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通用航空产业深度报告：未来十年复合增长率20%  
General Aviation Industry Report: 20%  
Compound Growth Rate in the Next 10 Years



德国CTLS轻型运动飞机获中国民航局生产许可  
German CTLS wins CAAC approval



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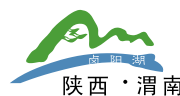


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## 通用航空产业深度报告： 未来十年复合增长率20%

General Aviation Industry Report: 20%  
Compound Growth Rate in the Next 10 Years

通用航空在各大经济体都经历了10年以上的高速增长。综合研究美国、加拿大、巴西、澳大利亚等经济体通用航空产业的发展历程，我们发现这些国土面积与我们差不多的国家都经历了10年以上的通用航空产业高速增长：美国30年年均10%；加拿大30年年均8%；巴西30年年均6%；澳大利亚长达40年的高速增长。

低空领域不开放是制约我国通用航空产业发展的主要因素。与这些国家相比，我国的通用航空产业发展缓慢，飞机保有量、飞行员数量、通用机场数量等都远远低于这些国家。造成其发展缓慢的主要原因在于我国低空领域不开放，飞行审批繁杂，直接影响了作业飞行和公务飞行。

国家大力支持，政策破局正在展开。2007年空管委表示2010年将实行空域分类。

而汶川地震之后，国家对通用航空产业的发展也日益重视：民航总局在蒲城设立通用航空试点园区，对低空领域放开、通用航空机场建设、行业管理等进行试点；工信部表示将在2010年加快推进将新支线客机、先进中性多用途直升机、大型灭火/水上救援水陆两栖飞机的研制进度，积极推进通用飞机等重点科研项目的立项，形成产业化能力；民航总局下发《关于加快通用航空发展的措施》，构建功能完善的通用航空体系，到2020年初具规模，2030年发展环境根本改变。我们预计2010年、2011年通用航空试点将逐步扩大，2015年全面推开。

未来十年我国通用航空飞机需求量复合增长率超过20%。截止2008年年底，我国通用航空飞机数量为898架。中美航空合作项目的研究表明，从现在到2015年，我国需要通用航空作业飞机1997架、培训及私人飞机1415架，复合增长率21%；而根据民航总局的估测到2020年预计通用航空飞机的数量将超过10000架，复合增长率22%。

General aviation has experienced over 10 years of rapid growth in all kinds of economies. Based on the integrated research on the development of general aviation industry in United States, Canada, Brazil, Australia etc., we found that all countries with the similar size of land area as ours have also experienced a more than 10 years of rapid growth in general aviation industry: 10% annual growth in US for last 30 years; 8% annual growth in Canada for last 30 years; 6% annual growth in Brazil for last 30 years; and rapid growth in Australia for last 40 years.

The major reason restricting China's general aviation industrial development is the unopened low-altitude air space. Compared with the above-mentioned countries, China's general aviation industry is developing slowly with fewer number of aircrafts, pilots and general airports. The main reason that caused its slow development is the unopened low-altitude air space, and the multifarious flight approval directly affects the aerial works and business flights.

The nation will give great support and the old policy will be broken. In 2007, China ATC Commission expressed that the air space classification will be implemented in 2010.

After the Wenchuan Earthquake, the nation pays more and more attention to the development of general aviation industry: CAAC sets up a general aviation pilot park in Pucheng for testing the opening of low-altitude air space, general aviation airport's construction, and industry management; Ministry of Industry and Information

Technology (MIIT) revealed it will facilitate the R&D steps for new regional aircraft, advanced multipurpose helicopter, and large extinguishing/water rescue amphibious airplane to actively encouraging the project approval for general aircraft development; CAAC released the "Measurements for facilitating the general aviation development" for setting up a fully functional general aviation system, which targets for achieving the early scale in 2020 and changing completely the development environment in 2030. We are expecting the general aviation experimental sites to be widen in 2010 and 2011,

and the overall expansion will take place in 2015.

In the next ten years, the compound growth rate of China's general aviation aircraft demands will exceed 20%. By the end of 2008, there are 898 general aviation aircrafts in China. The research results of China-US aviation cooperation program indicated that from now till 2015, China needs 1,997 general aviation aircrafts for aerial works, 1,415 aircrafts for training and private flying, a 21% compound growth rate. According to the forecast from CAAC, the general aviation aircrafts will exceed 10,000 in 2020, and the compound growth rate is 22%.

## 德国CTLS轻型运动飞机获中国民航局生产许可

### German CTLS wins CAAC approval



中国民用航空局航空器适航审定司为德国飞行设计公司(FlightDesignGmbH)CTLS轻型运动飞机颁发生产许可证仪式于2010年3月19日在北京中国民用航空局举行。此次颁证具有特殊意义，这是中国民用航空局首次为境外航空制造企业生产许可证。

民航局航空器适航审定司王京玲副巡视员向德国飞行设计公司(FlightDesignGmbH)技术总监OliverReinhardt先生颁发了生产许可证。适航检查处李博处长、德国飞行设计公司中国代表处首席代表吴晓东先生、部分在京通用航空客户、媒体出席了颁证仪式。

王京玲副巡视员对德国飞行设计公司获颁中国民航局生产许可证表示祝贺，并向德方人员简要讲解了中国民航相关后续管理政策。

德飞公司技术总监OliverReinhardt先生表示，能够通过中国民航局严格的生产合格审定，让公司引以为荣。德国飞行设计公司一贯注重技术和质量，是一家作风稳健的航空制造企业。至此，CTLS轻型运动飞机已经具备了在中国市场销售的完整资质。中国区首席代表吴晓东先生简要

介绍了德飞公司中国区的发展规划，包括经销、维修网络建设以及飞机国产化项目。

Aircraft Airworthiness Certification Department of CAAC grants the manufacture certification to German CTLS aircraft of Flight Design GmbH on March 19, 2010 in Beijing. Flight Design GmbH is the first foreign aviation manufacturer getting the CAAC manufacture license.

Wang Jingling, Inspector of Aircraft Airworthiness Certification Department of CAAC issued the manufacture permit license to Mr. Oliver Reinhardt, Technical Director of Flight Design GmbH. Mr. Li Bo, Director of Inspection Division of Aircraft Airworthiness Certification Department of CAAC, Mr. Wu Xiaodong, Chief Representative of Flight Design GmbH Beijing Office, some of the general aviation customers in Beijing and media attended the award ceremony.

Wang Jingling expressed congratulation to Flight Design GmbH, and explained the related management policy to the personnels from the German company.

Mr. Oliver Reinhardt, Technical Director of Flight Design GmbH expressed that it was an honor to pass the strict CAAC manufacture qualification examination. Flight Design GmbH is a solid aviation manufacturer focusing on technology and quality. Until now, CTLS has the full qualification for selling in China's market. Mr. Wu Xiaodong briefly introduced the development plan in China, including built-up of sales and maintenance networks, and localization of aircraft manufacturing.



# 我国鼓励外资兴办航空企业 支持民间购私用飞机

## Foreign Investors Are Encouraged to Set up Aviation Enterprises Civilians Are Welcome to Purchase Aircraft for Personal Use

中国民航局运输司副司长刘万明十八日出席“二00九中国通用航空大会高峰论坛”时称，中国鼓励境外资本兴办通用航空企业，并支持社会人士参与购买私用航空器。中国民航局正积极争取军方支持，推进低空空域管理改革试点。

中国内地通用飞机产业起步于上世纪五十年代，据统计，截至目前从事通用航空的企业八十八家，通用航空机场七十一个，通用航空飞行员共计三千零七十六人，其中含持有私用驾照的八百零六人。通用航空的航空器总数八百九十八架，在世界处于较低水平。二00八年，仅农林等行业对通用航空飞机需求缺口就达一百七十余架。

中国航空技术国际控股有限公司总裁付舒拉在此间表示，二00八年到二0一七年，全球通用飞机的需求量将超过四万两千架，预计总价值约两千一百四十四亿美元；中国需要通用飞机近五千架，约占全球总需求量的百分之十二，其中百分之七十九是通勤、作业、培训等用途飞机。未来十年中国通用飞机需求总价将达一百五十五亿美元。

付舒拉分析，中国通用飞机市场有三个发展阶段，第一阶段二00五年至二0一0年，以完善传统产业市场为主，私人娱乐飞行、短途客货运营、飞行培训等新兴市场开始起步，但市场份额仍然很少；第二阶段二0一一年至二0一五年，新兴市场将呈现突破性发展，同时也极大地激发培训市场的需求；第三阶段二0一六年至二0二0年，市场开始成熟，中国通用飞机市场与国际接轨，市场需求开始向高峰冲刺。

Liu Wanming, Deputy Director General of the Transportation Department of CAAC, attended the China International General Aviation Summit Forum 2009. At the meeting, Liu said that foreign funds are encouraged in setting up general aviation enterprises and individuals are supported in purchasing aircraft for personal use. The CAAC has actively enlisting the support of the military to implement the pilot program of reform for low-altitude airspace.

General aviation industry in domestic China started in 1950's. As accounted so far, there are 88 general aviation enterprises, 70 general aviation airports, and 3,076 general aviation pilots including 806 who hold



a license to operate a private aircraft. There are also 898 aircrafts for general aviation, which ranks below world average. In 2008, both agriculture and forestry demanded 170 more aircrafts to sustain their operation.

Fu Shula, CEO of AVIC International Holding Corporation, said the demanding number of global general aviation airplanes from 2008-2017 will exceed 42,000. It is estimated the total value would be USD 214.4 billions. China needs nearly 5,000 aircrafts, taking up 12% of the total global demand, and 79% of them are used for commuting, aerial works and training etc. In the next ten years, the total value of the demanding aircrafts would reach USD 15.5 billions for China.

Fu Shula analyzed that the general aviation market in China has 3 developing stages. The 1st stage is, from 2005-2010, to focus in perfecting the traditional markets and to open up new markets in private entertainment flights, short distance passenger and cargo operation and flight training, but the market share is still low. The 2nd stage is from 2011-2015 when newly developed markets show a breakthrough progress and stimulate the extremely large demand of flight training. The 3rd stage follows from 2016-2020 where market matures so that general aviation in China connects with the international market, and makes China's demand market to peak.

# 国产大型AC313民用直升飞机3月18日成功首飞

## Homemade Large Civil Helicopter AC313 Successfully Completes Its Maiden Flight on March 18

2010年3月18日，由中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）自主研发的AC313大型民用直升飞机，在江西景德镇首飞成功。该机由中航工业直升机公司（简称“中航工业直升机”）为主研制，中航工业所属多家企业参与研制。作为我国第一个大型民用直升飞机，该机完全按照适航条例研制，整机性能达到国际第三代直升飞机水平，填补了我国大型民用直升飞机研制的空白，在中国直升飞机发展史上具有重大意义。

AC313型直升飞机最大起飞重量为13.8吨，最大航程为900公里，具有高安全性、可靠性和舒适性。

AC313, the large civil helicopter independently developed by Aviation Industry Cooperation of China (AVIC) successfully completed its maiden flight in Jingdezhen, Jiangxi Province on March 18, 2010. AC313 is independently developed by AVIC Helicopter



Co., Ltd., and a number of companies owned by AVIC has taken part in the R&D. As the first large homemade civil helicopter, AC313 was developed completely in accordance with the airworthiness regulations, and the overall performance has achieved the international 3rd generation helicopter's level. It fills up the

blank of our nation's large civil helicopter making, thus bears significance in Chinese helicopter development history.

The maximum take-off weight of AC313 is 13.8 tons, and the maximum flight range is 900 km. It has high safety, reliability and comfort.

# 中法合作造民用直升飞机 直-15/EC175试飞

## France and China Collaborate to Build the Civil Helicopter Test flight of Z15/EC175 Takes Place at Year End

去年底西安航空转包生产暨国际合作论坛获悉，由中航工业直升机公司与欧洲直升飞机公司联合生产的6吨民用直升飞机直-15/EC175，将于今年底在法国首次试飞。

直-15/EC175直升飞机合作合同于2005年12月签订，由中国和法国合作开发，双方遵循“共担风险、共同投资、共同研制、共同受益、共享市场”的原则，共同设计、开发直-15/EC175直升飞机，并在中国哈尔滨的哈航集团和法国各建一条生产线，同时生产这种直升飞机。

据了解，直-15/EC175直升飞机将填补中国在6吨~7吨这一级别上直升飞机生产的空白，促进中国直升飞机产业的系列化发展，扩大中国直升飞机的产业规模，提升中国直升飞机的研发能力。直-15/EC175直升飞机拥有广阔的市场前景，预计未来20年，直-15/EC175直升飞机全球销量将达到800架。

According to the information released at the Xi'an International Aviation Forum held in the end of last year,

AVIC Helicopter Co., Ltd. and Eurocopter manufacture jointly a 6-ton civil helicopter, model Z15/EC175, which is scheduled for test flight in France at the year-end.

The contract for collaboration between France and China on such model was signed on December, 2005. Both parties share equally on the aspects of risks, investment, research and development, profits and markets. Respective production line will be built in Harbin, China and France, and the mass production of the helicopter will take place at the same time.

As it is generally understood, Z15/EC175 will fill in China's production blank in the 6-7 tons range, promotes the series development of helicopter's production, widen its scope as well as enhance its R & D capability. Z15/EC175 has a broad market potential, and as projected, 800 of such helicopters will be sold world wide in the next 20 years.



# 中国首个通用航空试点园区在陕挂牌

## China's First General Aviation Pilot Area Kicks Off in Shanxi

中国民用航空局局长李家祥在日前开幕的2009中国国际通用航空大会上，向西安国家航空产业基地蒲城通用航空产业园授牌，这标志着中国唯一的通用航空试点园区正式挂牌设立，该园区将为我国通用航空的突破性发展提供样板。

根据中国民用航空局的规划，西安国家航空产业基地蒲城通用航空产业园作为中国唯一的通用航空试点园区，将进行一系列突破性的试点。其主要内容包括低空空域开放试点；通用航空机场建设运营管理和补贴试点。此外，我国新制定的通用航空行业管理政策和行业标准以及行业管理部门、地方政府、军方、行业协会、企业（运营企业、保险公司）共同参与配合的通用航空运营监管、安全保障、风险管理机制等通用航空综合管理体系，也将在试点园区内探索进行、逐步完善，然后向全国推广。

根据规划，试点园区的空域开放试点，将把陕西蒲城机场、华山、洽阳湿地、司马迁祠、黄帝陵、壶口瀑布等旅游景点区域及其连接路线确定为开放空域，政府可通过这些开放空域组织低空观光旅游飞行，以积累低空空域开放的经验。

李家祥说，通用航空产业的发展程度，代表着一个国家和地区飞机制造和航空产业的发展水平。经过多年努力，我国的通用航空产业有了很大发展，目前注册企业已达100多家，从业人员超过8000人，呈现出快速发展的良好势头。通用航空牵涉到飞机制造、航空公司运营、机场管理以及飞机的采购、融资、保险等许多方面，这个产业发展起来后会成为国家一个重要的经济增长点。国家民航局将加快制定细化相关发展规划，从政策等方面给予倾斜和支持，为通用航空产业发展创造更加优良的环境，努力使这一产业尽快成为国民经济的重要增长点。

Li Jiayang, Minister of CAAC, declared the official opening of Pucheng General Aviation Industry Park of Xi'an National Aviation Industry during the China International General Aviation Conference 2009 held days ago. This move signified the establishment of China's only general aviation pilot area, which provided an example for the breakthrough development of domestic general aviation in China.

In compliance with the planning of CAAC,

Pucheng General Aviation Park, as China's sole general aviation pilot area, will carry out a series of groundbreaking pilot programs including opening up low-altitude airspace, constructing, operating and managing general aviation airports and subsidizing pilot programs. Furthermore, newly formulated management policy and industry standards of general aviation as well as the integrated management system consisting general aviation operation supervision, safety control and risk management mechanism that involved the cooperation-participation of the administration, the local government, the military, the trade association and the enterprises (operators and insurance companies) will be experimented and perfected, then widely applied to the whole nation.

According to the plan, the open airspace of the pilot area will connect Shaanxi Pucheng Airport with famous sight-seeing spots like Mount Huangshan, Qiayang Wetland, Sima Qian Temple, Huangdi Mausoleum and Hukou Waterfall. Thus, the connected routes as well as the tourist areas are established as open airspace which government can organize low-altitude sight-seeing flights in order to amass experience for the opening of low-altitude airspace.

Li Jiayang said the developing progress of general aviation industry represented a national and regional development level of aircraft manufacture and aviation industry. Through many years of effort, China's general aviation industry has massive development. Presently, registered enterprises totaled more than 100 with 8000 plus employees. It shows a rapid and healthy developing momentum. General aviation involves aircraft manufacture, airline operation, airport operation and management as well as aircraft's procurement, finance and insurance etc. The prospective development of general aviation will bring along an important economic growth for the nation. CAAC will speed up the making and refining of the relevant development plan to ensure such growth sooner from policies that support and render a better environment.

## 交通部救助飞行队纳入民航安全管理

### Rescue Aviation Squad of Ministry of Transport Brought Under Safety Administration by CAAC

日前，中国民用航空局决定将隶属于交通运输部救助打捞局的航空器的飞行运行纳入民航安全管理范围。这标志着困扰交通运输部救捞局多年的飞行运行资质和安全监管问题得到解决，为交通运输部救助飞行队进一步发展奠定了坚实基础。

据了解，鉴于交通运输部救捞局所从事的航空活动为非经营性航空活动，民航局运行管理部门将与救捞局签订安全管理谅解备忘录，确定安全监管的重大政策和双方应承担的义务和负有的责任，以弥补规章适应性问题。在此基础上，救捞局按照民用航空有关规章接受民航监管部门的运行合格审定和持续监督检查；对救助飞行需突破规章标准部分，民航监管部门以运行规范形式颁发豁免条款。针对救捞局飞行特点，民航空管局将与救捞局就内陆所需的调机飞行或其他保障性飞行建立长效空管机制，以避免失去或延误海上救助飞行时机。

A few days ago, CAAC decided to place the flight operation of Salvage Bureau under the Ministry of Transport and Communication into CAAC's safety management. Such change indicated that the disturbing problems involving the flight quality and safety of the Rescue & Salvage Bureau got resolved, and established

a solid foundation for further development.

As understood, the flight activities of the Rescue & Salvage Bureau were non-commercial in nature; Administrative Authority of CAAC and Rescue & Salvage Bureau would sign a memorandum of understanding on safety management to confirm the important policies for safety supervision and responsibilities and commitments that both parties should bear in order to fix up any problem arised for regulation application. On top of that, in accordance with regulations of civil aviation, Rescue & Salvage Bureau is subject to operation certification and continuous supervision and inspection by CAAC. In regards of the rescue squad needs to go beyond the regulation standards, supervision departments of civil aviation grant immunity in the form of operation standards. In allusion to the flight special features of Rescue & Salvage Bureau, Air Traffic Management Bureau and Rescue & Salvage Bureau will establish the long term effective air control regulations on necessary inland ferry flights and other supportive flights so as not to lose or delay the proper flight time for rescue at sea.

## 厦门执行首次空中超高压线巡检 直升机"天眼"扫描

### Xiamen Employs Helicopter to Inspect High-Voltage Power Lines

直升机“Z-11”为厦门执行首次空中超高压线路巡检任务。该任务是对泉厦漳龙四地市的16条220—500千伏输电线路进行巡检，是省内第一次大规模空中巡线。

线路全部巡检完成，飞机要起降8次左右，每次飞两个多小时，巡30公里。虽然巡线直升机巡检效率很高，但取代路面巡线近年内还不可能。厦门超高压局副局长张望英说，直升机巡视投入较大，只能在间隔较长时间巡检一次，相当于“大体检”。

飞机由昌河集团生产，轻巧灵便、易于起降，可广泛用于侦察、运输、救护、消防等任务，是第一个由我国自主研发，并且拥有自主知识产权的直升机型号。



Helicopter 'Z-11' was employed to patrol the super high-voltage power lines in Xiamen for the first time. The task was to examine sixteen 220-500 kilovolt lines in four cities, the first large-scale air patrolling within Fujian Province.

To complete the entire inspection, the helicopter has to make take offs and landings eight times with each round lasted two plus hours and 30 km traveled. Though helicopter patrolling is highly efficient, it is still impossible to replace the ground inspection in the near future. Zhang Wangying, the deputy director of Xiamen

Ultra-HV Transmission Bureau, uttered that since the helicopter inspection involves too much costs, it can only be done as a systematic checkup in a longer period elapsed.

The helicopter employed in this task is manufactured by Changhe Group. Light and convenient for easy take offs and landings, the Z-11 helicopter can be used widely in recon, transportation, rescue and fire fighting etc. It is the first helicopter developed and manufactured independently by China with proprietary intellectual property rights.

## 邮航诉泛美一审判决 航校被判赔近1倍违约金

### Beijing PanAm International Academy Sued By CPA for RMB 3.49 Millions

北京泛美国际航空学校（简称“泛美航校”）因停课，导致中国邮政航空公司（ChinaPostalAirlines，简称“中国邮航”）委托培训的飞行学员无一人按时取得执照，结果泛美航校被告上了法院。

近日获悉，西城法院对此案已作出一审判决，判决解除双方培训委托合同，泛美航校退还中国邮航384万元，并按照合同约定标准给付违约金。

据中国邮航起诉称，2006年4月13日，该公司与泛美航校签订《飞行培训委托合同》，约定邮航委托泛美航校招收10名飞行学员并提供培训服务，每名飞行学员的培训费为64万元。

双方约定，10名学员应于2007年10月1日前，自泛美航校顺利毕业，毕业时需各自取得《私用驾驶员执照》、《商用驾驶员执照》等“六证”。但截至起诉时，泛美航校培训的10名飞行学员没有一人取得“六证”。

中国邮航要求解除合同，并要求泛美航校返还培训费384万元，同时支付违约金349万余元。

法院审理认为，中国邮航与泛美航校签订的合同为有效合同。泛美航校作为承担培训飞行员任务的受托人，但在案件审理过程中，泛美航校并未提供证据证明其履行了合同义务。

据此，法院认定泛美航校构成违约，判令其将已经收取的培训费384万元退还中国邮航，并且按照合同约定的标准每日千分之一给付违约金。

Beijing PanAm International Academy (PIAA), due to class suspension, failed to deliver graduate pilots that China Postal Airlines paid for the training, was brought to

court by China Postal Airlines (CPA).

Lately, it is known that Xicheng District People's Court made the first instance judgment on the case. In compliance with the verdict, the commission contract for training between both parties should be terminated and PIAA should return the 3.84 millions Yuan training fee as well as pay penalty to China Postal Airlines according to contract terms.

In light of the charges by CPA, CPA and PIAA signed the Contract of Pilots Training on April 13, 2006 in which PIAA agreed to enlist and train 10 pilots for CPA with a total of 6.4 millions training fee.

Both sides agreed on the terms that 10 pilots should graduate from PIAA before October 1, 2007 and each trained pilot should obtain a commercial pilot license, a private pilot license and 4 other related certificates. But up to the lawsuit, none of the 10 pilots got the six certificates. Henceforth, CPA requested the termination of the contract and demanded PIAA to return 3.84 millions Yuan training fee and pay 3.49 millions Yuan in penalty for breaking the contract.

The court found the contract signed by PIAA and CPA valid. As the trustee, PIAA failed to provide any evidence that could justify its fulfillment of the contract during the trial. Therefore, the court averred that PIAA breached the contract, thus sentenced PIAA to return 3.84 millions Yuan training fee and pay penal sum by the norm of one thousandth per day.

# 德国CTLS轻型运动飞机前沿技术报道

2010年3月19日，民航局航空器适航审定司向德国飞行设计公司（FlightDesignGmbH）及其CTLS轻型运动飞机（CTLS-LSA）颁发了中国民航生产许可证。

德国飞行设计公司 (FlightDesignGmbH) 是设计和生产的轻型运动类飞机专业厂家，堪称全球经验最丰富的轻型运动类飞机的专家。目前公司主要生产碳纤维复合材料机身的CT系列轻型运动飞机以及金属材料机身的MC系列轻型运动飞机。在欧洲和北美运动类飞机市场上，销售量一直排名第一。

CT飞机于2005年4月首批取得FAA运动类飞机特许适航证。公司取得ISO9001质量认证，并取得了由轻型飞机制造商协会（LAMA）颁发的生产审计合格证。2009年，CTLS轻型运动飞机取得中国民航局首个轻型运动飞机适航证。

CT运动飞机技术领先，性能优越，注重安全。航程远达到1600公里，续航时间8小时，使用Rotax912ULS为发动机和汽车汽油为燃料，装备机体降落伞，装备电子飞行仪表，适合完成飞行培训、私人 and 娱乐飞行、巡查、航空摄影等任务。公司已经在中国全面开展业务。

[www.flightdesign.com](http://www.flightdesign.com)



德国CTLS轻型运动飞机参数

## 飞机名称:

CTLS轻型运动飞机

## 制造商:

Flight Design GmbH (德国飞行设计公司)

## 中国民航适航批准:

型号设计批准书TDA-LSA-0001A号 (附该型号设计批准书)

发动机监控系统EMS Dynon D120,

电台GarminSL30/40,

S模式应答机Garmin 330,

全球定位系统GPS Garmin496,

应急定位发射器ELT Ameriking AK450,

模拟仪表: 空速表, 高度表, 磁罗盘

## 1. 飞机描述

单发上单翼轻型运动类飞机，并列双座，双操纵，具备全动安定面的常规尾翼布局，复合材料设计，固定三点式起落架，前轮可转向

## 2. 发动机和螺旋桨

发动机型号	Rotax912ULS	功率	100HP@5800rpm
发动机燃料	无铅汽车汽油/ AV100航空汽油	平均燃油消耗	18.5 升 /小时 75% rpm 5200
螺旋桨	3叶复合材料螺旋桨	油箱容量	130升

## 3. 外形尺寸

机翼面积	9.98M2	翼展	8.594米
总高	2.342米	全长	6.604米
最大舱内宽度	1.24米		

## 4. 机载设备

电子飞行仪表系统EFIS Dynon D100,

## 5. 质量和载荷

最大起飞重量	600公斤	空载飞机重量	279-333公斤
后行李舱载荷	单侧25公斤 双侧50公斤	驾驶舱内帽架	单侧2.5公斤 双侧5公斤

## 6. 飞行性能

巡航速度	240公里/小时	失速速度 (襟翼35°, 600公斤全重)	72公里/小时
不可超越速度	269公里/小时	最大航程 (180公里/小时指示空速, 30分钟燃油储备)	1540公里
起飞滑跑距离	260英尺90米 @MTOW400公斤	过15米障碍起飞距离	470英尺160米 @ MTOW400公斤
爬升速率	4米/秒 (襟翼0°, 132公里/小时)	实用升限	15000英尺约合4500米