 利润总额278亿元, 同比下降17.7%; 机场实现营业收入498亿元, 同比增长15.7%, 利润总额43亿元, 同比下降16.8%; 保障企业实现营业收入971亿元, 同比增长39%, 利润总额42亿元, 同比增长31.2%。2011年, 民航全行业应缴税金208亿元, 比2010年增长31.7%。

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

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

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

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

客公里; 国际航线0.59元/客公里, 与上年基本持平。

四、固定资产投资

2011年, 民航基本建设和技术改造投资687.7亿元, 比上年增长6.4%。

基本建设和技术改造投资按系统划分如下。

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

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

(3) 其他方面 2011年, 民航其他系统完成固定资产投资总额174.3亿元, 比上年减少6.3%。其中: 民航信息系统建设投资7.5亿元, 民航科研、教育系统投资24.3亿元, 民航安全保卫系统投资2.2亿元, 民航油料系统投资9.3亿元, 民航机务维修系统投资9亿元, 运输服务系统投资56.2亿元, 公共设施系统投资13.3亿元, 其他系统投资52.5亿元。(以上数据截止日期为2011年11月底) ■

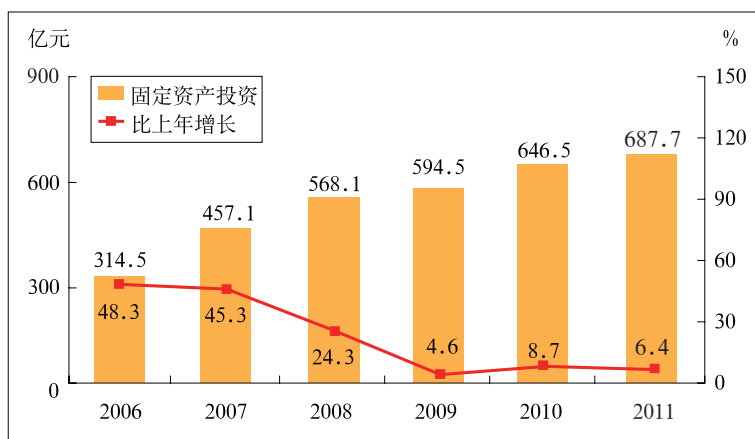


图10 2006—2011年民航基本建设和技术改造投资额

2011 Statistical Bulletin on the Development of China Civil Aviation Industry (Summary)

I. Transport Aviation

In 2011, civil air transport witnessed stable development and won a good start for the 12th Five-Year Plan period.

1) Total Air Traffic. In 2011, the whole industry completed a total air traffic of 57.744 billion tonne-km, an increase of 3.899 billion tonne-km or 7.2% over that of the previous year, of which 40.353 billion tonne-km were for passengers, an increase of 4.398 billion tonne-km or 12.2% over that of the previous year, and 17.391 billion tonne-km for cargo and mail, a decrease of 499 million tonne-km or 2.8% over that of the previous year.

In 2011, domestic air routes witnessed a transport turnover of 38.061 billion tonne-km, an increase of 3.513 billion tonne-km or 10.2% over that of 2010, of which 1.264 billion tonne-km was for Hong Kong, Macao and Taiwan routes and 19.684 billion tonne-km for international routes, increasing by 105 million tonne-km or 9.1% and 387 million tonne-km or 2.0% respectively over that of the previous year.

2) Passengers Carried. In 2011, the whole industry carried 293.17 million passengers, an increase of 25.48 million passengers or 9.5% over that of the

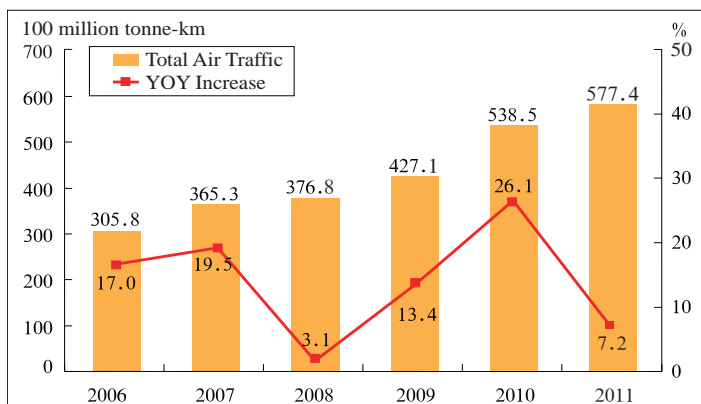


Figure 1. Total Air Traffic of Civil Air Transport 2006–2011

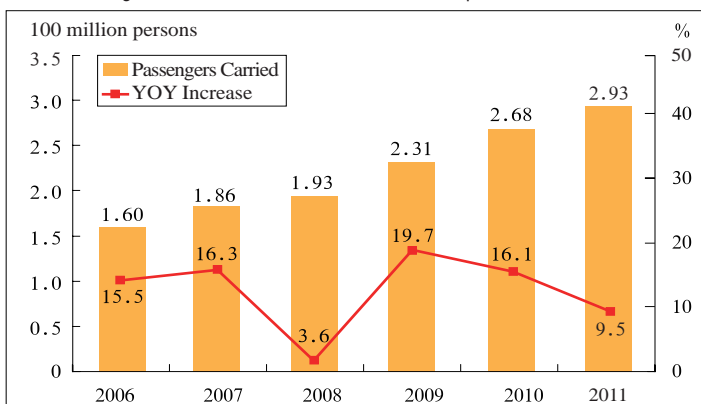


Figure 2. Passengers Carried by Civil Aviation 2006–2011

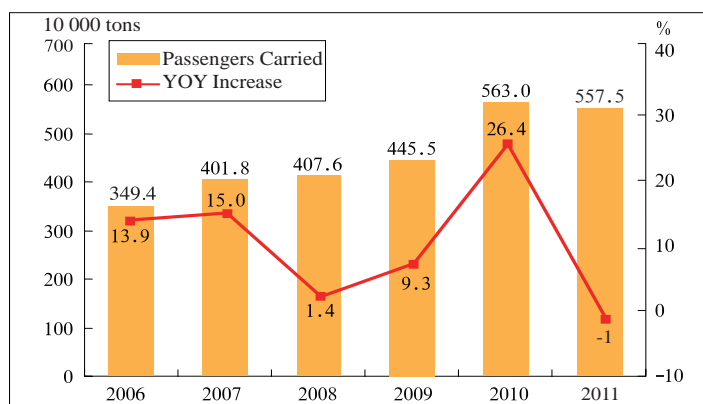


Figure 3. Cargo and Mail Carried by Civil Aviation 2006–2011

previous year, of which 271.99 million were for domestic air routes, 7.6 million were for the air routes of Hong Kong, Macao and Taiwan and 21.18 million were for international air routes, increasing by 23.61 million or 9.5%, 880 000 or 13.1% and 1.87 million or 9.7% respectively over that of the previous year.

3) Cargo and Mail Carried. In 2011, the whole industry carried 5.575 million tons of cargo and mail, a decrease of 1.0% over that of the previous year, of which 3.794 million tons of cargo and mail were for domestic air routes, an increase of 2.4% over that of the previous year, and 210 000 tons were for the air routes of Hong Kong, Macao and Taiwan, and 1.78 million tons of cargo and mail were for international

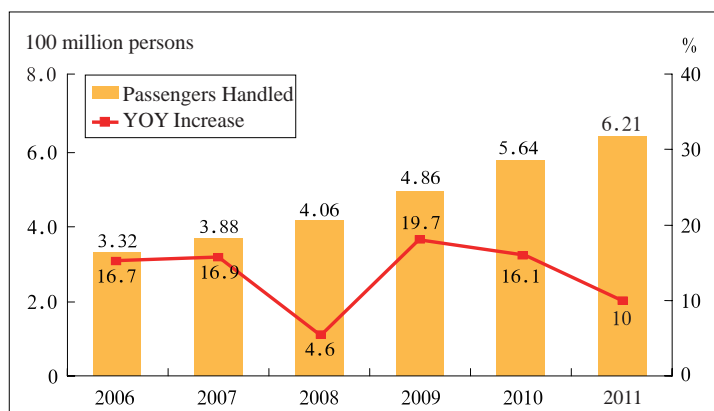


Figure 4. Passengers Handled at Civil Transport Airports 2006–2011

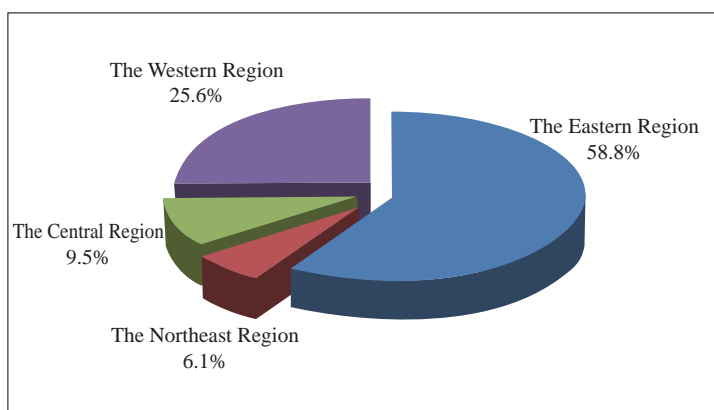


Figure 5. Passengers Handled by Regions in 2011

routes, decreasing by 3.0% and 7.6% respectively over that of the previous year.

4) Airport Turnover. In 2011, civil airports across the country handled 621 million passengers, an increase of 10.0% over that of the previous year.

In 2011, 365 million passengers were handled in the eastern region of China, 38 million in the northeast region, 59 million in the central region and 159 million in the western region.

In 2011, transport airports across the country handled 11.578 million tons of cargo and mail, an increase of 2.5% over that of the previous year.

In 2011, 9,059 8 million tons of cargo and mail were handled in the eastern region, 422 800 tons in the northeast region, 474 700 tons in the central region and 1.620 4 million tons in the western region.

In 2011, transport airports across the country

supported 5.979 7 million aircraft movements, an increase of 8.1% over that of the previous year.

In 2011, there were 53 airports that handled more than 1 million passengers, and the passengers handled at airports in the three major cities namely Beijing, Shanghai and Guangzhou accounted for 31.9% of the total.

Table 1. The Number of Airports that Handled Over 1 Million Passengers in 2011

Passengers Handled Annually	Number of Airports	YOY Increase	% of the Total
10 million or above	21	5	75.1
1-10 million	32	-3	20.1

In 2011, there were 47 transport airports that handled more than 10 000 tons of cargo and mail, and the three major cities i.e. Beijing, Shanghai and Guangzhou made up 54.9% of the total.

Table 2. The Number of Airports that Handled Over 10 000 Tons of Cargo and Mail in 2011

Cargo & Mail Handled Annually	Number of Airports	YOY Increase	% of the Total
10 000 tons or above	47	0	98.6

In 2011, Beijing Capital International Airport handled 79 million passengers, ranking the first in Asia and the second in the world; and Shanghai Pudong Airport handled 3.085 million tons of cargo and mail, ranking the third in the world.

5) Transport Aircraft Fleet. By the end of 2011, the whole civil aviation industry had had 1 764 registered transport aircraft, adding 167 to those of the previous year.

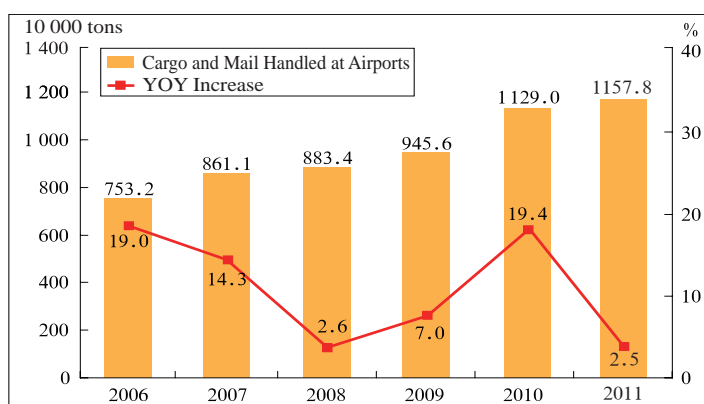


Figure 6. Cargo and Mail Handled at Civil Transport Airports 2006–2011

6) Airport Service Capability. By the end of 2011, China had had a total of 180 certified transport airports, adding 5 to those of the previous year. Airports added in 2011 were Tibet Rigaze Airport, Aershan Airport and Bayannur Tianjitai Airport in Inner Mongolia, and Jinchang Jinchuan Airport and Zhangye Airport in Gansu. In addition, Kuche Qiuci Airport and the Jieyang Chaoshan Airport were relocated, with the old Kuche Airport and Shantou Waisha Airport closed.

Table 3. The Number of Transport Airports by Regions in 2011

Region	Number of Transport Airports	% of the Total
Total (Excluding Hong Kong, Macao and Taiwan)	180	100
Northeast Region	19	10.56
Eastern Region	46	25.56
Western Region	90	50.00
Central Region	25	13.89

Note: The sum of percentages may be not equal to 100% due to the figure rounding.

7) Air Route Network. By the end of 2011, China had had 2 290 air routes for scheduled flights, and the route mileage amounted to 5.127 7 million km including overlapped distance, and 3.490 6 million km excluding overlapped distance.

Table 4. China Scheduled Flight Routes and Mileage in 2011

Item (Unit)	Number of Routes/Mileage
Total Air Routes	2 290
Domestic	1 847
Hong Kong, Macao & Taiwan	91
International	443
Including Overlapped Distance (10 000 km)	512.77
Domestic	318.00
Hong Kong, Macao & Taiwan	13.57
International	194.77
Excluding Overlapped Distance (10 000 km)	349.06
Domestic	199.62
Hong Kong, Macao & Taiwan	13.51
International	149.44

By the end of 2011, scheduled flights had reached 175 cities in China (excluding Hong Kong, Macao and Taiwan), and there had been 45 mainland cities providing scheduled flights to Hong Kong, 14 to Macao and 37 to Taiwan.

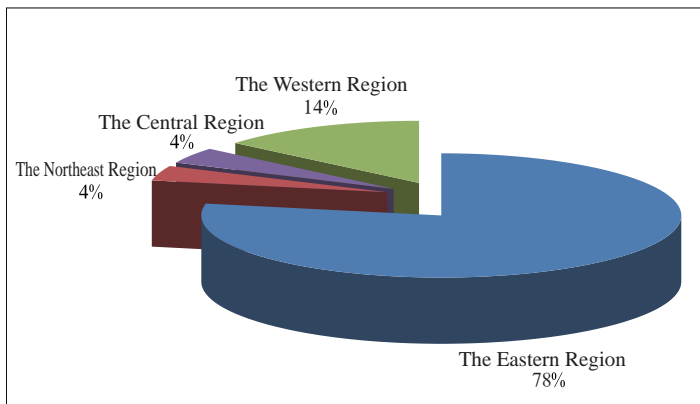


Figure 7. Cargo and Mail Handled by Regions

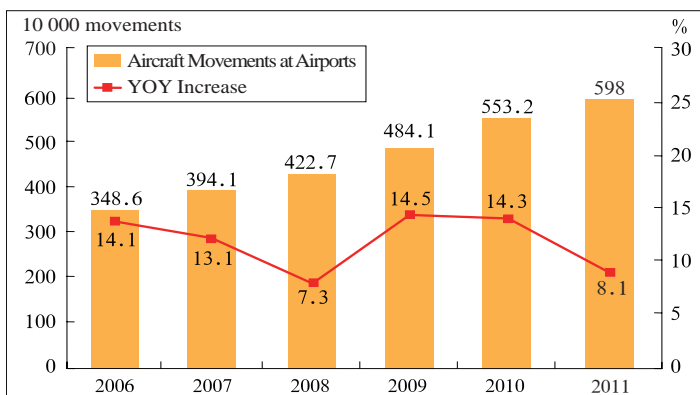


Figure 8. Aircraft Movements Supported at Civil Transport Airports 2006-2010

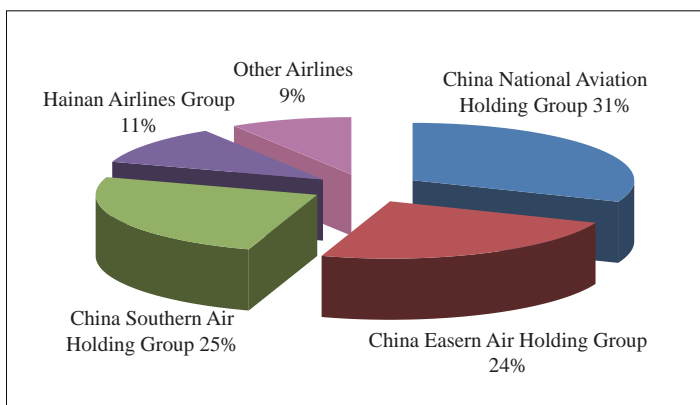


Figure 9. The Proportion of the Total Turnover of Airlines (Group) in 2011

8) Foreign Relations. By the end of 2011, China had signed bilateral air services agreements with 114 countries or regions, increasing by 2 over that at the end of 2010. Among them, 43 were in Asia, 23 in Africa, 35 in Europe, 8 in Americas, 4 in Oceania, and 1 regional organization.

9) Transport Airlines (Group) Performance. By the end of

2011, China had had 47 transport airlines, of which, as classified by categories, 38 were state-owned, 9 were private or private held, 11 were all-cargo carriers, 16 were joint-ventures, and 5 were publicly listed.

China National Aviation Holding Group completed 1.549 million flight hours and a total turnover of 18.18 billion tonne-km, an increase of 3.7% over that of the previous year. 78 million passengers were carried, an increase of 8.1% over that of the previous year and 1.747 million tons of cargo and mail were carried, a decrease of 3.0% over that of the previous year.

China Eastern Air Holding Group completed 1.301 million flight hours and a total turnover of 13.77 billion tonne-km, an increase of 1.2% over that of the previous year. 69 million passengers were carried, an increase of 5.9% over that of the previous year and 1.497 million tons of cargo and mail were carried, a decrease of 9.2% over that of the previous year.

China Southern Air Holding Group completed 1.507 million flight hours and a total turnover of 14.47 billion tonne-km, an increase of 10.4% over that of the previous year. 81 million passengers and 1.135 million tons of cargo and mail were carried, increasing by 5.5% and 1.6% respectively over that of the previous year.

Hainan Airlines Group completed 685 000 flight hours and a total turnover of 6.37 billion tonne-km, an increase of 11.6% over that of the previous year. 36 million passengers and 553 000 tons of cargo and mail were carried, increasing by 16.6% and 5.9% respectively over that of the previous year.

Other airlines completed 553 000 flight hours and a total turnover of 4.95 billion tonne-km, an increase of 26.9% over that of the previous year. 30 million passengers and 644 000 tons of cargo and mail were carried, increasing by 28% and 18.8% respectively over that of the previous year.

II. General Aviation

1) Flight Hours. In 2011, the whole industry completed 502 700 flight hours of general aviation operation, an increase of 28.5% over that of the previous year, among which, 56 700 were for industrial aviation, 33 200 for agriculture and forestry and 412 900 for other purposes, representing increases of -13.4%, 11.9% and 39.4% respectively over those of the previous year.

2) General Aviation Enterprises. By the end of 2011,

123 general aviation enterprises had been issued operation licenses, of which, 33 were in north China region, 23 in central and southern region, 22 in east China region, 15 in northeast region, 13 in southwest region, 11 in northwest region and 6 in Xinjiang region.

3) Aircraft Fleet Size. By the end of 2011, general aviation enterprises had had a total of 1 124 registered aircraft, of which 303 were used for teaching and training.

III. Transport Efficiency, Financial Performance and Transport Revenue

1) Transport Efficiency. In 2011, the average daily utilization rate for all registered transport aircraft of the industry was 9.26 hours, that for large and medium sized aircraft was 9.71 hours and that for small aircraft was 4.75 hours, 0.09, 0.05 and 0.4 hours less respectively than that of the previous year. In 2011, the average passenger load factor of scheduled flights was 81.8%, 1.6 percentage points higher than that of the previous year.

In 2011, the average load factor of scheduled flights was 72.0%, 0.4 percentage point higher than that of the previous year.

Table 5. Passenger Load Factor and Load Factor of Scheduled Flights in 2011

Item	Value (%)	Increase over the Previous Year (%)
Passenger Load Factor of Scheduled Flights	81.8	1.6
Domestic Routes	83.2	2.2
Hong Kong, Macao & Taiwan Routes	76.7	1.8
International Routes	76.3	- 0.8
Load Factor of Scheduled Flights	72.0	0.4
Domestic Routes	74.0	1.6
Hong Kong, Macao & Taiwan Routes	63.5	- 0.2
International Routes	68.5	- 1.8

2) Financial Performance. In 2011, the whole industry garnered a revenue of 500.1 billion yuan, an increase of 21.2% over that of the previous year, and realized a total profit of 36.3 billion yuan, a decrease of 13.9% over that of the previous year. Of the revenue, airlines recorded a revenue of 353.2 billion yuan, an increase of 17.9% over that of the previous year and realized a total profit of 27.8 billion yuan, a decrease of 17.7% over that of the previous year. Airports yielded a revenue of 49.8 billion yuan, an increase of 15.7% over that of the previous year, and realized a total profit of 4.3 billion yuan, a decrease of 16.8% over that of the previous year. Support enterprises yielded a revenue of 97.1 billion yuan, an increase of 39% over that of the previous year, and

realized a total profit of 4.2 billion yuan, an increase of 31.2% over that of the previous year. In 2011, taxes payable by the civil aviation industry were 20.8 billion yuan, an increase of 31.7% over that of 2010.

3) Transport Revenue. In 2011, the transport revenue of the whole industry was 5.83 yuan/tonne-km, an increase of 0.56 yuan/tonne-km over that of the previous year. The revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 6.91 yuan/tonne-km; that on Hong Kong, Macao and Taiwan routes was 7.58 yuan/tonne-km and that on international routes was 3.68 yuan/tonne-km, increasing by 0.69 yuan/tonne-km, 0.08 yuan/tonne-km and 0.21 yuan/tonne-km respectively over those of the previous year.

The passenger transport revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 7.74 yuan/tonne-km, that on Hong Kong, Macao and Taiwan routes was 8.37 yuan/passenger-km and that on international routes was 6.59 yuan/tonne-km, an increase of 0.72 yuan/tonne-km, -0.06 yuan/tonne-km and 0.08 yuan/tonne-km respectively over those of the previous year.

The cargo and mail transport revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 1.93 yuan/tonne-km, that on Hong Kong, Macao and Taiwan routes was 4.56 yuan/tonne-km and that on international routes was 1.77 yuan/tonne-km, an increase of 0.22 yuan/tonne-km, -0.1 yuan/tonne-km and -0.08 yuan/tonne-km respectively over those of the previous year.

The revenue/passenger-km of the whole industry was 0.68 yuan, an increase of 0.05 yuan/passenger-km over that of the previous year. The revenue/passenger-km on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 0.70 yuan, that on Hong Kong, Macao and Taiwan routes was 0.75 yuan and that on international routes was 0.59 yuan, representing increases of 0.07 yuan/passenger-km, -0.01 yuan/passenger-km and zero respectively over those of the previous year.

IV. Investment in Fixed Assets

In 2011, 68.77 billion yuan was invested in civil aviation infrastructure and technical upgrading, an increase of 6.4% over that of the previous year.

Investments in infrastructure and technical upgrading were systematically classified as follows:

1) Airport Construction. In 2011, the airport system

made a total investment of 49.54 billion yuan in fixed assets, an increase of 12.2% over that of the previous year. There were 19 key construction projects. The completed projects were the expansion of the Nanchang Changbei Airport, the expansion of the Changsha Huanghua Airport and the new Kunming Airport, etc.; the ongoing projects were Hefei new Airport, the expansion of the Hangzhou Xiaoshan Airport, the expansion of Shenzhen Bao'an Airport, the expansion of the Chengdu Shuangliu Airport, the expansion of the Guiyang Longdongbao Airport, the expansion of the Lhasa Gonggar Airport, the expansion of Xi'an Xianyang Airport and the expansion of Xining Caojiabao Airport, etc.; and the newly commenced projects were the expansion of the terminal area of the Shenyang Taoxian Airport, the expansion of the aircraft movement area of Pudong Airport, the expansion of Nanjing Lukou Airport and the expansion of Nanning Airport, etc.

2) ATM Construction. In 2011, the ATM system made an investment of 1.8 billion yuan in fixed assets, a decrease of 5.3% over that of the previous year. There were six key projects, of which the ongoing projects included Chengdu area control center and Xi'an area control center, etc.; and the newly commenced projects included Urumqi area control center, etc.

3) Investment in Other Areas. In 2011, other systems in the civil aviation industry made a total investment of 17.43 billion yuan in fixed assets, a decrease of 6.3% over that of the previous year. Of the total, 750 million yuan was used in the construction of information system, 2.43 billion yuan in scientific research and education system, 220 million yuan in aviation security system, 930 million yuan in aviation fuel system, 900 million yuan in aircraft maintenance system, 5.62 billion yuan in transport service system, 1.33 billion yuan in public facilities system and 5.25 billion yuan in other systems. (Statistics in this bulletin were by the end of November 2011.)

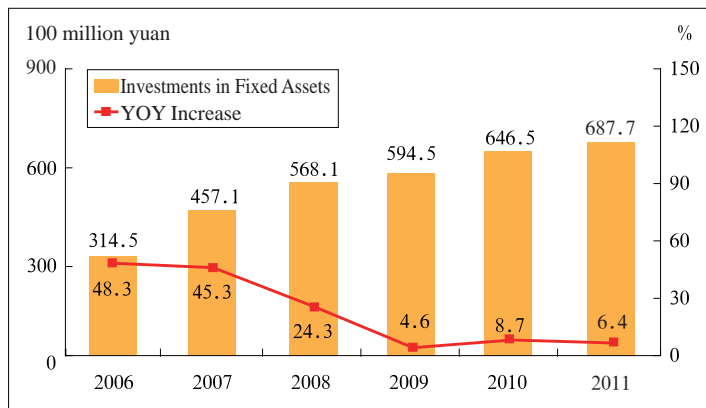


Figure 10. Investments in Civil Aviation Infrastructure and Technical Upgrading 2006-2011