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Autumn 2013
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九月下旬的深圳之行正好碰到台风“玉兔”来袭, 机场关闭, 航班停飞, 这种情况对我这个有两百万英里飞行记录的乘客来说真是太正常不过的事件, 不值得一书。但航空公司在航班变更过程中所表现的问题却值得提出来让主管当局省思, 以便改善国内航空公司的形象。

在航班因天候原因取消时, 航空公司依规定可以不需要向客户提出解释并表示抱歉之意, 因为这是不可抗拒的气象原因, 但这个免责权不能冲销航空公司尽早送旅客回家的职责与义务。

在与承运方中国国际航空公司客服中心联系时, 我惊讶地发现, 所有我联系的客服代表都表示如果愿意改乘头等舱即可获得服务, 否则我就得候补有机位的航班, 还无法告知我何时可以递补上。当我表示愿意经由第三地返回出发地时, 客服人员的反应像是从未听过此类要求, 当即告知我经由第三地也没有机位, 要我继续等待有空位的直达航班。

前面我已说过在我两百万英里的飞行经验过程中这是再正常不过的天候原因延误, 而在我以往经历的所有此类事件中, 我基本上都不用要求, 欧美航空公司都以“送你回家”为优先考量, 主动查询经由第三地到达目的地的可能性并予以安排, 让乘客在异地停留时间越短越好。

选择国航的原因就是因为该公司拥有丰富的国内航线与航班, 在应变上比其他航空公司都更有容余和能力。但遗憾的是该公司却未能发挥此一优势, 只是尽情地享受法律给与的免责权, 却忽略了航空客运合约的基本原则: “送旅客回家”。

在此次事件中, 国航即使是无法完成任务却佯装着要帮助乘客尽早经由第三地到达目的地, 也可以争取更好的声誉, 更何况这个与“国际”接轨的服务准则本应是中国“国际”航空公司名称的基本含义之一。国内各航空公司都要时常记住, 虽然商业登记上都是显示航空公司的名称, 但营业执照上都明确的记载着航空交通运输的营业项目。那就请履行交通运输的基本职责将客户尽快送达目的地, 即使是经由第三地。



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CONTENTS / 目录

- 12 2013年中国通用航空商务交流会
China General Aviation Forum 2013
- 26 PFC飞行模拟器来到中国
- 30 中国民航2013年8月份主要运输生产指标统计
Performance of China's Civil Aviation Industry in August 2013
- 34 民航局与美国运输安监局签署谅解备忘录
CAAC Signs an MoU with the TSA
- 35 达州新机场选址观音沟 力争2018年建成投运
Guanyin'gou Chosen as the Site of the New Dazhou Airport,
Expected to Start Operation by 2018
- 36 乌克兰总理会见许其亮 宣布合作研发高原直升机
Ukraine's Prime Minister Meets With Qiliang Xu The Two Declare to
Develop High-altitude Helicopters
- 37 青岛新机场落户胶东
New Qingdao Airport Will be Located on the Jiaodong Peninsula
- 39 稻城亚丁机场成功首航
China Starts Flights at World's Highest Airport
- 40 李家祥率团访问欧盟总部并就发展中欧民航关系与欧方达成重要共识
Jiaxiang Li Visits the Headquarters of EU and Reaches an Important
Consensus on China-EU Civil Aviation Relations
- 41 中国民航与空客公司签署航空安全合作协议
CAAC and Airbus Sign an Agreement of Collaboration in Aviation
Safety
- 42 果洛机场建设获国务院批准
Golug Airport Gains Approval from the State Council
- 44 中国首个企业投资通航机场(栾城机场)开航
China's First Privately Invested GA Airport Starts Operation
- 45 2012年全国通用航空统计公报
US S T Q V □ KYI X B K Y D N O T G Y B K T X G R □ Q Z D T □ 9 Z G Z Y D Y U L X □ □ □ □
- 46 21家航空公司2013年将获4.33亿元支线补贴
Twenty-one Airlines to Receive 433 Million Yuan in Subsidies for
Their Regional Flights This Year
- 47 中巴合作的首架莱格赛650公务机成功首飞
The First Legacy 650 Business Jet Assembled Jointly through the
Cooperation of China and Brazil Succeeds in its Maiden Flight
- 48 新疆富蕴机场迁建工程启动
Relocation of the Fuyun Airport Starts
- 51 首架警用消防直升机在鄂尔多斯投入使用
Police Firefighting Helicopter in Commission for the First Time in
Ordos
- 52 中南地区机场7月份旅客吞吐量1577.5万人次
Airports in Central and Southern China Receive
Approximately 16 Million Passengers in July
- 54 新舟600F民用货机喜获“准生证”
MA 600F Civil Freighter Receives Type Certification
- 56 美国Harris Miller Miller & Hanson Inc.公司在京举办机场论坛
Harris Miller Miller & Hanson Inc. Hold Airport Seminar in Beijing
- 58 想参与通航飞机生产制造吗?
- 62 EAA 2013 中国馆
- 70 温州机场新建货运区工程获批
Cargo Area Project in Wenzhou Airport Gains Approval
- 71 西宁曹家堡机场二期工程全面竣工投产
Xining Caojiabao Airport Phase II Completed and Put into Operation
- 72 首都机场与都柏林机场缔结姊妹机场
Beijing Capital International Airport and Dublin Airport Become Sister
Airports
- 73 我国民航运输飞机上半年已达到2035架
The Number of Civil Transport Aircraft Operating in China Has
Reached 2035 Units in the First Half of the Year
- 74 池州九华山机场顺利通过民航行业验收并通航
The Chizhou Jiuhuashan Airport Project Passes the Acceptance
Examination
- 75 河东机场三期扩建获批 飞行区等级提升为4E
Yinchuan Hedong International Airport Phase III Expansion Project
Gains Approval, The Airport's Reference Code to be Promoted to 4E
- 78 2013年5月份民航经济运行主要特点
Performance of China's Civil Aviation Industry in May 2013
- 80 宜春明月山机场正式通航
YICHUN MINGYUESHAN AIRPORT STARTS OPERATION
- 81 张家口宁远机场通航
Zhangjiakou Ningyuan Airport Starts Operation
- 82 实验飞行业界领袖- Sonex 套材飞机公司负责人John Monnett
- 86 贵州毕节飞雄机场正式通航
Bijie Feixiong Airport Starts Operation
- 87 牡丹江机场PBN飞行程序验证试飞成功
Mudanjiang Airport Starts Succeeds in Test Flight With the PBN
Program
- 88 4亿元扩建南宁机场航站区
Nanning Airport to Receive a 400 Million Yuan Terminal Expansion
Fund
- 89 恩施机场二期扩建飞行区工程项目通过竣工验收
The Enshi Airport Phase II Expansion Project Passes its Acceptance
Inspection
- 90 北京警务航空总队新购直升机在昌平警航入列
New Helicopter Introduced by Beijing Police Air Unit Put into Use



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2013 年中国通用航空商务交流会 China General Aviation Forum 2013

承载着中国通用航空业内人士的期盼，迎着中国通用航空产业逐渐快速发展的大势，今年6月中旬，一年一度的中国通用航空商务交流会（简称通航会）在北京京瑞酒店迎来了它的十一岁生日。今年的会议由《民航报导》独力举办，国内外多家企业赞助。作为以商务交流为目的的活动，今年的主题仍是“通航商机，无处不在”。除此之外，我们还大力提倡和主张体验飞行和实验飞行。

In mid-June, the annually held China General Aviation Forum (the Forum) celebrated its 11th anniversary at the King Wing Hot Springs International Hotel in Beijing. The Forum was hosted by the China Civil Aviation Report, and was sponsored by many enterprises both home and abroad. As an activity featuring commercial communications, the theme for this year reflects those of previous years as what was true then, still holds true now- There are GA business opportunities everywhere. In addition, we also vigorously promoted and advocated for the expansion of the experience of flying and the furthering of experimental flights this year.

6月18日 星期二

Tuesday, June 18

6月18日晚，参会代表们早早地来到了北京京瑞大厦的阳光大厅，参加我们历年举办的酒会。酒会由 Precision Flight Control, Inc. 赞助，主要是为了让新旧朋友相互认识和熟悉，以便接下来两天无障碍地交流。这天，会场宽敞明亮，宾朋满堂，气氛轻松活跃。会场四周林立着各单位的易拉宝，会场中心摆满美味的饮品和点心。大家随意地品茶点，轻声地交流。

晚6点，《民航报导》发行人赵嘉国先生宣布2013年中国通用航空商务交流会招待酒会开始。赵先生表示，欢迎新老朋友参加今年的通航会。作为业内独一无二的以商务交流为主题的会议，算上今年，通航会已经举办了11年。11年来，由于通航本身的吸引力、国人对航空的热情和业内人士的执着，中国通用航空产业缓慢而不可抑制地发展着。11年来，由于美国世兴公司和《民航报导》的坚守，更承蒙业内朋友的大力支持，通航会也在不断成长。11年来，通航会提供了参会人士相互

On the evening of June 18th, participants came early for the forum's reception event, which was held in the hotel's Sunshine Hall and sponsored by Precision Flight Control, Inc. this year. The reception is held every year before the formal meetings so that all attendants, new and old, can get acquainted with one another, which paves the way for the next two days of meetings to carry on without obstacle. The wide and spacious area of the forum was elegantly decorated and filled with the cheerful sounds of excitement and laughter coming from the attendees. Many company displays were carefully erected on both sides of the reception area, to not only promote their products and services, but also to educate all the attendees on the importance of the GA industry. Refreshments and appetizers were arranged beautifully in the center of the reception area. All of the preparation culminated in a quiet and relaxed evening in which guests casually talked while enjoying refreshments.

When the clock struck 6:00 pm, the publisher of the China Civil Aviation Report and host of the event, Mr. Francis Chao, gathered the attention of the crowd and officially declared the start of the reception. Mr. Chao welcomed both old friends and new attendees to the 11th annual China General Aviation Forum. He then reminded the crowd that, as a unique conference featuring commercial communications, the forum had been held for 11 years. In this space of time,

协商和交流的机会，提供了民航主管单位政策的信息，带来了通航发达国家的先进经验、技术、人才和设备，为中国通用航空产业的发展贡献了自己的一份力量。今年，为了提倡体验飞行，我们与国际飞行拉力赛 (International Air Rally) 活动合作，欢迎大家参加 2014 上半年的这个活动，成为随团 VIP 观察员，来深度体验飞行。约 7 点，会议进入了独有的环节：在行业自律板上签字。行业自律板上清晰地写着：通用航空的产业自律是维护飞行安全的最佳保证，让我们一起推动产业自律！赵先生是通航的资深业者，熟知通航发达国家产业的历史和现状。他表示，发展通用航空是必需的，产业自律也决不可忽视。会议每年都会特别设置这个环节，提醒大家产业自律的重要性。所有参会人员十分赞同，纷纷举笔签字。接着，酒会继续进行。

the general aviation industry had developed continuously, equally thanks to the industry's own vigor, the enthusiasm of Chinese people, and the persistence of the industry insiders. In these eleven years, the forum has kept growing thanks to the persistence of Uniworld LLC and its affiliated publication, the China Civil Aviation Report. For eleven years, the forum has regularly provided an opportunity for participants to participate in important dealings and exchanges with others in their industry by bringing to light policies of the relevant administrations and showcasing the advanced experiences, technologies, talents and devices that the general aviation industry in countries and regions where it is already developed has to offer. The amalgamation of all of these entities into a single venue does much to contribute to China's own general aviation industry. It was announced that to promote experimental flights in China, all are welcome to participate in the ten-day-long International Air Rally as VIP guests in order to experience true flight for their selves. At about 7:00 pm, the ceremony entered into a particular stage in which all participants were asked to sign their names onto the self-discipline board, which read, "Industrial self-discipline in General Aviation is the best guarantee in maintaining flight safety. Let's push forward with industrial self-discipline together!" Mr. Francis Chao is a seasoned professional in the general aviation industry with extensive knowledge of GA in countries where it has already developed. He is well aware that in order to develop a healthy GA industry, industrial self-discipline is the key. That is why every year Mr. Chao requests all of the attendees of the forum to sign their names to this pledge. Those attendees who agreed with this statement proudly lined up to sign their names. Once this was taken care of, the reception continued toward the rest of the evening's events.



6月19日 星期三

Wednesday, June 19



June 19th saw all of Beijing bathed in sunlight, foreshadowing a day of perfect weather. Inside the venue, on each table were beautifully arranged with fresh flowers and warm pots of tea. The scent of the flowers danced with the aroma of the tea and turned into an intoxicating perfume that filled the room for the entirety of the commercial forum. At around 8:30 am, all of the attendees arrived to the venue on time. As is tradition with this forum, it was once again held in a round table discussion format, allowing all the attendees to communicate with ease.

The forum formally kicked off at 9:00 am as Mr. Chao kicked off the meeting by welcoming all the attendees and thanking them for their attendance. Mr.

6月19日，阳光普照，天气大好。会场每张桌子上备着一大早送来的鲜花和沏好的茶水，花香茶香缭绕在整个会场，为以商务为主题的会场带来了一份清香韵味。8:30左右，各位代表按时签到，有序进入会场。为了方便参会代表们交流，本届会议仍旧延续传统，采用活泼的圆桌形式。

9:00，会议正式开始。作为《民航报导》的发行人，赵嘉国先生首先对各位朋友拨冗参会表示欢迎和感谢。然后，做了题为《我们离目标还有多远？》的演讲，全面回顾了通航的历程。赵先生表示，以中国改革开放初期的条件来衡量，中国通航产业已经达到目标；然而，作为世界第二大商业航空国，其距通用航空的“世界第二”还很远。为何中国的商业航空可以得到迅速发展而崛起为“世界第二”？原因有：政府保护与补贴、需求旺盛的国内经济形势、国际市场开放、使用国际成熟设备与技术、联运、代码共享等等。而通用航空则因为政府不够重视、飞行员及飞行区短缺、空域管制等问题迟迟不能自由翱翔。赵先生表示，对于这个现状，我们不能“坐而言”，要“起而行”。在1000米高、20公里直径的空域无法转场飞行，不能发挥通用航空的运输等功能，但我们可以利用这些处于分离状态的空域进行体验飞行和实验飞行。实验飞行可以培育大量具备航空知识与经验的人才与爱好者，使套材飞机与航材产业得以发展茁壮，从而奠定航空制造逐步发展的基础。而且，成功的通航机场最终都成为具有商业价值的支线航空机场，在地方的发展中扮演了不可忽视的角色。在发展通用航空的道路上，作为非政府人士，我们能做的其实很多。赵先生的这份演讲切实中肯，指出了国内通航产业发展的拦路

Chao delivered a speech titled "Are We There yet?" in which he reviewed the history of China's general aviation thus far. In his speech, Mr. Chao stated that when considering the conditions of the preliminary stage of China's Opening up and reform, China had reached its goal for the GA industry. However, while China boasts the world's second largest commercial aviation industry, general aviation in the country is still far away from any kind of "number two" ranking. Thus the question of why China's commercial aviation industry is able to grow fast enough to rank second worldwide while the GA industry remained largely undeveloped may be raised. According to Mr. Chao, the cause can probably be attributed to policy protection and subsidies from the central government, strong factors resulting from China's economy, the opening up of the international market, the utilization of existing equipment and technology, the integration of the nation's transportation system with air traffic, code sharing and so on all favoring the development of commercial aviation over GA. Thus, China's central government has not attached nearly as much importance to general aviation as it has to commercial aviation. Furthermore, there is a lack of pilots and available airspace as the skies remains under strict control of the CPLA Air Force. These obstacles have thus contributed greatly in stunting the growth of general aviation in comparison to commercial aviation in China. In regard to this situation, Mr. Chao said, "Do not just talk, do something." Currently, in areas of low-altitude airspace with a height of about 1 km and a diameter of around 20 km, cross-country GA flights cannot be carried out. However, these individual pockets of airspace can still be exploited for local flights that not only serve as an experimental test ground for general aviation operations, but also to introduce people to the experience of flying. According to Mr. Chao, many seasoned talents and enthusiasts with rich aviation knowledge were nurtured into the industry as a result of their own personal experimental flights. The introduction of this phenomenon to China could pave the way for first the manufacturing of kit aircraft and aircraft



虎，也给出了切实可行的建议。十分有趣的是，由于这份演讲切中实际，提出的建议可行性又很强，在赵先生演讲完之后，参会代表认为这份演讲十分有价值，纷纷表示希望自己也能获得这份演讲稿，还临时进行了近20分钟的讨论，使得这个开幕式演讲成为了本届会议的第一个高潮，实乃意料之外，情理之中。

像往年一样，在上午的茶点之前，大会的所有参会人员整齐排列好，为本届通航会留下了一张“2013年中国通用航空商务交流会全家福”。之后，大家享用了 Milan Aviation Services Inc. 公司赞助的茶点。

茶点之后，会议进入主题发言单元。第一个发言的是中国民航科学技术研究院航空器适航研究所的高级工程师金奕山博士。金博士首先介绍了中国民用航空业的立法架构。中国民用航空业的最高法律是《中华人民共和国民用航空法》，由1995年10月30日第八届全国人民代表大会常务委员会第十六次会议通过，同日由中华人民共和国主席令第五十六号公布。中国民用航空业的其他法律法规均由中国民用航空局据此编写。其中航空器适航部分由中国民用航空局航空器适航审定司管理，该部门在上海、沈阳设立了航空器适航审定中心，在成都设立了航油航化适航审定中心。具体到轻型运动飞机（LSA）的适航审定，其驱动因素一是中国民航局接到进口国外轻型运动飞机的申请，需要对其进行适航审定；二是国内厂商申请制造国外设计的轻型运动飞机，也涉及到对造出来的飞机进行适航审

materials, which would then lead to the full-scale manufacturing of aircraft in China. Mr. Chao highlighted the fact that many successful airports have become commercially valuable assets for their regions and have played a noticeable role in the development of local economies. As non-governmental industry insiders, there is actually much we can do to contribute to China's GA industry. Mr. Chao's speech hit the main points of China's GA industry, pointing out the obstacles it faces and giving out feasible advice to those wishing to involve themselves in China's GA industry. Much can be said about the importance of Mr. Chao's presentation as the speech was considered so meaningful to the audience that once finished, participants lined up to request their own copies of its text. Afterward they went on to participate in a twenty-minute-long discussion about Mr. Chao's speech and China's general aviation industry. Thus, the opening speech on the first day became the high point of the entire forum, a rather unexpected yet reasonable turn of events.

Like the previous ten years, before the morning break, a photo of all the attendees was taken in a "family photo" style to commemorate the 11th annual China General Aviation Forum. During the morning break, snacks and refreshments sponsored by Milan Aviation Services Inc. were enjoyed by the attendees.

After the break, the forum went back into gear as the presentations began. The first presentation was from Mr. Yishan Jin, a senior engineer of the China Academy of Civil Aviation Science and Technology. In his speech, Mr. Jin began by introducing the framework of laws applying to civil aviation in China. Regarding this, Mr. Jin explained that the supreme law for China's civil aviation industry is known as the Civil Aviation Law of the People's Republic of China, which was developed by the standing committee of the 8th National People's congress and enacted by the President of the

定的问题。对于轻型运动飞机的适航审定，民航局航空器适航审定司已经开始研究其程序和标准，于2009年下发了《轻型运动航空器适航管理政策指南》（AC-21-AA-2009-25）。目前正在修正《中国民用航空规章第21部行规范》（CCAR-21），增加了对于轻型运动飞机的定义等，将尽快研究制定专门适用于这种飞机的认证程序。

第二位发言人是巴西航空工业公司中国区公务机销售副总裁徐彤。徐总简要介绍了巴西航空工业公司及其公务机产品。徐总介绍道，巴航工业1969年诞生，1994年实现私有化，如今已经成为已成为世界领先的飞机制造商之一。巴航工业三大业务领域是商务航空、公务航空和防务系统。商务航空方面，该公司生产的E-Jets和ERJ系统客机全球畅销；公务航空方面，该公司生产的飞鸿系列、莱格赛系列和世袭系列的销售情况也十分旺盛；防务系列，该公司生产的军用飞机和国防系列产品在48个国家超过50个军事机构服役。在中国，巴航工业的运营基地遍布全国，销售服务体系完善，得到了中国政府和领导的大力支持。该公司的商用飞机被中国多家航空公司采购使用，为中国支线航空发展做出了贡献。该公司的莱格赛650在华组装项目于2012年6月获得了中国政府的正式批准，将利用巴航工业与中航工业的合资公司哈尔滨安博威

People's Republic of China in the Presidential Decree No. 56. All other laws and legislations regarding civil aviation have been the responsibility of the Civil Aviation Administration of China. The aircraft airworthiness certificates are issued under the authority of the Aircraft Airworthiness Certification Department of CAAC, which has set up three branch certification centers in Shanghai, Shenyang and Chengdu. In terms of the future of light sport aircraft (LSA) in China, there are two factors that have been driving the certification of this kind of aircraft, the first being that the CAAC has received several applications for importing LSA in China; the other is that several Chinese manufacturers have expressed their desire to design and manufacture their own light sport aircraft or to assemble LSA under license according to foreign designs. The Aircraft Airworthiness Certification Department of CAAC, in its official examination process, has already completed the first steps for the certification of LSA in China. Guidelines for the certification of light sport aircraft were developed and issued on May 5, 2009. In the same year, the AC-21-AA-2009-25, an outline of airworthiness management policy procedures on type certification, production certification and airworthiness certification, was released. Currently, CCAR-21 OPERATIONS SPECIFICATIONS is being revised to add the definition and specifications of light sport aircraft. The specific certification procedure for LSA is expected to soon be developed and released.

The second presentation was given by Mr. Bin Xu, VP of Embraer executive jets sales in China. Mr. Xu gave a brief introduction Embraer and its business jets. He informed the audience of Embraer's history from



中国民航科学技术研究院航空器适航研究所的高级工程师金奕山博士



巴西航空工业公司中国区公务机销售副总裁徐彤



世界领先的飞行模拟器供应商 Precision Flight Controls 公司（简称 PFC）的销售经理 Tracy Cook 先生



现有的员工及厂房设施生产莱格赛 650 公务机，并计划于年底前交付第一架国产莱格赛 650。

12:00 左右，上午的会议结束。各位参会代表享用了由世界先进的飞机拖车供应商——LEKTRO 公司赞助的丰盛午餐。

下午 13:30 左右，会议继续进行。第一个发言人是世界领先的飞行模拟器供应商 Precision Flight Controls, Inc. 公司（简称 PFC）的销售经理 Tracy Cook 先生。Cook 先生说，PFC 总部位于美国加州，是拥有领先技术的生产销售飞行模拟器设备的公司。该公司紧跟世界飞机更新换代的步伐，可以模拟任何通用飞机，包括赛斯纳、比奇、钻石飞机等等，其生产的飞行模拟器销往了世界各地。现在，



World Aircraft Company 公司（简称 WAC 公司）的总裁 Eric Giles 先生



Milan Aviation Services Inc.（简称 Milan Aviation 公司）的 Chip Erwin 先生



美国海卫飞机公司的董事兼总工程师薛国航先生

its birth in 1969, to its privatization in 1994, and finally how it reached its current position as one of the main global manufacturers of commercial and executive aircraft, with a strong and growing presence in the realm of defense and security. As such, its key business areas are in the design and manufacture of commercial aircraft and executive jets as well as of defense and security systems. In the commercial aviation area, the company's E-Jets and ERJs are in wide use worldwide. In business aviation, the Phenom, Legacy, and Lineage aircraft series have all been a source of great prestige for the company. In the realm of defense and security, Embraer's military aircraft and defense products have been put into commission with over 50 armed forces in 48 countries. In China, the company operates out of various bases employing an advanced sales service system, with its operations backed up by China's central government. Embraer's commercial products have been purchased by dozens of Chinese airlines and have contributed significantly to the development of regional aviation in China. Furthermore, in June of 2012, the Chinese government approved of plans for the assembly of the Legacy 650 in China. The project will make use of the joint infrastructure and workforce of HEAI- Embraer, and AVIC JV to produce Legacy 650 business aircraft in China. The 1st Chinese-built Legacy is expected to be delivered to its new owner by the end of this year.

At around 12:00 pm, the morning presentations ended. All attendees enjoyed a delicious lunch sponsored by Lektro, an advanced aircraft tractor & tug manufacturer.

The forum resumed again at 1:30 pm. The first speaker of the afternoon was Mr. Tracy Cook, Sales Manager of Precision Flight Controls, Inc. (PFC), a leading supplier of specialized aircraft simulators. PFC is based in California in the US and is recognized as a leading manufacturer of flight training devices, which have been sold worldwide. The company has proven its ability to keep pace with today's rapidly advancing aviation technologies as it produces simulators for all major general aviation aircraft manufactures including Beechcraft, Cessna, Diamond, and Mooney. An example of PFC's advanced flight simulators has already been delivered to the Beijing office of Uniworld LLC., and anyone interested in experiencing the technology themselves is welcome to make a reservation to fly the simulator.

The next speaker was Mr. Chip Erwin from the Milan Aviation Services Inc. (Milan Aviation); his speech was titled "What China Needs in Aviation". Mr. Erwin explained that China boasts a large population and a vast landmass with incredibly complex topography. Due to this fact, Mr. Erwin expressed his view that commercial aviation alone could not possibly accommodate the immense transportation and emergency aid needs of such a large nation, and that it was simply wrong to develop only civil aviation while neglecting general aviation in a country where it could otherwise thrive. He also explained that it was imperative for the nation to develop and produce GA aircraft domestically, since it would be impossible to simply import enough GA aircraft to allow a country as large as China to develop a sufficiently large GA industry. A fitting choice of aircraft that can help China to meet the needs of its growing GA industry can be found in Milan

为了方便国内人士进行模拟飞行，PFC 已经运来了一个模拟飞行器，放在了美国世兴公司北京办公室，有兴趣的朋友可以预约前来试飞。

接下来的发言人是 Milan Aviation Services Inc.（简称 Milan Aviation 公司）的 Chip Erwin 先生，他演讲的题目是《中国在航空制造中的需求》。Erwin 先生表示，中国地貌复杂，幅员辽阔，人口众多。仅靠民用航空不可能解决所有需要航空方式解决的运输、急救等问题。发展通用航空势在必行，通用航空器的制造便是其中的重头戏，因为偌大的中国，偌大的领土，发展偌大的通用航空产业，仅靠进口通用航空飞行器显然是不可能的，Milan Aviation 公司生产的 RHINO 飞机便是不错的选择。尤其是水上 RHINO 轻型运动飞机，燃烧普通汽车所用的汽油，随处可以买到，且比航空专用燃油的价格更低廉。欢迎有兴趣在中国合作制造该飞机的朋友详询，洽谈合作。

接下来的发言由 World Aircraft Company 公司（简称 WAC 公司）的总裁 Eric Giles 先生进行，题目为《在美国制造轻型飞机——美国联邦航空局与 WAC 飞机公司的互动》。Giles 先生表示，WAC 公司是设计和生产运动飞机的公司。在美国，通用航空产业非常发达，许多飞行爱好者都会考运动飞机驾照，一过翱翔蓝天的瘾。美国政府和美国联邦航空局也非常支持，为之制定了完备详细的法律法规。WAC 公司认为，中国的通航产业即将起飞，希望其生产的飞机能在中国销售，在中国的通航历史上留下自己飞机的印记。

接下来，我们的议程进入了独有的环节：抽奖。这一小小的设计，为参加了一整天会议的代表们松缓了紧张的神经，接下来是茶歇，由美国南海岸航空电子公司赞助。

茶歇后的第一位演讲人是来自美国海卫飞机公司的董事兼总工程师薛国航先生。薛总是一位热爱飞行的资深业内人士，对国外通用航空产业十分了解，也对中国通用航空产业的历史、现状十分了解，是珠海雁洲飞机公司的总工程师。薛总演讲的题目是《中国制造的飞行器介绍》。薛总表示，本来他也计划讲讲中国通用航空产业的总体情况，但《民航报导》的发行人赵嘉国先生已经讲得面面俱到了，无需他再讲。所以，他索性谈谈中国制造的飞行器。薛先生讲道，通用航空的重要性无需赘言。目前，中国处于通航发展的初期，通用航空飞机严重不足。这就促成了中国制造或购买通用航空飞行器的机会。然而，这里面也有不少问题。比如，随着中国经济的发展，中国的工资水平已经慢慢不占优势；政府收费名目又多；航材进口手续复杂；土地

Aviation's own RHINO light sport aircraft. In particular, the seaplane version of the RHINO which is powered by ordinary automobile petrol provides the most promise for this prospect. The use of automobile petrol holds many advantages over that of normal avgas due not only to its lower price, but also to its wide availability, allowing aircraft like the RHINO to operate out of areas where supplies of avgas may be limited or non-existent but petroleum is readily available. Anyone who is interested in collaborating to produce the aircraft in China is welcome to contact Milan Aviation for a more detailed consultation.

Afterword, Mr. Eric Giles, president of the World Aircraft Company (WAC) gave a presentation titled "Building LSA in USA-the FAA and WAC". Mr. Giles explained how WAC designs and produces light sport aircraft in the United States, where GA is highly developed. There, aviation enthusiasts are able to train for and receive their own LSA operating licenses. The US government and the Federal Aviation Administration (FAA) have made complete and specific laws and regulations that have served to support the GA industry and allow it to develop over the years. WAC announced its belief that not only has general aviation in China already taken off, but also that it firmly hopes to sell its aircraft in the country and to thus mark its own contribution the development of China's GA industry.

After the presentation by Eric Giles of WAC, the forum then held a prize raffle before transitioning into the afternoon break sponsored by Gulf Coast Avionics Corporation.

The first speaker after the afternoon break was Mr. Thomas Hsueh, director and general engineer of Triton Aero-Marine Industries Co. Mr. Hsueh is a senior professional in this industry and an avid general aviation enthusiast. He is knowledgeable in the history and current situation of the global general aviation community, including China. Currently, he is also the general engineer of the Zhuhai Yanzhou Aircraft Corporation Ltd. During his presentation, he delivered a speech titled "Aircraft Made in China". Mr. Hsueh said that initially, he had planned to deliver a speech about China's GA industry, but after Mr. Francis Chao's earlier speech in which he had already explained China's GA industry extensively, Mr. Hsueh rather decided to shift his own topic to aircraft made in China. In his speech, Mr. Hsueh said there was no need to go into the details of the importance of GA. In China, GA was at its preliminary stage, and as such the country currently faces a serious shortage of GA aircraft. This shortage provides an important opportunity for China to enter into the production of GA aircraft. However, China still faces quite a few hurdles before its own GA manufacturing can take off in. As China's economy developed, the wage level and cost of workers gradually grew along with it. In addition, governments continue to charge exorbitant fees to manufacturers, it is a complicated process to import aviation materials, land cost remains relatively high, the opening of low-altitude airspace is taking too long, and there is still a lack of airports that can accommodate GA traffic. Though the future of GA in China may seem heavily pessimistic on the surface, Mr. Hsueh insisted that these problems can be easily overcome. In doing this, Mr. Hsueh gave out some



成本高，低空开放步伐慢，通航机场缺乏等。然而，薛总表示，表面上使人悲观的困难，实际上是很容易克服的！薛总建议：大幅度降低通用机场建设的门槛：参照美国，依实际需要订出机场基本设计要求；加速制订通航运营法规，减少程序上人为的绊脚石；允许通航飞行学校/俱乐部依据自身需要引进国外检查员及机械员，以加速国内合格维修检查员的养成等等。薛总的演讲内容丰富，观点鲜明，建议中肯，获得了会议参会者的认同，将会议推向了第二个高潮！

然后，会议进入了独特的环节：“自由飞行”。在这个环节，各位参会代表可以就主办方拟定的议题展开讨论，说出自己的看法，与各位参会代表进行交流。今天的议题是《如何让体验飞行在中国成为可行？》。《民航报导》发行人赵嘉国先生表示，体验飞行在国外十分盛行，激发了不少人对飞行的热情，包括孩童、中年人甚至老年人。正是体验飞行触发了人们飞行的原始基因。大家对于这个议题有不少看法，有的说成立航空俱乐部，有人说去航空学校学习飞行，还有人说到国外体验，不一而足。赵嘉国先生表示，在中国部分地区开放1千米高、20千米直径低空的现况下，正好给了我们进行体验飞行的机会。这样的空域不能进行转场飞行，对于正常的运输飞行也帮不上忙，却正好可以用来进行体验飞行，拨动人们热爱飞行的基因。另外，也可以考虑飞模拟器，现在的模拟器已经可以十分逼真地模拟多种型号飞机的飞行，在考驾照的过程中，甚至有些飞模拟器的时长可以抵上正常飞行的时长。比如美国PFC公司将一架模拟器放在美国世兴公司北京办公室，就是我们进行体验飞行的一个大好时机。

下午5点左右，会议到了轻松的时刻：抽奖。这一小小的设计，为参加了一整天会议的代表们松缓了紧张的神经，使得会议在轻松的氛围里结束。

suggestions: Authorities could loosen the process for constructing GA airports by formulating a specific set of requirements as is the case in the US, speeding up GA operation laws and regulations and simplifying the procedures, allowing GA flight schools / clubs to introduce foreign inspectors and mechanics if they are needed, speed up the domestic recruitment of qualified maintenance and inspectors, etc. The speech contained a large amount of information with distinct viewpoints and pertinent advice, and won wide approval from the other attendants. It can go without saying that Mr. Hsueh's speech marked a second high point for the day's events!

After a break, the meeting proceeded into its unique "Free Flight" session. During the session, all participants were encouraged to talk and discuss with each other over a topic given by the host. The topic of the day was, "How to feasibly provide flight experience in China". Mr. Francis Chao explained that it is very common for anyone to experience flying abroad, and it often serves to spark people's passion for flying. Children, middle-age adults and seniors might all gather much enjoyment from flying, and a single flight could trigger a lifelong of enthusiasm in aviation. Attendants had differing views on how to provide greater access to experimental flights; some said that China should set up more aviation clubs, while others said that people should go to aviation schools to learn about flying. Others said that to save money, people should simply go abroad to experience flights. Mr. Francis Chao said that in some areas there exists low-altitude airspace around 1 km high and 20 km across where commercial flights and other normal flight operations are impossible; it could however serve as airspace for pleasure flights that could allow people to experience flying. He also explained that another option would be to use simulators. Current simulator designs are advanced enough that operating one in certain pilot examinations could count as normal real flight time. In the Beijing office of Uniworld LLC, the leading aircraft simulator manufacturer Precision Flight Controls has installed a simulator to provide interested Chinese the experience of flying.

At around 5:00 pm, there was a second prize raffle which let the attendees know that the day's session was coming to a close. Thus, in a relaxed atmosphere, the first day of the 11th Annual China GA Forum was brought to a close.

6月20日 星期四

Thursday, June 20

6月20日，依然是晴空万里。参会代表对于会议的热情就像太阳对于大地的热情，他们准时到达会场。半小时的签到之后，第二天的会议开始。

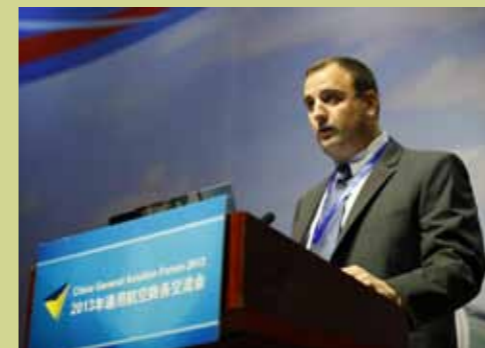
今天的第一位主讲人是 Heartland Communications Group 公司的航空部总经理 Jacob Peed 先生，他演讲的题目是《如何获得通用航空及公务航空二手飞机信息？》。Peed 先生表示，中国的公务飞机市场将会缓慢而稳定地增长，到2030年，中国将需要2,300架公务机。随着中国经济的发展，人们收入水平的提高和飞机价格的下降，公务飞机将不再是富人的专利。30多年来，《飞行员热线》及《公务航空》将飞机买家与卖家联系起来，为双方提供多种选择，在行业内内有口皆碑。其中，《飞行员热线》专注于小飞机（以活塞发动机为动力）及相关航空服务；《公务航空》专注于以涡轮发动机为动力的商业和公务飞机及相关服务。这两本杂志是获得通用航空及公务航空二手飞机信息的极佳来源。同时，这两本杂志还能够宣传客户的品牌和产品。欢迎大家咨询、订阅并进行交易。

第二位主讲人是 Brunet 飞机公司的 Scott Brunet 先生。该公司专注于轻型喷气式飞机舒适度与安静系统的设计与规划。Brunet 先生的题目是《飞行器的发展》。他从三个方面对飞行器制造进行了概括性讲述：寿命周期费用因素、科技因素和市场因素。

June 20th proved to be just as clear and sunny as the day before. Participants were as enthusiastic with attending forum as the sun was with warming the earth, as they entered the forum area in a timely manner. After a 30-minute registration period, the forum started.

The first speaker of the second day was Mr. Jacob Peed, director of the aviation division of Heartland Communications Group. The topic of his speech was "Information on the availability of used business and GA aircraft." According to Mr. Peed, the business aviation in China must develop on a gradual and steady path. By 2030, China will be in need of around 2,300 additional business jets. As China's economy develops, people's income grows, and the price of aircraft drops, the availability of business aircraft will likely not be limited only to the wealthiest elite. For over 30 years, Aviators Hot Line and Business Air, published by the Heartland Communications Group, have been trusted resources for bringing buyers and sellers of aircraft together through a variety of multimedia choices. Aviators Hot Line focuses mainly on small piston aircraft and related aviation services, while Business Air focuses mainly on turbine powered business and corporate aircraft and related services. The two magazines are the best choice for information about available second-hand GA and business aviation aircraft. At the same time, they provide the means for publicizing a client's brand and products. They invite anyone interested to consult with, subscribe to or otherwise deal with the two magazines.

The second speaker of the day was Mr. Scott Brunet from Brunet Aircraft, LLC (Brunet Aircraft). His speech was titled "Aircraft Development".



Heartland Communications Group 公司的航空部总经理 Jacob Peed 先生



澳大利亚野马飞机公司的 Paul Goard 先生



Brunet 飞机公司的 Scott Brunet 先生





Paul Bennet 飞行表演公司的创始人 Paul Bennet 先生



Skygraphics 公司的首席执行官 Frank Biburger 先生



AeroStar Aircraft Corporation 公司的总经理黄宏先生



Flight Design 公司的执行长 Matthias Betsch 先生



电影制作人 Tim Boelter 先生



北京中航通信息研究所李大立教授

目前, 该公司正在进行一个名为“最快的个人喷气式飞机项目”。这个项目以在同类机型中拥有最高运行速度的下单翼喷气飞机—AscendantJet的设计和生成为重点。此机型最多可搭乘4名乘客, 行李舱空间充足。飞机已通过 FAA, CASA 和 JAA 的检测并获得证书。目前, 这个项目已经完成了新型喷气飞机的初步设计报告、系统集成设计与手册、生产制造风洞测试模型等, 目前在大陆地区征询合作伙伴, 欢迎加入这个有前景的项目。

第三位主讲人是澳大利亚野马飞机公司的 Paul Goard 先生, 题目是《全澳洲打造的野马轻型运动飞机》。野马飞机生产销售专业的休闲轻型运动飞机, 其特点是: 1、并排双座单翼飞机; 2、全金属制作; 3、低运行成本; 4、宽敞的机舱设计——是大体形飞行员的理想选择; 5、宽敞的行李舱; 6、稳固的特性——坚固的机舱、铆接结构及质量轻巧; 7、操作简易, 飞行表现稳健的特质。欢迎有兴趣的朋友进一步咨询。

接下来, 是“轻松一刻”——会间抽奖。之后, 大家享用了 Sky Arrow 公司赞助的开胃点心和清凉的饮品, 休息了十多分钟。

茶歇过后, 主题演讲继续进行。第一个演讲人是 Paul Bennet 飞行表演公司的创始人 Paul Bennet 先生。Bennet 先生是 2008 年超级飞行竞技冠军、2009 年澳洲终极飞行竞技冠军。在数百万观众前表演了 600 多场特技飞行, 是澳洲仅有的两名被许可超低空特技飞行的飞行员, 在 Sky Aces 编队特技飞行小组担任机长或僚机的飞行, 在许多国际飞行表演中担当压轴表演。为保持最高水平和安全性, 他每周都会进行多次练习飞行。欢迎国内有需要举行飞行表演的客户联系, 请 Paul Bennet 先

Brunet Aircraft is a company focused on the design and planning of the cabin comfort and noise cancelling systems of light jet aircraft. In his speech, he summarized aircraft development according to three aspects: the cost elements of life cycles, technological elements, and market factors in operating aircraft. Currently, the company is carrying out the AscendantJet program, which is centered on the design and production of the AscendantJet, a low-wing personal jet aircraft that boasts the highest operating speeds in its class. It has seats for up to 4 passengers, as well as plentiful space for baggage. It has received inspection and certification by FAA, CASA and JAA. Currently, the preliminary design reports, the system integration design, the operating manual, and the wind tunnel model testing have been completed. The company is currently searching for partners in mainland China willing to join in the promising project.

The third speaker was Mr. Paul Goard from Brumby Aircraft Australia Pty Ltd. His speech was titled “Brumby, All Australian LSA”. The company manufactures and sells light sport aircraft for leisure use. The aircraft offers an interior with 2 seats arranged side-by-side, an all metal monoplane construction, low operating costs, a Spacious cabin width – ideal for larger pilots, a large baggage compartment, robust features such as a sturdy, riveted and light weight interior construction, and simple handling characteristics. The company is looking for potential buyers and welcomes consulting with anyone interested.

After the presentation by Mr. Goard, the forum then held another prize raffle to lighten the mood before transitioning into the morning break, which featured light refreshments and beverages courtesy of the Sky Arrow Aircraft Company.

After the break, the day's events continued. Mr. Paul Bennet, founder of Paul Bennet Airshows, gave the next presentation on himself and his company. In 2008 Paul was crowned the Australian Advanced Aerobatic Champion, and in 2009 he was awarded the Australian Unlimited Aerobatic Championship. One of only two pilots in Australia with clearance to perform

生为您呈上完美的飞行表演。

接下来是 Skygraphics 公司的首席执行官 Frank Biburger 先生的演讲, 题为《空中拖曳横幅广告的新力军》。Skygraphics 公司是生产和经销空中拖曳横幅广告系统的公司。Biburger 先生讲道, 用轻型飞机拖曳横幅做空中广告非常独特。这样的广告方式不仅新颖, 而且具有受众针对性强、成本低廉, 收效好的特点。该公司生产的空中拖曳广告设备已经获得专利, 安全、可靠、简易、持久耐用、经济实惠。目前, 正在中国出售专利、产品及拖曳广告服务。欢迎感兴趣的朋友洽谈合作。

午餐之前, 我们再次进行了抽奖环节。接着, 各位代表享用了由 AscendantJet 赞助的美味午餐。

下午第一个主讲人是 AeroStar Aircraft Corporation 公司的总经理黄宏先生。黄总表示, AeroStar 是美国飞机生产商, 其轻型双引擎飞机既可以由往复式引擎, 也可以由喷气式引擎启动。2001 年伦敦至悉尼的空中拉力赛, AeroStar 的超级 700CR 在每一段官方纪录中最快(平均 279 节)完成比赛。至今依然是世界上最快的活塞式双引擎飞机, 人称空中宝马。该飞机优异的性能和超快飞行速度使其在同类机型中脱颖而出。欢迎各位朋友洽谈合作。

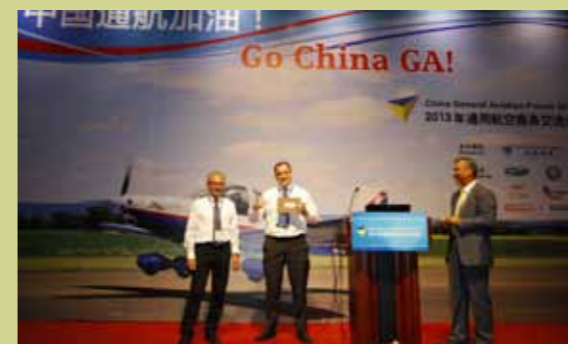
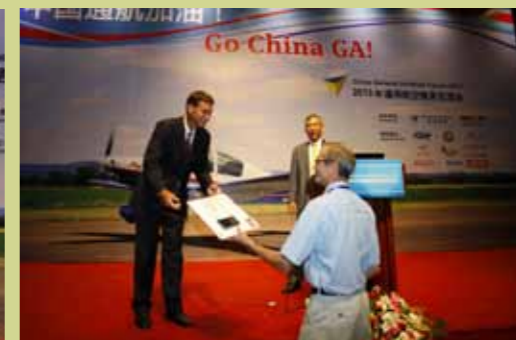
第二位主讲人是 Flight Design 公司的执行长 Matthias Betsch 先生。Betsch 先生介绍说, 该公司于上世纪 80 年代开始进行悬挂式滑翔机业务, 目

low altitude aerobatics, he has performed more than 600 aerobatic flights in front of millions of spectators. He also has experience flying as either the captain or wingman in Sky Aces Aerobatic Team performances, and has performed in the grand finales of many international air shows. In order to maintain the highest level of skill and safety, he practices dozens of times per week. You can schedule an air show from Paul Bennet by contacting us.

The next speech was from Mr. Frank Biburger, the CEO of Skygraphics AG. The title was “A Fresh Outlook to Aerial Advertising”. Skygraphics AG focuses on producing and selling aerial advertising systems. According to Mr. Biburger, advertising by towing banners on aircraft leaves a very distinct impression on those who view it. In addition, aerial advertising is brand new, low cost, and allows for a targeted audience, often yielding excellent results. The aerial advertising systems and equipment produced by the company have already gained a patent granted by Chinese Patent Office. The banner towing equipment offered by the company is safe, reliable, simple, durable and economical. Currently, Skygraphics AG is selling its patent, products, and aerial advertising services in the Chinese mainland. All are welcome to contact for more information or co-operations.

After the presentation, it was time again for another prize raffle. This provided the perfect transition into a delectable lunch sponsored by the AscendantJet.

After lunch, the first speaker was Mr. Hong Huang, Executive Director of AeroStar Aircraft Corporation. Mr. Huang said that AeroStar was a US based aircraft manufacturer that produces a light twin-engine aircraft that can be powered by either piston or turbine engines. During the 2001 London to Sydney Air Race, an Aerostar Super 700CR finished first with the fastest time



轻松一刻——抽奖活动

前从事轻型运动飞机的研发和生产，目前拥有30位工程师来研发飞机和生产线。该公司致力于研发更先进的飞机材料和先进的设计理念，并且致力于为飞行员提供更高的安全保障。所以，该公司生产的飞机材料先进、安全、环保。欢迎各位朋友联系，洽谈业务。

下午的第三位主讲人是电影制作人 Tim Boelter 先生。Boelter 先生目前正在拍摄一部《初教-6在美国》的纪录片。初教-6由南昌飞机制造公司研制，1957年7月开始设计，次年8月原型机首飞，62年1月定型并生产5架原型机，使用捷克斯洛伐克的AI-14P道里斯B发动机和配套螺旋桨，半年后批量生产，批量生产型号改用活塞-6星型气冷9缸(HS-6)发动机，额定功率198.5千瓦，配“奋发”-530自动变距双叶全金属螺旋桨。这个型号的飞机在美国使用非常广泛。欢迎大家随时关注这个纪录片的进展。

接下来，会议进入了惬意的环节——抽奖。然后参会代表享用了由 Intersoft Electronics 公司赞助的茶歇。

茶歇过后，北京中航通信息研究所李大立教授给大家带来了《实现中国航空梦，西部通用航空天广地阔》演讲。李大立教授讲道，航空梦是深藏在每个国人心中的梦，北京中航通信息研究所多年来也在为实现这个梦做着自己的工作，不懈地进行着研究。然而，梦需要实现才有意义，否则也只能是空梦。国家对发展西部通用航空产业十分重视。这两年，工作的重点又移向内蒙古自治区。2011年，中国民航开始在内蒙东部的林业地区——根河，试点通勤航空。2012年，发改委和总参批准在阿拉善盟修建机场，进一步开展通勤航空试点和营运。内蒙古也进入了航空特别是通用航空发展的新时代。希望业内人士把眼光投放于此，这里有您发展事业和实现梦想的条件和舞台！李教授的演讲把中国通用航空介绍得非常全面，对于内蒙利于发展通航的解释又十分到位，引起了大家的好奇和兴趣。大家针对李教授的演讲提出了不少问题，李教授一一回答，耐心讨论。李教授的演讲将本次会议推向了第三个高潮！

接下来，会议到了“自由飞行”时间。这个环节的主题是《如何建设中国的实验飞行产业？》。大家你一言我一语地谈论开来。有些代表表示希望国家放宽审批条件，批准成立更多的航空俱乐部，开放更多低空试点，引进更多各

种类型的航空器。有的表示，主管部门应该给出政策，尤其是资金政策，生产各种类型的轻型飞机甚至是滑翔机，带儿童到生产基地参观、试飞，引起儿童对飞行的热情。有的表示，应引进更多国外的飞行模拟器，这样安全又便捷，还能模拟飞行多种型号的飞机。笔者再次提醒读者，若您对模拟飞行感兴趣，欢迎预约来我公司模拟飞行，充分体验飞行的快乐。

on every officially timed leg. Today, the Aerostar Super 700CR aircraft remains the fastest twin-engine piston aircraft, and is commonly known as “the BMW of the sky”. Its exceptional performance characteristics and fast speed make the Aerostar stand out from other aircraft in its class. All are welcome to contact the company for more information and co-operation.

The second speaker of the afternoon was Mr. Matthias Betsch, CEO of the Flight Design Company LLC (Flight Design). Mr. Betsch said the Flight Design Company began with the production of hang gliders in the 1980s, and today has progressed to the design and manufacture of light-sport aircraft. Flight Design employs a team of 30 engineers to design and refine its products and the product line. Flight Design is committed to bringing modern materials, progressive design concepts and a higher level of safety to the pilot community. Those interested are welcome to contact the company for more information or any potential co-operations.

The third speaker of the afternoon was Mr. Tim Boelter, a filmmaker. Mr. Boelter is currently making a film about the use of the Nanchang CJ-6 in the US. He gave a presentation to the forum on his CJ-6 Documentary Project. The CJ-6 was developed by the Nanchang Aircraft Manufacturing factory during late 1957 when Aeronautical Engineers Cheng Bushi and Lin Jiahua began work in Shenyang on a trainer design that addressed the shortcomings of the Yak-18A. The first flight was made in August, 1958. Power for the prototype was initially provided by a Czech-built horizontally-opposed piston engine, but flight testing revealed the need for more power, so a locally manufactured version of the Soviet AI-14P 260 hp radial engine, the Housai HS-6, was substituted along with a matching propeller. With that change, the CJ-6 was approved for mass production. Currently, the CJ-6 aircraft is used widely by enthusiasts in the US. The film welcomes anyone interested to follow the progress of its development.

As usual, a prize raffle marked the start of the afternoon break, sponsored by Intersoft Electronics.

After the break, Ms. Dali Li from the Beijing Sino-Aviation Research Institute (the Institute) gave the audience a speech titled “Fulfilling China's Aviation Dream in the Wide Open Western Region”. Prof. Li said that within every Chinese person's heart is the dream of flying and that over the years the institute has been working for that dream to come true. As Prof. Li said, a dream is just a dream unless it comes true. As she continued, she explained how the central government values the GA industry in the western regions of China; in recent years, the GA industry has been shifted to the Inner Mongolia Autonomous Region. In 2011, experimental operations in commuter flights were carried out in the Genhe region in the east Inner Mongolia Autonomous Region. In 2012, the National Development and Reform Commission and the Headquarters of the General staff of the P.L.A. approved the construction of an airport in Alxa League to further advance the progress of commuter aviation in the area. The Inner Mongolia Autonomous Region has entered into a new era where the aviation industry, especially GA, is developing faster than ever. Prof. Li expressed her hope that industry insiders will be drawn to invest in GA there as there remains a firm platform and necessary conditions that must be met

before they may realize their dreams. The speech given by Prof. Li gave a very comprehensive introduction to the GA industry in China and the Inner Mongolia Autonomous Region, attracting much curiosity and interest from the audience. Several attendants put forward questions about the GA industry in the Inner Mongolia Autonomous Region to Prof. Li, who took the time to give each one a comprehensive and complete answer. Her presentation was definitely a crowd favorite as a sea of applause filled the room.

Afterword, the second “Free Flight” session began. The topic of the day was, “How to Build Experimental Aviation in China”. After hearing the topic, all the attendees quickly began expressing their individual views and desires. Some participants believed that China should open more aviation clubs, some suggested China open up more low-altitude airspace, while others believed more kinds of aircraft need to be introduced. A few participants believed administrations should issue policies to support the manufacturing of light aircraft, especially gliders. Children should be brought to the manufacture bases to learn about how aircraft were made and to experience flight, which might attract their enthusiasm toward the industry. Others believed China should introduce aircraft simulators from abroad, which would be safer and could simulate many aircraft. CCAR would like to take the opportunity to remind you again of the simulator in the Beijing Office of Uniworld LLC, where visitors are welcome to appoint an exciting experimental flight using the simulator.

下午5:00左右，《民航报导》的发行人赵嘉国先生总结会议。他感谢大家这几天不辞辛苦，积极地参加会议并讨论相关问题，直到最后仍座无虚席。他说，作为业内的一员，这也是我们在用自己的行动支持中国的通用航空产业。明年会议将继续举办，欢迎大家参加明年的第十二届中国通用航空商务交流会，也欢迎大家参加《民航报导》参与举办的其他活动。本届会议圆满成功！

At about 5:00 pm, Mr. Francis Chao, publisher of the China Civil Aviation Report and host of the China GA Forum, made the closing remarks. He thanked all those who had taken the trouble to attend and participate in the forum and said that by attending, they were greatly supporting general aviation. He reminded attendees that it was up to their own actions to make the greatest difference in moving the industry forward. He then announced that the twelfth China GA forum will take place next year and that all were welcome to attend and participate in next year's event as well. Mr. Chao also let everyone know that in the meantime they were welcome to attend any other activities hosted by the China Civil Aviation Report. Thus, the 2013 China General Aviation Forum came to a very successful conclusion!

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PFC

飞行模拟器来到中国

提到通用航空，通常第一个出现在人们脑子里的情景应该是这样的吧：一架不大的飞机在天空中自由飞翔。然而，在中国特殊的航空政策下，我们是不能轻易开着飞机这样“自由飞翔”的。

“渴望开飞机，却不能随便开飞机，即使您已经有足够财力购买了私人飞机，它也不能翱翔于蓝天，得长时间屈服于大地。可是我们都想飞啊！”一个参加由美国世兴公司和《民航报导》举办的2013年第十一届中国通用航空商务交流会的业内人士诉苦。

现在，我们可以肯定地告诉您：想飞是吗？没问题，我们让您飞！美国世兴公司北京公司和美国



PFC飞行模拟器公司合作，引进了一台飞行模拟器，已经交付到北京。这台飞行模拟器可以逼真地模拟各类通用航空飞机在美国及中国机场飞行的场景，如赛斯纳、比奇、钻石飞机等等，模拟某些飞机飞行的小时数甚至可以抵作正常飞行的时间。

该模拟器为PFC公司生产的MFD (Modular Flight Deck) 系列，即模块化飞行模拟器。该模拟器的驾驶舱仿造真实座舱，模拟器的其他部件，从仪表、航空电子仪器、方向盘、油门操控器、脚踏板到视觉效果，都极为逼真，为培训飞行员对飞行器的熟练操作及对外在天候环境的反应能力，提供了一个扎实的飞行训练平台。该模拟器有如下特点：

- ◇通过美国FAA及加拿大Transport Canada认证；
- ◇模块化的飞行模拟器，可以根据需求配置不同软硬件；
- ◇模拟真实飞机驾驶舱；
- ◇呈现逼真的视觉效果；
- ◇可放置飞行教练工作台，指导和训练飞行员对各种状况的应变能力；
- ◇软硬件升级简易，座舱可由开放式升级为全封闭式；
- ◇可模拟单引擎、双引擎、涡轮螺旋桨及喷射机等机种；
- ◇可逼真模拟世界上大多数机场的场景飞行；
- ◇可改变天候、机重等条件，培训学员的飞行技巧、仪表阅读能力，并训练队紧急状况的反应能力等；
- ◇操作简便，价格经济等。

目前，已经有来自民航主管部门、投资商、公务机公司、通航运营公司等数十人前来进行模拟飞行，PFC飞行模拟器可靠的性能和逼真模拟能力获得了一致认可。不论您是飞行发烧友，还是有一定基础的飞行学员，抑或是其他感兴趣的朋友，我们都欢迎您预约试飞，一尝自由翱翔在蓝天的乐趣！



欢迎亲身体会 飞行的乐趣



关于世兴公司

关于 PFC



世兴公司是国内通用航产业发展的主要推动力量，在通航的科普教育、商业机会推广、国内外交流等都不遗余力。在国际航空舞台如 EAA 飞来者大会、NBAA 美国公务航空协会大展上世兴公司主持的中国馆更是国内业界与国际航空社会交流互动的平台与机会。世兴公司接受许多国际知名航空产业供应商的委托在国内推广并销售通用航空相关设备与器材。有兴趣采购或代理通用航空产品的客户与代理商可以与世兴公司联系。

联系电话：010-8559-0830 电邮：Info@UniworldUSA.com.



专业飞行训练模拟器领导者！ 美国精密飞行控制公司

PFC 于 1990 年成立，总部位于美国加州，是拥有领先技术的生产销售飞行模拟器设备的公司，产品均已通过 FAA 和加拿大交通部 (Transport Canada) 的认证。大部分产品也通过了其他国家航空主管部门的认证，如澳大利亚民航安全局 (Civil Aviation Safety Authority, 简称 CASA)、国际民航组织 (International Civil Aviation Organization, 简称 ICAO) 等。PFC 公司生产的飞行模拟器被 FAA 和美国国家航空航天局 (National Aeronautics and Space Administration, 简称 NASA) 使用于一些实验中，还被欧洲航天局 (European Space Agency)、美国空军学院 (United States Air Force Academy)、美国海军等使用。PFC 公司紧跟世界飞机更新换代的步伐，生产出可以模拟任何通用飞机的模拟器，包括赛斯纳、比奇、钻石飞机等等，价格也不高，非常适合飞行学校、FBO 等使用，可以有效降低培训飞行员的总成本，降低风险，提高效率。

中国民航 2013 年 8 月份主要运输生产指标统计

Performance of China's Civil Aviation Industry in August 2013

9月下旬,中国民用航空局在其官方网站公布了中国民航2013年8月份主要运输生产指标统计结果。数据显示,今年8月份,民航全行业的运输总周转量、旅客运输量、货邮运输量分别完成62.59亿吨公里、3475.7万人、46.31万吨,同比分别增长12.1%、13.1%以及1%。

截至2013年8月底,民航累计完成运输总周转量441.04亿吨公里,比去年同期增长10.4%。

In late September, the Civil Aviation Administration of China (CAAC) published the main statistical results of China's civil aviation industry development in August, 2013 on its official website. According to the issued data, in August, the total turnover, passenger volume, and cargo and mail throughput transported were each recorded to be 6.26 billion ton-kilometers, 34.8 million people and 463.1 thousand tons respectively, with each separately recording a growth rate of 12.1%, 13.1% and 1% over the same period last year.

Up to the end of August, 2013, the total turnover of China's civil aviation industry in 2013 was 44.1 billion ton-kilometers, netting a 10.4% growth over the previous year.

统计指标 Items	计算单位 Unit of Account	本月 Data of This Month		当年累计 Yearly Accumulative Total	
		实际完成数 Actual Data	同比增长 % Year-on-Year Growth Rate	实际完成数 Actual Data	同比增长 Year-on-Year Growth Rate
运输完成情况 Passengers, Mail and Cargo Transported in August, 2013					
运输总周转量 Total Turnover	亿吨公里 100-million ton-kilometer	62.59	12.1	441.04	10.4
国内航线 Domestic Flights	亿吨公里 100-million ton-kilometer	43.07	12.5	303.56	11.4
其中: 港澳台航线 Hong Kong, Macau and Taiwan Flights	亿吨公里 100-million ton-kilometer	1.28	6.5	9.43	3.8
国际航线 International Flights	亿吨公里 100-million ton-kilometer	19.52	11.2	137.48	8.3
旅客周转量 Passenger Turnover	万人公里 10-thousand person-kilometer	5503674.5	15.1	37573201.7	12.8
国内航线 Domestic Flights	万人公里 10-thousand person-kilometer	4367630.8	14.2	30004311.5	12.3
其中: 港澳台航线 Hong Kong, Macau and Taiwan Flights	万人公里 10-thousand person-kilometer	120318.9	10.4	877050.5	5.4
国际航线 International Flights	万人公里 10-thousand person-kilometer	1136043.7	18.9	7568890.2	14.9

旅客运输量 Passenger Throughput	万人 10-thousand passenger	3475.7	13.1	23545.0	11.0
国内航线 Domestic Flights	万人 10-thousand passenger	3204.3	12.8	21787.0	11.0
其中: 港澳台航线 Hong Kong, Macau and Taiwan Flights	万人 10-thousand passenger	83.3	13.5	602.2	7.7
国际航线 International Flights	万人 10-thousand passenger	271.4	16.7	1758.1	11.2
货邮周转量 Cargo and Mail Turnover	万吨公里 10-thousand ton-kilometer	145019.4	3.3	1077132.9	3.1
国内航线 Domestic Flights	万吨公里 10-thousand ton-kilometer	50804.7	4.2	382845.2	7.0
其中: 港澳台航线 Hong Kong, Macau and Taiwan Flights	万吨公里 10-thousand ton-kilometer	2289	-8.2	17137.5	-2.8
国际航线 International Flights	万吨公里 10-thousand ton-kilometer	94214.7	2.8	694287.7	1.1
货邮运输量 Cargo and Mail Throughput	万吨 10-thousand ton	46.31	1.0	352.73	2.5
国内航线 Domestic Flights	万吨 10-thousand ton	33.19	2.1	254.20	4.8
其中: 港澳台航线 Hong Kong, Macau and Taiwan Flights	万吨 10-thousand ton	1.73	-7.7	13.00	-4.2
国际航线 International Flights	万吨 10-thousand ton	13.12	-1.6	98.53	-3.1
飞机日利用率 Daily Utilization Ratio of Aircraft					
合计 total	小时/日 h/day	10.0	0.3	9.5	0.2
大中型飞机 Medium and Large Aircraft	小时/日 h/day	10.4	0.2	9.8	
小型飞机 Small Aircraft	小时/日 h/day	5.8	0.5	5.8	1.0
航班效率 Efficiency of Flights					
正班客座率 Passenger Load Factor of Scheduled Flights	%	84.9	0.4	82.0	2.7
正班载运率 Load Factor of Scheduled Flights	%	74.1	0.3	73.0	3.7



第40届

阳光欢乐飞行周

美国佛罗里达州 2014年4月1-6日



阳光欢乐飞行周始于1794年，从仅有少数航空爱好者的组织发展成为全球仅次于EAA飞来者大会的第二大通用航空趣味飞行及飞机展览盛会。每年4月，数以万计的航空爱好者从世界各地集结而来，汇聚在美国佛罗里达州Lakeland机场。6天的活动时间，将有超过4000架通航飞机、逾500个商业参展商汇聚、450余场航空教育论坛讲座、开放式的DIY飞机组装车间以及每日不同的飞行表演和夜间飞行焰火表演。



艳阳天

欢乐声

自由飞翔

畅游航展



我们邀请您加入阳光欢乐飞行周中国馆，体验全球第二大通用航空展会以及全球最具趣味性通航展会的魅力。加入中国馆，体验通航、学习通航、投资通航！

中国馆由美国世兴公司及旗下《民航报导》刊物主办，阳光欢乐飞行周中国馆是继EAA飞来者大会中国馆、NBAA美国国家公务机展中国馆后，在全球通用航空展会领域的又一重要交流平台。协助中国各地通航产业园、地方政府的通航项目进行国际招商和学习、国内通航公司寻找合作伙伴、爱好通用航空的个人体验通航飞行；同时将国际通航企业引入国内交流合作。

阳光欢乐飞行周所在地正好也是美国世界闻名的度假购物胜地，迪士尼世界，海洋世界，环球影城以及顶级购物中心等都在附近。快来体验不同的乐趣，满足您不同的需要，请即刻加入中国馆团队：

- 通用航空运营管理营
- 飞机学习探索营
- 体验飞行营
- 航空飞行展参观团
- 观光旅游购物团



欢迎加入中国馆代表团

2014年1月31日报名截止。

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民航局与美国运输安保局签署谅解备忘录 CAAC Signs an MoU with the TSA

9月上旬，2013年中美航空研讨会在京召开。会议期间，民航局副局长李健会见了美国国土安全部运输安保局局长皮斯托（Mr. John Pistole），双方就增强两国在航空货运安保措施互认、中美航空安保监察员联合执法等方面的合作达成了共识。双方代表共同签署了《中国民用航空局（CAAC）与美国运输安保局（TSA）关于开展航空货运安保措施互认工作的谅解备忘录》。

根据该备忘录，美国国土安全部运输安保局可以对美国飞中国客运航班和全货运航班的航空货运安保措施进行核实；中国民用航空局可以对美国飞中国客运航班和全货运航班的航空货运安保措施进行核实。双方同意在各自的领土为对方提供进出机场和货运设施的便利。双方将交换有关航空货运安保信息，以帮助对货运安保的核实和评估，同时还将共同合作确保核实对方的国家货运安保方案，以确定双方的可比度水平，力求为在2014年7月完成航空货运安保措施互认工作提供支持，并将继续进行对话和信息交流，提供反馈，促进双边航空安保水平、航空运输水平的进一步提高。

In early September, the U.S.-China Aviation Symposium was held in Beijing, China. At the event, Mr. Jian Li, deputy minister of the Civil Aviation Administration of China (CAAC) met with Mr. John Pistole, administrator of the Transportation Security Administration (TSA), an agency of the United States Department of Homeland Security. The two reached a consensus on the mutual recognition of each other's air cargo transportation safety laws and in the co-operation of their aviation safety supervisors' jointly executing the law. Representatives from each of the two parties signed the MoU between CAAC and TSA on the bilateral recognition of each other's security measures in Air Cargo Transportation.

According to the MoU, the TSA is authorized to verify the security measures for passenger and cargo flights from China to the U.S. Similarly, the CAAC is authorized to verify the security measures for passenger and cargo flights from the U.S. to China. In addition, the two agreed to provide accommodations for their counterparts in air cargo transportation safety at their respective airports. They also agreed on the exchange of information in air cargo transportation security, so as to verify and evaluate each other's security measures; the two will thus work together to ensure the verification of each other's security programs, so as to determine the relative extent of each. These measures will support the mutual recognition of the two's upcoming series of air cargo transportation security measures, expected to be carried out in July 2014. The TSA and CAAC plan to continue to hold talks and exchange information, as well as offer each other mutual feedback on their programs to promote the level of security present in air cargo transportation between their two nations.

国务院批准新建4个机场

The State Council Approves the Construction Plans of Four New Airports

国务院、中央军委于7月底批准同意新建内蒙古乌兰察布民用机场、湖南岳阳民用机场、湖南邵阳武冈机场和黑龙江建三江机场。

内蒙古乌兰察布民用机场工程的本期工程飞行区按4C标准设计，新建一条长2600米的跑道，航站区按满足2020年旅客吞吐量30万人次、货邮吞吐量900吨的目标设计，建设航站楼3000平方米和站坪机位4个；配套建

At the end of July, the State Council and the Central Military Commission approved the construction plans of four new civil airports: the Ulanqab Airport in China's Inner Mongolia Autonomous Region, the Yueyang Airport and the Shaoyang Wugang Airport in China's Hunan province, and the Jiansanjiang Airport in China's Heilongjiang province.

In the first phase of the Ulanqab Airport project, the airport's operating area will be designed according to category 4C standards; a 2,600 meter long runway is planned to be built, along with a terminal area designed to accommodate an anticipated annual passenger throughput of 300 thousand people and an annual cargo and mail throughput of 900 tons by the year 2020. The terminal will take up an area of 3,000 square meters and will feature 4 parking bays. In addition, accessory equipment for ATC, power supply, water supply, fuel supply, firefighting, etc., will all be installed.

In the first phase of the Yueyang Airport project, the airport's operating area will also be

达州新机场选址观音沟 力争2018年建成投运 Guanyin'gou Chosen as the Site of the New Dazhou Airport, Expected to Start Operation by 2018

达州新机场迁建工程新址观音沟已获得中国民用航空局正式批复。达州市机场现有的功能和运力已不能满足需求，未来5至6年内将达到超负荷运行状态，迫切需要迁建新的机场。

达州机场迁建观音沟场址位于达州市南面达县金垭镇、石板镇以及白节镇交界处，距离达州市直线距离19公里。机场迁建工程拟投资16亿元，按照4C级标准建设，跑道长2600米，宽45米，航站楼面积1.1万平方米，设飞机机位7个。力争2015年达到试点段开工条件，2018年建成投运。预计到2025年，年旅客吞吐量80万人次，货邮吞吐量6400吨，年起降飞机1万架次。

The Civil Aviation Administration of China (CAAC) has approved Guanyin'gou as the site of the new Dazhou airport, which will be constructed according to the Dazhou Airport re-location project plan. Currently, the transportation capability and functions of the Dazhou Heshi Airport can barely meet the region's air transportation requirements, and in the next five to six years, the airport is expected to overload its capacity. Therefore, there is a clear need to re-locate the airport.

Guanyin'gou lies at the junction of the three towns of Jinya, Shibao and Baijie, in the county of Daxian in Dazhou, and is located 19km away from Dazhou city. 160 million yuan is planned to be invested on the project, in which a 2,600 meter long and 45 meter wide runway, an 11 thousand square meter terminal, and a tarmac with 7 parking stations are all to be constructed. An experimental section of the airport is expected to be put into construction by 2015 while the airport is expected to be completed and put into operation by 2018. Predictions show that by 2025, the airport's annual passenger throughput could reach 800 thousand, the annual cargo and mail throughput could reach 6,400 tons and the annual number of takeoffs and landings could reach 10 thousand.

设空管、供电、供水、供油、消防等辅助生产设施。

湖南岳阳民用机场工程的本期工程飞行区按4C标准设计，新建一条长2600米的跑道，航站区按满足2020年旅客吞吐量60万人次、货邮吞吐量1800吨的目标设计，建设航站楼6000平方米和站坪机位4个；配套建设通信、导航、气象、供电、供水、供油、消防等辅助生产设施。

湖南邵阳武冈民用机场的本期工程飞行区按4C标准设计，新建一条长2600米的跑道，航站区按满足2020年旅客吞吐量25万人次、货邮吞吐量500吨的目标设计，建设航站楼3000平方米和站坪机位4个；配套建设通信、导航、气象、供电、供水、供油、消防等辅助生产设施。

黑龙江建三江民用机场的本期工程飞行区按4C标准设计，新建一条长2500米的跑道，航站区按满足2020年旅客吞吐量25万人次、货邮吞吐量1250吨的目标设计，建设航站楼3000平方米和站坪机位4个；配套建设空管、供电、供水、供油、消防等辅助生产设施。

designed according to the category 4C standards; the runway is planned to be 2,600 meters long and the terminal area will be designed according to an annual passenger throughput of 600 thousand people, and an annual cargo and mail throughput of 1,800 tons by the year 2020. The terminal will take up an area of 6,000 square meters and will include 4 parking bays. In addition, accessory equipment for communication, navigation, meteorology, power supply, water supply, fuel supply, firefighting, etc., will all be installed.

Similarly, in the first phase of the Yueyang Airport, the airport's operating area will be also designed according to the 4C standards; the runway is planned to be 2,600 meters long and the terminal area will be designed according to an annual passenger throughput of 250 thousand people, and an annual cargo and mail throughput of 500 tons by the year 2020. The terminal will take up an area of 3,000 square meters and will feature 4 parking bays. Accessory equipment for communications, navigation, meteorology, power supply, water supply, fuel supply, firefighting, etc., will all be installed as well.

Finally, in the first phase of the Ulanqab Airport project, the airport's operating area will also be designed according to the 4C standards; the runway is planned to be 2,500 meters long and the terminal area will be designed according to an annual passenger throughput of 250 thousand people, and an annual cargo and mail throughput of 1,250 tons by 2020; the terminal will take up an area of 3,000 square meters and will include 4 parking bays. Accessory equipment for ATC, power supply, water supply, fuel supply, firefighting, etc., will all be installed as well.

乌克兰总理会见许其亮 宣布合作研发高原直升机

Ukraine's Prime Minister Meets With Qiliang Xu The Two Declare to Develop High-altitude Helicopters

乌克兰总理阿扎罗夫5月底在首都基辅会晤中共中央政治局委员、中央军委副主席许其亮，表示乌克兰将中国视为军事技术合作领域最重要的伙伴之一，将与中国在重型运输直升机与飞机发动机制造方面合作。

阿扎罗夫说，航天与航空领域是中国与乌克兰双边合作的重要领域。阿扎罗夫指出，这里主要指的是重型运输直升机与飞机发动机制造。

乌克兰由于继承了前苏联的遗产，在直升机与飞机发动机制造上有优势。中国曾向俄罗斯和乌克兰采购直升机及引擎，而乌克兰的高原型发动机正是中国迫切需要的。

中国拥有高度达6500米的边境线，必须为直升机配备适合高原环境的发动机，提升高原飞行能力。

装备普通俄制发动机的直升机，很难飞到5000米的高度，而且期间还必须在1200米的高度停留约10分钟的时间，以便冷却发动机。而乌克兰的高原型发动机可以使相同的直升机在13分钟内垂直上升到8100米的高度。

中国曾在2011至2012年间，测试过乌克兰最新型的TVZ-117VMA-SBM1V高原型直升机发动机。

Mykola Azarov, Ukraine's prime minister, met with Gen. Qiliang Xu, the visiting member of the Political Bureau of the Central Committee of the Communist Party of China (CPC) and vice chairman of the Central Military Commission (CMC) in Kiev, Ukraine's capital, at the end of May. Considered as one of Ukraine's most important partners in the exchange of military technology, China now plans to collaborate with Ukraine in the manufacturing of heavy transport helicopter and aircraft engines.

Azarov said that the aerospace and aviation field is where China and Ukraine could establish key co-operations, specifically in the realm of heavy transport helicopter and aircraft engine manufacturing.

Owing to its legacy as a former Soviet republic, Ukraine has maintained an advantage in the manufacture of aircraft engines and helicopters. China already has a history of purchasing aircraft from Russia and China, is now in bad need of Ukrainian engines designed for helicopters operating in high altitude regions.

Regions of China's boarder can reach as high as 6,500 meters, so fitting engines designed for high altitude operations to helicopters is crucial for promoting their operational ability in these areas.

It is difficult for helicopters equipped with ordinary Russian engines to climb 5,000 meters high, and to even achieve that altitude they must first stop at 1,200 meters high for about 10 minutes to cool the engine down before continuing. The engine made in Ukraine for high altitude operations provides enough power for the same helicopter equipped with it to climb vertically to 8,100 meters within just 13 minutes.

From 2011 to 2012, China has tested Ukraine's newest TVZ-117VMA-SBM1V engine, which had been made specifically for helicopter operations in high altitude areas.

国家民航局正式批复凤凰庙为巴中机场场址

CAAC Approves the Fenghuangmiao Village as the Site of Bazhong Airport

四川巴中机场凤凰庙场址已经正式获得中国民用航空局（简称“民航局”）审批。目前，该机场正式开展气象观测工作。

恩阳凤凰庙场址距巴中市市区直线距离13公里，公路距离31公里；距恩阳区直线距离6公里，公路距离13公里。按巴中市的交通规划，巴中市至恩阳新区正在开建一

The Civil Aviation Administration of China (CAAC) has recently approved the Fenghuangmiao village as the recommended civil airport site for Bazhong, Sichuan. Currently, meteorological observation around the site has been started.

The site is located 13 km straight from Bazhong's central district, and 31 km away via the expressway. In addition, the site is located 6 km on a straight path from the Enyang District and 13 km away via expressway. According to Bazhong's transportation plans, an express six-lane thoroughfare from Bazhong to the Enyang

条6车道的快速通道。恩阳新区将针对巴中机场修建一条专用公路。从巴南高速恩阳互通至凤凰庙机场修建12公里的专用公路，技术标准为一级，双向六车道。届时，巴中市至巴中机场驾车仅需10分钟。巴中凤凰庙机场预计2015年开建，2020年竣工，可满足波音737飞机起降，机场旅客吞吐量约30万人次。

district will be constructed. In addition, Enyang will also build a 12 km long high-speed expressway from the Enyang District Station to the airport. The express will be built according to the Class A standards and will have six two-way lanes. Once the new road is completed, it will only be a 6 minute trip by car from downtown Bazhong to the airport. The construction is predicted to kick off in 2015 and reach completion in 2020. The airport is designed to accommodate Boeing 737 and other similar aircraft and handle an annual passenger throughput of 300 thousand persons.

青岛新机场落户胶东

New Qingdao Airport Will be Located on the Jiaodong Peninsula

青岛新机场选址报告日前正式获得国家民航局批复。

新机场位于胶州市中心东北11公里，大沽河以西、东外环以东、胶济铁路和胶济客运专线之间，距青岛市中心约39公里。该场址周边交通优势突出，拥有青银、青兰、沈海3条高速公路，胶济、胶黄、胶新、胶济客运专线4条铁路和胶济客运专线胶州站，已形成纵横交错、四通八达的道路网络，为场址提供了良好交通条件，利于打造陆空综合交通体系。

新机场运行等级为4F，主跑道长3600米，次跑道长3200米。近期将建设2条独立运行的平行远距跑道，跑道间距2200米，航站楼面积45万平方米；远期再建设2条近距跑道，航站楼面积60万平方米。

通过对区域经济发展和民航业务增长需求的测算，按照民航局“十二五”规划对青岛新机场的定位，预计青岛新机场近期（2025年）年旅客吞吐量将达到3500万人次，高峰小时航班起降104架次，远期（2045年）将达到5500万人次，高峰小时航班起降136架次。

The report on the selection of the site of the new Qingdao Airport has been approved by the Civil Aviation Administration of China (CAAC).

The site for the new Qingdao Airport is located 11km northeast of downtown Jiaozhou, west of the Dagu River, east of the East Outer Ring Road, and between the Qingdao-Jinan Railway and the Qingdao-Jinan Passenger Line, and is 39 km from the city of Qingdao's downtown. There are numerous options for traffic connection around the site of the airport, such as the Qingdao-Yinchuan Expressway, the Qingdao-Lanzhou Expressway and the Shenyang-Haikou Expressway; the Qingdao-Jinan Railway, the Jiaohuang Railway, the Jiaozhou-Xinyi Railway, the Qingdao-Jinan Passenger Railway and the Jiaozhou Station of the Qingdao-Jinan Passenger Railway also provide service to the surrounding area. These routes have formed a crisscrossed transportation network expanding toward all directions, which provides the new airport with exceptional traffic conditions. Thanks to the many transportation options available around the airport, it is much easier to create an integrated ground-air traffic system.

With an expected reference code of 4F, the new airport will have a 3,600 meter long primary runway and a 3,200 meter long secondary runway. In the near future, two independently operating runways stretching 2,200 meters long as well as a 450 thousand square meter terminal building will be built. In the long term, two runways nearer to each other and an additional 600 thousand square meter terminal building are also planned be constructed.

Through the estimates of civil aviation business growth and the development of the local economy, and in accordance with the role of the new Qingdao Airport in the 12th Five-Year Plan for Civil Aviation Development which has been issued by the CAAC, it is predicted that the annual passenger throughput of the new Qingdao Airport in the short term (by 2025) will be 35 million persons, and the flight traffic amount during peak hours will reach 104; the annual passenger throughput of the new Qingdao Airport in the long term (by 2045) will be 55 million persons, and the traffic volume during peak hours will reach 136.



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民航局：严禁擅自以民航行政机关名义举办各类商业会展 CAAC: Any Commercial Exhibition or Convention Held Under the Namesake of a Civil Aviation Administration Without Permission is Strictly Forbidden

近年来，不少单位在举办涉及民航的商业会展活动时擅自将民航局、民航各地区管理局和民航局机关各司局列为主办、协办或支持单位，严重损害了民航行政机关的形象。针对此类现象，民航局日前表示，对于擅自使用民航行政机关名义举办会展活动的行为，一经查实，将依法追究其法律责任。

民航局提醒各有关单位提高警惕和识别判断能力，及时向民航局举报、核实。同时要求民航各地区管理局、局机关各司局对各类媒体宣传的涉及本辖区、本专业的民航会展活动进行核查，凡擅自使用民航行政机关名义的，须敦促活动主办方立即撤消署名。

民航局表示，今后未经民航局允许，严禁将民航局、各地区管理局和局机关各司局列为主办、协办和支持单位，或以其他名义出现在各类会展活动中。

日前在上海举办的某论坛，以一个地方性航空学会作为主办单位，擅自将民航局作为承办单位。对此，民航局相关负责人指出，这一做法损害了民航行政机关的形象，民航局将保留依法追究的权利。

In recent years, many entities have held commercial civil aviation conventions and exhibitions while incorrectly naming a variety of civil aviation administrations as their organizers, co-organizers or sponsors, bringing harm to the actual civil aviation administrations' image. To stamp out this phenomenon, the Civil Aviation Administration of China (CAAC) stated that, from then on, if any entity is found to hold a convention or exhibition in the name of any civil aviation administration without permission, the offending entity will be subject to legal sanctions.

The CAAC also reminded each civil aviation administration of the importance of strengthening its ability to discern these kinds of activities, and it stressed that they are required to promptly verify and report it when discovered. All regional administrations and all departments of each civil aviation administration are also required to inspect any relevant conventions and exhibitions held in their respective regions. If they do find that an unofficial civil aviation related activity is being held in the name of a civil aviation administration, they are required to urge the organizer to immediately withdraw the administration's name from the event.

The CAAC states that from now on, if not given prior official permission, no event is permitted to operate with any civil aviation administration named as the organizer, co-organizer or sponsor, or any other title while conducting its own civil aviation activities.

A few months ago, in Shanghai, a forum held by a local aviation institute named the CAAC as its organizer without the administration's permission, leading a CAAC official to point out to the organizers the harm that their activity has done to the image of civil aviation administrations. They were then notified that the CAAC would reserve the right to take legal action against them for their actions.

稻城亚丁机场成功首航

China Starts Flights at World's Highest Airport

9月中旬，海拔4411米的稻城亚丁机场迎来了首条航线。国航西南分公司空中客车A319飞机载着126名旅客在稻城亚丁机场平稳降落，标志着世界海拔最高的民航机场投入运行。

作为国家“十二五”规划重点建设项目的稻城亚丁机场总投资13亿元，位于四川省甘孜藏族自治州稻城县北部海子山，距县城50公里，跑道长4200米、宽45米，飞行区等级指标为4C，海拔高度4411米，超过4334米的西藏昌都邦达机场，成为世界上海拔最高的民用机场。国航西南分公司分别在去年11月和今年9月对机场进行了试飞和航路验证。

In mid-September, the Daocheng Yading Airport, located 4,411 meters above sea level, received its first scheduled flight, operated by an Air China Southwest Branch Airbus A319 airliner. The steady landing of the aircraft, loaded with 126 passengers, marked the official commissioning of the world's highest civilian airport.

The Daocheng Yading Airport is regarded as a key project in China's Twelfth Five-Year Plan, and is a result of a total investment of 1.3 billion yuan. The airport is located in the Haizi Mountains, 50 km north of Daocheng County in the Tibetan Autonomous Prefecture of Garzê in China's Sichuan province. With a 4.2 km long and 45 meter wide runway, the airport falls under the reference code of 4C. At a height of 4,411 meters over sea level, it is the world's highest civilian airport, followed by the Qamdo Bangda Airport, which is 4,334 meters over sea level. In November of last year and September of this year, the Air China Southwest Branch conducted test flights into the airport and completed air route verifications.

李家祥率团访问欧盟总部并就发展中欧民航关系与欧方达成重要共识

Jiaxiang Li Visits the Headquarters of EU and Reaches an Important Consensus on China-EU Civil Aviation Relations

应欧盟委员会邀请，8月下旬，中国民航局李家祥局长率团访问欧盟总部，与欧盟委员会移动运输总司司长路特和气候行动总司司长德尔贝克率领的欧盟民航代表团举行会谈，就如何看待和推进中欧民航关系进行了全面深入的交流，尤其就中欧民航关系中在航空运输、民航技术合作和航空减排等领域存在的问题进行了深入的探讨，并达成重要共识。

双方愿意加强交流与合作，全面提升中欧民航合作水平，为中欧民航关系的长远发展创造条件。通过此次高级别磋商，双方同意全面启动包括航空安全、航空保安、空中交通管理、民航经济管理等方面的民航技术合作，重点是尽早开启航空器适航审定合作。此外，双方还就妥善处理中欧航空运输关系中存在的问题达成一致，愿意通过交流和磋商解决有关问题。李家祥局长与路特总司长分别代表中国民用航空局和欧盟委员会移动运输总司签署了合作意向书，以期进一步加强中国与欧盟在民航多领域的全面合作。

此前，中国民航代表团还与德国、法国、荷兰和比利时等四个欧盟成员国民航代表团就适用欧盟排放交易体系问题深入交换了意见。

In late August, Jiaxiang Li, minister of the Civil Aviation Administration of China (CAAC) led a delegation to visit the headquarters of the European Union (EU) on invitation. In the meeting, Jiaxiang Li spoke with Matthias RUETE, Director-General for Mobility and Transport in the European Commission, and Jos DELBEKE, Director General for Climate Action in the European Commission. They exchanged extensively on how to view and push forward China-EU civil aviation relations, especially regarding the issues of air transport, civil aviation technology co-operation and air transport emission reduction. After much discussion, they reached a consensus on some of the issues.

In order to create conditions for the lasting development of mutual relations, the two parties agreed on more exchanges and co-operations on China-EU civil aviation. Through the high-level exchange, they planned to start technological co-operations on aviation safety, aviation security, air traffic management, civil aviation economy management and so on, with an emphasis on aircraft airworthiness certification. In addition, the two parties also reached a consensus on how to properly handle certain issues in China-EU air transportation relations through exchanges and negotiations. On behalf of the CAAC and the Mobility and Transport in the European Commission respectively, Li and RUETE signed the Co-operation Letter of Intent, so as to advance future China-EU co-operations in more areas of the civil aviation realm.

Prior to this, the Chinese delegation also carried out deep exchanges on applying the European Union Emission Trading Scheme (EU ETS) with the civil aviation delegations of Germany, France, Holland and Belgium, who are all members of EU.



中国民航与空客公司签署航空安全合作协议 CAAC and Airbus Sign an Agreement of Collaboration in Aviation Safety

中国民用航空局与空中客车中国公司9月上旬在武汉签署航空安全合作谅解备忘录，这是双方于2008年签署的关于民航安全合作谅解备忘录的延续。

根据此次签署的谅解备忘录，空客公司和中国民航局将在民航安全领域进行合作，其中包括在维修实践和组织机构方面，双方继续开展自2005年开始实施的增强型维修运行支援项目；在飞行运行及航空安全方面，空客将继续为民航局和航空公司提供飞行教员复训培训、协助民航局在中国发展部署PBN/RNP（基于性能导航/所需性能导航）运行技术、为最新飞行技术在中国民航的应用提供支援。

此外，在管理培训方面，空客向中国民航局介绍欧洲最新管理方法及为中国民航局及航空公司高层管理人员在欧洲培训提供支持；在信息交流与沟通方面，继续加强与民航局和航空公司的交流与沟通。

In early September, the Civil Aviation Administration of China (CAAC) and Airbus China signed a Memorandum of Understanding (MoU) in Wuhan, the capital of China's Hubei province, representing a continuation of the MoU on civil aviation safety previously signed by the two in 2008.

According to the current MoU, the Airbus and the CAAC will further advance their cooperation in civil aviation safety. They will set up certain departments to organize and carry out maintenance practices; in addition, they will continue the enhanced maintenance operation support program that was begun in 2005. Airbus will continue to offer programs in flight operations and aviation safety, such as providing flight instruction refresher courses to the CAAC and Chinese airlines and deploying Performance Based Navigation (PBN) / Required Navigation Performance (RNP) and other new technologies in China, assisting China in the implementation of the newest aviation technologies.

Airbus will also introduce the newest European management strategies to the CAAC, and organize and administer high level management training courses to senior level civil aviation officials and airline executives, strengthening information exchanges and communication between Airbus, CAAC and Chinese operators.

果洛机场建设获国务院批准 Golog Airport Gains Approval from the State Council

国务院、中央军委已经下达批复，同意新建青海果洛民用机场。

The State Council and the Central Military Commission have given an official reply approving the construction of the Golog Airport, a civil airport in China's Qinghai province.

果洛民用机场为国内支线机场，属高原型飞机场，工程总投资约11.32亿元（预可研评估的投资）。设计机型为A319、B737-700高原型飞机。机场场址位于果洛藏族自治州玛沁县大武镇东南方向的草子



场，距大武镇直线距离约5.5公里，公路里程约7公里，机场基准点标高初定为3780米。

5.5 km straight southeast from Maqin County of the Golog Tibetan Autonomous Prefecture, or 7 km away via the expressway. The airport's base reference height is 3780 meters AMSL.

果洛民用机场在年内计划完成土方工程的50%-60%以及航站楼的基础工程；2014年主要完成跑道、停机坪、航站楼各单体主体工程，2015年主要完成飞行区附属工程、航站区各单体以及附属工程、设备采购及安装工程；2016上半年主要完成系统调试、校飞、试飞以及各项验收工作，计划2016年8月建设完成并投用。今年计划完成投资约3亿元。机场计划满足2020年旅客吞吐量8万人次、货邮吞吐量200吨的设计目标。

It is planned that 50% - 60% of the airport's earthwork engineering and the foundation work of the terminal are to be completed this year; in 2014, the main work on the runway, tarmac and terminal are each planned to be finished individually; in 2015, the accessory projects of the runway construction, the terminal area project and its accessory components, and the equipment purchase and installation are all predicted to be carried out; in the first half of 2016, the airport's systems will be adjusted, and the facilities will undergo thorough testing. The airport is then predicted to pass the acceptance examination and finally, in the second half of 2016, the airport is expected to be put into operation. 300 million yuan is predicted to be invested into the project this year. The airport is constructed to accommodate an annual passenger throughput of 80 thousand and an annual cargo and mail throughput of 200 tons by the year 2020.

便捷、畅通的交通环境是提高少数民族地区人民生活水平、拉动民族经济发展的必要因素。果洛民用机场是列入中国民航局“十二五”发展规划的项目，项目的建成对改善地区资源、开发投资环境、完善西北地区航空网络、促进地区民族文化交流、加快优势资源转换、加快富民强省步伐等具有积极作用。

The convenient and smooth flow of traffic is undoubtedly necessary for promoting the living standards and boosting the economy of areas inhabited by China's minority ethnic groups. The Golog Airport project has been included in the Civil Aviation Administration of China (CAAC)'s 12th Five-Year Plan and is expected to improve local resources, open up the area for investment, complete the air transportation network of China's northwest region, promote exchanges between local minority cultures, bring about advantageous change in the use of existing resources, and speed up the path toward a wealthier and more influential Qinghai.



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中国首个企业投资通航机场（栾城机场）开航 China's First Privately Invested GA Airport Starts Operation

8月底，伴随着两架国产“小鹰500”飞机在平坦跑道上的平稳起飞和降落，由中航通飞华北飞机工业有限公司投资建设的中航工业石家庄栾城机场正式投入使用。该机场是中国首个由企业投资兴建的通用航空机场，标志着中航工业通用航空华北产业基地建设取得了实质性进展，河北通用航空产业迈出了坚实发展步伐。

中航工业石家庄栾城机场跑道全长1200米、宽30米，飞行空域由本场空域和三个训练空域组成，机场主要用于新机试飞、训练飞行、通航运营、客户接机转场等，可起降Y5B、LE500、Y12、HO300、塞斯纳208系列等各种通用航空飞行器。

该公司总飞行师孔翔介绍，机场启用后，飞机下线就可以在机场测试试飞速度，此外还为国内的通航企业和飞机购买商提供了一个便利条件。“通航企业可以在机场起降飞机，购买飞机的用户购机后可以迅速转场，到达自己的作业基地。”他表示，近期公司正在申办民航通用机场的相关资质。若成功，国内所有通用航空企业就可以直接来栾城机场起降自己的飞机。

目前该公司除了生产Y5/Y5B系列飞机、小鹰500轻型多用途飞机、海鸥300水陆两栖飞机、运15-2000飞机、塞斯纳208系列飞机等主要航空产品外，还生产煤矿设备、汽车零部件等非航空产品。

At the end of August, as two domestic-made Little Eagle 500 aircraft made steady takeoffs and landings at the runway of the AVIC Shijiazhuang Luancheng Airport, invested in by the CAIGA North China Aircraft Industry Co., Ltd., the operation of China's first privately funded general aviation (GA) airport officially began. The opening of the airport marks the substantial progress that has been made in the construction of the Northern China GA Industry Base of the Aviation Industry Corporation of China (AVIC) and the substantive development of Hebei's GA industry.

The runway of the AVIC Shijiazhuang Luancheng Airport is 1,200 meters long and 30 meters wide. The surrounding airspace is comprised of a single section of airspace to be used exclusively for local flights, and three sections of airspace to be used for flight training. The airport is constructed mainly for the test flight of new airplanes, flight training, GA operations, and the cross-country flights of its clients. It is also capable of accommodating many sorts of GA aircraft, such as the Y5B, LE500, Y12, HO300, and the Cessna 208 series.

Xiang Kong, chief pilot of the company, explained how once an aircraft has rolled off the production line, it could immediately proceed to flight tests using the airport. In addition, the airport could also attract domestic GA enterprises and aircraft buyers. Regarding this, Xiang Kong explained that "aircraft of GA enterprises could land at or take off from the airport. Clients could ferry their purchased aircraft here and then continue to their operation bases." Kong expressed that the company was applying for related qualifications for the airport's use as a civil GA airport. If the applications prove successful, any domestic GA enterprise could land and take off its aircraft at the airport.

In addition to manufacturing the Y5/Y5B series aircraft, the Little Eagle 500 multi-use aircraft, the HO300 light amphibious aircraft, the Y15-2000 aircraft, the Cessna 208 series aircraft, and other aviation related products, the company also produces coal mining equipment, automobile parts and other related non-aviation products.

2012年全国通用航空统计公报

Communiqué Describes China's General Aviation Statistics for 2012

1. 作业时间

2012年，全行业完成通用航空生产作业飞行51.7万小时，比上年增长2.8%。其中：工业航空作业完成7.71万小时，比上年增长36%；农林业航空作业完成3.19万小时，比上年降低3.9%；其他通用航空作业完成40.81万小时，比上年降低1.2%。

2. 通用航空企业

截至2012年底，获得通用航空经营许可证的通用航空企业146家，其中，华北地区41家，中南地区27家，华东地区29家，东北地区16家，西南地区16家，西北地区11家，新疆地区6家。

3. 机队规模

2012年底，通用航空企业适航在册航空器总数达到1320架，其中教学训练用飞机328架。

1. Operation Hours in 2012

During the year 2012, China's general aviation (GA) industry logged a total of 517 thousand flight hours, representing a total growth rate of 2.8% over the previous year. Of the 517 thousand total hours, industrial operations accounted for 77.1 thousand hours, showing a growth rate of 36% over the previous year. Agriculture and forestry operations on the other hand accounted for 31.9 thousand hours, showing a 3.9% decline from last year. All other GA operations experienced a 1.2% decline from last year's figures, accounting for the remaining 408.1 thousand hours.

2. China's GA Companies as of 2012

By the end of 2012, 146 GA related companies had been certified in China. The regions hosting the enterprises are broken down as follows:

Northern China Region	41
Central and southern China Region	27
East China Region	29
Northeast China Region	16
Southwest China Region	16
Northwest China Region	11
China's Xinjiang Region	6

3. China's GA Aircraft Numbers

By the end of 2012, China had registered a total of 1,320 GA aircraft, among which 328 are operated for flight training purposes.



21 家航空公司 2013 年将获 4.33 亿元支线补贴

Twenty-one Airlines to Receive 433 Million Yuan in Subsidies for Their Regional Flights This Year



民航局 8 月初发布了《关于 2013 年支线航空补贴预算方案的公示》。该方案显示，21 家航空公司年内将获得 4.33 亿元支线补贴。

方案显示，东航、南航和天津航是获得支线补贴最多的 3 家航空公司。其中，东航将获得超过 1.1 亿元的补贴，是唯一补贴过亿的航空公司，南航补贴则接近 1 亿元，为 9852 万元。三大航中的国航仅获得 4271 万元补贴，被获得 5877 万元补贴的天津航抢去补贴排行榜第三的宝座。支线补贴金额超过 1000 万元的除了这 4 家航空公司外，还包括川航（4002 万元）、西藏航（2225 万元）和祥鹏航（1218 万元）。获得补贴最少的为中国飞龙航空公司，其补贴额为 12 万元。

作为早已明确自身定位为国际枢纽网络型航空公司的三大航，为何会获得如此多的支线补贴，答案来自于其过去的历史——国航补贴的半数以上为西藏航线，80% 以上来自于民航西南地区，而其在 11 年前的民航体制改革中吸收合并了西南航；东航、南航也是一样，东航超过 50% 的补贴来自民航西南局的非西藏航线补贴，南航也有近 40% 的补贴来自于民航新疆管理局，其分别对应其早前合并的云南航与新疆航。

绝大多数中小航空公司获得的支线补贴主要来源于其总部所处区域，但海航、奥凯航、成都航、天津航除外。海航获得 338 万元补贴中的 202 万元来自新疆地区，奥凯航的 708 万补贴全部来自于东北地区，成都航的 77 万补贴则从华东地区得来，天津航在华北、西北、新疆地区获得的补贴都超过了 1000 万元。

In early August, the CAAC released the 2013 Budget Plan for Regional Aviation Subsidy. According to the plan, twenty-one airlines will receive 433 million yuan in subsidies for their regional flight operations by the end of this year.

Of the twenty-one airlines, China Eastern Airlines (MU), China Southern Airlines (CZ) and Tianjin Airlines are the three who will receive the most subsidies this year. China Eastern Airlines (MU) will get the highest subsidy of 110 million Yuan, followed by 98.52 million Yuan for China Southern Airlines (CZ) and 58.77 million Yuan for Tianjin Airlines (GS). Besides these companies, the following airline companies that will also receive a subsidy of more than 10 million Yuan are Air China (CA), Sichuan Airlines (3U), Tibet Airlines (TV) and Lucky Air (8L). The airline that received the least assistance was China Flying Dragon Aviation, which received only 120,000 Yuan in subsidies.

Some have questioned why China's three state-owned airlines which have already clearly positioned themselves carriers with international hub networks get so many subsidies. Industry insiders revealed that the answer comes from their past merger and acquisition history. More than half of Air China's subsidies are to support its Tibet routes and over 80% come from the Southwest Regional Administration of CAAC, due to the fact that China Southwest Airlines was merged into Air China in the Reform of the Civil Aviation System 11 years ago. In addition, more than 50% of China Eastern's subsidies are from the Southwest Regional Administration of CAAC to fund its non-Tibet routes, while nearly 40% of China Southern's subsidies are from the Xinjiang Regional Administration of CAAC, due to two companies' mergers with the former Yunnan Airlines and Xinjiang Airlines, respectively.

Excluding Hainan Airlines, Okay Airways, Chengdu Airlines and Tianjin Airlines, subsidies to medium and small airlines mainly originate from the region where their headquarters lie. 2.02 million Yuan of the total 3.38 million Yuan subsidies to Hainan Airlines are from the CAAC Xinjiang Regional Administration; the subsidy of 7.08 million Yuan granted to OK Airways comes completely from the CAAC Northeast Regional Administration; both of the subsidies totaling 770 thousand Yuan granted to Chengdu Airlines are from the CAAC East China Regional Administration; Subsidies from the CAAC North China Regional Administration, the Northwest Regional Administration of China, and the CAAC Xinjiang Regional Administration to Tianjin Airlines alone are all summed up to be over 10 million Yuan.



中巴合作的首架莱格赛 650 公务机成功首飞

The First Legacy 650 Business Jet Assembled Jointly through the Cooperation of China and Brazil Succeeds in its Maiden Flight

8 月下旬，巴西航空工业公司和中国航空工业集团公司的合资公司哈尔滨安博威飞机工业有限公司组装的首架莱格赛 650 飞机在哈尔滨成功首飞，并计划于 2013 年年底交付。

2011 年 4 月，中航工业与巴航工业签订莱格赛 650 公务机合作项目框架协议。2012 年 5 月，国家发改委批准该项目。同年 6 月，在国务院总理温家宝和巴西总统迪尔玛·罗塞夫的共同见证下，双方签署了项目正式启动协议。2013 年 1 月，哈尔滨安博威开始组装首架莱格赛 650 大型喷气公务机。

莱格赛 650 公务机是巴航工业最新研制的产品，于 2011 年投放市场。该机航速每小时 800 千米，可搭载 14 人，航程 7000 多千米，可跨洲飞行。哈尔滨安博威飞机工业有限公司总裁尤里·卡比表示，由中国的合资公司组装的首架大型喷气公务机首飞成功，是中巴合作以及本项目所有参与者共同努力的成果，此次首飞对于哈尔滨安博威具有特殊意义，因为这向市场证明了公司完全有能力并且已准备好为客户提供在华组装的高质量公务喷气飞机。

In late August, the first Legacy 650 assembled by the Harbin Embraer Aircraft Industry Co., Ltd. (Harbin Embraer Aircraft Industry), a joint venture of Embraer S.A. (Embraer) and Aviation Industry Corporation of China (AVIC), succeeded in performing its maiden flight. The business jet is expected to be delivered to its owner by the end of 2013.

In April of 2011, AVIC and Embraer signed a framework agreement that outlined their mutual cooperation on the Legacy 650 project. In May of 2012, the National Development and Reform Commission (NDRC) approved the project. In June of that year, China's then-Prime Minister Jiabao Wen and Brazil's President Dilma Rousseff were both present as AVIC and Embraer signed an official agreement to launch the project. In January of this year, the Harbin Embraer Aircraft Industry began the assembly of its first Legacy 650.

The Legacy 650 business aircraft is the newest product developed by Embraer and was launched on the market in 2011. The aircraft features a cruise speed of 800km/h, room for up to 14 passengers and a range of 3,900 nm (7,223 km), thus allowing for intercontinental operations. Yuri Capi, president of the Harbin Embraer Aircraft Industry, expressed that the success in the maiden flight of the Legacy 650, the first large business jet assembled in China by a Brazil-China joint venture, was obtained equally through the cooperation of Brazil and China as well as through the efforts of all the participants of the project. The milestone is of special significance to the Harbin Embraer Aircraft Industry, as it proves the company is fully capable and ready to provide the world with quality business jets assembled in China.

新疆富蕴机场迁建工程启动

Relocation of the Fuyun Airport Starts



新疆富蕴机场迁建工程举行奠基仪式

8月中旬，新疆富蕴机场迁建工程举行奠基仪式。工程总投资5.04亿元。

富蕴民用机场迁建工程是国家民航局、新疆维吾尔自治区“十二五”重点建设工程项目。机场定位为国内小型支线机场，主要服务于富蕴县及周边地区的公务、商务及旅游等社会经济建设，同时兼顾通用航空业务使用。机场建设场址距离富蕴县城28公里。工程总投资5.0443亿元，机场飞行区指标为4C，新建一条长2600米、宽45米的跑道及四个站坪，新建航站楼5504平方米、航管楼（含塔台）1167.49平方米及相关配套设施，可满足波音737、空客320、ERJ145、ERJ190等系列飞机使用需求，近期规划目标2020年年旅客吞吐量16万人次、年货邮吞吐量720吨、年飞行起降2025架次。

In mid-August, a groundbreaking ceremony was held for the relocation of the Fuyun Airport in Xinjiang. An estimated 504 million yuan is expected to be invested in the project.

This project is regarded as key for the Civil Aviation Administration of China and the Xinjiang Uygur Autonomous Region during the Twelfth Five-Year Plan period. The new airport is designed as a domestic regional airport which will mainly serve Fuyun, a county in the Altay Prefecture of Xinjiang Uygur Autonomous Region, as well as its surrounding areas. It will provide service for the official, commercial, and tourism industries of the region, as well as for the operation of general aviation in the area. The airport will be relocated 28 km from the downtown of Fuyun. Included in the airport relocation project are the construction of a new 5,504 square meter terminal, a 2,600 meter long and 45 meter wide runway, a tarmac with 4 parking bays, a 1,167 square meter ATC building (ATC tower included) and auxiliary facilities. The airport reference code will be 4C, and when completed, it will be capable of accommodating the Boeing 737, Airbus 320, ERJ 145, ERJ 190 and other similar aircraft. The airport is expected to accommodate estimated 160 thousand passengers, 720 tons of cargo and mail and 2,025 takeoffs and landings by 2020.

新建甘南夏河机场通过竣工暨民航行业验收

Gannan Xiahe Airport Project Passes Acceptance Inspection

8月中旬，民航西北地区管理局与甘肃省发改委组织有关单位组成验收委员会，对新建甘南夏河机场进行了竣工暨民航行业验收。

新建甘南夏河机场是2009年4月经国务院、中央军委批复同意建设的国内支线机场。2013年7月底基本完工，已先后完成飞行校验、试飞验证等工作。

民航行业验收组对夏河机场工程飞行区工程等14个民航专业工程进行实地检查。民航行业验收组认为：夏河机场工程已经通过甘肃省发改委的竣工验收，机场工程质量基本符合国家和民航行业现行的有关标准；工程主要设备安装、调试及联合试运转情况正常；已通过飞行校验和试飞；工程和设备档案资料收集基本齐全，夏河机场基本符合民航行业验收条件，同意通过民航行业验收。

新建夏河机场本期建设规模为：飞行区设计标准为4C；新

In mid-August, the Northwest Regional Administration of CAAC and the Gansu Provincial Development and Reform Commission jointly organized an acceptance inspection for the recently completed Gannan Xiahe Airport project.

The Gannan Xiahe Airport project was approved by the State Council and the Central Military Commission in April 2009 and was designed for regional operations. The project was subsequently completed in late July, and at this point has passed flight tests and examinations.

Each of the project's 14 total components was individually inspected on-site by the inspection team. The inspection team subsequently concluded that the project had essentially been constructed in line with current national standards; the main facilities had been properly installed and adjusted; the joint



建跑道长3200米，宽45米；机场标高为3189.8米，属高原机场，可使用A319、B737系列及以下机型（高原型）；设计消防救援等级为5级；机场28号、10号跑道运行类别分别为1类精密、非精密近进跑道；航站楼面积3185平方米，站坪机位3个；配套建设辅助生产设施。

几天后，甘南夏河机场通航。

equipment trial operation revealed no anomalies; the project archival materials had been collected, and the project passed flight testing and conformed to the official acceptance requirements. The inspection team was then able to declare that the project had successfully passed the examination process.

The new Xiahe airport is classified as a category 4C regional airport. Its runway stretches 3,200 meters long and 45 meters wide, and is situated at an elevation of 3,189 meters high, thus giving the airport high-altitude characteristics. As such, it can accommodate high-altitude configured models of the Airbus A319, Boeing 737 and other aircraft of equal or smaller size. The airport is home to a level 5 fire rescue unit and features a non-precision approach system for its Runway 10 and a CAT I precision approach system for its Runway 28. The terminal takes up an area of 3,185 square meters and the adjacent apron has room for 3 aircraft parking stations. In addition, the airport's supporting facilities have been constructed.

Days after passing inspection, the airport was put into operation.

珠江三角洲及南中国海地区雷达管制工程竣工验收

The Radar Control Project for the Pearl River Delta Region and the South China Sea Region Passes the Acceptance Inspection

8月上旬，民航局空管局在湛江组织完成了珠江三角洲及南中国海地区雷达管制工程竣工验收工作。民航局机场司、民航局空管局、中南空管局相关领导及部门参加了工程验收。

验收中，竣工验收领导小组详细听取了设计、施工、监理单位的汇报，并组织技术人员分组对设备工艺、档案资料、工程概算执行等方面展开验收。验收总体结果为：该项工程已按设计及概算批复要求建设完成，工程质量合格，预计总投资控制在概算范围内，工程档案管理有序。

珠江三角洲及南中国海地区雷达管制工程是民航“十一五”规划的重点建设项目，总预算3.3亿元。该工程子项目包括：深圳、湛江、崇左二次雷达、三亚马岭、广州凤凰山一二次雷达站的土建、雷达设备以及通信传输、供电、UPS、油机、环境监测、安防、暖通、道路、给排水、消防及避雷接地等配套设施；广州区管、三亚区管、珠海进近、长沙管制中心模拟机设备；南宁8信道甚高频通信系统。

In early August, the Air Traffic Management Bureau of Civil Aviation Administration of China (CAAC/ATMB) carried out an acceptance inspection for the radar control project for the Pearl River Delta region and the South China Sea region. Leaders from the Airport Department of the CAAC, the CAAC/ATMB, and the Central South ATMB attended the inspection.

The acceptance inspection team listened to the reports of all related construction sections, and organized technicians into teams to conduct inspections for different aspects of the project such as equipment design, project archival, and engineering specifications. Finally, the inspection team concluded that the project had been constructed on budget and within the approved specifications, its engineering determined to meet adequate quality standards and its archiving properly managed.

With a budgetary estimate of 330 million yuan, the project is a major stepping stone for civil aviation in China Plan during the Eleventh Five-Year Plan period. The project consists of the following subprojects: the secondary radar system for the Shenzhen, Zhanjiang, Chongzuo zone; the civil engineering, radar equipment, communication transmission, power supply, uninterruptible power system (UPS) and other facilities for the primary and secondary radar systems for the Maling region of Sanya and the Fenghuangshan region of Guangzhou zone; the ATC training simulators for area control centers in Guangzhou, Sanya, Changsha and the Zhuhai Approach control center; and an 8-channel VHF communication system in Nanning city.



“... it works exactly as advertised.”

... 它的效用跟广告叙述的完全一样

- Peter Horton, Director of Airports, Key West Int'l Airport, FL, Nov. 2011

—Peter Horton, 美国佛罗里达州基韦斯特 (Key West) 国际机场主任, 2011年11月”



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首架警用消防直升机在鄂尔多斯投入使用 Police Firefighting Helicopter in Commission for the First Time in Ordos



8月中旬, 内蒙古首架警用消防直升机在鄂尔多斯市康巴什新区湖滨广场进行了高层建筑火情视察、消防灭火救援技能演练。

这架卡-32直升机是鄂尔多斯市警航队继2012年购置两架AW109SP搜救、巡逻警用直升机之后, 今年7月底从俄罗斯卡莫夫公司购进的又一种专为消防设计研制的双发通用直升机。与其他直升机最大不同是, 它一次能吊运5吨重的货物, 搭载16名乘客, 机载消防水箱一分钟能取3吨水, 0.8米水深即可取水, 可以进行水箱吊桶灭火、水炮灭火、机侧发射消防弹灭火等。它的投入使用, 不仅弥补了消防车超过28米高度无法灭火的缺陷, 在城市和建筑火灾扑救中将发挥重要作用。

In mid-August, a police firefighting helicopter was put into commission in the Inner-Mongolian city of Ordos for the first time. The helicopter performed high-rise building fire inspections, and firefighting rescue drills.

The Kamov Ka-32 is a twin-engine helicopter purchased by the Ordos Police Air Unit for firefighting operations from Kamov, a Russian rotorcraft manufacturing company. The introduction of the Ka-32 follows Ordos Police Air Unit's previous purchase of two AW109SP helicopters, manufactured by AgustaWestland, a British-Italian multinational helicopter design and manufacturing company, for rescue and patrol use in 2012. The Kamov Ka-32 helicopter purchased in July of this year differentiates itself from the AW109SP and other helicopters mainly in its load capabilities. It can handle a load of 5 tons of freight or up to 16 passengers. In its firefighting configuration, the helicopter can draw up to 3 tons of water from a body as shallow as 0.8 meters deep. It can then put out a fire by dropping this water from a helibucket, or by firing water cannons and fire-fighting bombs from its sides. The KA-32's operational ability allows it to make up for the shortcomings of traditional fire trucks, which cannot put out fires reaching more than 28 meters high. With the helicopter's versatility and capability, the introduction of the KA-32 is expected to play an important role in urban and building firefighting.



中南地区机场7月份旅客吞吐量1577.5万人次 Airports in Central and Southern China Receive Approximately 16 Million Passengers in July

中南地区27个运输机场7月份共完成运输起降13万架次，同比增长12.7%，旅客吞吐量1577.5万人，同比增长10.9%，完成货邮吞吐量23.3万吨，同比增长4%。7月，整个中南地区机场旅客吞吐量未能与运输架次同步增长，客运增速低于架次增速近2个百分点。1-7月份，累计完成运输起降84.7万架次，同比增长8.9%，旅客吞吐量10315万人，同比增长9.9%，完成货邮吞吐量164.8万吨，同比增长6.4%。

暑运期间航空公司在辖区各主要机场加班航班及运力的投放加大。运输架次：使辖区机场运输架次同比增速进一步加快，同比增长12.7%。旅客吞吐量：暑运期间，旅游需求常态上升，运输行业季节性特征明显。货邮吞吐量：辖区机场货邮吞吐量保持平稳增长，增速依然高于行业近2个百分点。

In July, 27 airports in central and southern China saw 130 thousand aircraft takeoffs and landings, 15.8 million passengers and 233 thousand tons of cargo and mails, respectively recording a year-on-year growth of 12.7%, 10.9% and 4%, showing the growth of passenger count is 2 percentage points lower than that of aircraft takeoffs and landings. During the period of January to July, these airports saw 847 thousand takeoffs and landings, 103 million passengers and 1.65 million tons of cargo and mail, respectively registering a year-on-year growth of 8.9%, 9.9% and 6.4%.

During the summer travel period, airlines operating flights in these airports opened more room for flights by using larger aircraft that can load more passengers. Flight Count: the total flight count in these airports further has increased by 12.7% year on year during the period. Passenger Count: During the summer travel period, more and more passengers have traveled by air, showing the development of a distinct seasonal characteristic in the transport industry. Cargo and Mail Count: during the period, the cargo and mail throughput has maintained a steady growth rate, registering a 2 percentage point higher growth than that of the whole industry.

内蒙古扎兰屯市民用机场建设工程正式开工 Commencement Ceremony for the Construction of the Zhalantun Civil Airport Held



In mid-July, a groundbreaking ceremony for the Zhalantun Civil Airport and the Railway Line in the Hulun Buir LingDong Industrial Development Zone was held.

The airport is to be built for civil use and has been included in the Nation's Twelfth Five-Year Plan for General Traffic and Transportation and the Twelfth Five-Year Plan for Civil Aviation Development, and has been regarded as a key project by the Inner Mongolia Autonomous Region. The airport is located 14.2 km from downtown Zhalantun.

The airport reference code will be 4C.

7月中旬，扎兰屯民用支线机场、岭东工业开发区铁路专用线开工仪式同日举行。

扎兰屯民用机场项目已被列入《国家“十二五”综合交通运输体系规划》和《中国民用航空发展第十二个五年规划》，并被确立为自治区“十二五”民航重点项目，为国内支线机场。机场距市区14.2公里。

本期工程建设飞行区等级为4C，新建一条2500米跑道；航站区按满足2020年旅客吞吐量28万人次、货邮吞吐量1400吨的目标设计，新建航站楼3000平方米，站坪机位4个；配套建设空管、供电、供水、供油、消防救援等辅助生产设施。项目总投资4.38亿元，拟使用B737系列、A320系列等飞机，拟开通飞往北京、呼和浩特、哈尔滨、满洲里等城市航线。

目前，该市正积极准备机场用地预审、环评报告等相关材料，项目工程可行性研究报告将尽快上报国家发改委。力争年内开工，2015年前建成通航。通航后，扎兰屯市将成为岭东地区唯一集公路、铁路、航空三位一体的区域性综合交通枢纽，将大大改善民众出行条件，极大地缩短游客赴当地出行时间，促进扎兰屯旅游资源紧密融入“东北旅游经济圈”和“呼伦贝尔旅游环线”。

A runway of 2,500 meters long, a terminal spanning a floor space of 3 thousand m², an apron with 4 parking stations, supporting facilities for ATC use, power supply, water supply, fuel supply, firefighting and other use will all be constructed or installed. The terminal of the airport has been designed according to the demands of an estimated annual volume of 280 thousand passengers and 1.4 thousand tons of cargo and mail by the year 2020. All of this will be done under the project's budgetary estimate of 438 million yuan. When completed, the Boeing 737, Airbus A320 and other similarly sized aircraft will be used to fly flights to Beijing, Hohhot, Harbin, Manchuria, and other destination cities.

Currently, the Zhalantun government is actively preparing materials related to land use pre-qualification, such as the Environmental Impact Assessment (EIA) report, etc. and will hand in the feasibility report to the National Development and Reform Commission (NDRC) as soon as possible. The project is expected to be put into construction this year and to be completed and put into commission before 2015. When the airport is completed, Zhalantun will be the only regional transportation hub that can be accessed by highway, railway and air in the east Greater Khingan Mountains area. People's traffic conditions will be greatly improved, and the traffic time will be shortened. The tourism of Zhalantun will be boosted and integrated into Northeast China's Tourism Economy Circle and the Hulun Buir Travel Link.

新舟 600F 民用货机喜获“准生证” MA 600F Civil Freighter Receives Type Certification



MA600F 货机在 2012 年亮相第九届珠海航展

经过 6 年多的努力，新舟 600F 民用货机终于在 8 月份取得了民航局颁发的型号合格证。这标志着该型飞机已完成全部研发取证工作，将正式进入全球货运市场。

新舟 600F 民用货机是中航工业西飞在新舟 600 客机基础上研制的货运型飞机。该机继承了新舟系列机型良好的安全性、经济性和可靠性，并新增集装箱货物装载系统，飞机货舱满足 E 级货舱的要求。新舟 600F 民用货机最大亮点是新研了具有国际先进水平的滚珠滚棒货物装载系统、货运设施以及大尺寸货舱门设计和装配技术。这些改进，提升了飞机货物装载能力，使新舟 600F 民用货机的装载能力达到 6100 公斤。

新舟 600F 民用货机投入市场后，填补了新舟系列飞机货运型号的空白。

中航工业西飞将根据国内航空货运发展特点，优先布局省会城市以及二三线城市之间航空货运市场，以实现航空公司在 600km 航线内进行高价值物品的高效率运输。同时将海外一些岛屿众多、

After spending more than six years in development, the Modern Ark 600F (MA 600F) freighter was issued type certification by the CAAC in August, marking the completion of all research and development tasks of the project. With its official certification, the MA 600F was formally launched into the global air cargo transportation market.

The MA 600F freighter was developed by AVIC Xi'an Aircraft Industry (Group) Co., Ltd. (AVIC Xi'an Aircraft Industry (Group)) according to the design of the Modern Ark 600 (MA 600) passenger aircraft. Thus, the MA 600F inherited the characteristic safety, economy and reliability of the MA 600 passenger aircraft. In addition, the MA 600F is equipped with a container freight loading system, its cabin meeting Level E requirements. The jewel in the project's crown, however, is its newly developed advanced freight loading system, mainly composed of steel balls and rollers, facilities for freight stowage and the incorporation of large cargo doors. Also featured are its unique freight loading and manufacturing assembly technologies. All these improvements come together to boost the freight cabin's loading capability up to 6.1 thousand kg.

When the MA 600F is launched into operation, it will fill the void of a freighter series of the MA 600 in the market.

In accordance with the characteristics of domestic air cargo transportation, the AVIC Xi'an Aircraft Industry (Group) plans to launch the MA 600F freighters into the markets of China's provincial capitals and 2nd and 3rd tier cities, while meeting the demands of the high efficiency transport of high value products over distances of up to 600 km. In addition, the capabilities of the MA 600F will allow it to venture into markets

陆路交通不便的国家作为新舟 600F 飞机的潜在市场加以开拓。

也门共和国的国有航空公司已与中航工业西飞签署了 2 架新舟 600F 民用货机的购销合同，将成为该型飞机的首家用户。预计首架货机将于明年下半年交付运行。中航飞机正加快推进全新一代涡桨支线飞机—新舟 700 飞机研制，以进一步增强国产民机的市场竞争力。

serving nations with either numerous islands or poor overland transport conditions.

Yemenia, the Republic of Yemen's state owned airline, has already signed an agreement with AVIC Xi'an Aircraft Industry (Group) Co., Ltd. to purchase 2 MA 600F freighters and is anticipated to be the launch customer of the aircraft. The first MA 600F freighter is predicted to be delivered in the second half of next year. The AVIC Aircraft Co., Ltd. (a subsidiary company of the AVIC Xi'an Aircraft Industry (Group)) is also accelerating the research and development of its Modern Ark 700 aircraft, a new generation turboprop aircraft designed for regional flights. The aircraft is expected to strengthen the competitiveness of domestically produced civil aircraft in the global market.

新舟 600F 民用货机研发取证时间表 Timetable of MA 600F Freighter

时间 Time	项目进度 Process
2007 年 6 月 June 2007	中航工业西飞通过阎良国家航空高技术产业基地向国家发改委申报新舟 600F 民用货机项目 The AVIC Xi'an Aircraft Industry (Group) announced the MA 600F freighter project to the National Development and Reform Commission (NDRC) via the Xi'an Yanliang National Aviation Hi-tech Industrial Base.
2008 年 1 月 January 2008	项目得到国家发改委批复 The MA 600F freighter project gained approval from the NDRC.
2008 年 6 月 June 2008	开始进行详细设计和试验验证 Detailed design and testing verification of the project started.
2012 年 9 月 September 2012	完成首架验证飞机的总装配 The first MA 600F for verification was assembled.
2012 年 10 月 October 2012	完成全部静力试验，实现首飞，并在第 9 届珠海航展精彩亮相。随后，飞机进行了适航验证地面试验、适航验证飞行试验、功能可靠性试飞等型号合格验证试验 The static test and maiden flight of the aircraft succeeded; the aircraft was rolled out at the 9th China National Aviation & Aerospace Exhibition. Afterword, the aircraft underwent ground testing, flight testing, functional reliability testing, and other related tests for its type certification verification.
2013 年 8 月 August 2013	飞机完成全部审定工作并召开最终型号合格审定委员会会议，同意颁发该型飞机型号合格证 As all examination tasks for the aircraft reached completion, the final type certification committee was held, in which the aircraft was issued its type certificate.

美国 Harris Miller Miller & Hanson Inc. 公司在京举办机场论坛 Harris Miller Miller & Hanson Inc. Hold Airport Seminar in Beijing



借由 2013 年中美航空论坛的参会契机，Harris Miller Miller & Hanson Inc. 公司（以下简称 HMMH 公司）两位副总裁 Eugene M. Reindel 先生以及 Vinnie Khera 先生在民航工程设计研究院以及环保部环境工程评估中心的支持下，于 2013 年 9 月 12-13 日在京举办了机场噪声及规划论坛。

民航工程设计研究院郑应平副院长、朱宇总设计师等一行，以及环保部环境工程评估中心李时蓓主任、卢力主任等一行以及北京首都国际机场代表姜文娟等 20 人参加了该论坛。HMMH 公司成立于 1981 年，提供专业的航空环保、噪声及土地相容性相关顾问咨询服务。此次论坛从 HMMH 公司的专业领域以及在中国的发展出发，深入浅出地向与会人员介绍了机场噪声的性质、由来、危害、

Taking advantage of their attendance at the U.S.-China Aviation Symposium, vice presidents Eugene M. Reindel and Vinnie Khera of Harris Miller Miller & Hanson Inc. (abbreviated HMMH) traveled to China to conduct a forum on the issue of aviation noise and what could be done about it. Their presentation, given on September 12 and 13 of this year, was supported by the Civil Aviation Engineering Design and Research Institute, and the Assessment Center for the Environmental & Engineering Technological Support of Regulatory Modeling of MEP.

Deputy Director Yingpin Zheng and Chief Designer Yu Zhu from the Civil Aviation Engineering Design and Research Institute, Division Director Shibe Li and Department Manager Li Lu from the Assessment Center for the Environmental & Engineering Technological Support of Regulatory Modeling of MEP, and Wenjuan Jiang from BCIA's Public Area Management Dept. were among the total 20 people that attended the seminar. The seminar focused on HMMH's professional field as well as their development in China. Established in 1981, HMMH specializes in consultation in environmental protection with airports, offering advice on matters such as the management of noise pollution and the

治理措施等，并着重从航空噪声的治理方案、航空环境合规、航空规划与设计审查以及航空相关的环保问题等的解决方案几个方面展开探讨。

HMMH 公司借重其声学及振动研究的专业，图文并茂地介绍了噪声的描述方法、噪声对人体以及环境的危害、以及对机场周边民众和土地利用的影响等等。随后通过对专业的机场运行软件的介绍，生动地模拟了不同噪声条件对机场周边不同受众的影响程度以及由此规划的减噪措施，包括飞行程序更改、机场跑道选择等等。最后，HMMH 公司的技术人员详细分析了噪声对整个生态环境以及下一代人的深远影响，阐述了航空噪声的危害以及治理的必要。简报结束后，与会人员踊跃提问，大家关注的焦点在于高速发展的经济造成的机场增建扩建如何与环境达成和谐共荣。

此次论坛取得了良好的效果，HMMH 公司也呼吁类似航空噪声的环保问题可以在中国得到更大的重视并希望可以协助中国政府、环保机构和机场等部门加深对航空噪声问题的了解以及明确其可能造成的深远影响，协调各方通力合作，共同为中国的环保事业出力。

harmonization of airports with the surrounding environment. Mr. Eugene and Mr. Khera gave a very intelligible presentation describing the character, origin, possible dangers, and controlling measures of aviation noise. They emphasized the importance of noise management programs, environmental regulation compliance, aviation planning & design review, as well as other aviation related environmental solutions.

Drawing on their professional experience in acoustics and vibration research, Mr. Eugene and Mr. Khera introduced to the audience methods for noise measurement and analysis, as well as the possible hazards noise presents to humans and the environment, and the possible effects noise may have on people living and working in the vicinity of the airport. Then, using dynamic airport simulation software, they provided a vivid simulation of how people around the vicinity of an airport are affected by the noise generated by its operation. Using this as a basis, they proposed methods for reducing the impact aviation noise had on the surrounding area, such as changes in flight procedures and preferential runway use. Finally, Mr. Eugene and Mr. Khera provided a detailed analysis of the lasting impact aviation noise pollution has on the wellbeing of the environment and future generations. They arrived at the conclusion that aviation noise does indeed pose a serious threat, and thus needs to be controlled. After the presentation, the participants gave a warm response and raised many questions; they focused on how to balance the conflict between the sharply increasing expansion and new construction of airports, caused by the rapid development of the economy, and the protection of the environment.

The seminar was successfully completed and HMMH expressed its hope that the issue of aviation noise related environmental problems will receive more and more attention in China. HMMH has exhibited its knowledge and skill in the matter and would like to assist Chinese government, environmental agencies and airport authorities in deepening their understanding of the issue of aviation noise pollution. The company stressed that such action may create a profound influence on the coordination of all parties to work together and contribute to the cause of China's environmental protection.



想参与通航飞机 生产制造吗？



但是由于中国经济持续发展的势头仍然活络，老百姓负担能力的增加和对航空与飞行热情的鼓胀，加上全国对突发人为与自然灾难的应急救援需要，开发适当本场空域供人民体验与实验飞行，培育并发掘航空爱好者与人才已经成为中央与地方政府的共识。在不久的将来中国将要有许多通用航空试验区及产业园如雨后春笋般的建设起来，这些有限的空域将会给中国带来体验飞行与实验飞行的高潮。

目前低空开放的试验区仅有一千米的高度和半径 10 公里的范围，这个空域正适合发展小型飞行器如超轻运动型飞机和套件飞机来体验和试验航空飞行。所以这类的飞行器将比较具有实用性与投资价值。当然中国也适合生产较为大型的运动飞机，运营用制式飞机和多用途飞机等，但短时间其市场将以外销为主。

随着时间的发展，各类飞行活动在中国将出现大量的需求，提供给全球各种飞行器一展身手的机会，也给了中国投资人和地方政府一个高产值与高技术产业升级的机会与挑战。

航空生产制造需要人才，航空飞行培训需要人才，这些人才的培养需要环境与时间。同时航空器的训练与销售需要客户，这些人才的培养就是造就将来客户的大好时机。所以在中国通用航空基础设施尚未完全就位的当前，能满足小空域，体验航空，实验航空的飞行器将要引领风骚一段时间，就像改革开放初期的小火柴盒“面的”在中国经济发展中所扮演的角色与功能，想想看现在有多少“大奔”的车主由“面的”开始他的驾驶生涯和巩固了他的驾驶技术？

由于国际航空的持续不景气和低空开放建设通用航空产业，通用航空飞机在中国生产制造成了热门的话题。近几年来中国的国营与私有企业相继在国际航空市场并购了欧美的飞机制造商，产生了极大的影响。各新老飞机公司纷纷探索争取中国合伙人与投资人，希望借重中国市场的开放与生产制造让该公司能在一蹶不振的航空产业里找到新的发展与希望。

中国的各类产业自改革开放以来生产制造就是 GDP 的主轴与重头戏，在制造方面一直获得地方政府的亲睐与支持，大多数地方政府甚至于提供额外补助与支援以争取各类生产事业的落地与成长。在中国开放低空发展通用航空的当前，许多地方政府沿用这个概念与准则积极地争取航空制造相关行业进驻该地的通用航空产业园区，加上中央与地方为发展高科技及产业升级所提供的政策与资金补助，使得飞机制造成为各地航空产业园的必要项目与规划。

由于中国空域的开放采取渐进式的以实验区小空域的点，发展到可连成线的短程转场飞行区域，再扩充到片区的面最后达到全面性的开放。这个时程表将会视法规是否到位？空管保障体系是否完备？机场分布是否合理？飞行器是否具备越野飞行能力？飞行器制造是否符合认证标准等因素来决定，短期间看来立即全面开放空域供通用航空翱翔蓝天的机会不大。





自从美国在 911 恐怖攻击后卷入伊拉克战争，让房市股市在经济的快速下滑下造成美国历史上最大规模的不景气。航空运营制造业首当其冲，尤其是通用航空在飞行爱好者工作都不保的情况下销售完全停滞。这一波的不景气使得众多的飞行器制造商开始寻求投资人与合作伙伴，有的公司甚至希望找到买主出售公司全部资产。这些公司有小型的新兴公司更有大型传统飞机制造商，飞行器包括固定翼和螺旋桨超轻运动飞机，套材飞机，标准运营飞机，水路两栖飞机，多用途飞机，公务机等，应有尽有。投资金额由百万美元到数千万美元不等，合作方式也有买断，合资，代工等各种模式。

如果你对航空器的生产制造有兴趣，也许现在就是你一展身手的好机会。认识了解市场，认识了解空域的发展，认识了解人才的培养，认识了解客户的发掘。适当地选择飞行器可以让你事半功倍，轻松地随着国家空域的开放和成熟扩展飞机的机型与类别，最终达成通用航空飞行器生产制造领导者的成果与赞誉。



由于美国世兴公司长期推广通用航空在中国的发展与建设，同时每年举办中国通用航空商务交流会与国际大型会展中国馆（EAA 飞来者大会与 NBAA 公务航空协会）与国际通用航空社会有长远良好的沟通与接触，各飞机制造设计公司纷纷委托世兴公司在中国寻找适当的合作伙伴或投资人以开拓中国和世界的市场。这些公司有生产运动型飞机，水陆两用飞机，超轻运动飞机，多功能通勤飞机等。合作的模式有收购，合资，代理，授权制造等各种方式，双方可按需要磋商与谈判。

有意加入飞机生产制造的企业与个人可以联系索取资料，本公司将协助与制造商沟通交流探索合作拓展中国，亚洲或全球通用航空市场的商机与可能性。为保障投资人与制造商的商业利益与隐私，所有联系与通信将采取保密形式进行，不做为公共信息披露。



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EAA 2013 中国馆

7月底EAA飞来者大会依旧按往年惯例在Oshkosh市举行，但今年很明显地比去年更为热络。这要归功于美国经济不景气的改善和航空事业逐渐复苏的利多效用。参加的展商与参观人数都明显地高于往年，尤其是前往参观的中国通用航空人士。

按大会官方统计，2013年参会人数为50万，参加飞来者大会的飞机共一万架，其中的2,335架展示飞机包括了867架私人组装飞机、858架老式飞机、337架军用飞机、130架超轻飞机、92架水路两栖飞机、27架特技表演飞机和24架特别展示飞机。展会期间共有821家厂商展出其航空产品与服务。

值得一提的是EAA飞来者大会的义工人员共有4,800名，比往年增加20%，保障了一个为期一周、有50万人参加的、世界最具规模和影响力的通用航空大聚会。



今年的EAA中国馆是第三年举行，由于主办单位在大会开始前45天告知原先中国馆预定的VIP Chalet今年将不再搭建，所以在最后一分钟中国馆必须由租用光地开始重新设计和布置，终于在大会开幕时以更具中国风的内涵呈现在大家面前。

EAA中国馆是由中国通用航空协会、首都公务机公司以及《民航报导》共同主持的通用航空交流平台，协助国内各级政府、企业公司以及个人发烧友与国际通用航空社会交流，同时提供定期讲演，介绍中国通用航空市场状况及需求，更进一步协助国际通用航空产业寻找中国销售与生产的合作伙伴与投资人。

三年来，EAA中国馆已经成为国际通用航空产业认识和了解中国通航商机的场所，更是中国访客参观EAA的主要集合碰头、歇脚喝水的地方，更是会说中文的老外练习、复习汉语的场所。ni-hao是许多外国人经过中国馆门口的寒暄语，当然我们也很高兴地回应“你好”。在这全世界最大的通用航空“麦加朝拜盛会”里，航空突然变成次要，而文化的交流却快速拉近了人们的距离。也许这就是航空产业的本质，大家在同一个法规法令与程序的指导下相互交流和学习的，为了达到最高的安全结果。突然一下我充分地了解了这个具有60多年历史的实验飞行协会为什么成为世界通用航空的灯塔，成为众多飞行员毕生一定要亲自飞往该地朝拜的原因。它是一个不分来者的贵贱、背景、素质、能力，为大家相互沟通、交流、共享、互助提供平台的航空社团。分享是他们的乐趣和荣誉，帮助是他们的荣耀与光彩，不是谁比谁行，而是谁更能帮助别人。想到能够体会到这个国际航空大社团的宗旨与成就，中国馆的设置就已经是圆满成功，不虚此行了。





今年，中国馆承蒙河南郑州美景集团下属啸鹰航空产业有限公司的赞助得以盛大举办，圆满成功。该公司的目的是要让国际航空社会了解河南省郑州市为了配合国家中原经济区的建设，在航空领域积极推动郑州航空港综合经济试验区以及郑州通用航空试验区的项目并进行国际招商，邀约航空相关企业前来洽谈合作事项。在大会开始前两天的郑州简报时段，大量国际航空产业人员前来聆听郑州的项目与中国通用航空发展近况，更重要的是在美景集团王小兴总裁完成介绍该公司此行的目的与期望后，一群厂商立即簇拥而上与之交换名片并表示有意前来中国进一步考察和了解郑州的发展及通用航空的规划。在此时我心中感到无比欣慰，完成建设中国通用航空的铁三角在我眼前呈现出来，有意发展通用航空的地方政府、决意支持地方建设的投资企业家和乐意提供技术产品参与通用航空建设的供应商开始进行实质的探讨、交流与沟通。这铁三角就是中国通用航空快速发展壮大的基本因素与保证。





中国馆的另外一个重要团员就是广州道和集团，该集团是国内知名直销公司，拥有 300 万人的销售与客户群体。由于该集团内部有百位成员对于航空有不同程度的兴趣与需求，促使该集团对中国低空开放通用航空的发展产生了兴趣并开始向全球市场寻找投资与合作的机会。道和集团在中国馆举行了商务交流活动，许多航空相关制造商和运营商都前来参加，纷纷探询中国市场的详情和商务机会。同时道和集团更在 EAA 大会的新闻中心举行记者发布会时，介绍了该公司对投资通用航空的期望与规划。在新闻发布会介绍中国空域改革低空开放现状时，我很明确地告知国际通用航空社会中国通用航空将会快速发展并形成气候，其原因有三：

1、中国经济的快速发展，人为与自然的灾难将密集发生。通用航空器优异而灵活的飞行性能和对机场设施低依赖性的特点，在应急救援中将扮演不可替代的角色。要能部署快速而有效的应急救援能力，以迎接突发且无法预知事发地点的挑战，只有开放空域让老百姓拥有各自需要的飞行器散布在全国各地，由人民自行保有、维护与管理，在灾难发生时由国家统一指挥和调度，才能达到快速有效的救灾效果。中国正由一个大国努力朝着强国的目标迈进，应急救援是一个国家整体实力的表征，中央政府已经看到这个需要并已经着手提供条件。

2、中国在 30 年的改革开放中，经过传统产业的经营开始累积财富，人民的负担能力越来越高，对于通用航空运动飞机的购买能力不断提升。这些通航飞行器的购置与进口会让许多企业家投入飞机生产和制造行列，这对空域的开放立刻产生了压力，促使国家正视空域改革与颁布航空法规法令的重要性，这方面中国政府已经取得明显进展。

3、中国拥有世界上最多的人口，即使小比例的人口和国际社会一样有飞行体验热情和希望，那就是一个极其庞大的人口基数，引发巨大的体验飞行和实验飞行的需要与商业机会。这些机会都会对中国的持续发展、城乡差距缩小、产业升级等发生良性互动。中国政府将抓住这个机会将改革开放 30 年来唯一没有着墨的产业引领成经济持续发展的契机。





由于国际航空业界的不景气，许多制造商和供应商都在寻找新市场和资金。与此同时，中国的低空空域改革和地方政府积极发展航空产业的欲望正好给国际航空业界带来的利好消息与机会。但习惯于计划经济运作的国内地方政府和企业家，在与国际航空业界接触洽谈的时候多多少少会出现思想、观念和谈判模式的差异与摩擦，如果最终谈判成功，这些摩擦都成为中国戏称的“不打不相识”的茶余饭后笑谈。但如果没有谈成，这些摩擦将给下一个谈判的国内投资人与买家带来不必要的额外负担与压力，甚至于额外的成本负担。国内地方政府与企业应该抓住这个机会，了解自身的需求、能力与执行方案，有目的、有目标、有进度地与国际业者交流和沟通，让优秀且有潜力的航空产品设备能快速有序地进入中国。更重要的是，中国要能与国际航空产业社会成员携手，协助中国民用航空主管当局认识和了解航空法规、管理、认证等各层面的挑战与困境，共同快速建立完善法规、制度、监管模式与审批能力，让通用航空的发展能透明、积极、主动地在中国这个处女地市场发挥应有的经济价值、社会功能与勇于挑战的个人成就感。

美国EAA飞来者大会中国馆又一次顺利圆满成功，达成了学习、沟通、招商的每一个任务与挑战。更重要的是，展开了一个继往开来的航空国民外交，展现了中国综合实力的机会与挑战。2014年的飞来者大会将要扩大举行，以纪念第一次世界大战的100周年和喷气发动机发明75周年纪念，相信明年的活动更有参加价值和内容，中国馆鼓励国内通用航空业者及地方政府和企业家的积极参与，不要错失了学习借镜国际成功案例来发展中国通用航空的机会和商业利益。

李克强会见加拿大庞巴迪公司总裁兼首席执行官

VICE PREMIER KEQIANG LI MEETS WITH PRESIDENT OF BOMBARDIER INC.

国务院副总理李克强（现国务院总理）2月中旬在北京会见加拿大庞巴迪公司总裁兼首席执行官布多昂。

李克强说，中加同为亚太重要国家，近年来，双方合作领域越来越宽，共同利益越来越多，在大项目合作上取得突破，两国战略伙伴关系向前发展的基础更加坚实，对地区乃至世界的繁荣稳定也产生积极影响。

李克强指出，中国正在推动产业转型升级，而加拿大制造业、高科技产业和服务业发达。中方愿同加方一道，提供公平竞争、更加便利的投资兴业环境，鼓励两国企业按商业原则加强长期合作，实现互利发展，并共同开拓第三方市场。布多昂表示对中国市场未来发展充满信心，希望在交通设备研发、制造和管理等方面深化与中方合作。

贸促会会长万季飞，外交部副部长张志军，商务部国际贸易谈判代表兼副部长高虎城等会见时在座。

In mid February, Keqiang Li, Vice Premier (now Premier) of the State Council, and Pierre Beaudoin, President and CEO of Bombardier Inc., met in Beijing.

Mr. Li said that both China and Canada were considered to be important factors in regards to Asia Pacific. In recent years, the cooperation between those two countries has shown steady growth, and there have been positive breakthroughs on large projects between the two, which have created increased mutual benefits to both China and Canada. The firm foundation between the two countries has been growing stronger through a strategic partnership, which has been positive not only for Asia Pacific, but for the entire world.

Mr. Li emphasized the fact that China has been giving impetus to the transformation and upgrading of its industries, just as Canada has been developed in its manufacturing sector, its high-tech industry, and its service industries. Mr. Li also confirmed China's eagerness to cooperate with Canada by offering favorable investment opportunities, featuring fair competition, and providing a greater convenience when joining partnerships in the booming industries of China. He encouraged the two Countries to expand their long-term cooperation in conjunction with judicial commercial principles, so as to continue achieving mutual benefits and developments to both countries. Mr. Li said that China is also willing to explore a third-party market with Canada.

Mr. Beaudoin said that he was confident in the future developments of the China markets. He hoped to deepen the cooperation with China in research and development, in manufacturing, and in the management of transportation facilities.

Other attendees of this meeting included Mr. Jifei Wan, Chairman of the China Council for the Promotion of International Trade (CCPIT), Mr. Zhijun Zhang, Vice Minister of Ministry of Foreign Affairs, and Mr. Hucheng Gao, China International Trade Representative (ministerial level) and Vice Minister of Commerce of PRC.



西宁曹家堡机场二期工程全面竣工投产

Xining Caojiabao Airport Phase II Completed and Put into Operation

7月底，西宁曹家堡机场举行二期工程竣工投运仪式。

竣工投运仪式上，青海省委常委、常务副省长骆玉林表示，随着青海经济社会的快速发展，对外交流不断扩大，人员往来日益频繁，青海航空客运量连续5年保持20%以上高速增长，航空市场需求持续加大，实施西宁机场二期工程建设是青海各族人民盼望已久的大事。

该航站楼于2009年开工，投资22.2亿元，改扩建后的西宁机场，停机坪22万平方米、廊桥13部、机位33个，新建一条长3800米的跑道和4.2万平方米航站楼，可全天候、双向起降空客330、波音767等大、中型飞机，满足2020年旅客吞吐量750万人次的发展需求。

At the end of July, a ceremony was held to celebrate the completion and commissioning of the Xining Caojiabao Airport's phase II project.

At the ceremony, Yulin Luo, member of the Standing Committee of the CPC Liaoning Provincial Committee and Executive Vice Governor of Qinghai expressed that people of all nationalities in Qinghai have been longing for the completion of the project. With the rapid economic and social developments taking place in the province, each day there is an expanding exchange of personnel and business between Qinghai and China's other provinces and cities, as well as with foreign countries and regions. Over 5 years, the number of passengers in Qinghai has been growing at a steady rate of over 20%, illustrating the ever-increasing demands for air transportation in the region. The air passenger transportation of Qinghai has been growing at a speed of over 20% successively for 5 years, which shows an increasing demand of air transportation.

Work on the airport began in 2009 with an investment of 2.22 billion Yuan. Today, the airport now features a 220 thousand square meter apron, complete with 33 parking stations, 13 passenger boarding bridges, a newly built runway reaching 3,800 meters long, and a new 42,000 square meter passenger terminal. With these new additions, the all-weather capable airport can flights operating the Airbus A330, Boeing 767 and other similarly sized aircraft that land at or take off from either direction of its runway. The airport is now also capable of accommodating an estimated passenger volume of 7.5 million by the year 2020.

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Beijing Capital International Airport and Dublin Airport Become Sister Airports

7月下旬,北京首都国际机场股份有限公司与都柏林机场管理局共同签署了《北京首都国际机场股份有限公司与都柏林机场缔结姊妹机场备忘录》,正式缔结友好合作关系。

根据《备忘录》,双方将在枢纽建设、绿色机场、机场运行、人才交流等诸多领域进一步加强合作交流,都柏林机场和首都机场分别作为爱尔兰和中国最大的两个国际机场,将共同为促进两国交流、搭建合作交流平台付出更多的努力。

都柏林机场位于爱尔兰首都都柏林以北,是该国规模最大、增幅最快的机场。2012年,该机场旅客吞吐量约为1910万人次,起降架次量约为15.7万架次。都柏林机场共有55家承运人,可提供169条航线运输服务。此外,该机场现有两座旅客航站楼,年设计旅客容量总计约为3500万人次。

截至目前,首都机场已同包括香港机场、雅典机场、新加坡樟宜机场、加拿大温哥华机场、日本成田机场、曼彻斯特机场和都柏林机场等在内的24家机场建立了姊妹机场关系。

In late July, the Beijing Capital International Airport Co., Ltd. and Dublin Airport Authority concluded a memorandum making Beijing Capital International Airport and Dublin Airport sister airports.

According to the memorandum, the two will strengthen communication and cooperation in airport hub establishment, airport operation, talent resources and so on. Dublin Airport and Beijing Capital International Airport are respectively Ireland and China's largest international airports, and the two airports will work together to promote bilateral exchange and to build a superior platform for doing so.

The Dublin Airport is located north of Dublin, the capital of Ireland, and is the nation's largest and fastest growing airport. In 2012, the airport transported 19.1 million passengers and handled 157 thousand takeoffs and landings. There are 55 carriers who operate 169 flights to and from the Dublin Airport. In addition, the airport features two passenger terminals that have been designed and built to accommodate approximately 35 million person passengers at a time.

As of now, Hong Kong International Airport, Athens International Airport, Vancouver International Airport, Narita International Airport, Manchester Airport, and Dublin International Airport are all included among a total of 24 sister airports currently in agreements with Beijing Capitol Airport.

西北局向青海飞龙通航公司颁发经营许可证

Northwest Regional Administration of CAAC Issues General Aviation Air Operator's Certificate to Qinghai Flying Dragon General Aviation

7月中旬,西北局向青海飞龙通用航空有限责任公司颁发通用航空经营许可证。

该公司是由中国飞龙通用航空有限公司、青海省国有资产投资管理有限公司和青海省航空投资管理有限公司共同出资组建的通航企业,是西北地区第15家获得经营许可证的通用航空企业,填补了青海省目前没有经营性通航企业的空白。

该公司拟从事如下运营项目:陆上石油服务、直升机机外载荷飞行、人工降水、医疗救护、航空探矿、空中游览、公务飞行、航空器代管业务、出租飞行、通用航空包机飞行、航空摄影、空中广告、海洋监测、科学实验、空中巡查、飞机播种、空中喷洒植物生长调节剂、草原灭鼠、航空护林、空中拍照等。

In mid-July, the Northwest Regional Administration of CAAC issued a General Aviation Air Operator's Certificate to Qinghai Flying Dragon General Aviation Co., Ltd..

Qinghai Flying Dragon General Aviation Co., Ltd. is a joint venture of China Flying Dragon General Aviation Co., Ltd., Qinghai State-owned Assets Investment Management Co Ltd and Qinghai Aviation Investment Management Co Ltd. It is northwest China's fifteenth and Qinghai's first general aviation company that has obtained a General Aviation Air Operator's Certificate, and is expected to help the Qinghai aviation industry catch up with the rest of the nation.

The company plans to operate the following types of businesses: on-shore petroleum service, helicopter flights carrying external loads, artificial precipitation, medical rescue assistance, aerial prospecting for mining operations, aerial tourism, business aviation, aircraft management, aircraft rental, chartering flights, aerial photography and advertisement, marine monitoring, scientific experiments, aerial patrolling, crop dusting, and environmental management.

我国民航运输飞机至上半年已达到2035架

The Number of Civil Transport Aircraft Operating in China Has Reached 2035 Units in the First Half of the Year

中国民用航空局7月中旬通报称,今年上半年,民航业完成运输飞行329.3万小时,146.6万架次,同比分别增长10.7%,没有发生飞行和空防事故;全行业完成运输总周转量、旅客运输量和货邮运输量分别为318.7亿吨公里、1.7亿人次和262.5万吨,同比增长10.4%、11%和3%。

同期,全行业运输飞机达到2035架,比2012年底净增94架;完成固定资产投资230亿元;已竣工机场建设项目6个,新开工项目9个;完成通航飞行27万小时,51万架次,新成



立18家通用航空企业,在册通用航空器比去年底净增74架。

民航局同时表示,下半年将进一步推行简政放权,继续放宽国内航线航班许可准入条件,改进航班执行率考核办法,继续推进国内航空运输价格改革,大力发展通勤航空;重视航空经济,积极培育市场需求,支持地方政府发展航空经济。

民航局还强调,下半年将在全行业开展航班延误专项治理工作,对航班延误责任单位要加大处罚力度,同时加大对虚假恐怖威胁信息干扰民航运行秩序事件的打击力度。要优化空域结构,抓紧推进北京新机场前期工作,大力推进支线机场建设。

A report from the Civil Aviation Administration of China (CAAC) shows during the first half of 2013, china's airliners have accumulated about 3.3 million flying hours through about 1.5 million flights, representing a 10.7% growth rate, and without any incidents or accidents, military or civil. During the period, the total weight transported by China's aviation industry, counting the total miles traveled by that industry, represented a gross of 31.9 billion ton-kilometers, resulting in a year-on-year growth of 10.4%; 170 million passengers and 2.6 million tons of cargo and mail were also transported, recording a growth rate of 11% and 3%, respectively.

By the end of July, there were a total 2035 transportation aircraft in China, 94 more than at the end of 2012. This growth comes as a result of the approximately 23 billion yuan that has been invested in the fixed assets of the industry. 6 airport projects have been accomplished and 9 have just started. The general aviation industry also accumulated 270 thousand flight hours through 510,000 flights. 18 new general aviation enterprises have just been set up and 74 more new general aviation aircraft were registered in China.

The CAAC also stated that during the second half of this year, power of bureaucrats will be further curbed, restrictions to the access to China's flights and flight routes will be loosened, the methods for reviewing flight routes will be improved, domestic air transportation price reform will be further carried out, commuter aviation will be highly developed, and more attention will be directed toward the aviation economy when cultivating the market demands. Local governments are also lending their support to further develop the aviation economy.

The CAAC also stressed that all flight delays in the entire industry will be the focus of special attention and scrutiny. Any department that is to blame for the delays and anyone who spreads false terror messages to threaten the routine operation of flights will both be severely punished. Also on the agenda are statements that airspace structure should be optimized, that the preparatory work of Beijing's new Airport will be encouraged to continue, and that regional airports are expected to be vigorously spurred by the new developments.

池州九华山机场顺利通过民航行业验收并通航

The Chizhou Jiuhuashan Airport Project Passes the Acceptance Examination



6月底,民航华东地区管理局组织对池州九华山机场进行了行业验收。本次验收由管理局沈泽江局长任验收委员会主任委员,民航华东地区管理局、民航安徽监管局和民航专业工程质量监督总站华东地区监督站等单位30余名监察员和专家参加了验收工作。

验收组在听取工程建设、设计、施工、监理和质监等单位工作汇报的基础上,分飞行区工程、航站区民航专业工程、空管工程、公安消防安检工程、供油工程和工程概算及档案资料等6个专业组进行了现场查看,调阅了工程档案资料;经过充分沟通和讨论,形成了行业验收意见。验收组经验收认为,池州九华山机场基本按批准的规模建设完成;符合国家及民航有关技术标准及规范,基本满足机场运行安全和生产使用需要,同意通过行业验收。

池州九华山机场工程是安徽省和池州市重点建设项目,项目总投资8.89亿元,按4C等级建设,机场定位为支线旅游机场。工程按满足近期2020年旅客吞吐量50万人次、货邮吞吐量2500吨的使用要求进行建设,可以起降波音737、空客320等机型客机。

7月底,池州九华山机场正式通航,成为继合肥新桥机场、黄山机场、阜阳机场、安庆天柱山机场之后的安徽省第五座民航机场。根据池州市与省民航机场集团达成的合作协议,机场建成后将由省机场集团管理运营。机场建成投用后,将进一步完善安徽省机场布局,提高池州市综合运输保障能力,提升池州市旅游业的发展能力,促进地方经济社会发展。

At the end of June, the CAAC East China Regional Administration organized an acceptance examination led by Mr. Zejiang Shen, the administrator of the CAAC East China Regional Administration, for the Chizhou Jiuhuashan Airport project. More than 30 supervisors and specialists from the CAAC East China Regional Administration, the Anhui Administration of Work Safety, and the East China branch of the Civil Aviation Professional Engineering Quality Supervision Station took part in the examination.

The examination team was divided into six groups, respectively responsible for the examination of the runway, the terminal, the ATC, the security system, the fuel supply, and the budgetary analysis and project documentation. After hearing the reports of each expert, the six groups examined the entire project and its archives. After thorough exchanges and discussions, the acceptance examination team concluded that the Chizhou Jiuhuashan Airport had been constructed according to approved standards and specifications. The airport met the required operational safety and requirements, and the committee approved the acceptance of the project.

The 889 million yuan project is regarded as key by Anhui Province and the city of Chizhou. The airport has been built according to category 4C airport standards, and was designed as a regional airport mainly for handling tourism traffic into the city. As such, the project was designed and built to accommodate an expected annual throughput of 500 thousand passengers and 2,500 tons of cargo and mail by the year of 2020. It can accommodate the Boeing 737, Airbus A320 and other similar aircraft.

At the end of July, the airport was put into operation, becoming the fifth civil airport in Anhui after the Hefei Xinqiao International Airport, Huangshan Tunxi International Airport, Fuyang Airport, and Anqing Tianzhushan Airport. According to the agreement between the Chizhou Municipal Government and the Anhui Civil Aviation Airport Group Co Ltd, responsibility for operating the airport will fall with the latter entity. The opening of the new airport is expected to not only solidify the airport layout of Anhui, but also to improve the transportation system and the tourism industry of Chizhou as a whole, accelerating the local economy and societal development.

河东机场三期扩建获批 飞行区等级提升为4E

Yinchuan Hedong International Airport Phase III Expansion Project Gains Approval, The Airport's Reference Code to be Promoted to 4E

6月下旬,银川河东机场三期扩建工程可行性研究报告获国家发改委正式批复。扩建后的银川河东机场飞行区等级由4D提升为4E,除空客380以外所有大型飞机均能全重起降,保障能力也有了极大的提高。

本期工程按照2020年机场旅客吞吐量1000万人次、货邮吞吐量10万吨的目标设计,主要建设内容包括:将现跑道和平行滑行道向南延长至3600米,新建8万平方米T3航站楼、1.42万平方米的停车楼、4.07万平方米的地面停车场、17.86万平方米客机坪、4500平方米航管楼、3200平方米宁夏安监局安全运行中心,配套建设空管、供油等相关设施。项目总投资30.06亿元。

银川河东机场三期扩建工程是“十二五”期间国家和自治区重点建设项目,机场扩建后将加快宁夏地区对外开放,加强与阿拉伯国家和穆斯林地区的经贸合作,大力发展内陆开放型经济试验区,加快沿黄经济带建设,促进宁夏又好又快发展,具有十分重要的意义。

In late June, the feasibility report of the Yinchuan Hedong International Airport's phase III expansion project gained official approval from the National Development and Reform Commission. After the expansion, the airport reference code will be raised from category 4D to 4E, and the airport itself will be capable of accommodating all large aircraft except for the Airbus A380, showing a significant improvement in its operational capability.

This phase of the project has been designed to accommodate an estimated annual throughput of 10 million passengers and 100 thousand tons of cargo and mail by the year 2020. The main tasks of the construction project include the extension of the current runway and the taxiway to its south to 3.6 km long, as well as the construction of a new 80 thousand m² terminal 3, a 14.2 thousand m² parking garage, a 40.7 thousand m² parking lot, a 178.6 thousand m² tarmac, a 4.5 thousand m² ATM building, and a new 3.2 thousand m² Security Operation Center for CAAC's Ningxia Administration of Civil Aviation Security. In addition, related facilities for fuel supply, air traffic control, etc., will also be installed. The project is expected to cost over 3 billion yuan.

The Yinchuan Hedong International Airport Phase III expansion project is regarded as a critical component of the Twelfth Five-year plan by China's central government and the People's Government of Ningxia Hui Autonomous Region. When the project is completed, the airport is expected to accelerate the opening up of Ningxia, to strengthen economic and trade cooperation between Ningxia and Arab countries and Muslim regions, and to assist in the development of the Ningxia Inland Opening-up Experimental Economic Zone by speeding up its construction along the Yellow River in Ningxia. The many benefits brought on by the project are certain to facilitate the sound and fast economic development of the Ningxia region.

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诚邀战略合作伙伴共绘西部通航蓝图

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中国·铜川通航旅游养生运动示范园遵循生态、低碳、环保、健康的现代投资理念与方向，借助我国通用航空发展与陕西省铜川城市经济转型的历史契机，结合我国大力发展的休闲旅游、现代农业、中医养生、体育健身的产业方向，在陕西省铜川市药王山大景区规划建设新型通航旅游运动养生产业综合体。

项目包括通航机场、通航主题酒店、通航科普博物馆、养生农庄、中医养生深度体验馆、生态农业观光餐厅、户外运动、民俗文化体验等区域，凸显“通航”、“运动”、“养生”、“旅游”的核心理念。未来将建成西部通航飞行示范基地、西部首条红色通航旅游航线和中国西部中医药特色养生基地的典范，成为西部一流的融飞行体验、旅游度假、休闲养生功能于一体的目的地。

项目建设占地约1000亩，控制用地约3000亩，总投资为5亿元，位于陕西省中部的铜川市，地理区位优势明显，交通便利，距西安市区68公里、距西安咸阳国际机场60公里，未来城际快轨30分钟可达，西安至黄陵高速公路30分钟可达，咸铜、梅七两条支线铁路与陇海大动脉相连。



项目内容

Contents of Project:

- ★ 三类通用航空机场
Third-class general aviation airports
- ★ 通航俱乐部
The general aviation club
- ★ 通航主题酒店
General aviation theme hotel
- ★ 通航科普博物馆
Museum of general aviation
- ★ 山地运动区
Mountain sports activities area
- ★ 生态养生农庄
Health Preserving ecological Farm
- ★ 中医养生体验馆
Regimen of TCM house
- ★ 生态农业观光园
Eco-agricultural tourism garden
- ★ 民俗文化体验区
Folk culture experience area

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藍德投資集團 LANDE+ Investment Group

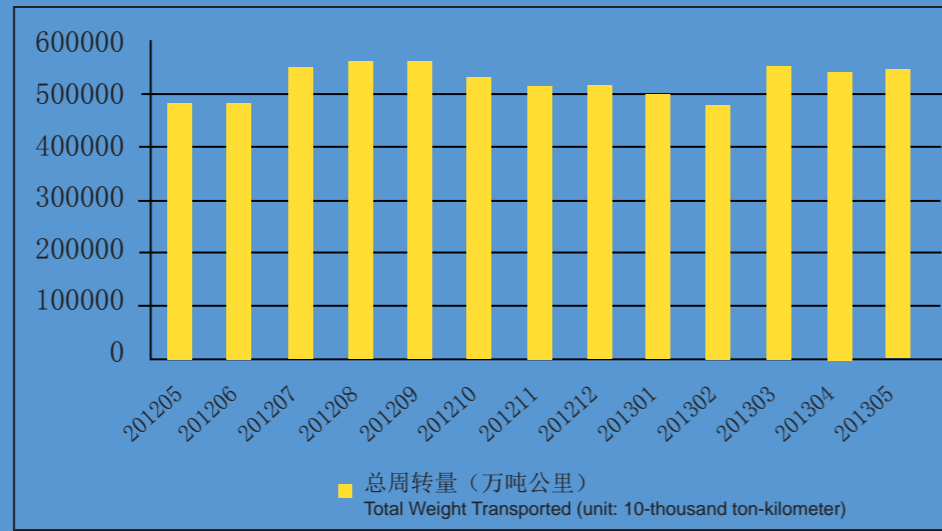
2013年5月份民航经济运行主要特点

Performance of China's Civil Aviation Industry in May 2013

(一) 本月航空运输保持快速增长

由于客运市场需求较旺以及货运市场持续好转, 5月全行业完成运输总周转量 54.62 亿吨公里, 同比增长 12.1%。

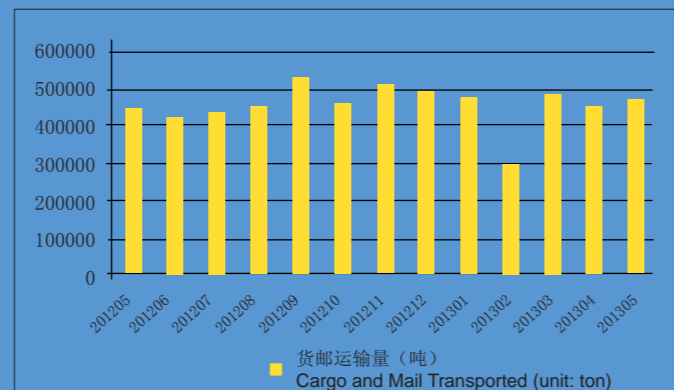
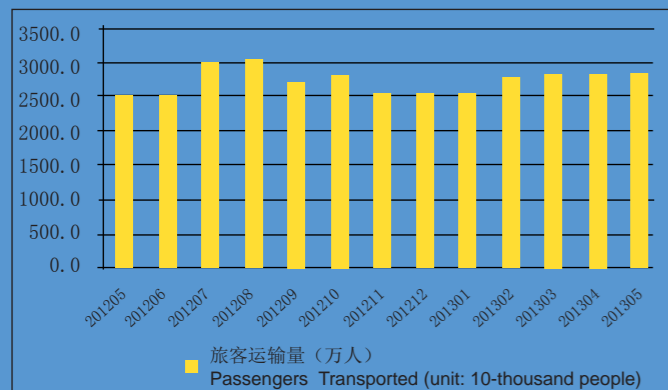
详细来说, 本月全行业完成旅客运输量 2855.3 万人, 同比增长 12.1%, 大大高于货运增长; 全行业完成货邮运输量 46.78 万吨, 同比增长 2.7%, 连续 3 个月保持正增长, 货邮运输完成情况持续好转。



1. Over the month of May, air transportation in China has maintained rapid growth rates.

Thanks to robust passenger demands and a continually improving cargo transportation market, the total weight transported by china's aviation industry in May was about 5.5 billion ton-kilometers, netting a 12.1% growth over the previous year.

Specifically, about 28.55 million passengers were transported in the industry this month, recording a 12.1% growth rate over the previous year, much higher than that of cargo transportation. About 467.8 thousand tons of cargo and mail were transported by air, achieving a 2.7% growth over the previous year and maintaining a successive positive net growth for 3 straight months.

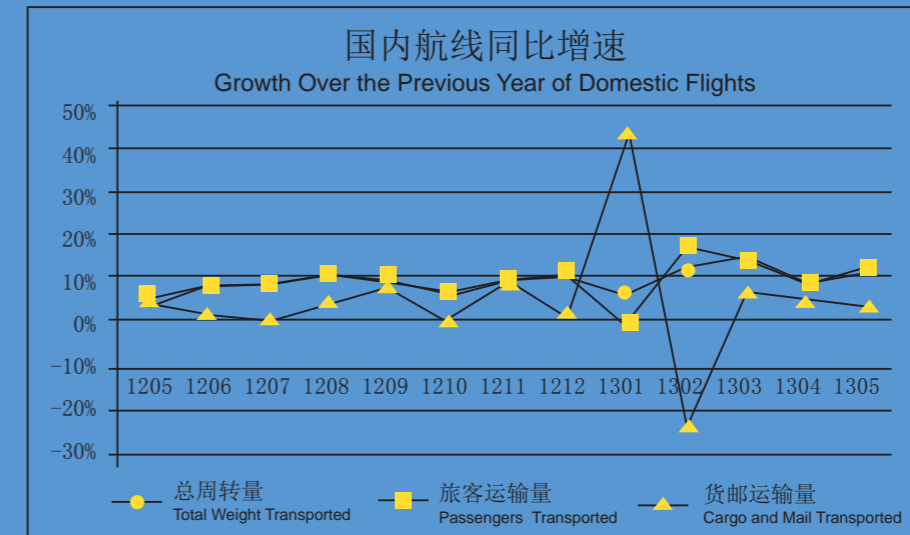


(二) 国内航线运输快速增长

本月国内航线完成总周转量 37.1 亿吨公里, 同比增长 12.4%; 完成旅客运输量 2651 万人, 同比增长 12.4%; 完成货邮运输量 33.7 万吨, 同比增长 3.5%, 均高于港澳台航线和国际航线。

2. Domestic flights transported more passengers, cargo, and mail than flights to and from Hong Kong, Macau, Taiwan and other countries and regions.

In May, the total weight transported by domestic flights in China was about 3.7 billion ton-kilometers, representing a 12.4% growth over the previous year. Specifically, China's domestic flights transported 26.5 million passengers and about 337 thousand tons of cargo and mail, respectively recording a 12.4% and 3.5% yearly growth. The two growth figures are both greater than those of flights to and from Hong Kong, Macau, Taiwan and other countries and regions.



(三) 全国机场客货运吞吐量保持较快增长, 增速高于去年同期

本月国内航线完成总周转量 37.1 亿吨公里, 同比增长 12.4%; 完成旅客运输量 2651 万人, 同比增长 12.4%; 完成货邮运输量 33.7 万吨, 同比增长 3.5%, 均高于港澳台航线和国际航线。

5月, 全国机场旅客吞吐量完成 6045.7 万人; 货邮吞吐量完成 102.9 万吨。千万级以上机场本月旅客吞吐量与货邮吞吐量同比分别增长 9.5% 和 1.5%, 增速低于全国平均水平。

3. The passenger and cargo/mail throughput for May 2013 both grew at a higher rate than that of the same period last year.

In May, China's airports accommodated more than 60 million passengers and more than 1 million tons of cargo and mail. The passenger and cargo/mail throughput of airports handling more than a million passengers had separately grown by 9.5% and 1.5% respectively, both displaying growth rates lower than the national averages.

宜春明月山机场正式通航

YICHUN MINGYUESHAN AIRPORT STARTS OPERATION

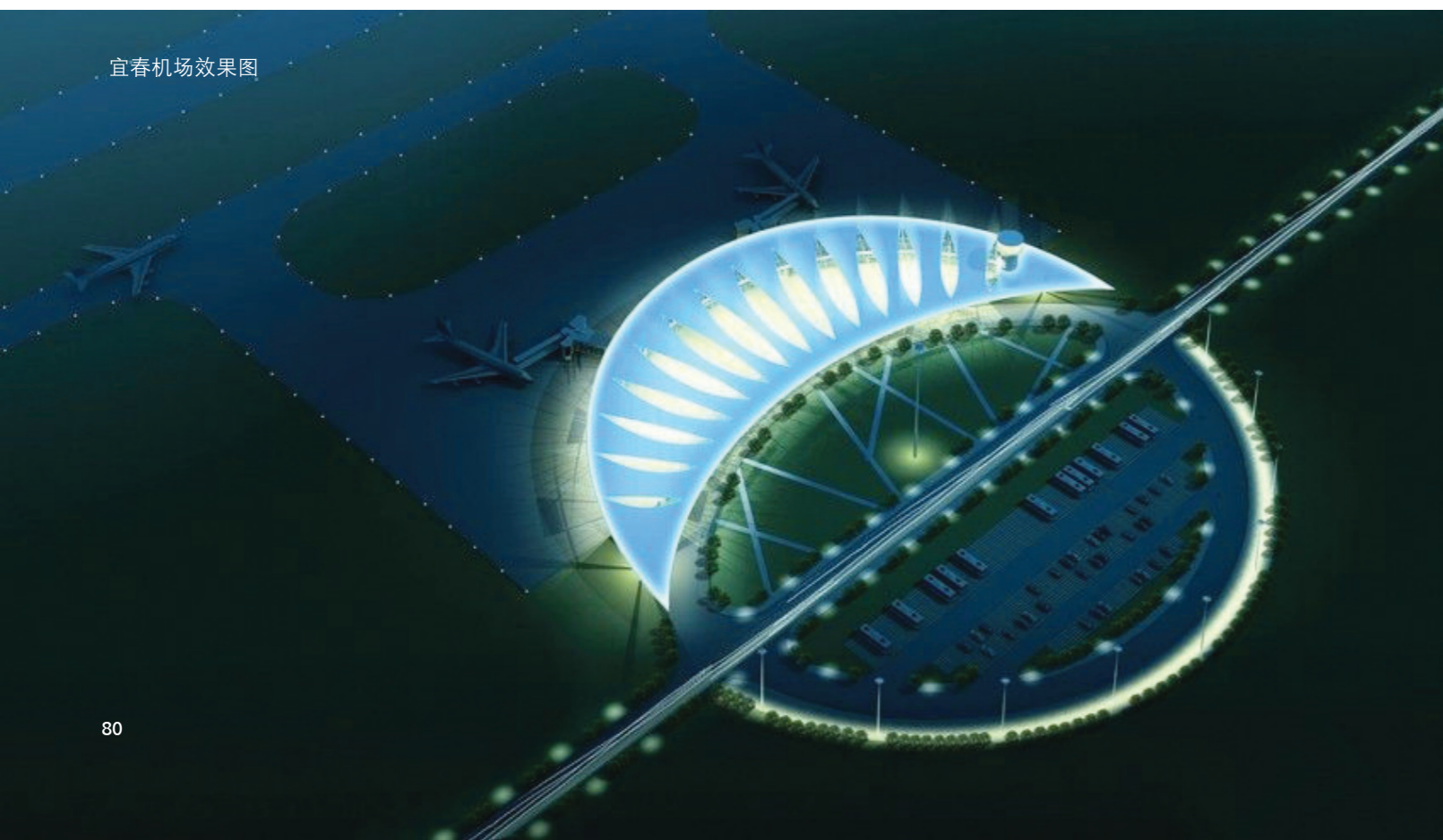
6月下旬，一架从昆明飞来的波音737-700客机满载乘客缓缓地降落在宜春明月山机场，标志宜春明月山机场正式通航，开辟了宜春通向外界的一条“空中走廊”。

宜春明月山机场属国内支线机场，位于宜春市袁州区湖田镇，占地1921亩，跑道长2400米、宽45米，垂直联络道长210米、宽18米，站坪机位3个，停机坪2.3万平方米，航站楼建筑面积7160平方米，跑道主降方向设长900米I类精密进近灯光系统，次降方向设长420米的B类简易进近灯光系统，配套建设空管、供电、供水、供热、供冷、供油、消防救援以及机场辅助生产设施，总投资5.93亿元。该机场飞行区目前按4C标准设计、中期按4D标准规划，可满足B737、A320等机型起降。作为赣西地区唯一的民用机场，宜春明月山机场服务范围主要包括宜春、新余、萍乡赣西三市，以及九江的修水、吉安安福等地，机场辐射3.4万平方公里，服务1000多万人口。

In late June, a Boeing 737-700 airliner arriving from Kunming made a steady landing at Yichun Mingyueshan Airport, marking the airport's formal entry into operation.

Mingyueshan is a newly built regional airport that takes up an area of 1.28 square kilometers in the Yuanzhou district of Yichun in China's Jiangxi province. The airport's runway stretches 2.4 km long and 45 meters wide; the express taxiway situated perpendicular to the runway is 210 meters long and 18 meters wide. On the apron adjacent to the terminal are 3 parking aircraft bays, part of the 23,000 square meter tarmac. The floor space of the terminal is 7,160 square meters. A 900-meter-long CAT I precision approach lighting system has been installed for the primary landing direction of the runway, while a simple Category B approach lighting system was equipped to service the runway's secondary approach path. In addition, the ATC, power supply, water supply, heating, cooling, fuel supply and firefighting facilities have all been installed, resulting in a total investment of 593 million yuan into the project. The airport has currently been built according to 4C standards, but is predicted to be built according to 4D standards in the next phase. Currently, the airport can accommodate the Boeing 737, Airbus A320 and other similar aircraft. As the only civil airport in west Jiangxi, the airport will main source of air transportation for more than 10 million people in an area of 34 thousand square kilometers, which covers west Jiangxi's three cities of Yichun, Xinyu and Pingxiang, and other regions adjacent to the airport.

宜春机场效果图



张家口宁远机场通航

Zhangjiakou Ningyuan Airport Starts Operation



6月中旬，华北管理局局长刘雪松在张家口宁远机场落成暨通航仪式上，代表民航华北地区管理局向宁远机场颁发4C机场使用许可证，这标志着张家口宁远机场正式投入运营。随后，一架由石家庄正定国际机场起飞的河北航空公司客机，平稳降落在张家口宁远机场（军民合用机场），这标志着该机场正式通航。随后，一架由石家庄正定国际机场起飞的河北航空公司客机，平稳降落在张家口宁远机场（军民合用机场），这标志着该机场正式通航。

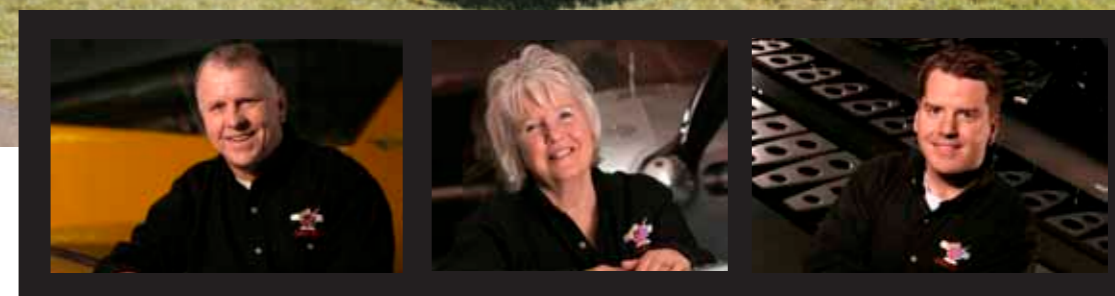
张家口宁远机场位于张家口市中心城区东南约9公里处，性质为国内支线机场，按民航4C级标准建设，使用机型以B738、73G、E90等类型飞机为主，机场跑道东西长2500米，南北宽45米，两侧道肩宽各2.5米，南北向设一条268米的垂直联络道，机坪机位为2C1B。

张家口机场有限公司董事长石强说，张家口机场的通航，能够很大程度上缩短张家口市与省会城市之间的距离，能够促进省各大城市之间的贸易往来和文化交流，另外，机场的运营也能够带动周边的物流和空港临空产业园区的发展，对张家口经济有很大的促进作用。

In mid-June, Xuesong Liu, administrator of the CAAC North China Regional Administration, issued a Civil Airport Operating License to a representative of the Zhangjiakou Ningyuan Airport at its inauguration ceremony, signifying that the operation of the airport has been officially kicked off. Soon after, a Hebei Airlines flight originating from the Shijiazhuang Zhengding International Airport safely touched down at the Zhangjiakou Ningyuan Airport, signifying its formal start of operations.

The Ningyuan airport is located about 9 km southeast from the downtown of Zhangjiakou. It is a Category 4C regional airport that can accommodate the Boeing 737-700/800, Embraer 190, and similar aircraft, and is designed for both military and civilian use. Its east-west aligned runway is 2,500 meters long and 45 meters wide, with 2.5 meter long shoulders on each side. In addition, there is a 268 meter long express taxiway located perpendicular to the runway. The airport also features two Category C parking bays and one Category B parking bay.

According to Qiang Shi, the chairman of the Zhangjiakou Airport Co., Ltd., the operation of the new airport provides significant convenience for the flow of traffic between Zhangjiakou and Shijiazhuang, the capital of Hebei. The addition of the airport is expected to spur the commercial activities and culture exchanges between Zhangjiakou and other cities in Hebei Province. In addition, the improvement of local logistics and development of businesses associated with the airport will be propelled, thus bolstering the entire economy of Zhangjiakou.



John Monnett His Thoughts on Sonex and IKEA By David Gustafson

实验飞行业界领袖——Sonex 套材飞机公司负责人 John Monnett

Those who know John Monnett would say he has an acerbic wit and sometimes acts like a relative of Don Rickles. But he's also a genius, passionate about flying and far more clever than a room full of Boeing engineers. John Monnett has had a fascinating career in aviation...without any formal training. He's more of an artist than engineer and yet he builds better mousetraps.

认识 John Monnett 的人们也许会说他言语幽默而刻薄，有些时候形似影星唐 里克斯。事实上他是一个天才、对飞行充满狂热，他的聪明才智可以胜过一屋子的波音公司工程师。John Monnett 从事航空业工作但没受过任何正式的训练，与其说他是工程师，倒不如说他是位艺术家，会创造出更好的东西来。

John went through the traditional experiences with balsa, tissue and glue. Before long he was designing his own model airplanes, supplementing them with daydreams about air racing. When he wanted to get into the sport, the only way he could afford it was by building his own racer. The Sonerai was born. It had a 1600cc Volkswagen engine. At first it was a single seat, mid-wing racer. People liked the design and began asking for plans. John accommodated them and soon found himself in the

John 最初在航空方面的经验来自于薄木料、面纸和胶水。不久之后，他便开始自己设计飞机模型，梦想着可以参加飞行竞赛。自己制造飞机可能是他唯一能够负担得起参加这项活动的方法了。Sonerai 飞机由此诞生。它配有 1600cc 大众汽车发动机，起初设计为单座、中翼结构。人们很喜欢这个设计并开始向他索要设计方案。John 便开始回应他们的需求，很快他发现他已经开始从事交付设计方案的业务了。不久之后，他开始开发并交付设计中的难点



business of shipping plans and before long he was developing and shipping some of the more difficult parts for the design. Monnett Aircraft was born. The Sonerai II evolved, also featuring VW power, with two seats in tandem in both low wing and mid-wing configurations. It began as a taildragger and became a tricycle. The "kits" began to grow in size and the number of fabricated parts. The builder got plans, but not much in the way of instructions. John then designed the Monerai sailplane with or without a self-launching engine. He also created the Moni Motorglider. Both were successful. The Monex, a high performance raceplane was never put into production. Eventually, a bad business partner put the company into bankruptcy. John went to work as a graphic artist.

Then in 1998, he and his design partner, Peter Buck, introduced the Sonex, a two-seat, side-by-side taildragger designed for an AeroVee, or Jabiru engine. He was back in business...this time with his son, Jeremy. Together, they built up a thriving business, working their way up from plans sales to one of the most sophisticated kits in the homebuilt market. It's a kit designed "for IKEA customers", where you need little more than a wrench

部分。Monnett 飞机由此诞生。Sonerai 二代飞机经过改良，仍然使用大众汽车发动机，可配置低翼或中翼以及两座式结构。它由起初的后三点式起落架发展为前三点式构造。套材的尺寸和成品零件的数量均有所增长。制造者们得到了设计方案，但里面并没有太多的操作指引。随后 John 设计了可自行选择是否装配自启动引擎的 Monerai 滑翔机。并发明了 Moni 电动滑翔机。两款飞机均获得了成功。高性能的 Monex 竞赛飞机最终没能投入生产。一个合作不佳的搭档使得公司破产，John 便开始了平面设计的工作生涯。

1998 年，John 和他的设计师搭档 Peter Buck 共同研发设计了两座编制的 Sonex 飞机，并列式的后三点式起落架为 AeroVee 或 Jabiru 引擎设计。此次 John 和他的儿子 Jeremy 一起创业，业务发展迅速。他们一路从销售设计方案做起，发展到在自制市场里销售精密套材。这个套材是为“宜家客户”设计

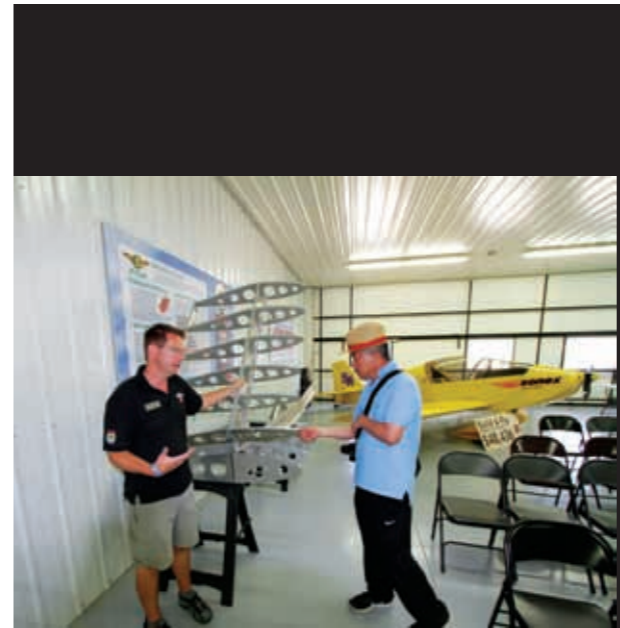


and a screwdriver to put one together. There's little fabrication anymore; mostly assembly, and the illustrated instructions are elaborate. The Sonex, which now sells for \$27,670, with an AeroVee engine kit, is available as a taildragger or tricycle design. There is an option of being able to purchase a Jabiru 80 or 120 hp assembled engine. The Waix is a Sonex with a "Y" tail and the Xenos is a motorglider. The company has sold over 2,000 sets of plans and about 1,800 kits. They know of 365 completions that are flying today. The Onex, a single seat Sonex with folding wings, is available for about \$25,000. It was designed and developed by Jeremy.

There have been two other projects that John devotes most of his time to these days (Jeremy, Sonex' CEO, and John's wife, Betty, keep the company running while John focuses on R&D with input from Jeremy). First, and perhaps the most challenging, is an electric powered version of the Waix. To get into electric flight, there are three components that have to be developed: the motor, the battery and the controller. The project has been in Sonex' "Hornet's Nest R&D Center" for years and has eaten up tremendous quantities of time, money and effort. The airframe was the easy part, being

的，顶多需要一个扳手或螺丝刀即可操作。整个设计需要制造的程序很少，主要工作是组装，而且配有详细的安装使用说明书。Sonex 飞机目前售价为 27,670 美元，配有 AeroVee 引擎组件，可应用于固定后三点式或前三点式设计。可选择购买 Jabiru80 型或 120 马力的引擎进行组装。公司已经销售了超过 2,000 个设计方案和大概 1,800 组套件，公司目前直接掌握确认有 365 架飞机完成装配并正式飞行。Onex 飞机是一座式的 Sonex 飞机，配有可折叠机翼，售价为 25,000 美元。此款飞机由 Jeremy 设计研发。

那段时间，John 还为另外两个项目投入了大量的时间和精力（当 John 全身心投入在研发以及数据录入时，Sonex 公司 CEO Jeremy、John 的妻子 Betty 努力运作公司）。首先，也可能是最大的挑战的就是由电力进行驱动的 Waix 飞机。实现电动飞行必须开发以下三个部件：发动机、电池和控制



a proven design. Harnessing electricity for flight is another matter and has led the design team to the creation of clean sheet designs for all three components. John still refers to it as "a long-term project". It has already flown, but is a long way from being market ready.

Before the Onex was started, John began a project that provided more excitement than he had ever experienced before: the Jet. It's called the "Sub Sonex". John designed a new, smaller "Y" tailed airframe with a PBS jet engine on the aft fuselage. It flies beautifully, exceeding the BD-5J in speed and range.

Among his revered accomplishments, John included: "Setting some world records, flying an all electric aircraft and becoming a jet pilot at 68." He has flown the jet-powered Sub Sonex and is working on a second prototype. He expects to market a complete kit, including the turbine engine, for under \$120K...sometime in the future. Speaking of accomplishments, John spoke of a couple others that merit repeating: "Marrying a saint who allowed me to work on airplanes and having my son and wife run the business while I 'play'."

装置。这个项目曾经在 Sonex 公司“蜂巢研发中心”耗时多年并投巨资进行开发。作为改良的设计，飞机机身是较为简单的部分，电源线路则完全是另外一码事，所以设计团队不得不重新开始设计。John 始终认为这个项目是个“长期工程”。样机虽已经完成试飞，但离投入市场还有很大的距离。

在 Onex 项目开始之前，喷气飞机项目曾给 John 带来前所未有的兴奋感。John 设计了一个全新的更小巧的 Y 形尾翼机身，后机身配有 PBS 喷气机引擎。这款飞机飞行姿态优美，在飞行速度和距离上均超越了 BD-5J。

说到 John 一系列令人尊敬的成就中，他还补充说明：“还想去创造一些世界纪录，驾驶全电动飞行器，同时在 68 岁的时候成为一名喷气飞机飞行员。”他曾经驾驶喷气驱动的 Sonex 飞机并展开第二架样机的工作。他希望未来能够以低于 12 万美金的价格销售包括涡轮发动机在内的整套夹具。说到成就，John 提到了几个值得重复的事：“娶了个基督徒使得我能在“玩”我的飞行器的同时有老婆和儿子照顾公司业务”

For more information on Sonex Aircraft, visit: www.SonexAircraft.com.

有关 Sonex 飞机的更多信息, 请登录网站: www.SonexAircraft.com

贵州毕节飞雄机场正式通航 Bijie Feixiong Airport Starts Operation



6月中旬，随着北京至毕节的KN2733次航班平稳降落，贵州毕节飞雄机场正式通航，我国乌蒙山区腹地进入立体交通时代。

毕节飞雄机场位于贵州省毕节市双山新区响水乡飞雄村，是我国4C级民用支线机场。机场于2011年5月开工建设，占地面积161.16公顷，预计总投资为10.5亿元。

毕节飞雄机场是我国西南地区同类机场建设速度最快、配套设施最完善的支线机场之一。航站楼建筑面积7100平方米，可满足年旅客吞吐量50万人次使用需求。预计到2020年，飞雄机场年旅客吞吐量将达到20万人次，飞机起降2980架次。

In mid-June, China United Airlines flight KN2733 from Beijing to Bijie touched down at the Bijie Feixiong Airport, marking not only the airport's start of operations, but also the entrance of China's remote Wumeng Mountain region into the modern transportation era.

The airport is located in the Shuangshan New District in Bijie, a city of China's Guizhou province, and is a Category 4C regional civil airport. The construction of the airport started back in May of 2011 with an estimated investment of 1.05 billion Yuan. Today, the airport occupies an area of 1.61 square kilometers.

The Bijie Feixiong airport is yet another addition to southwest China's fastest growing and most integrated system of regional airports. The floor space of the terminal takes up an area of 7 square kilometers, and can accommodate up to 500,000 passengers per year. By the year 2020, passenger numbers are expected to reach 200,000 per year, along with an estimated 2,980 takeoffs and landings.

牡丹江机场 PBN 飞行程序验证试飞成功 Mudanjiang Airport Starts Succeeds in Test Flight With the PBN Program

6月上旬，随着南方航空公司的空客A320飞机在牡丹江机场平稳落地，标志着牡丹江机场PBN（基于性能的导航）飞行程序的验证试飞取得圆满成功。

牡丹江机场PBN飞行程序公布实施后，对于提高牡丹江机场综合保障能力、合理使用空域开辟更多航线、促进机场持续安全和发展都提供了可靠保证，更好地促进地方经济发展。

PBN飞行程序，即基于性能的导航，包括RNAV（区域导航）和RNP（所需导航性能）两种导航规范，是优化空域结构、扩大空域容量的重要途径。通过PBN的实施，将在飞行安全性、系统容量、机场运行效率和空域使用等方面获得显著提高，使航空飞行摆脱地面导航设施布局的限制，从而使有限的机场空域内能够增加更多的航线。最重要的是该飞行程序的试飞成功，对确保飞机安全着落的安全系数大大提高了，使航班不仅在高度上也在水平位置上得到有效的错开，安全性能更好，精确度更高。

In early June, an Airbus A320 belonging to China Southern Airlines made a steady landing at the Mudanjiang Hailang Airport (Mudanjiang Airport), which signifies the success of the proving flight for the airport's PERFORMANCE BASED NAVIGATION PROGRAMME (PBN Program).

The program is expected to improve the performance of the airport, promote the reasonable use of its airspace, accelerate the launch of more flights, and ensure the sustainable security of the airport as well as to further support the local economy.

Two systems, the regional area navigation (RNAV) and the required navigation performance (RNP), combine to form the PBN program, which is crucial for the optimization of the airport's airspace structure and the enlargement of its airspace capacity. Through its implementation, the program promises a substantial increase in flight safety, system capacity, airport efficiency, and airspace utility. It also allows for a break from the restrictions associated with traditional ground navigation technology, thus making previously limited airspace capable of handling more routes and aircraft. Most importantly, the new procedures, which further ensure the safe landing of aircraft by guaranteeing adequate horizontal and vertical separation between them, will bring about a higher level of safety and accuracy to their approach and landing.

中国与吉尔吉斯举行航空会谈 China Holds Aviation Talks With Kyrgyzstan

5月底，中国与吉尔吉斯航空会谈在北京举行。双方就扩大两国间航权安排达成协议，并签署了谅解备忘录。

新协议扩大了运力额度，为中吉空运企业开辟更多的直达航班奠定了基础，有利于推动两国经贸旅游合作，方便人员往来。

目前，中国南方航空公司、吉尔吉斯航空公司、比什凯克航空公司在两国间经营比什凯克、奥什至乌鲁木齐的定期往返客运航线，共计每周10班。

At the end of May, Xinghua Xia, on behalf of China, and a representative of the Kyrgyzstan Republic held a meeting in Beijing to discuss the future role of aviation between the two countries. The two reached an agreement on expanding mutual air traffic rights, and signed a memorandum of understanding on the new changes.

In the agreement, limits on the volume of air traffic between the two nations have been relaxed, laying a foundation for their airlines to launch more direct flights. The agreement is expected to propel economic, trade and tourism cooperation between the two, and to facilitate the course of their business and commerce.

Currently, China Southern Airlines, Kyrgyzstan Airlines and Air Bishkek operate 10 scheduled round trip flights per week between the Kyrgyz cities of Bishkek and Osh, and the western Chinese city of Urumqi.



航站区应急扩建工程是为新旧航站楼过渡时期所用，此图为确定的“双凤还巢”新航站楼效果图

4 亿元扩建南宁机场航站区

Nanning Airport to Receive a 400 Million Yuan Terminal Expansion Fund

南宁机场现航站区应急扩建工程已完成征地，土石方已开工，计划 9 月投入使用。

南宁机场应急扩建工程是自治区重点工程，为满足南宁机场航班量、旅客吞吐量快速增长需要，保证南宁机场在新航站区建成前顺利运行，确保新旧航站区的平稳过渡，亟须对南宁机场现航站区进行应急扩建。经自治区政府批准，广西机场管理集团南宁机场扩建工程指挥部投入 4 亿元，对南宁机场现航站区内的航站楼、停机坪及货运库等设施进行应急扩建。

应急扩建的项目有：建设 8000 平方米的旅客到达航站楼，26 万平方米的停机坪，10000 平方米的货运库及配套停车场等。应急停机坪扩建完成后可新增停机位 36 个，加上原有的 27 个停机位，南宁机场可同时停放 63 架中大型以上飞机。

The Nanning Airport terminal contingency project has completed its necessary land acquisition, laying the foundation for the whole project. This September, the temporary terminal area will be put into use to share some load of the current terminal before the new terminal is completed and starts operation.

For Nanning, the capital of the Guangxi Zhuang Autonomous Region, the project is a key step in meeting the city's capacity requirements in light of the large expected increase in traffic volume and passenger numbers. To guarantee the continued operation of the airport and a smooth shift from the old terminal to the new terminal, the expansion of the current terminal should be completed as soon as possible; thus, the Guangxi Zhuang government is expected to invest 400 million yuan into the timely expansion of the airport's terminal, apron, and air freight depot.

Included in the airport expansion project are a new 8,000 square meter arrival terminal, a 260,000 square meter tarmac, a 10,000 square meter freight center, and a new parking lot. When the project is completed, 36 new parking bays will be added to the 27 that already exist, allowing the airport to accommodate a total of 63 medium to heavy aircraft at once.

恩施机场二期扩建飞行区工程项目通过竣工验收

The Enshi Airport Phase II Expansion Project Passes its Acceptance Inspection

近日，恩施机场二期扩建工程飞行区项目竣工验收会议在恩施召开。中南管理局、湖北监管局、恩施州政府、恩施州发改委等有关部门参加了会议。

近年来，恩施机场生产发展迅猛，2009 年机场旅客吞吐量已达到 47.47 万人次，货邮吞吐量为 948 吨，航站楼及站坪等配套设施处于超负荷运转状态，在此背景下，湖北机场集团公司适时启动了恩施机场二期扩建工程。

本期工程按照到 2020 年旅客吞吐量 150 万人次，货邮吞吐量 2500 吨，年运输飞行起降 15363 架次的目标设计。主要建设内容包括：将原有跑道延长 250 米至 2600 米；新建 4 个 C 类机位；对空管部分设备进行增容改造，新增前向散射仪二套，迁建常规观测场以及配套消防、给排水助航灯光及供电工程。本次飞行区扩建后等级仍为 4C，设计机型为波音 737-800。

恩施机场二期扩建工程的建成投入使用，将进一步促进当地旅游业发展，推动鄂西生态文化旅游圈建设，完善湖北省综合交通运输体系具有重大意义。

Recently, the newly completed second phase expansion project of the Enshi Airport received an inspection in a meeting attended by the officers from the CAAC Central and Southern Regional Administration and other related administrations.

In the recent years, the Enshi Airport has developed rapidly. In 2009 alone, the airport processed a volume of around 480,000 passengers and 948 tons of cargo and mail. As these numbers continued to grow, the airport faced an increase in the overuse and overloading of its facilities. Thus, the Hubei Airports Group Company started the Enshi Airport's phase II expansion project.

The Phase II project is designed according to the requirements of an estimated yearly load of 150,000 passengers, 2,500 tons of cargo and mail, and about 15,363 takeoffs and landings by 2020. In this phase, the current runway will be extended by 250 meters to a new length of 2,600 meters long, 4 category C parking bays will be constructed, the ATC facilities will be retrofitted and expanded, two sets of runway visibility equipment will be added, and the routine wind observation site and firefighting stations will be relocated. In addition, water supply and drainage and power supply facilities will be upgraded. Once the expansion is complete, the airport will still retain its category 4C status and as such the largest aircraft it will be able to accommodate is the Boeing 737-800.

When this project is completed, the airport is expected to bolster the local tourism industry, propel the ecological tourism industry in west Hubei, and play a vital role in completing Hubei's integrated transportation system.

河北邢台褡裢机场军民合用改扩建工程获批

Reconstruction and Extension Plan of the Xingtai Dalian Airport for Military-Civilian Use Gains Approval

河北邢台褡裢机场军民合用改扩建工程可行性研究报告获国家民航局批复。

邢台褡裢机场位于邢台市南部 18 公里，机场占地约 5300 亩。军民合用后邢台机场民用部分性质为支线机场，适用机型为新舟 60、EMB145、EMB190 等支线飞机，以及波音 737 和空中客车 A320 系列飞机。

该机场按照满足年旅客吞吐量 30 万人次、货邮吞吐量 1000 吨、飞机起降 3500 架次设计，飞行区按 4C 等级建设，对现有跑道实施水泥混凝土盖被，盖被后道面长 2600 米，新建航站楼面积 5000 平方米和 4 个机位（3C1B）的站坪。项目总投资为 3.0874 亿元，涉及跑道盖被、航站楼、通信、导航、气象、供水、供电、供油、消防救援等等工程。

The preliminary feasibility reports regarding the reconstruction and extension of the Xingtai Dalian Airport in Hebei Province have received official approval from the CAAC.

The Dalian airport is located 18 kilometers south of the city of Xingtai, and covers an area of approximately 3.5 square kilometers. In its civilian role, Dalian serves as a regional airport, and as such can accommodate regional aircraft such as the Xian MA60, Embraer 145, Embraer 190, etc., as well as the Boeing 737 and the Airbus A320 series.

Dalian airport has been designed to accommodate an annual 300 thousand passengers, 1,000 tons of cargo and mail, and 3,500 takeoffs and landings. The airport's current runway will be resurfaced with concrete and extended to reach 2,600 meters long, in accordance with 4C construction requirements. A new terminal, covering 5,000 square meters, will also be built alongside 4 new parking bays (3 for category C aircraft and 1 for Category B aircraft). A total of 31 million yuan will be invested not only for the runway and terminal projects, but also for the airport's communication, navigation, and weather equipment, as well as the management of the airport's supply of water and oil, as well as firefighting and other support operations.

北京警务航空总队新购直升机在昌平警航入列

New Helicopter Introduced by Beijing Police Air Unit Put into Use

5月底,在昌平区警航基地,北京市公安局与意大利直升机生产公司阿古斯特维斯特兰的代表共同签署其订购的AW139直升机交接验收文书,标志着这架中型直升机将与现有的一架中型和三架轻型警用直升机组成空中力量,共同执行首都警方空中安保任务,与地面警力形成立体防控体系,不但可为警务指挥、巡逻防范、侦查办案、反恐防暴、缉私禁毒、治安管理、交通管理、安保警卫等警务活动提供空中支援,更可承担市政府赋予的应急处置、山区救援、医疗救助、环境监测、森林防火等抢险救灾飞行任务以及航拍测绘等社会公益任务。

新引进的AW139中型直升机具有防撞功能和飞行高度预警功能,最大航速可达310公里/小时,续航时间将近4个小时,长度为16.65米,还装备了高探照灯和搜索电台。还装备了具备红外功能的数字高清图传天眼吊舱系统,机组人员通过操作该系统,可实现将空中采集到的高清图像实时传回地面指挥中心,为指挥中心动态掌握地面情况提供信息和图像支撑。

从2012年12月开始,北京市公安局全面启动实施了高峰交通勤务,警航总队和交管局共同搭建空中指挥平台,以空中优势助力路面交通疏堵。

At the end of May, at Beijing's Changping Police Air Base, the Beijing Municipal Public Security Bureau and representatives of AgustaWestland, an Anglo-Italian helicopter company, signed a delivery-acceptance document, adding the newly-bought AW139 medium helicopter to a pre-existing fleet of one medium and three light helicopters operated by the Beijing Police Air Unit to form a new aerial force that will patrol and guard China's capital, Beijing. The new aerial power, together with the ground police force, constitutes a wide-reaching integrated protection system. In this arrangement, not only are many sorts of police activities including surveillance and counterterrorism supported, but also many social welfare missions such as disaster aid, traffic management, and aerial photography.

With a maximum flying speed of 310 km/h, an endurance of nearly 4 hours, and a length of 16.65 meters, the newly introduced AW139 medium helicopter comes equipped with traffic collision avoidance and ground proximity warning systems, as well as a high-intensity LED searchlight and radio transmitting equipment. The helicopter has also been outfitted with an infrared capable Sky Eye system, capable of wirelessly transmitting high definition images to the ground. By operating this system, the flight crew can instantly transmit HD aerial images to a ground control center, feeding them real-time information on changing conditions on the ground as they occur.

Since December of 2012, the Beijing Municipal Public Security Bureau has implemented traffic control service for the city during peak travel hours, with the Beijing Police Air Unit and the Beijing Traffic Management Bureau cooperating to relieve traffic jams.



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