

2010年民航行业发展统计公报（摘要）

一、运输航空

2010年，民航运输生产实现新突破，标志着中国民航在建设民航强国道路上迈出了新的坚实步伐，中国成为全球增长最快、最重要的民航市场之一。

1. 运输总周转量。2010年，全行业完成运输总周转量538.45亿吨公里，比上年增长111.38亿吨公里，增长26.1%，其中旅客周转量359.55亿吨公里，比上年增长58.71亿吨公里，增长19.5%；货邮周转量178.90亿吨公里，比上年增长52.67亿吨公里，增长41.7%。

“十一五”期间我国运输总周转量年平均增速15.6%。

2. 旅客运输量。2010年，全行业完成旅客运输量2.68亿人次，比上年增长0.37亿人次，增长16.1%。国内航线完成旅客运输量2.48亿人次，比上年增长0.33亿人次，增长15.1%，其中港澳台航线完成0.07亿人次，比上年增长29.9%；国际航线完成旅客运输量0.19亿人次，比上年增长0.05亿人次，增长31.1%。

“十一五”期间我国旅客运输量年平均增速14.1%。

3. 货邮运输量。2010年，全行业完成货邮运输量563.0万吨，比上年增长117.5万吨，增长26.4%。国内航线完成货邮运输量

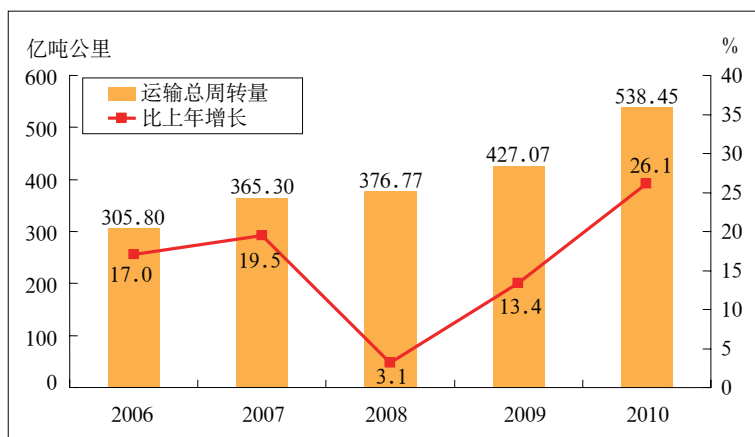


图1 2006-2010年民航运输总周转量

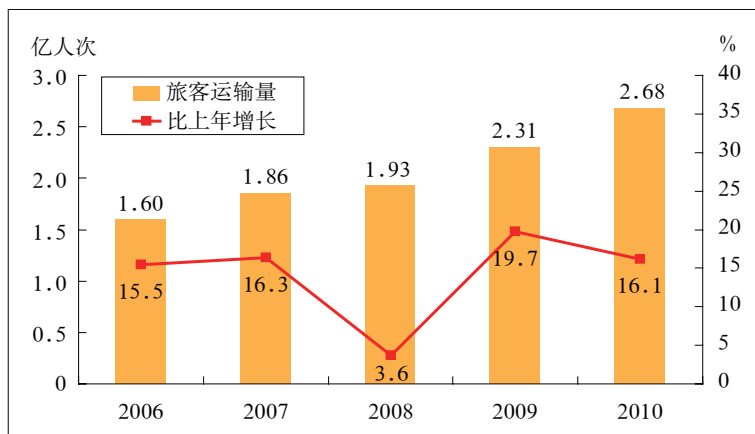


图2 2006-2010年民航旅客运输量

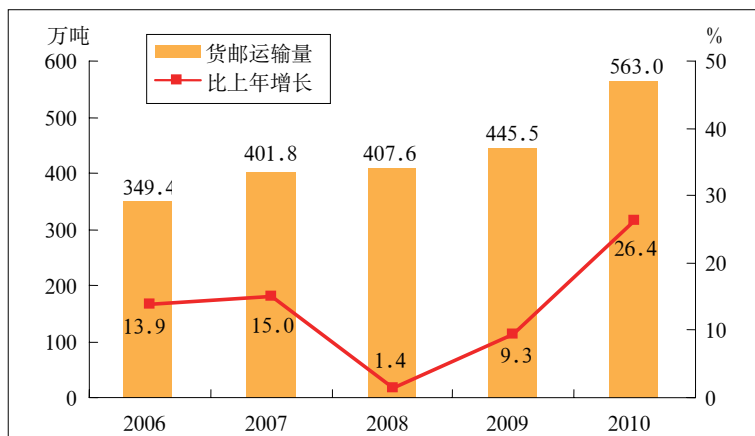


图3 2006-2010年民航货邮运输量

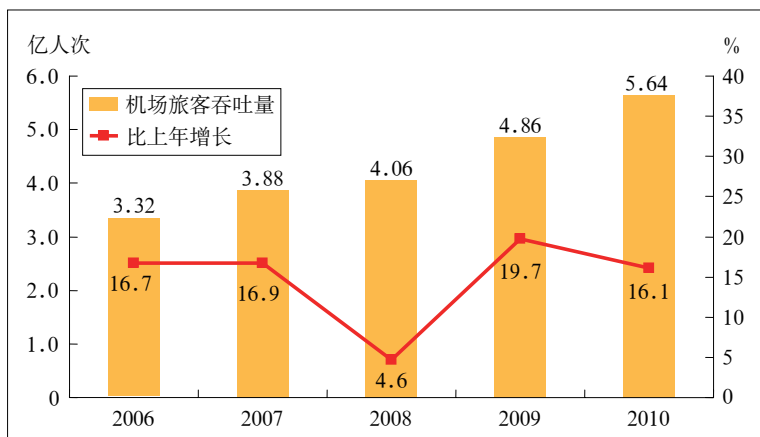


图4 2006—2010年民航运输机场旅客吞吐量

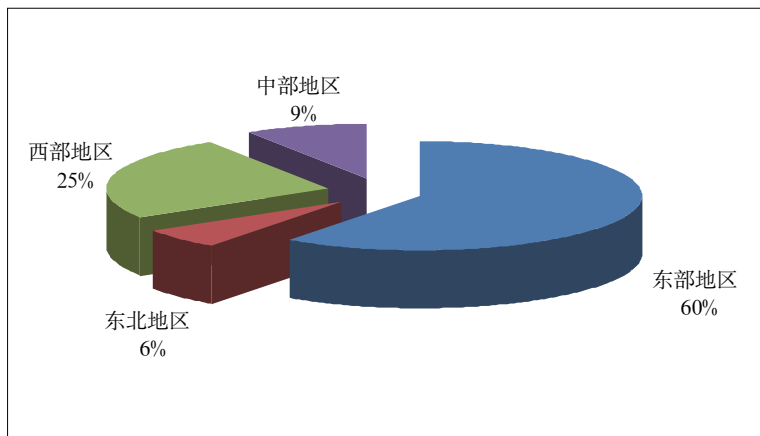


图5 2010年机场旅客吞吐量按地区分布

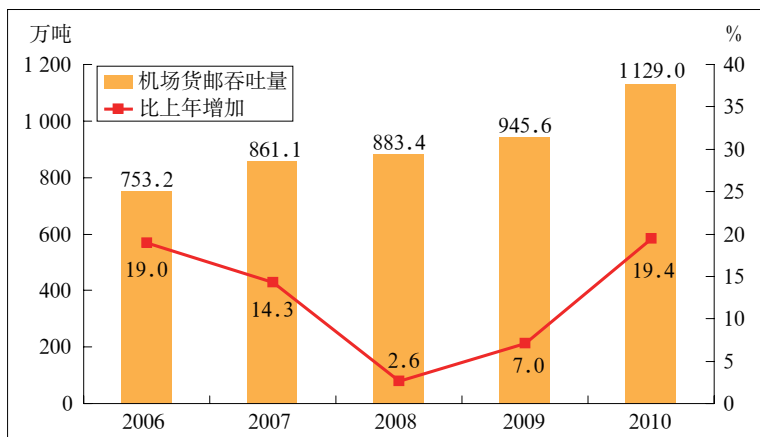


图6 2006—2010年民航运输机场货邮吞吐量

370.4万吨,比上年增加51.0万吨,增长16.0%,其中港澳台航线完成21.7万吨,比上年增加5.8万吨,增长36.2%;国际航线完成货邮运输量192.6万吨,比上年增加66.5万吨,增长52.8%。

“十一五”期间我国货邮运输量年平均增速12.9%。

4. 机场业务量。2010年,全国民航运输机场完成旅客吞吐量5.64亿人次,比上年增长16.1%。“十一五”期间全国运输机场旅客吞吐量年平均增长率14.7%。

其中:2010年东部地区完成旅客吞吐量3.39亿人次,东北地区完成旅客吞吐量0.34亿人次,中部地区完成旅客吞吐量0.53亿人次,西部地区完成旅客吞吐量1.39亿人次。

2010年全国运输机场完成货邮吞吐量1129.0万吨,比上年增长19.4%。“十一五”期间全国运输机场货邮吞吐量年平均增长率12.3%。

其中:2010年东部地区完成货邮吞吐量898.6万吨,东北地区完成货邮吞吐量40.8万吨,中部地区完成货邮吞吐量42.7万吨,西部地区完成货邮吞吐量147.0万吨。

2010年,全国运输机场完成起降架次553.2万架次,比上年增长14.3%。“十一五”期间全国运输机场起降架次年平均增长率12.6%。

2010年,年旅客吞吐量100万人次以上的运输机场51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33.1%。

表1 2010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	16	2	67.7
100万~1 000万人次	35	-2	27.5

2010年, 年货邮吞吐量 10 000 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 56.7%。

表2 2010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	2	98.8

2010年, 北京首都机场完成旅客吞吐量 0.74 亿人次, 位列世界第二; 上海浦东机场完成货邮吞吐量 322.8 万吨, 位列世界第三。

5. 运输机队。截至 2010 年底, 民航全行业运输飞机期末在册架数 1 597 架, 比上年增加 180 架。

6. 机场服务能力。截至 2010 年底, 我国共有颁证运输机场 175 个, 比上年增加 9 个, 并全部开通定期航班。2010 年新增机场分别为: 内蒙古二连浩特、辽宁鞍山、宁夏固原、河北唐山、新疆博乐、新疆吐鲁番、江苏淮安、西藏阿里、重庆黔江。

表3 2010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)	175	100
其中: 东北地区	19	11
东部地区	46	26
西部地区	85	49
中部地区	25	14

7. 航线网络。截至 2010 年底, 我国共有定期航班航线 1880 条, 按重复距离计算的航线里程为 398.1 万公里, 按不重复距离计算的航线里程为 276.5 万公里。“十一五”期间定期航班航线增加 623 条, 年均

增长 8.4%, 按重复距离计算的航线里程增加 125.6 万公里, 年均增长 7.9%, 按不重复距离计算的航线里程增加 76.7 万公里, 年均增长 6.7%。

表4 “十一五”期间我国民航航线变化情况

指标: 单位	数量	“十一五”期间增加	“十一五”期间年均增幅 (%)
航线条数: 条	1880	623	8.4
国内航线	1578	554	9.0
其中: 港澳台航线	85	42	14.6
国际航线	302	69	5.3
按重复距离计算的航线里程: 万公里	398.1	125.6	7.9
国内航线	271.4	109.1	10.8
其中: 港澳台航线	12.4	6.1	14.4
国际航线	126.6	16.5	2.8
按不重复距离计算的航线里程: 万公里	276.5	76.7	6.7
国内航线	169.5	55.2	8.2
其中: 港澳台航线	12.1	6.0	14.7
国际航线	107.0	21.4	4.6

截至 2010 年底, 定期航班国内通航城市 172 个 (不含香港、澳门、台湾), 定期航班通航香港的内地城市 43 个, 通航澳门的内地城市 5 个, 通航台湾地区的内地城市 32 个。

截至 2010 年底, 国内航空公司的国际定期航班通航国家 54 个, 通航城市 110 个。

表5 “十一五”期间定期航班通航点的变化情况

单位：个

指标	2010年	2005年	年均约增加	年均增幅 (%)
国内通航城市 (不含港澳台)	172	133	8	5.3
国际航班通航国家	54	33	4	10.4
国际航班通航的国外城市	110	75	7	8.0

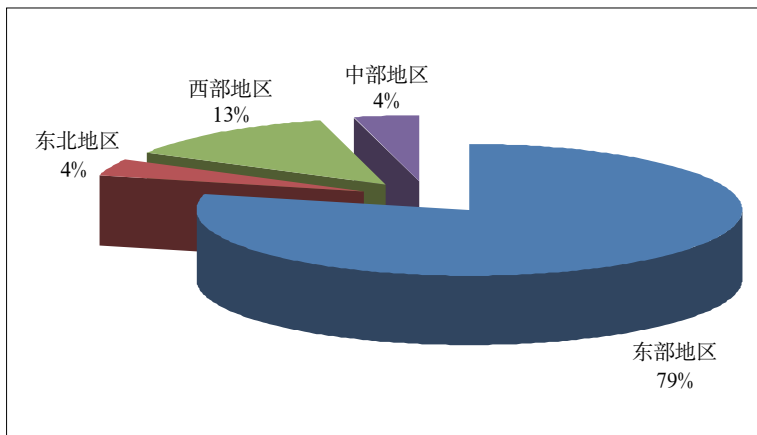


图7 2010年机场货邮吞吐量按地区分布

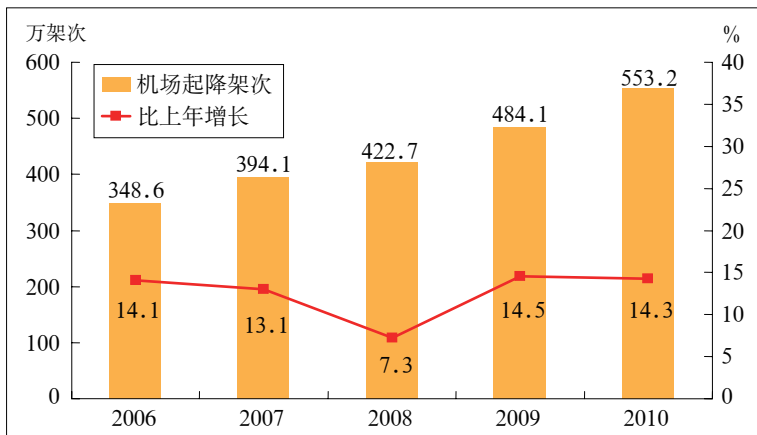


图8 2006-2010年民航运输机场起降架次

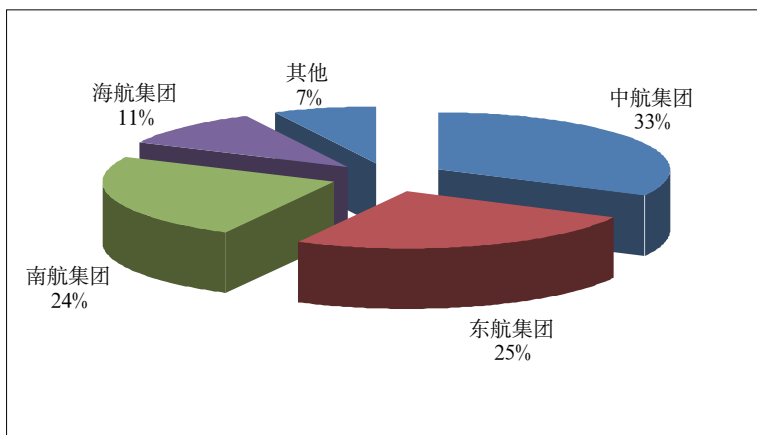


图9 2010年各航空(集团)公司运输总周转量比重

8. 对外关系。截至2010年底，我国与其他国家或地区签订双边航空运输协定112个，比“十五”期末增加13个。其中：亚洲36个国家，非洲24个国家，欧洲40个国家，美洲8个国家，大洋洲4个国家。

9. 运输航空(集团)公司。截至2010年底，我国共有运输航空公司43家，按不同类别划分：国有控股公司35家，民营和民营控股公司8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。

二、通用航空

1. 作业时间。2010年，全行业完成通用航空生产作业飞行13.98万小时，比上年增长12.9%。其中：工业航空作业完成6.39万小时，比上年增长20.7%；农林业航空作业完成2.82万小时，比上年增长7.2%；其他通用航空作业完成4.77万小时，比上年增长6.9%。

2. 通用航空企业。截至2010年底，获得通用航空企业经营许可证的通用航空企业111家，其中，华北地区33家，中南地区22家，华东地区19家，东北地区15家，西南地区12家，西北地区6家，新疆地区4家。

3. 机队规模。2010年底，通用航空企业适航在册航空器总数达到1010架，其中教学训练用飞机202架。

三、运输效率、经济效益、运输收入水平与航班正常率

1. 运输效率。2010年，全行业在册运输飞机平均日利用率为9.35小时，比上年提高0.11小时。其中，大中型飞机平均日利用率为9.76小时，比上年提高0.18小时，小型飞机平均日利用率为5.15小时，比上年降低0.32小时。2010年，正班客座率平均为

80.2%，比上年提高 3.9 个百分点。

2010 年，正班载运率平均为 71.6%，比上年提高 4.4 个百分点。

表6 2010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	80.2	3.9
国内航线	81.0	3.5
其中：港澳台航线	74.9	6.6
国际航线	77.1	6.0
正班载运率	71.6	4.4
国内航线	72.4	3.5
其中：港澳台航线	63.7	6.2
国际航线	70.3	6.8

2. 经济效益。2010 年，全行业累计实现营业收入 4 115 亿元，比上年增长 37%，利润总额 434 亿元，比上年增长 324 亿元。其中，航空公司实现营业收入 2 999 亿元，比上年增长 40%，利润总额 351 亿元，比上年增长 294 亿元；机场实现营业收入 417 亿元，比上年增长 22%，利润总额 51 亿元，比上年增长 18 亿元；保障企业实现营业收入 699 亿元，比上年增长 37%，利润总额 32 亿元，比上年增长 12 亿元。

3. 运输收入水平。2010 年，全行业运输收入水平为 5.30 元/吨公里，比上年增加 0.53 元/吨公里。其中，国内航线（不含港澳台航线）6.28 元/吨公里，比上年增加 0.89 元/吨公里；国际航线 3.45 元/吨公里，比上年增加 0.16 元/吨公里。

全行业客公里收入水平 0.63 元/客公里，比上年增加 0.08 元/客公里。其中，国内航线（不含港澳台航线）收入水平 0.63 元/客公里，比上年增加 0.09 元/客公里；国际航线收入水平 0.59 元/客公里，比上年增加 0.07 元/客公里。

全行业货邮运收入水平 1.88 元/吨公里，比上年增加 0.15 元/吨公里。其中：国内航线（不含港澳台航线）收入水平为 2.02 元/吨公里，比上年增加 0.34

元/吨公里；国际航线收入水平为 1.77 元/吨公里，比上年增加 0.07 元/吨公里。

4. 航班正常率。2010 年，主要航空公司计划航班 188.8 万班次，其中，正常航班 143.1 万班次，不正常航班 45.7 万班次，航班正常率为 75.8%。

2010 年，中小航空公司计划航班 26.0 万班次，其中正常航班 17.9 万班次，不正常航班 8.1 万班次，航班正常率 68.8%。

四、固定资产投资

2010 年，民航基本建设和技术改造投资 646.5 亿元，比上年增长 8.7%。

基本建设和技术改造投资按系统划分如下。

1. 机场建设。2010 年，机场系统完成固定资产投资总额 441.5 亿元，比上年增长 3.4%。重点建设项目 19 个。

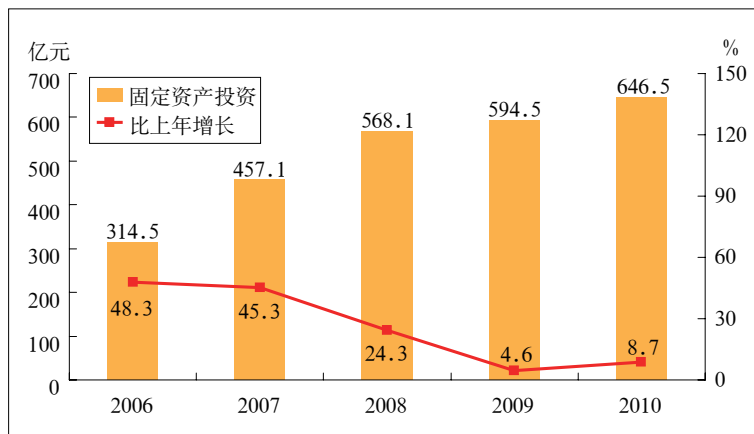


图10 2006—2010年民航基本建设和技术改造投资额

2. 空管建设。2010 年，空管系统完成固定资产投资 19 亿元。

3. 其他方面。2010 年，民航其他系统完成固定资产投资总额 186 亿元，比上年增长 36.0%。其中：民航信息系统建设投资 28 亿元，民航科研、教育系统投资 18.9 亿元，民航安全保卫系统投资 1.3 亿元，民航油料系统投资 5.5 亿元，民航机务维修系统投资 0.5 亿元，运输服务系统投资 64.3 亿元，公共设施系统投资 13.3 亿元，其他系统投资 54.2 亿元。■

2010 Statistical Bulletin on the Development of China Civil Aviation Industry (Summary)

I. Transport Aviation

In 2010, the civil aviation industry achieved new breakthroughs in transportation, making a new and solid step forward on the track to building a country with a strong civil aviation industry. China became one of the fastest growing and most important civil aviation markets in the world.

1) Total Air Traffic. In 2010, the whole industry completed a total air traffic of 53.845 billion tonne-km, an increase of 11.138 billion tonne-km or 26.1% over that of the previous year, of which 35.955 billion tonne-km were for passengers, an increase of 5.871 billion tonne-km or 19.5% over that of the previous year, and 17.890 billion tonne-km for cargo and mail, an increase of 5.267 billion tonne-km or 41.7% over that of the previous year.

During the “11th Five-Year Plan”, our total air traffic grew at an average annual rate of 15.6%.

2) Passengers Carried. In 2010, the whole industry carried 268 million passengers, an increase of 37 million passengers or 16.1% over that of the previous year. 248 million passengers were carried on domestic air routes, an increase of 33 million or 15.1% over that of the previous year, of which 7 million passengers were carried on the air routes of Hong Kong, Macao and Taiwan, an increase of 2 million passengers or 29.9% over that of the previous year. 19 million passengers were carried on international air routes, an increase of 5 million passengers or 31.1% over that of the previous year.

During the “11th Five-Year Plan”, the average annual growth rate of the passengers carried stood at 14.1%.

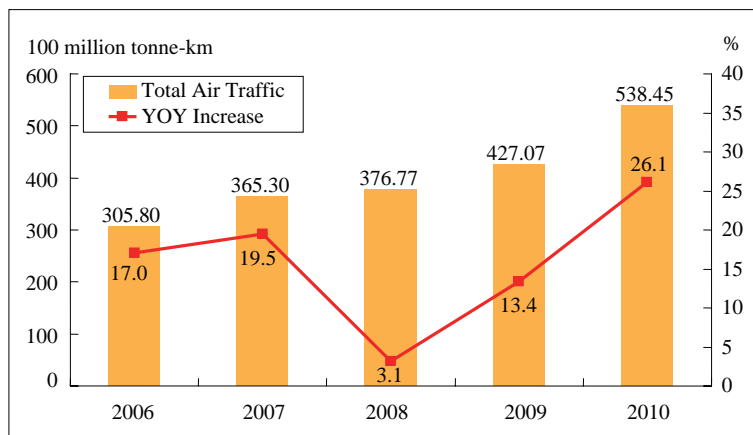


Figure 1. Total Air Traffic of Civil Air Transport 2006–2010

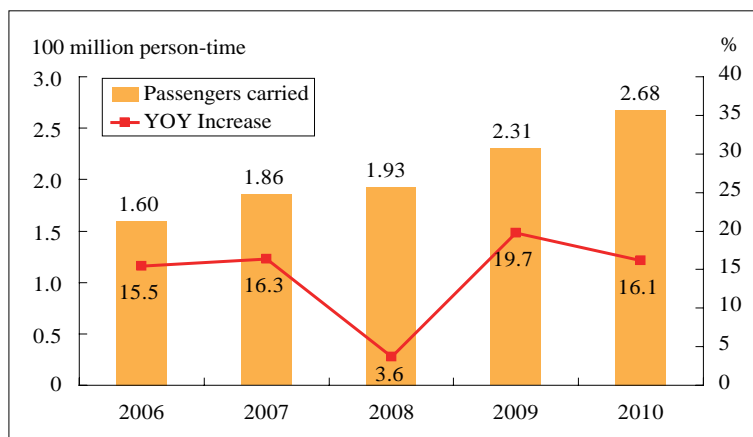


Figure 2. Civil Aviation Passengers Carried 2006–2010

3) Cargo and Mail Carried. In 2010, the whole industry carried 5.630 million tons of cargo and mail, an increase of 1.175 million tons or 26.4% over that of the previous year. 3.704 million tons of cargo and mail were carried on domestic air routes, an increase of 510 000 tons or 16.0% over that of the previous year, 217 000 tons of which were carried on air routes of Hong Kong, Macao and Taiwan, an increase of 58 000 tons or 36.2% over that of the previous year. On the international routes, 1.926 million tons of cargo and mail were carried, an increase of 665 000 tons or 52.8%

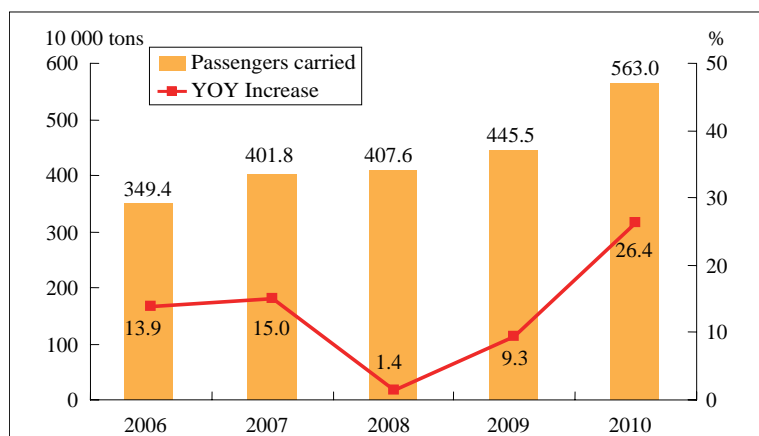


Figure 3. Cargo and Mail Carried by Civil Aviation 2006–2010

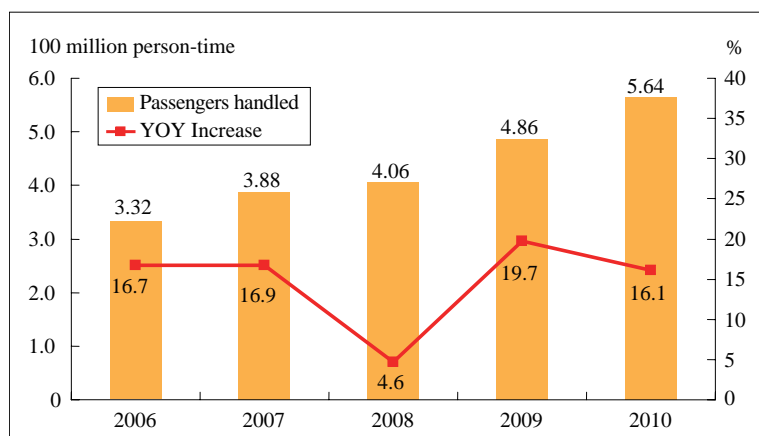


Figure 4. Passengers Handled at Civil Airports 2006–2010

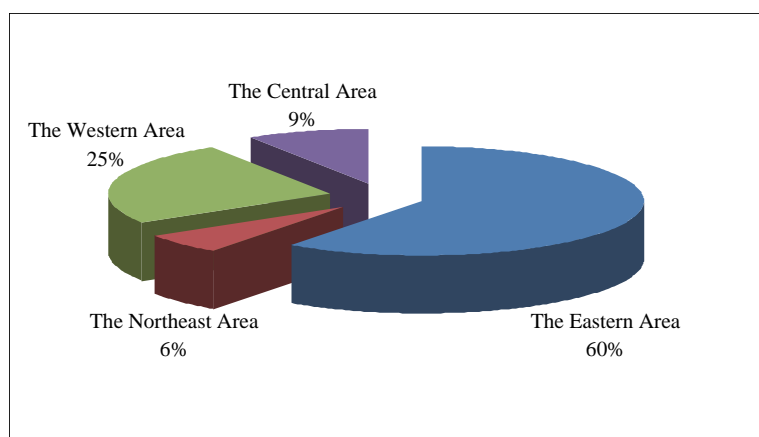


Figure 5. Passengers Handled by Areas

over that of the previous year.

During the “11th Five-Year Plan”, cargo and mail carried grew at an average annual rate of 12.9%.

4) Airport Handling Capacity. In 2010, all the civil airports of the country handled 564 million passengers, an increase of 16.1% over that of the previous year. During the “11th Five-Year Plan”, the average annual growth rate of passengers handled at all civil airports reached 14.7%.

In 2010, 339 million passengers were handled in the eastern area of China, 34 million in the northeast area, 53 million in the central area and 139 million in the western area.

In 2010, all the transport airports of the country handled 11.290 million tons of cargo and mail, an increase of 19.4% over that of the previous year. During the “11th Five-Year Plan”, the average annual growth rate of cargo and mail handled at all transport airports was 12.3%.

In 2010, 8.986 million tons of cargo and mail were handled in the eastern area, 408 000 tons in the northeast, 427 000 tons in the central region and 1.470 million tons in the western region.

In 2010, all the transport airports of the country supported 5.532 million aircraft movements, an increase of 14.3% over that of the previous year. During the “11th Five-Year Plan”, the average annual growth rate for aircraft movements at all transport airports of the country was 12.6%.

In 2010, there were 51 airports handling more than 1 million passengers, and the passengers handled at the airports in the three big cities namely Beijing, Shanghai and Guangzhou accounted for 33.1% of the total.

Table 1. The Number of Airports Handling More Than 1 Million Passengers in 2010

Passengers handled annually	No. of airports	YOY Increase	% of the total
10 million & above	16	2	67.7
1-10 million	35	-2	27.5

In 2010, there were 47 transport airports handling more than 10 000 tons of cargo and mail, and that handled at airports in the three big cities of Beijing, Shanghai and Guangzhou made up 56.7% of the total.

Table 2. The Number of Airports Handling More Than 10 000 Tons of Cargo and Mail

Cargo & mail handled annually	No. of airports	YOY Increase	% of the total
10 000 tons & above	47	2	98.8

In 2010, Beijing Capital Airport handled 74 million passengers, ranking the second in the world and Shanghai Pudong Airport handled 3.228 million tons of cargo and mail, ranking the third in the world.

5) Transport Aircraft Fleet. By the end of 2010, the whole civil aviation industry had had 1 597 registered transport aircraft, adding 180 to those of the previous year.

6) Airport Service Capability. By the end of 2010, China had had a total of 175 certificated transport airports, adding 9 to those of the previous year, and all of them operated scheduled flights. The new airports opened for services in 2010 were airports of Inner Mongolia Erenhot, Liaoning Anshan, Ningxia Guyuan, Hebei Tangshan, Xinjiang Bole, Xinjiang Turpan, Jiangsu Huai'an, Tibet Ali and Chongqing Qianjiang.

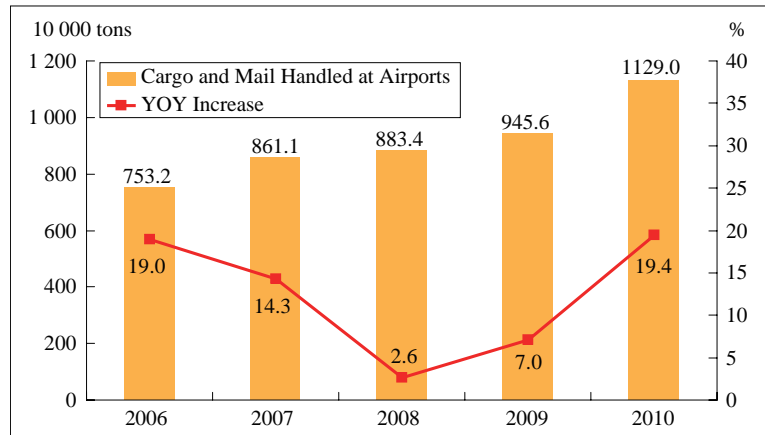


Figure 6. Cargo and Mail Handled at Civil Airports

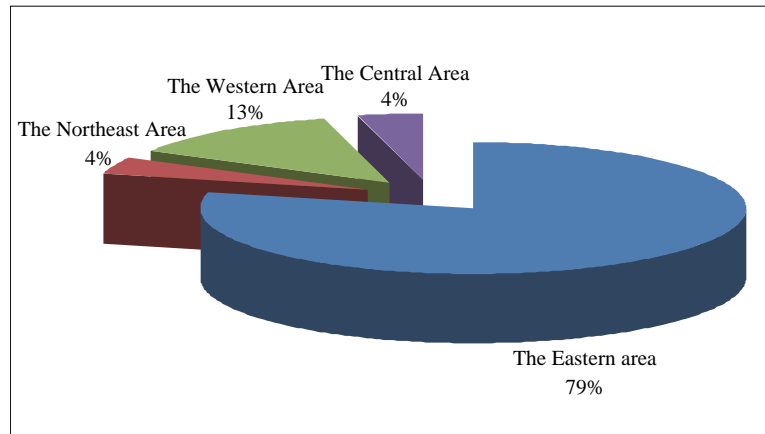


Figure 7. Cargo and Mail Handled by Areas

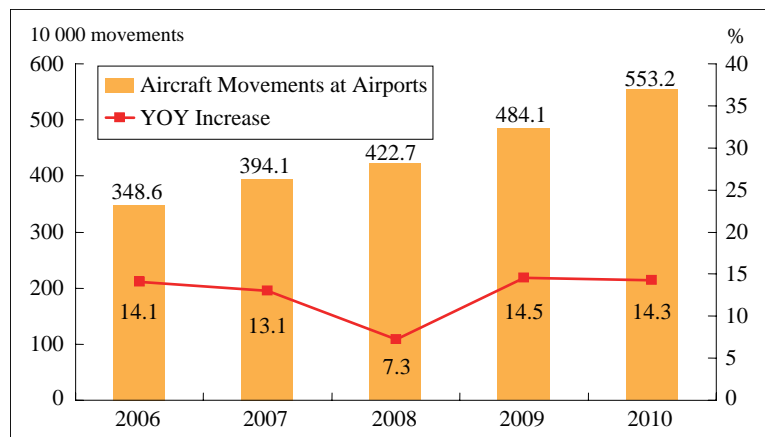


Figure 8. Aircraft Movements Supported at Civil Transport Airports 2006–2010

Table 3. The Number of Transport Airports by Areas

Areas	No. of transport airports	% of the total
Total (Hong Kong, Macao & Taiwan not included)	175	100
Northeast area	19	11
Eastern area	46	26
Western area	85	49
Central area	25	14

7) **Air Route Network.** By the end of 2010, China had had 1 880 air routes for scheduled flights, and the route mileage amounted to 3.981 million km including overlapped distance, and 2.765 million km excluding overlapped distance. During the “11th Five-Year Plan”, 623 air routes for scheduled flights were added, with an average annual increase of 8.4%, and the route mileage with overlapped distance increased 1.256 million km, an average annual increase of 7.9%, and 767 000 km without overlapped distance, an average annual increase of 6.7%.

Table 4. The Changes of our Civil Air Routes during the “11th Five Year Plan”

Indicators: Units	Number	Added during the “11th Five-Year Plan”	Increase of %
Total air routes	1 880	623	8.4
Domestic	1 578	554	9.0
Hong Kong, Macao & Taiwan	85	42	14.6
International	302	69	5.3
As calculated with repetition: 10 000 km	398.1	125.6	7.9
Domestic	271.4	109.1	10.8

Indicators: Units	Number	Added during the “11th Five-Year Plan”	Increase of %
Hong Kong, Macao & Taiwan	12.4	6.1	14.4
International	126.6	16.5	2.8
As calculated without repetition: 10 000 km	276.5	76.7	6.7
Domestic	169.5	55.2	8.2
Hong Kong, Macao & Taiwan	12.1	6.0	14.7
International	107.0	21.4	4.6

By the end of 2010, scheduled flights had reached 172 cities in China (excluding Hong Kong, Macao and Taiwan), and there had been 43 mainland cities providing scheduled flights to Hong Kong, 5 to Macau and 32 to Taiwan.

By the end of 2010, international scheduled flights operated by domestic airlines had connected 110 cities in 54 countries.

Table 5. The Changes of Scheduled Flights Destinations during the “11th Five-Year Plan”

Unit: Cities Indicators	In 2010	In 2005	Approximate Average annual increase (No.)	Average annual increase (%)
Domestic (Hong Kong, Macao & Taiwan not included)	172	133	8	5.3
International (countries)	54	33	4	10.4
International (cities)	110	75	7	8.0

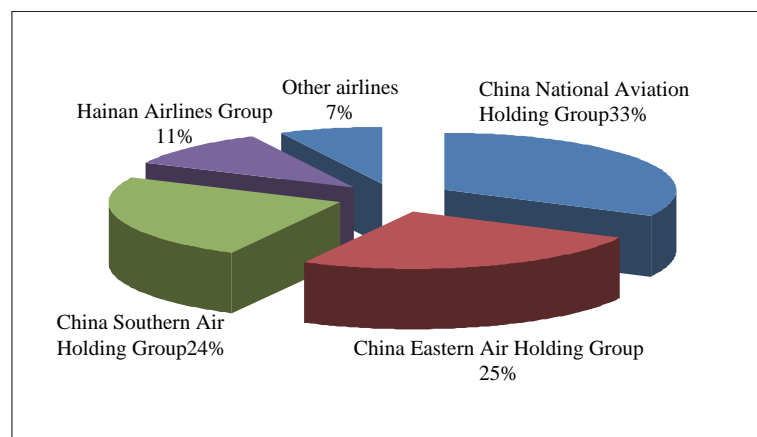


Figure 9. Total Air Traffic of Airlines (Group) in Pie Chart 2010

8) Foreign Relations. By the end of 2010, China had signed bilateral air services agreements with 112 countries or regions, increasing by 13 over that by the end of the 10th Five Year Plan. Among those countries, 36 were in Asia, 24 in Africa, 40 in Europe, 8 in America and 4 in Oceania.

9) Transport Airlines (Group). By the end of 2010, China had had 43 transport airlines, of which, as classified by different categories, 35 were state-owned, 8 were private or privately held, 11 were all-cargos, 16 were joint-ventures, and 5 were publicly listed.

II. General Aviation

1) Flight Hours. In 2010, the whole industry completed 139 800 flight hours of general aviation operation, an increase of 12.9% over that of the previous year, among which, 63 900 were for industrial aviation, 28 200 for agriculture and forestry and 47 700 for other purposes, representing increases of 20.7%, 7.2% and 6.9% respectively over those of the previous year.

2) General Aviation Enterprises. By the end of 2010, 111 general aviation enterprises had obtained operating certificates, of which, 33 were in north China region, 22 in central and southern region, 19 in east China region, 15 in northeast region, 12 in southwest region, 6 in northwest region and 4 in Xinjiang region.

3) Aircraft Fleet Size. By the end of 2010, general aviation enterprises had had a total of 1 010 airworthy and registered aircraft, of which 202 were used for teaching and training.

III. Transport Efficiency, Financial Performance, Transport Revenue and Flight Regularity Rate

1) Transport Efficiency. In 2010, the average daily utilization rate for all registered transport aircraft of the industry was 9.35 hours and 0.11 hours more than that of the previous year. The average daily utilization rate of large and medium sized aircraft was 9.76 hours, 0.18 hours more than that of the previous year, and the average daily utilization rate of small aircraft was 5.15 hours, 0.32 hours less than that of the previous year. In 2010, the average passenger load factor of normal scheduled flights was 80.2%, 3.9 percentage points higher than that of the previous year.

In 2010, the average load factor of normal flights was 71.6%, 4.4 percentage points higher than that of the previous year.

Table 6. Passenger Load Factor and Load Factor of On-time Flights 2010

Index	Index (%)	Increase over the previous year (%)
Passenger load factor of on-time flights	80.2	3.9
On domestic routes	81.0	3.5
On routes of Hong Kong, Macao & Taiwan	74.9	6.6
On international routes	77.1	6.0
Load factor of on-time flights	71.6	4.4
On domestic routes	72.4	3.5
On routes of Hong Kong, Macao & Taiwan	63.7	6.2
On international routes	70.3	6.8

2) Financial Performance. In 2010, the whole industry garnered a revenue of 411.5 billion yuan, an increase of 37% over that of the previous year, and realized a total profit of 43.4 billion yuan, an increase of 32.4 billion over that of the previous year. Of the revenue, airlines yielded a revenue of 299.9 billion yuan, an increase of 40% over that of the previous year and realized a total profit of 35.1 billion yuan, an increase of 29.4 billion yuan over that of the previous year. Airports yielded a revenue of 41.7 billion yuan, an increase of 22% over that of the previous year, and realized a total profit of 5.1 billion yuan, an increase of 1.8 billion yuan over that of the previous year. The support enterprises yielded a revenue of 69.9 billion yuan, an increase of 37% over that of the previous year, and realized a total profit of 3.2 billion yuan, an increase of 1.2 billion yuan over that of the previous year.

3) Transport Revenue. In 2010, the transport revenue of the whole industry was 5.30 yuan/tonne-km, an increase of 0.53 yuan/tonne-km over that of the previous year. The revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 6.28 yuan/tonne-km and that on international routes was 3.45 yuan/tonne-km, an increase of 0.89 yuan/tonne-km and 0.16 yuan/tonne-km respectively over those of the previous year.

The passenger revenue of the whole industry was 0.63 yuan/passenger-km, an increase of 0.08 yuan/passenger-km over

that of the previous year. The passenger revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 0.63 yuan/passenger-km, and that on international routes was 0.59 yuan/passenger-km, an increase of 0.09 yuan/passenger-km and 0.07 yuan/passenger-km respectively over those of the previous year.

The cargo and mail revenue of the whole industry was 1.88 yuan/tonne-km, an increase of 0.15 yuan/tonne-km over that of the previous year. The cargo and mail revenue on domestic routes (Hong Kong, Macao and Taiwan routes excluded) was 2.02 yuan/tonne-km, and that on international routes was 1.77 yuan/tonne-km, an increase of 0.34 yuan/tonne-km and 0.07 yuan/tonne-km respectively over those of the previous year.

4) Flight Regularity Rate. In 2010, major airlines provided 1.888 million flights as planned, of which 1.431 million were regular and 457 000 were irregular, with the flight regularity rate being 75.8%.

In 2010, small and medium sized airlines provided 260 000 scheduled flights, of which 179 000 were regular, and 81 000 were irregular, with flight regularity rate being 68.8%.

IV. Investment in Fixed Assets

In 2010, 64.65 billion yuan was invested in civil aviation infrastructure development and technological upgrading, an increase of 8.7% over that of the previous year.

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

1) Airport Construction. In 2010, the airport system made a total investment of 44.15 billion yuan in fixed assets, an increase of 3.4% over that of the previous year. There were 19 key construction projects.

2) ATC Construction. In 2010, the ATC system made an investment of 1.9 billion yuan in fixed assets.

3) Investment in Other Areas. In 2010, other systems in the civil aviation industry made a total investment of 18.6 billion yuan in fixed assets, an increase of 36.0% over that of the previous year. Of the total, 2.8 billion yuan was used in the construction of information system, 1.89 billion yuan in scientific research and education system, 130 million yuan in safety and security system, 550 million yuan in aviation fuel system, 50 million yuan in aircraft maintenance system, 6.43 billion yuan in transport service system, 1.33 billion yuan in public facilities system, and 5.42 billion yuan in other systems.

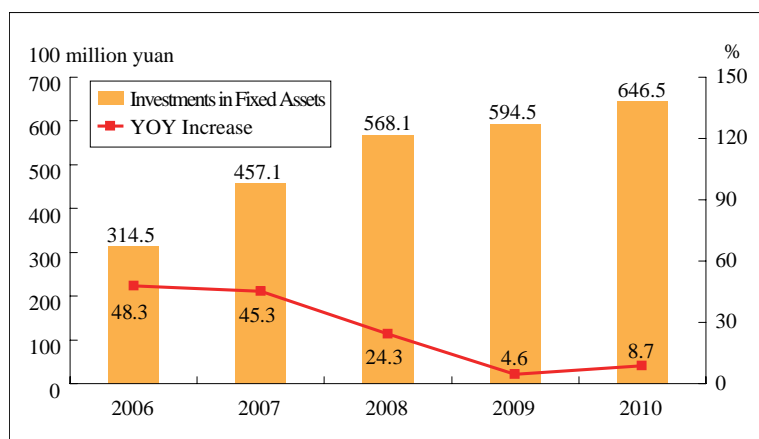


Figure 10. Investments in Civil Aviation Infrastructure Development and Technological Upgrading 2006–2010

