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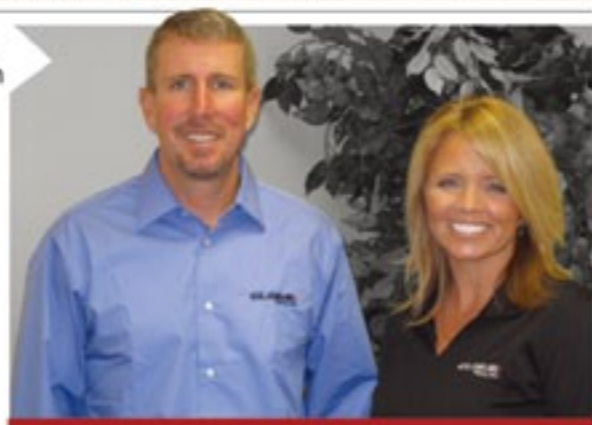
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Troy Palmer和
Malissa Nesmithsmith



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系列号5097

机身合计时间：2,321.8小时•起落架次：733次（截止2011年3月7日）

发动机罗•罗BR BR 700-710C4-11
1号发动机：/N 15180, 2,321.8 TT, 733循环
2号发动机：/N 15181, 2,321.8 TT, 733循环

辅助动力装置合计时间：1,417.0小时

系列号5097还具备以下扩展能力：

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- 直接电视 (Direct T.V.)
- 前舱厨房与机组休息室
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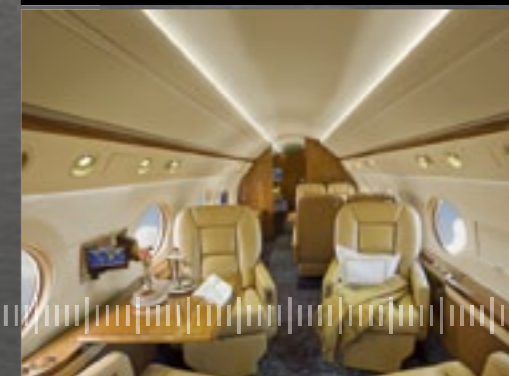
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2005

GULFSTREAM G550

SERIAL NUMBER 5097

AIRFRAME Total Time: 2,321.8 hours • Landings: 733 (as of 3/07/11)

ENGINES Rolls Royce BR 700-710C4-11
Engine #1: s/N 15180, 2,321.8 TT, 733 Cycles
Engine #2: s/N 15181, 2,321.8 TT, 733 Cycles

APU Total Time: 1,417.0 hours

serial Number 5097 entails an extensive options list which includes:

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The Current State of China's Business Aviation

中国公务机市场现状



中国公务航空相对发达国家起步较晚，随着中国经济的快速发展，作为民航业重要组成部分的公务机运营在近年有了长足的发展。金鹿公务航空作为中国专业公务航空的缔造者，从1995年成立之初首开中国公务机飞行先河。同年中国南方航空公司从新加坡租赁了2家公务机，由于各种原因在运营1年以后退出了市场。经过16个春秋的发展，中国公务机的现状可从以下几个方面来说明。

一、数量：

中国的公务机数量较少，将无法满足今后几年爆发性增长的市场需求。但中国国家经济实力却逐年迈上新台阶，国内生产总值年均增速保持在10%左右，人均GDP从1995年的604美元跃升到2010年的3800多美元。按照美国、法国等通用航空大国的经验，某一国家或地区的人均GDP超过4000美元时，私人飞行就会开始普及。统计显示，2008年我国拥有公务机总计28架，2009年约增至46架，增长率为64%。预计10年内，中国市场交付的公务机总量将达到

China's civil aviation had a relatively later start than most other developed countries, but with the rapid economic development of China in the last couple of decades and as an important part of the civil aviation industry, business jet operations have made great progress in recent years. The Chinese business jet industry began back in 1995 with the first flight by the Deer Jet Company. In the same year, China Southern Airlines leased two business jets from Singapore, but for several reasons, China Southern Airlines withdrew from this market after 1 year of operation. This is how China's business jet industry began

and after 16 years of development, we can talk about China's business jet market in the following aspects.

1.Quantity of China's Business Jet

The quantity of China's business jets is small and could not possibly meet the explosive growth in market demand in the next few years. But at the same time, the country's economic strength is gradually growing, with the average annual GDP growth rate remaining at about 10%, the GDP per capita has jumped from \$604 in 1995 to \$3,800 by 2010. According to the experiences of other major general aviation countries such as the U.S. and France, when a country or region's GDP per capita surpass \$4,000, private flights will be on the rise. Statistics show that China has 28 business jets in 2008 and 46 in 2009, which with an increase of 64%. In recent years, there has been substantial growth in the number of business jets in China. It is estimated that within 10 years, there will be 600 business jets delivered into China's market. By 2020, the Chinese market is expected to have nearly 1,000 business jet aircraft of different kinds. According to the latest list of Hurun Rich List, China has 960,000 multimillionaires, at least 60,000 billionaires, with more than 4,000 "one billion rich" people. More than half of those people have a demand for business jet charters, private travel, and the desire to buy and own a private aircraft.

Below are China's major business jet operators: Deer Jet Company has

600架。到2020年，中国市场有望拥有近千架各类公务机。据最新的胡润富豪榜统计，中国千万富豪已达96万人，亿万富豪至少6万人，“十亿富豪”超过4000人；其中，超过半数有包机、私密出行，甚至购买私人飞机的愿望。

国内较大的公务机运营商的情况如下：截至2010年8月，金鹿公务机有限公司共有39架公务机，包括空客ACJ，波音BBJ，湾流550，达索7X，其中自营21架，托管18架；国航管理运营10多架公务机，包括G-200，G-450，A-318精英型公务机，Falcon7X，挑战者605，庞巴迪环球快车，BBJ；东方航空公司共有7架公务机，包括湾流系列G-150，G-200，G-250，G-350，G-450，G-550，G-650；东海的机队的6架公务机中，包括一架挑战者CL-605和五架CL-300；南山有6架公务机，包括挑战者605，环球快车XRS，湾流G-150，G-450，G-550和BBJ；尊爵公务机公司有5架公务机，包括湾流G-150，G-200，湾流G-IV，塞斯纳XLS+，豪客800XP；河北航空拥有一架湾流450；鄂尔多斯通航订购了一架空中国王，预计2011年10月交付；中一航托管了8架公务机。阎良中国试飞研究院托管了一架西锐SR22-GTS。此外，政府部门和港澳地区的公务机数量，共计90多架。

二、服务：

以上公务机公司可提供的服务涵盖面对公司及个人的包机服务，私人飞机托管，外籍公务机地面代理，空中医疗救援，飞机购买咨询，代理出租，飞机维修，机身冠名等。现在，用户可以不用买下一架飞机，只需购买飞行小时，就能享受公务机带来的种种便利。

三、市场需求：

随着中国公务机市场需求的持续增长，以及国民经济持续平稳发展、特别是商务旅客出行迅猛增加，中国公务机市场开始呈现领跑亚太地区的趋势。与此同时中国低空空域管理改

a total of 39 jets as of August 2010, including the Airbus ACJ, Boeing BBJ, Gulfstream 550, Dassault 7X. Among them, 21 of the jets are operated by themselves and 18 are simply managed by the Deer Jet Company. Air China operates more than 10 business jets, including the G-200, G-450, A-318 elite jet, Falcon7X, Challenger 605, Bombardier Global Express, BBJ. China Eastern Airlines has 7 business jets and they are the GulfStream series G-150, G-200, G-250, G-350, G-450, G-550, G-650. Donghai Jet Company has a fleet of six jets, including one Challenger CL-605 and Five CL-300s0. Nanshan Jet Co., Ltd has 6 business jets, which includes the Challenger 605, Global Express XRS, Gulfstream G-150, G-450, G-550 and BBJ. Asia Jet Company has 5 business jets, including the GulfStream G-150, G-200, Gulfstream G-IV, Cessna XLS + and a Hawker 800XP. Hebei Airlines has one Gulfstream 450 and Ordos GA Company has ordered one King Air, it will be delivered in October 2011. First Mandarin Business Aviation manages 8 business jets, while Chinese Flight Test Establishment manages one Cirrus SR22-GTS. In addition, adding in the business jets owned by local government departments, as well as Hong Kong and Macao's business jets, the total number is more than 90 in China.

2.Service

Their services include charter services needed by companies as well as individual people, aircraft hosting, foreign business jets' ground services, air medical aid, aircraft purchase consulting services, leasing agencies, aircraft maintenance, naming something after the airframe and more. Now, users have no need to buy a plane, but can buy flight hours instead, which allows many more users to enjoy the convenience of business jet travel.

3.Market Demand

With China's growing demand in the business jet market, due to their sustained and stable economic development, especially with the rapid increase of business travel, the Chinese business jet market is beginning to show its dominance in the Asia Pacific region. At the same time, with China's historic



low-altitude airspace management reform proceeding ahead step by step, China's business jet consumer groups have great demands to improve the performance and service of the jets. Major foreign jet manufacturers have shifted their business and focused over to the China market and established offices in



革历史性的逐步推进，中国公务机消费群体对飞机性能及完善的服务需求潜力巨大。各大国外公务机制造商纷纷将业务重心转向中国，竞相在大陆设立办事处，以确保对中国市场需求作出迅速反应。例如：来自中国的订单占空客全球公务机销量的25%。未来，这种比例还会继续增长。“十二五”期间，大中国地区对公务机的需求量将至少保持在每年新增5架的水平。

中国的“请进来，走出去”政策是当年为发展跨国直接投资战略而提出的，是适应经济全球化进程的战略举措。是指企业到国外投资，设立生产经营机构，向境外延伸研发、生产和营销能力，在更多的国家和地区合理配置资源的发展战略。经济全球化的新形势和新经济的发展要求我们不仅要“请进来”而且要“走出去”，这是中国对外开放政策相辅相成的两个方面。随着中国经济的蓬勃发展以及政策法规的扶持，越来越多的国企及民营企业领导高管们意识到使用公务机出行的必要性。他们需要选择公务机作为交通工具，以节省时间、管理成本并提高工作效率。

中国企业海外投资多元化，外贸专业公司和大型贸易集团是中国企业海外经营的先行者和主体。这些企业在长期从事进出口贸易过程中，形成了具有一定规模的海外市场网络，积累了国际市场营销的经验，了解并熟悉有关国际惯例，有稳定的业务渠道和融资渠道。一些生产性企业或企业集团在资金、技术、人才、市场、管理等方面具有优势，有外贸经营权，在国内有生产基地和销售网络，这些大企业正在不同层次上向国际市场渗透，海外扩张的速度较快。

China to ensure rapid response to market demands. For example: orders from China accounted for 25% of Airbus' global business jet sales. And this percentage will continue to grow. During the National Twelfth Five-Year Plan period, business jet demands for the Greater China region will at least maintain an increase rate of five jets per year.

China's "Bring in and go out" policy was created to help develop their direct cross-border investment strategy and also to adapt to the economic globalization process. The policy refers to the enterprises goal of investing abroad, establishing production and business organizations, extending their development, production and marketing capabilities into foreign countries, and allocating the resources more rationally. The new situation of economic globalization and economic development requires us not only to "Bring in" but to also "go out", which are also the supplemented sides of China's opening up policy. With the economy booming and supporting policies, a growing number of state-owned enterprises and Private enterprises' leaders are aware of the need to use business jets. They need the traveling tool of business jet to save time, manage costs, and improve work efficiency.

There are diversified overseas investments by Chinese enterprises. The professional export companies and large trade groups are the pioneers of Chinese enterprises operating overseas. These enterprises have been engaged in import and export trade for a long time and have formed a scale of overseas marketing networks, have accumulated experience in international marketing, understands and are familiar with international practices. They also have a stable business and financing channels. A number of productive enterprises or enterprise groups have great advantages in capital, technology, human resources, marketing, management and other aspects. These companies have import and export rights, a domestic production base and sales network. They expand the overseas market rapidly.

Currently, China's main business jet customer group are the large-

目前中国公务机的主要顾客群是中国大型国营及民营企业以及演艺明星。主要应用于商务考察、商业演出、灾难救援、医疗急救等。

此外，公务及私人飞机日益被视作稳健的投资工具，在美国使用了20年的私人飞机还能卖到当初新飞机价格的70%左右。

四、机场及FBO现状：

目前国内共有175家运输机场。其中可以接待公务机起降，并有相关服务设施的有25个。有自己专属公务机候机楼的有5座机场，分别是北京首都国际机场，上海虹桥国际机场，沈阳桃仙国际机场，成都双流国际机场（在建），上海浦东国际机场。其他机场的公务机旅客与机场VIP政务贵宾共用一个通道。统计显示，2010年全国各地机场公务机起降架次已突破1万架次。

国内固定基地运营商（FBO）包括：首都公务机有限公司的公务机楼于2008年7月正式启用，楼内设置了现场办公室、联检大厅、VIP休息室、休闲吧台、庭院花园、豪华套房等各项设施，充分保障中外贵宾尊贵、高雅、安全、舒适、快捷、私密的公务飞行。公务机专属楼可提供的服务包括地面代理、进出机坪以及包机租赁，配置了独立的海关、边防、检疫、安检等联检通道，拥有经验丰富的专业人员和训练有素的服务人员，每天24小时提供飞行和地面保障服务；可为机组、客人进行手续办理、飞机航前航后机坪服务、安排机组往返酒店和机场地面交通、航务服务，机组客房、客人休息室安排，各项费用代收；为公务机机组、客人提供进出机坪服务，安排休息室、独立通道、摆渡及专人引导。



scale state-owned and private enterprises, and celebrities. The main use of business jets is for business trips, business performances, disaster relief, medical aid, and other related tasks.

In addition, business and private jets are increasingly being seen as a stable investment project. In the United States, a 20-year old aircraft can be sold for 70% the price of the original purchasing price.

4.The Current Situation of Airports and FBOs

China has 175 transport airports, among which 25 of the airports have related services and facilities that could accommodate business jets' take-offs and landings. 5 of the airports have dedicated business jet terminals, they are Beijing Capital International Airport, Shanghai Hongqiao International Airport, Shenyang Taoxian International Airport, Chengdu Shuangliu International Airport (under construction) and Shanghai Pudong International Airport. The rest of the 20 airports use their public channel for VIP lounges. Statistics show that, business jets exceeded 10,000 take-offs/landings in 2010 in China.

FBOs include: Capital Jet's terminal was officially opened in July 2008, the building set up with field offices, the Joint Inspection hall, VIP lounge, a casual bar, courtyard garden, luxury suites and all kinds of other facilities. All of these are to fully ensure a noble, elegant, safe, comfortable, fast, and private business flight for both Chinese and foreign guests. Services provided by Capital Jet include ground services, apron services, and charter services. It is also equipped with a separate customs, border defense, quarantine, security and other joint inspection channel. The experienced professionals and trained staff provide 24 hours flight and ground support services; help the crew and guests with procedures, ramp services and ground transportation from airport to hotel. They also provide the crew and guests with apron services, a lounge, an independent channel, ferry and guide services.

Deer Jet Company has a business jet hangar with a total area of 5,700 square meters in Beijing, which can park 4 Gulfstream 550 and 2 Gulfstream

200. They provide periodic inspection, aircraft washing, touch-up painting, polishing, and other services. It is the largest business jet hangar in China.

Hawker Pacific Jet Aviation Ground Services Co., Ltd. in the Shanghai Hongqiao Airport, built a 3,100 square meters business jet terminal, a 4,000 square meters hangar, and nearly 2,000 square meters for the maintenance building



金鹿公务机公司位于北京的公务机机库使用面积达5700平方米，可同时停放4架湾流550以及2架湾流200型飞机，可进行飞机的定检、飞机水洗、补漆、抛光等工作，是目前国内最大的公务机机库。

上海红桥的霍克太平洋公务机航空地面服务有限公司，建有一座3100平方米的公务机候机楼、一座4000平方米的机库、一座近2000平方米的维修用附楼、专用停机坪等。二期将再新建一座4000平方米的机库，以满足上海乃至华东地区公务机市场快速增长的需求。虹桥国际机场公务机基地运营一年以来，共有578架次国际公务机、专包机从该基地出入境，出入境人员总量近6000人次。以来往两岸三地的航班居多，其中，来往地为香港、澳门、台湾地区的航线占到总量的70%。来往地为亚洲国家的航线占15%，来往地为欧美地区的航线占10%。出入境旅客中，港澳台旅客占36%，内地旅客占13%，外籍旅客占51%。

上海是公务机重要的目的地，去年经虹桥、浦东两场起降的公务机约3500架次，预计上海公务机的起降量将会以每年10%至15%的增幅稳步增长。随着迪士尼等大型项目在沪投建，越来越多参加交流活动的外籍人士也将通过公务机飞抵上海。

沈阳桃仙国际机场的新近建好的公务机专属候

and dedicated aprons. They will build another 4,000 square meters of hangar in the second phase of construction to meet the fast growing demands of the business jet market in Shanghai and the eastern China area. Hongqiao FBO has operated for 1 year and the turnover is 578 business flights with nearly 6,000 people. The hot flight routes are between mainland China and Hong Kong, Macao and Taiwan. These routes have accounted for 70% of the total routes. Flights between Asian countries accounted for 15%, and 10% are the flights from and to America and European countries. Hong Kong, Macao and Taiwan tourists accounted for 36% of the total passengers, with Mainland visitors accounting for 13% and 51% being foreign visitors.

Shanghai is an important destination for business jets. There are 3,500 take-offs/landings in Hongqiao and Pudong airports last year alone. It is expected that the take-offs/landings of business jets in Shanghai has a 10%-15% annual growth rate. As Disneyland and other big projects are under construction in Shanghai, there will be more and more foreigners traveling to participate in exchange activities and will fly to Shanghai by use of business jet.

Shenyang Taoxian Airport's newly built business jet terminal was put into use in June 2011. There is usually 1 business jet flight taking off and landing each day and the flight routes covers the major domestic airports, regional airports and neighboring countries. The ratio of international to domestic flights is 7:3.

The dedicated business jet terminal of Chengdu Shuangliu Airport is currently in the planning of its Terminal 3 which is currently under



机楼已于2011年6月投入使用。每天基本有一个班次的公务机起降，增长45%，航线遍及国内主要机场和支线机场以及周边国家。国际与国内航班比例为7:3。

成都双流国际机场的专属候机楼处于正在建造的T3航站楼的规划中，预计2012年初投入使用。该基地位于成都双流国际机场第二跑道西侧，占地面积7.3万平方米，计划建筑面积约4万平方米，景观面积约1.5万平方米，总投资3亿元。基地将设计有商务候机楼、停机坪、机库及办公楼等。建成后可容纳50架商务飞机，将成为西部首个公务机航空基地。

白云公务机中心是广州白云国际机场唯一指定的总代理中心，拥有一支运营九年的服务保障专业团队。主营业务包括：地面代理、包机租赁、机组旅客服务、行程策划。2011年公务机地面保障量比2010年同期增长45-68%。保障航班中的国际航线主要覆盖欧美、东南亚、日韩，国内航线主要在北京、上海、深圳、香港。其中国际航线占65%。白云公务机中心与国内17家代理公司与飞机运行公司有合作关系。

大连虽然没有自己专属的公务机楼，但在2011年夏季达沃斯会议举办的4天内，共有25架公务机飞抵大连，最高峰时段曾出现没有停机位的情况。

construction. It is expected to be put into use by early 2012. The business jet base is located to the west of the airport's second runway, covers an area of 73,000 square meters, has a planned construction area of 40,000 square meters, the landscape area is about 15,000 square meters, and the total investment is 300 million Yuan. The base will be designed with a business jet terminal, apron, hangar and office building. It could take up to 50 business jets and will become the first business jet aviation base in western China when it is completed.

The Baiyun business jet center is the only designated agent center by the Guangzhou Baiyun International Airport. It has a nine-year experienced service team of professionals. Their main business includes: ground handling, charter, passenger and crew services, as well as trip planning. The ground support service has a comp. increase of 45-68% more than 2010. The international flight routes cover Europe, America, Southeast Asia, Japan and Korea. The domestic routes cover Beijing, Shanghai, Shenzhen, and Hong Kong. The domestic flight routes accounted for 65% of the total flights. Baiyun business jet center cooperates with 17 domestic agencies and aircraft operation companies.

Although Dalian does not have a dedicate business jet terminal, yet 25 business jets have landed at Dalian airport in 4 days during the Summer Davos meeting in 2011. There was even no stand for parking in the peak time. We believe that with the operation of Dalian's first business Jet company (Hanhua Business jet Company) after the Spring Festival of 2012, Dalian will begin the construction of their FBO facilities.

相信在2012年春节前后投入运营的大连第一家公务机公司——汉华公务机亮相后，大连也将迎来公务机中心和FBO配套设施的筹建。

五、公务机的维修与保养：

截至今年8月底，中国内地共有维修单位370家，建立起了由航空器机体定检、发动机翻修以及相关部附件维修组成的较为完整的维修产业链。国内工具，航材，配件企业120家，大型的合资维修企业12家，民营企业4家，占据市场份额76%。

中国内地民用维修单位分布呈现明显的地区性特征，在175家独立维修单位中，约7成集中在成都、西安、厦门等7个主要城市或地区。其中包括通航基础服务及设备细分领域的龙头公司，如空管系统产品领域龙头川大智胜川大智胜软件股份有限公司，航空地面设备及配套龙头企业威海广泰空港设备股份有限公司等。值得注意的是，公务机的维修与民航大飞行所执行的标准是不同的，大飞机执行CCAR121部运行标准，公务机执行CCAR91部、CCAR135部运行标准。与民航大飞机相比，公务机电子化程度更高、更先进，且机体空间小、维护困难更大；三是公务机航班计划不确定，经常发生因航班变化而临时调整维修计划的情况。

目前国内有公务机维修服务，工具，航材，配件等相关领域的企业120家。大型合资维修企业12家，民营企业4家确占据这个市场的76%的份额。

六、金融机构、银行与保险业

目前，国内设立航空金融，航空租赁、航空贷款等相关业务的金融机构仍相对较少，在官方网站上宣传此类业务的公司有：工银，民生，国民信托，万笙，招银，农银，交银，兴业，长江，国银，扬子江等。

据民生提供的数据，自2009年大力开展公务机租赁后，该公司购置了包括湾流在内的多品牌、多系列公务机共计17架，至今已投入40多亿元。其中湾流系列公务机涵盖G-450、G-550等各类机型，累计金额约30亿元人民币。

与金融机构的情况类似，保险业也存在此类问题。目前，国内有相关航空保险的企业有扬子江、平安、太平洋三家公司。一架普通公务机的身价都在亿元人民币左右，每架公务机的保险费用约占飞机总价的5%左右。随着中国公务机市场的发展趋势，会有越来越多的公务机飞来中国，停在中国机场，由中国航空公司托管，在FBO维护保养，这些环节所产生的利润我们可想而知。

5.MRO of Business Jet

By the end of August 2011, there were 370 aircraft maintenance companies in mainland China. Now we have established a periodic inspection to airframe, engine overhaul and accessories maintenance service chain. There are a total of 120 companies on tools, aviation supplies, and aircraft parts. Among them, there are 12 large-scale joint-ventures and 4 private enterprises, which accounted for 76% of the total market share.

The maintenance companies of Mainland China show a clear regional distribution. The 7 major cities, like Chengdu, Xi'an and Xiamen's maintenance companies accounted for 70% of the total 175 companies, which include the leading companies on GA services and equipment, such as Wisefsoft Co.,Ltd., which leads the field of air traffic control system products, aviation ground equipment and the supporting leading enterprise, Weihai Guangtai Company, and so on. It is noteworthy that business jet maintenance performs at a different standard than large aircraft. The large aircraft must abide with CCAR Part 121 and business jets must abide with CCAR Part 91 and Part 135. Compared with the Civil Aviation aircraft, business jets have a higher degree of electronic systems. It is more advanced, needs a smaller space yet is more difficult to maintain. Business jets' flight plans are uncertain so there are many frequent changes in maintenance plans that need to be adjusted on the go.

6.Financial institutions, banks and insurance

At this present time, there are few financial institutions regarding aviation finance, aircraft leasing, and aviation loans. The companies that clearly introduce this kind of business on their official websites are the following: ICBC, Minsheng, National Trust, Wan Sheng, Merchants Bank, Agricultural Bank, Bank of Communication, Industrial Bank Co., Ltd, the Yangtze River, the National Bank, and the Yangtze River.

According to data provided by the Minsheng, since the development of business jet leasing in 2009, Minsheng has purchased a total of 17 business jets from many famous brand such as GulfStream. So far the company has invested more than 40 billion Yuan. Gulfstream business jet series covers the G-450, G-550 and other models and the cumulative amount is about 3 billion Yuan. It is expected that by the end of 2010, the total number of business jets purchased and leased by Minsheng will increase to 20, with 7 business jets being delivered this year.

The insurance industry is encountering similar problems. Right now, 3 companies have relevant aviation insurance business; they are the Yangtze River, Ping An, and Pacific Insurance. The insurance of each business jet is accounted for 5% of its total value. The cost of a common jet is around 100 million Yuan. More and more business jets will fly to China, stop in Chinese airports, be managed by Chinese airlines, and maintained in China's FBO. The future of the business jet Market looks very bright and we can already see the potential.



Special Report: Capital Jet Co. Ltd. 首都公务机有限公司特别报导

一、股东背景资料

(一)首都机场集团公司(英文缩写CAH)隶属于中国民用航空局(CAAC),是一家跨地域、多元化的大型国有企业集团。注册资本为50亿元人民币,员工近7万人,为中国民航系统的七大集团之一,现由交通运输部中国民用航空局直接管理。同时,首都机场集团公司也是中国第一个跨地区组建的机场集团公司。

至2010年,首都机场集团公司全资、控股的成员企业38家,管理资产规模超过1400亿元。主要业务领域涉及机场管理、机场建设、投融资、酒店旅业和服务保障,其拥有的首都国际机场也是国内最大也是最繁忙的机场。

(二)中国航空油料集团公司(简称“中国航油”)成立于2002年10月11日,是以原中国航空油料总公司为基础组建的国有大型航空运输服务保障企业,是国内最大的集航空油品采购、运输、储

1.Background Information of the Shareholders

(1)Capital Airports Holding Company (abbreviated as CAH) is a subsidiary of the Civil Aviation Administration of China (CAAC). It is a cross-regional, diversified, large state-owned enterprise. With a registered capital of 5 billion Yuan and nearly 70,000 employees, CAH is one of the seven top groups in China's aviation system and under the direct management of the CAAC. CAH is also the first cross regional airport authority in China.

By 2010, the CAH owns 38 wholly-owned companies and holding members and manages assets of over 140 billion Yuan. CAH's main fields of business cover airport management, airport construction, investment and financing, hotel and tourist industry and service guarantee. Beijing Capital International Airport (BCIA), which is owned by CAH, is the largest and busiest airport in China.

(2)China National Aviation Fuel (CNAF), established on October 11th, 2002, was established through the restructuring of its predecessor and it is a large state-own air transportation logistics service provider and the largest integrated jet fuel supplier in the PRC. It provides jet fuel procurement,

存、检测、销售、加注为一体的航油供应商。中国航油也是国务院授权的投资机构和国家控股公司试点企业，是国务院国资委管理的中央企业。

公司构建了遍布全国的航油销售网络和完备的油品配送体系，在全国140多个机场拥有供油设施。拥有专用卸油码头15个，1000多公里的输油管线和约100公里的铁路专用线，40余艘油轮，近百座地面加油站，总储油能力200余万立方米。中国航油已正式加入国际航空运输协会、国际航煤联合检查集团、美国试验和材料协会、英国石油协会、美国石油协会等多个影响显著的国际组织，具备制定国际航油市场标准的资格。

中国航油保持强劲的发展势头，2009年在中国企业联合会发布的中国企业500强中位居第52位。

(三) 中国民用航空局空中交通管理局(简称民航局空管局)是民航局管理全国空中交通服务、民用航空通信、导航、监视、航空气象、航行情报的职能机构。中国民航空管系统现行行业管理体制为民航局空管局、地区空管局、空管分局(站)三级管理;运行组织形式基本是区域管制、进近管制、机场管制为主线的三级空中交通服务体系。主要职责是:贯彻执行国家空管方针政策、法律法规和民航局的规章、制度、决定、指令;拟定民航空管运行管理制度、标准、程序;实施民航局制定的空域使用和空管发展建设规划;组织协调全国航班时刻和空域容量等资源分配执行工作;组织协调全国民航空管系统建设;提供全国民航空中交通管制

transportation, storage, inspection, sales and refueling services. It is a central State-owned enterprise directly under the State-owned Assets Supervision and Administration Commission of the State Council (SASAC) and is a pilot state holding enterprise approved by the SASAC to carry out state-authorized investments.

CNAF has created an aviation fuel sales network and a complete distribution system throughout the country. It provides fuel for more than 140 airports in China, has 15 dedicated unloading terminals, more than 1,000 kilometers of pipeline and about 100 km of special railway lines, more than 40 oil tankers, and hundreds of gas stations with a total storage capacity of 2 million cubic meters of fuel. CNAF is an official member of the IATA, JIG, ASTM, UK-PIA, API and other significant international organizations. CNAF has the qualifications to develop international standards for the aviation fuel market.

CNAF maintains its strong momentum and ranked No.52 in the top 500 enterprises released by the China Enterprise Confederation.

(3) Air Traffic Management Bureau of the Civil Aviation Administration of China (Hereinafter referred to as CAAC/ATMB) is a functional organization that administrates national air traffic services, civil aviation communications, navigation, surveillance (CNS), and aviation meteorology and flight information. The current industrial management system is divided into three levels, which are ATMB, regional ATMB and sub-bureaus. The operational management system is based on a three-level air traffic services system, which are, area control, approach control and airport control. The main responsibilities of the CAAC/ATMB are as follows: Carrying out national ATM principles and policies, laws and regulations, and CAAC rules, regulations, decisions and instructions; Drafting civil aviation ATM operational

management systems, standards and procedures; Implementing the use of airspace and air traffic control development and construction planning formulated by the CAAC; Organizing and coordinating resource assignment, such as national flight time and airspace capacities etc. Organizing and coordinating the construction of the civil aviation ATM system; Providing air traffic control services, CNS services, flight information services and aviation meteorology services; Supervising the operational status of the national ATM system; be responsible for the special flights,



首都公务机有限公司董事长 赵啟江



important flight activities and the search and rescue of aircraft; Researching, developing and promoting civil aviation ATM new technologies; Directing and administrating the regional ATMBs and be responsible for the units directly under it, such as their personnel, wages, financial, construction projects, asset

management and information statistics, and so on.

CAAC/ATMB directs and administrates seven regional ATMBs and their subordinate units. The ATM units in the provincial capital cities or municipalities directly under the central government are short for ATM sub-bureaus; others are called ATM stations. The regional ATMBs are the institutions that are affiliated with the CAAC/ATMB; their organization level is equivalent to the deputy director at the bureau-level and carry out enterprise management. The civil aviation ATM sub-bureaus (stations) are the institutions that are affiliated with regional ATMBs; their organization level is equivalent to the department-level and carries out enterprise management.

2.China Aviation Industry

In 2004, the Civil Aviation Administration of China (CAAC) had proposed the goal of "transforming China from a major aviation country in the world to the world's leading aviation power". The following year, China's civil aviation transportation turnover went beyond Germany's and become the second largest in the world, just after the United States. From 1978 to 2010, the average annual growth rate of China's aviation is 18%, which ranks as No.1 in the world for growth rate.

From an infrastructure point of view, the United States has a total of more than 3,000 counties, 19,990 airports, of which 5,233 are public airports, 14,757 private airports, 500 airports are for cargo freight, and the rest of the over 19,000 airports are used by general aviation aircraft and helicopters. China has a total of 2,861 county-level administrative divisions, yet there are only 69 available GA airports, 329 temporary landing points, and most of them lack the facilities for sustained operations.

The total number of jets in the world, according to the statistical data from the EMBRAER back in 2007, totaled 13,124. The U.S. covers 74% of the total amount of jets in the world, with Germany, Britain, Canada and Brazil all covering 2% each. China only accounted for 0.2% of all the jets in the world.

和通信导航监视、航行情报、航空气象服务, 监控全国民航空管系统运行状况, 负责专机、重要飞行活动和民航航空器搜寻救援空管保障工作; 研究开发民航空管新技术, 并组织推广应用; 领导管理各民航地区空管局, 按照规定, 负责直属单位人事、工资、财务、建设项目、资产管理和信息统计等工作。

中国民用航空局空中交通管理局领导管理民航七大地区空管局及其下属的民航各空管单位, 驻省会城市(直辖市)民航空管单位简称空中交通管理分局, 其余民航空管单位均简称为空中交通管理站。民航地区空管局为民航局空管局所属事业单位, 其机构规格相当于行政副司局级, 实行企业化管理。民航空管分局(站)为所在民航地区空管局所属事业单位, 其机构规格相当于行政正处级, 实行企业化管理。

二、中国航空业

2004年中国民航局(CAAC)提出了“由民航大国走向民航强国”的宏伟目标, 翌年中国民航运输总周转量就超出德国, 成为仅次于美国的世界民航亚军; 1978—2010年, 中国民航年平均增长率18%, 增长速度居世界第一。

从基础设施来看, 美国共有3000余个县, 拥有机场19990个, 其中公共机场5233个, 私人机场14757个, 供运输航空使用的有500个, 其余19000多个机场可供通用航空飞机和直升机起降使用。而中国共有2861个县级行政区划, 可用的通航机场仅69个, 临时起降点329个, 且大部分缺乏持续运营的设备。

从机队数量来看，世界上部分国家喷气公务机数量（2007年巴西航空工业总公司统计数据）总计为13124架，美国占74%，德国、英国、加拿大、巴西各占2%，而中国只占到0.2%。

从国民生产总值来看，2010年中国GDP位居世界第二，中国国民生产总值6.5万亿美元，超过日本成为世界第二大经济体。按照每一万亿美元产生公务机需求量来推算，中国目前应该有公务机537架，而实际不到100架。

综上所述，今后十年，是中国民航发展的重大战略机遇期，而中国民航走强国之路要素之一的通用航空更是发展潜力巨大，作为民航业发展的两翼之一，通用航空尤其是公务航空的发展水平，是社会经济发展、人民生活水平提高的重要标志之一。目前，无论是与通用航空发达的欧美国家相比，还是与中国日益增长的社会经济发展需求相比，通航整体发展尚处于较低水平，市场潜力巨大，加快通用航空的发展是实现中国民航“十二五”战略规划、加强建设民航强国的重要内容。通用航空是中国政府及民航局大力扶持的战略性新兴产业。

三、首都公务机有限公司介绍

（一）公司概况

首都公务机有限公司成立于2000年5月，是首都机场集团公司下属的专业化机构，致力于为中外政要、商务贵宾以及公务机拥有者提供专业化公务航空服务。公司服务对象遍及众多国家元首、高层政府官员、全球五百强企业及商界名流，目前已发展成为占国内市场份额80%以上的专业公务航空地面服务供应商。

公司在北京首都国际机场拥有独立的停机坪，配置了独立的海关、边防、检疫、安检等联检通道，拥有经验丰富的专业人员和训练有素的服务人员，每天24小时提供飞行和地面保障服务。

首都公务机楼于2008年7月正式启用，楼内设置了现场办公室、联检大厅、VIP休息室、休闲吧台、庭院花园、豪华套房等各项设施，充分保障中外贵宾尊贵、高雅、安全、舒适、快捷、私密的公务飞行。

（二）现有业务范围

目前，首都公务机有限公司的主要业务包括地面代理、进出机坪以及包机租赁等。

地面代理业务：

负责为公务机提供相关地面服务，机组、客人手续办理、飞机航前航后机坪服务、机组往返酒店

From the perspective of GDP, China's GDP ranked No.2 in the world in 2010 with a total value of \$6.5 trillion, becoming the world's second largest economic entity. According to the demand quantity of business jets by each trillion U.S. dollars, China should now have 537 business jets, yet the actual number is less than 100.

To sum up, the following decade will be a major strategic opportunity for China's aviation development and especially for GA development. As one of the two wings of civil aviation, the development of general aviation and business jets are considered one important indicator of social and economic development and living standards' improvement. Currently, compared to both Europe and the United States, China's GA industry is still at low levels, yet there is great market potential. The strategic plan of China's "12th Five-Year" plan is to accelerate the development of general aviation. It is also considered a new industry supported by the Chinese Government and the CAAC.

3.Introduction of Capital Jet Co., Ltd

(1)General Situation

As a professional subordinate institution of the Capital Airport Holding Company, founded in May of 2000, Capital Jet Company Limited is committed to providing professional business aviation services to politicians, honored businessman, and business aircraft owners. Our customers are mainly heads of state, high level governmental officials, Global Fortune 500 companies and business celebrities both at home and abroad. Currently we have also become a professional ground service supplier for business aviation covering 80% of the domestic market share.

Capital Jet Company Limited has an independent parking apron, independent Customs, frontier defense, quarantine, security check and other



和机场地面交通、航务服务、机组客房、客人休息室、各项费用代收。

进出机坪服务：

为公务机机组、客人提供进出机坪服务，休息室、独立通道、摆渡、专人引导。

包机租赁业务：

24小时提供要客包机飞行、急救飞行。

十年来，首都公务机有限公司积累了丰富的地面保障经验，每年业务量以40%以上速度递增，预计2011年航班起降将近8000架次，圆满完成了每一次服务保障任务。如：运送救灾物资、维和部队运送、国家领导专包机飞行、财富论坛、中非论坛、运送卫星、奥运会及残奥会以及60周年国庆、上海世博会、广州亚运会、亚残运等。特别是2008年奥运会和残奥会期间，首都公务机有限公司为包括美国前总统老布什、基辛格在内的等各国政要以及高端商务贵宾等提供了专业的FBO地面代理服务，获得了社会各界人士的普遍赞誉！

joint check channels. We have professionals with an abundant amount of experience and well-trained personnel. We provide 24-hour flying as well as ground handling services.

The business terminal was initiated in July of 2008, in which it has a site office area, joint check hall, VIP lounge, bars, courtyard gardens, deluxe suites and more to fully guarantee a honorable, elegant, safe, comfortable and private business flights for distinguished guests both home and abroad.

(2)Scope of Business

Currently, our business mainly includes ground handling, airport apron services, charter flights, and other related services.

Ground handling services

To provide relevant ground services, aircrew and passenger check-in, airport apron service for take-off/landing, aircrew to hotel and airport ground transportation, navigation services, aircrew room service, and collection of various fees.

Airport apron services

To provide airport apron services, a lounge, an independent channel, ferry, and special escort services for aircrew and guests.

Charter services

Providing 24 hours charter services and emergency rescue flights.

Over the past decade, Capital Jet Company Limited has accumulated an abundant amount of ground handling experience. We have a record of finishing our ground support missions every time perfectly, such as: delivery of disaster relief materials, delivery of peacekeeping forces, chartered planes, the Fortune Forum, FOCAC, satellite launching, the Olympics Games, the Paralympic Games, the 60th anniversary of National Day, the Shanghai Expo, the Guangzhou Asian Games and the Asian Para Games. During the 2008 Olympic Games and Paralympic Games, Capital Jet Company Limited provided professional FBO ground agency services for former U.S. President, George H.W. Bush, Henry Kissinger, Greece's Foreign Minister, Kazakh's Foreign Minister, the Chad Prime Minister, the Malaysia President, the Saudi Arabia Princes, princess, and high honored level business guests, which has gained them high praise from the public.

(3)Development Strategy in Future

With the fast-growing development needs of the business jet market, global business jet operators are actively exploring new business models to cope with the increasingly fierce market competition. Capital Jet Co., Ltd. under the group's overall development strategy, combined with the

(三) 未来发展战略

伴随快速增长的公务机市场发展需要，全球公务机运营商都在积极探索新的商业模式，以应对日益激烈的市场竞争。首都公务机有限公司根据集团公司的总体发展战略，结合自身的发展优势，明确了我们的战略定位和目标：从2011年至2013年，对标国际，成为领军中国的公务航空服务供应商；从2014年至2015年，对标新加坡，发展成为亚洲一流的公务航空服务供应商和管理品牌；从2016年至2020年，对标美国，成为国际知名的公务航空服务品牌。

我们的发展战略是：以公务航空地面服务为主业，完善服务功能，构建服务网络平台，创新经营管理模式，全面提升首都机场地区公务航空服务保障能力，打造国际领先的公务航空服务品牌。

根据以上战略规划和定位，首都公务机有限公司目前正致力于打造三大业务板块：以地面代理、机坪服务、航务服务等地面保障业务为主业的地面服务板块；以机库服务、飞机维修、零部件销售为核心内容的维修板块；以成员机场为网络优势，进行市场开拓，输出地面服务及公务机托管业务的网络销售板块。

对外合作方面我们也取得了显著成果，与中国民航局、空管委、通航协会、建立了良好的合作关系；积极参与地方政府的通航发展规划和产业链建设，与北京、西安、重庆、大连、鄂尔多斯、株洲、渭南、榆林等城市均建立战略合作伙伴关系；与各公务机制造商保持良好合作关系。

首都公务机有限公司将充分利用首都机场公务航空的地理优势和合作方的技术优势，以公务航空地面保障为龙头，以公务航空运营和维修为两翼，以网络服务为支点，建立公务航空飞行、地面保障、维修、航务及延伸业务等相关配套的业务链。通过对“公务机4S店”、“模拟航空公司”以及维修基地的打造，建立符合中国国情和国际标准的FBO服务体系，逐步由单一业务向公务航空全产业链拓展，从而实现国际一流公务航空服务品牌的战略目标。

(四) 战略合作需求

基于我们的战略规划和市场竞争的现实，首都公务机有限公司首先将确保现有的公务航空地面服务、以及遍及全国众多成员机场的网络销售资源的主业优势，并将此优势做精做强，再利用首都机场自身的品牌优势建立面向全球的合作平台，采取

advantages of its own development and determining of our own strategic positioning and targets, believes that from 2011 to 2013, we will become China's leading business aviation service provider; and from 2014 to 2015, will become Asia's premier business aviation service providers and a famous brand for management. We believe that from 2016 to 2020, we can become the world-renowned business aviation services brand.

Our development strategy is to maintain our main civil aviation ground services business, to improve services, to build a service network platform, to create innovative management models to enhance aviation services to the regional airports in order to create the world's leading business aviation service brand.

Based on the strategic planning and positioning listed above, Capital Jet Co., Ltd. is currently working to create three business segments: ground handling services, which include airport apron services, flight services and other ground support services. Hangar Services, which include aircraft maintenance, spare parts sales and other maintenance in the service sector. As well as taking advantage of the airport's members to develop the market, we deliver ground services, business jet hosting and related sales sector services.

We have achieved remarkable results in external cooperation, and we also have established a good working relationship with the CAAC, ATMB and CGAA. We are actively involved in the GA development and planning for local governments and building of the GA industrial chain. We have established strategic partnerships with Beijing, Xi'an, Chongqing, Dalian, Erdos, Zhuzhou, Weinan, Yulin and many other cities. We have also maintained good cooperative relations with all business jet manufacturers.

Capital Jet Co., Ltd. will make full use of the geographical advantages and technical superiority of the BCIA, maintain their leading business of ground support, business aviation operation and maintenance, and also their web services, to establish a whole business chain that includes ground support, maintenance, flight operations and other extend businesses. Capital Jet Co. Ltd. is trying to establish a FBO service system that could meet both China's national conditions and international standards. Capital Jet Co. Ltd. plans on extending the business from a single part to a full-service industry chain and trying to achieve the strategic objectives of being a world-class business aviation service brand.

(4) Demand for strategic cooperation

Based on our strategic planning and real world market competition, Capital Jet Co., Ltd. will first ensure their existing advantage in business aviation ground services, as well as their marketing resources to take advantage of BCIA's brand in order to build a global platform for cooperation. We will take the method of finding strategic partnerships or building joint ventures to cooperate with internationally renown business jet operators, aircraft manufacturers, aircraft maintenance organizations and financial



战略合作或合资方式，适时引入国际知名的公务机运营商、航空器制造商、航空器维修单位和金融机构，与他们形成一种共荣而非排他性的合作，弥补并完善我们服务功能及业务运营和发展中的短板，实现品牌共赢，打造未来亚洲乃至世界性的公务航空服务品牌。我们将有计划、分步骤地开展我们的中长期工作，目前需要重点解决的问题是：

1、搭建公务机服务网络

首都公务机有限公司近年来一直致力于运营网络的建设，目前正进行首都机场集团公司旗下38家成员机场以及成员机场以外的大中型城市的网络布局，我们希望与美国众多FBO服务机构通过合资、战略合作、服务采购等模式进行网络机场搭建合作。

2、建设公务机维修基地、4S店、航材保税库

我们希望与所有具备资质的、有技术的、有品牌实力的公务机制造商、运营商共同在公务航空航线检查、维护、维修、航材等业务上进行全方位的合作，共同开发中国公务航空服务市场，共同实现资本和社会效益的双赢。

3、公务包机业务合作

鉴于中国经济的高速发展以及综合国力的不断提升，往返于北京的商务政务活动日趋频繁，公务包机市场潜力巨大，因此，我们也有意与包括美国在内的公务航空服务运营商进行深层次的战略合作，我们将为包机业务的航线申请、地面服务、以及其他延伸服务提供帮助。

综上所述，中国公务航空市场有着巨大的商机，随着国家实力的日渐强盛，以及中国政府和行业政策的支持，再加上业界有识之士的参与和贡献，朋友们，今天我们携手在中国通用航空这片沃土上播下希望的种子，团结协作，共襄盛举，在不久的将来，我们必将收获辉煌的成果。

institutions to achieve a win-win business model, and finally to create an Asia and worldwide business aviation services brand. We will have a master plan, and plan to follow it step by step. Currently, we are working on finding solutions to the following issues:

Capital Jet Co., Ltd. has been committed to the construction of the operational network for business jets in recent years. Currently we are trying to build a network layout that includes BCIA's 38 airport members and as well as some other medium-sized cities. We hope to cooperate with a number of FBOs in the United States to create an airport network establishment through joint ventures, strategic cooperation, services and procurement, and many other ways.

We hope to have an all-around cooperation with all qualified and skilled business jet manufacturers and operators regarding business aviation flight inspections, maintenance, repair, aircraft materials and other service areas to develop China's Civil Aviation services market and to achieve a win-win situation for both capital and social benefits.

In view of China's rapid economic development, with the continuously improving of the overall national strength, and the increasing business activities to and from Beijing, there is a great potential market on public charter businesses. So we are also interested in carrying out a strategic cooperation with U.S. business jet service operators in-depth. We will provide help regarding application for charter flight operations, ground services, and other extension services.

To sum up, China has very large business aviation market opportunities. With the increasingly strong national power, and support by the Chinese government and industry policies, as well as the participation and contribution of industry insiders and friends, we have worked together to sow the seeds of hope in this fertile land known as China's general aviation. Through unity and cooperation with each other, we believe we will see highly successful achievements in the near future.



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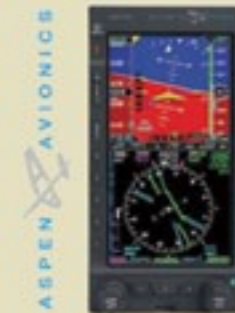
AVIDYNE

EX600



ZAON

XRX



ASPEN AVIONICS

EFD1000 Pro PFD



ICOM

IC-A6



Vertex Standard

VXA-220



H10-13.4



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公司董事长Frank Porter拥有超过50年的航空产业经验，并在设计公务机的基础上新增轻型运动飞机生产线，使Quasar Lite成为市面上性能最优秀，设计最美观，运行最安全与最实惠的轻型运动飞机之一!

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- 轻型商务喷气机 Quasar VLJ-410 即将问世!
- 通航飞机设计，生产，行销；飞机零部件销售；飞行员培训

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走进2011年中国通用航空商务交流会

China General Aviation Forum 2011

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6月底，北京已经很热，同样热火朝天的是在北京京瑞酒店召开的第九届中国通用航空商务交流会。今年会议由《民航报导》主办、捷克运动飞机公司协办、中国民航科普基金会支持、首都公务机有限公司等单位赞助。自去年10月份国务院、中央军委印发《关于深化我国低空空域管理改革的意见》后，中国的通航逐渐活跃了起来。本届会议如及时雨，给相关单位和从业人士提供了一个相互交流的机会，吸引了近160名参会代表。今年会议的主题：通航商机，无处不在。

It was very hot in Beijing in the June of 2011. It was at the King Wing Hot Spring International Hotel, where the 2011 China General Aviation Forum was held. The 2011 China General Aviation Forum was hosted by China Civil Aviation Report and co-organized by the Czech Sport Aircraft Company, with support from the China Civil Aviation Science Popularization Foundation and sponsored by Capital Jet Company Limited. After the news that the State Council of the People's Republic of China and the Central Military Commission of China had issued their Regulations Regarding the Deepening of Reform of China's Low-altitude Airspace Management Advice, China's GA has gradually become active. With the timely announcement of the reforming of low altitude airspace, this forum was an excellent opportunity for inter-communication amongst participants from within related fields and industries, and this year's forum attracted roughly 160 representatives. The theme of this year's forum was, "There are business opportunities everywhere".

6月28日 星期三

6月28日上午，北京的天气稍显闷热。然而，会场经过工作人员的精心布置，十分清凉而亮丽。8:30左右，各位代表带着饱满的情绪，满面春风地进入会场。本届会议延续传统，采用活泼的圆桌形式，以便参会者更加广泛地进行交流。

9:00，会议正式开始。赵嘉国先生问候大家，提醒大家半天换一次座位（以便跟更多朋友交流）之后，中国民航科普基金会的副理事长茅顺平先生致开幕辞。茅先生表示，自2003年以来，在《民航报导》和首都公务机有限公司等单位的共同努力之下，中国通用航空商务交流会已经成功举办了八届，为国内外通用航空的制造商、投资商、运营商和管理者提供了交流合作的平台，历次会议都介绍国外通用航空的发展情况，推广了通航先进国家的基础，运行模式及管理机制，对中国通用航空的发展具有极为重要的意义和借鉴作用。他希望各位参会代表认真探索中国通用航空建设的路子，深入研

Tuesday, June 27

On June 27th, the forum location in the King Wing Hot Spring International Hotel was beautifully decorated, thanks to the gorgeously decorated lights and the beautiful music. The background of the forum was a pair of wings on a grand blue backdrop symbolizing how China's GA would fly high in the sky. A great amount of company displays stood on each side of the meeting place, and all different types of refreshments were placed around the hall for the participants to enjoy.

At 6:00 pm, Mr. Francis Chao, the Publisher of China Civil Aviation Report, announced that the 2011 China General Aviation Forum had officially kicked off. Mr. Martin Zikes, the CEO of Czech Sport Aircraft Company, the sponsor of the reception for the 2011 China Civil Aviation Forum and co-organizer of this year's forum, delivered the welcoming remarks. Mr. Martin Zikes said that Czech Sport Aircraft Company would actively help to support the development of China's GA and he hoped for cooperation with China's GA enterprises to create a grand era for China's GA. At about 7:00 pm, Mr. Francis Chao called for all of the attendees to sign their names onto the self-discipline board, which reads: "Industrial self-discipline in GA is the best guarantee to maintain flight safety. Let's push forward with industrial self-discipline together!" Mr. Francis Chao reminded the attendees about the importance of industry self-discipline while explaining the necessity of developing GA in China, which gained universal agreement from all of the attendees. After all the attendees had signed their names on the self-discipline board, they took a break to enjoy the refreshments provided. The attendees then came up to the stage and introduced their products and communicated their views regarding China's GA. Many of the attendees were very happy to see their friends and colleagues, and many photos were taken to commemorate the event.

Wednesday, June 28th,

On the morning of June 28th there was frowst in Beijing. At about 8:30 am, all of the representatives entered the meeting place in high spirits and ready to kick off the first full day of the forum. This year's forum was held in the form of a round table discussion as it was traditionally and this was very helpful to allow the attendees to communicate with each other easily and casually.

At 9:00 am, the first day of the forum had formally launched. Mr. Francis Chao kindly suggested to the attendees to exchange seats often (as to communicate with more friends) and Mr. Mao Shunping, the Vice President of the China Civil Aviation Science Popularization Foundation, delivered the opening remarks. Mr. Mao said that since 2003, the China General Aviation Forum (hereinafter referred to as the Forum) had been an annual event, thanks to the efforts of the China Civil Aviation Report and





究通用航空运行程序标准、安全管理、服务保障、人才培养和维修管理的措施，为中国通用航空的发展建言献策。最后，茅理事长预祝本次会议圆满成功！

接着，国家空管委副局长杜强先生致本次会议的欢迎辞。杜局长感谢会议主办方、协办方和赞助商举办本次会议。然后中国民航局通航处李欣先生在致欢迎辞的时候表示，通航在推动区域经济发展方面，有不可小觑的作用。在通航基础设施建设方面，总局通航处将给予一定的资金支持，为大家带来了政府的声音。然后，北京市经济和信息化委员会的副主任李洪先生、中国通用航空协会（筹）的秘书长王霞、美国联邦航空局北京代表处的高级代表Patrick Power、美国驻华使馆商务处Landon Loomis先生等分别致欢迎辞，预祝大会圆满成功。

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“2011年中国通用航空商务交流会全家福”。

茶点之后，会议继续进行。通用航空商务交流会上，主办单位《民航报导》都会对通用航空发展做出贡献的人员和机构予以表扬和致敬。今年，我们向日本私人航空器所有者及驾驶员协会的成员在日本3·11大地震中英勇飞行，救助灾民的义举表现致敬。该次行动，是日本历史上第一次由通用航空的成员，自己规划、出资、执行的私人救灾飞行。

日本私人航空器所有者及驾驶员协会的副会长山县有德先生代表该协会的成员前来领奖，奖杯由中国民航科普基金会的茅顺平副理事长颁发。山县

Capital Jet Co., Ltd.. The Forum has continuously provided a platform for GA manufacturers, investors, operators and managers to communicate and cooperate. Every year of the Forum, there has been an introduction of the GA development of other foreign countries, including an overview of the foundation and operation mode and management mechanism of those countries where GA has already been developed. This is a useful and meaningful presentation which is designed to be a point of reference for China to use for their own GA development. Mr. Chao hoped that the attendees would explore the path of China's GA development, conduct deep research regarding the standard of operation programs and the measures of safety management, service security, personnel training and maintenance management of these other countries to make suggestions for China's own GA development.

Then, the Deputy Director General of the National Air Traffic Control Commission Mr. Du Qiang, delivered his welcoming remarks. Mr. Du thanked the host, the co-host and the sponsor for organizing and holding the Forum. Then Mr. Li Xin from the GA Department of the CAAC, stated during the delivery of his welcoming remarks that GA could play an important role in driving the development of the regional economy. The GA Department of the CAAC would provide certain funds to support GA infrastructure development. After the welcoming remarks from Mr. Li Xin, the Deputy Director of the Beijing Municipal Government's Economic and Information Committee Mr. Li Hong, as well as the Associate Dean of the General Aviation College of the Civil Aviation University of China Ms. Wang Xia, and the Senior FAA Representative of the U.S. Embassy in Beijing Mr. Patrick Power, and the Commercial Officer of the U.S. Commercial Services Mr. Landon Loomis all delivered their welcoming remarks and wished for great success in this year's forum.

Before the morning refreshments, all the attendees, full of enthusiasm,

有德先生表示，他感谢在座的各位代表在3·11日本大地震期间对日本人民的帮助和支持。日本通航状况和中国类似，都不发达。地震和海啸发生后，日本私人航空器所有者及驾驶员协会经过与政府的多次协商，才被同意执行通航飞行救助，正是这次救援飞行，让日本政府看到了通航在应急救援中的作用以及发展通航的必要性和重要性。他感谢2011年中国通用航空商务交流会为该协会颁发奖项，希望跟中国的相关单位展开合作，共同发展通航。这一致敬活动将本次会议推向了第一个高潮。

接下来，由来自美国的通用航空制造商协会的国际与环境事务副总裁Edward Smith先生做题为“国际通用航空：适应改变中的环境”的演讲。Edward Smith先生表示，他们有一些关于通航运行、制造等的资料愿意跟大家分享。他们协会的宗旨是推动全世界的通航产业的发展，维护通航相关企业的利益。

Edward Smith先生的演讲过后，民航局空交通管理局运行管理中心飞行流量管理室的主任肖震先生为大家做了题为“外国公务飞行申请的管理”的演讲。肖主任强调，这里是讲外国公务机在中国飞行的申请。他说，中国的外国公务机数量增长迅速，但目前在中国飞行，问题多多。因为尚无公务机专用机场或专用跑道；航班高峰时段公务机起降时刻受限制，申请时刻经常被建议调整等等。他认为，对公务机飞行申请的管理不应成为外国公务机在中国飞行的限制因素，而应当调动和协调各方保障能力，使公务飞行优于公共航空运输的便捷性、灵活性和安全性逐步得到更加充分的发挥。

took a group photo.

After the refreshment break, the forum continued. Every year of the forum, China Civil Aviation Report praises and honors an individual or organization that has contributed greatly to GA. This year, we honored the chivalrous deeds of the members of the AOPA-Japan for their bravery in conducting rescues and providing humanitarian aid during the earthquake that had occurred on March 3, 2011 in Japan. The humanitarian aid provided by the members of the AOPA-Japan was completely privately planned, funded and conducted, which marks the first time in the history of Japan that something of this nature has ever occurred.

On behalf of the AOPA-Japan, the Vice President Mr. Arinori Yamagata accepted the award from Mr. Mao Shunping, the Vice Chairman of the China Civil Aviation Science Popularization Foundation. Mr. Arinori Yamagata expressed his gratitude to the attendees who also helped victims of that earthquake. Japan's GA was much similar to China's, in that, it is not fully developed. After the earthquake and the tsunami, AOPA-Japan negotiated several times with the related government agencies and finally got approved to conduct the GA relief flight. It was this flight that demonstrated the roles that GA could play in emergency rescue and the necessity and importance to develop GA in Japan. He thanked the 2011 China General Aviation Forum for awarding AOPA-Japan for their actions, and he hoped to cooperate with related parties in China to develop GA together. This honoring ceremony was the first landmark event of the forum.

The next speaker was Mr. Edward Smith, the Senior Vice-President of the General Aviation Manufacturers Association, whose topic was General Aviation Worldwide: Adapting to Change. Mr. Edward Smith said that they had some data about GA operation and manufacturing to share with those present at the forum. The tenet of the General Aviation Manufacturers Association was to promote the GA development around the world and to maintain the interest of all GA related enterprises.

After the speech given by Mr. Edward Smith, the Deputy Director of the ATFM Office of Operations Management Center of the Air Traffic Management Bureau, CAAC Mr. Xiao Zhen made a presentation entitled, "The Management of Foreign Business Aircraft Flight Application". Mr. Xiao emphasized that he was speaking about the application of foreign business aircraft to fly in China. He stated that the number of foreign business aircraft entering China has grown very rapidly despite the number of hurdles for aircraft to fly in China. There were no exclusive airport or runway for business aircraft in China; the takeoff and landing time is restricted during airline takeoff and landing in peak times; the takeoff or landing time applied for business flights were often suggested to be adjusted, and etc.. He considered that the management of business flight application should not be a limit for foreign business aircraft to fly in China, but should mobilize and coordinate the guaranteed capacity of all parties so that the convenience, flexibility and safety of business aviation transportation can be properly utilized.



午餐前最后一位发言人是北京市经信委航空航天产业处的杜涛处长，他演讲的题目是“北京通用航空产业发展设想”。他表示，作为中国的首都，北京是发展通用航空的最大市场，也需要通用航空支撑经济发展；北京也拥有人才、科技和经济的力量来发展通航；通用航空是北京转变经济发展方式、调整经济结构的重要平台之一；航空航天产业已经被列为北京市战略新兴产业之一，而通用航空是航空航天产业的重要组成部分。希望通航可以依托北京的优势，真正得到健康快速地发展。

12:30左右，上午的会议结束。各位参会代表享用了由美国精密飞行控制公司赞助的午餐。

下午13:30左右，会议继续进行。首先，是各位代表简短的自我介绍，以便各位来宾相互认识和熟悉，获得更好的交流。

下午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所长路遥先生做了题为“轻型运动飞机的认证审定程序”的演讲。他首先讲述了什么是轻型运动飞机，举了例子，如滑翔机、动力伞和自转旋翼器等都是轻型运动飞机，多发飞机和直升机等都不是轻型运动飞机。讲述了轻型运动飞机取得的型号证件分为型号合格证和型号设计批准书。适航证的类别主要分为标准适航证和特殊适航证。未来将修订CCAR-21，增加单独的轻型运动航空器的类别，修订AC-21-2009-AA-25，以适应轻型运动航空器的适航审定特点等。

接下来是捷克运动飞机公司的首席执行官 Martin Zikes先生做题为“创新运动巡航飞机简介”的发言。Martin Zikes先生说，捷克运动飞机公司的业务是发展、制造运动型飞机，公司有强大的投资

The last speaker before the lunch break, was Mr. Du Tao, the Director of the Beijing Municipal Commission of Economy & Information Technology, whose presentation was entitled, “The Development Ideals of Beijing’s GA Industry”. He stated that, as the capital of China, Beijing has the largest market to develop GA in China, and in turn, Beijing needed GA to support its economy. Beijing possessed the talent, technology and economic power to develop GA. GA was one of the important platforms for Beijing to transform its economic development style and adjust its economic structure. Aerospace was listed as one of Beijing’s new strategic industries and GA was an important part of the aerospace industry. Mr. Tao hoped GA could achieve healthy and rapid development based on Beijing’s excellent capabilities.

At about 12:30, the first morning’s section ended. All attendees had a delicious lunch sponsored by Precision Flight Control, an American enterprise.

At about 13:30, the forum continued. The first item on the agenda after the lunch break was for all the attendees to introduce themselves briefly so that everyone was acquainted and could communicate with each other conveniently and casually.

The first speaker of the afternoon was Mr. Lu Yao, the Director of the Aircraft Airworthiness Institute of the China Academy of Civil Aviation Science and Technology, whose topic was “Certification Procedure of Light Sport Aircraft”. The first thing he did was to make clear what was considered a light sport aircraft. For example, gliders, powered parachutes and gyroplanes are all light sport aircraft. Neither multi-engine aircraft nor helicopters are considered light sport aircraft. He said that the current types of certificates consisted of Type Certificate and Type Design Approval and airworthiness certificates included Standard Aircraft Certificate and Special Aircraft Certificate. In the future, the CCAR-21 would be revised to add a new category – Light Sport Aircraft, and AC-21-2009-AA-25 would be also revised

背景，工厂地点就在捷克共和国。该公司生产的两人座的飞机经济实惠、现代化、易操作。他表示，公司已经认识到通航在中国的发展势头，他们正在积极推动其生产的飞机得到中国的认证，也在积极准备获得在中国的市场份额。

然后，民航华北地区管理局通航处处长任超忠先生带来了关于通航监管的介绍。任处长主要讲述了华北局通航处的概况和职责、工作和内容；一年多来，已经做的工作和取得的成果以及以后的工作安排和计划，以及正在研究和制作的通用航空监管系统的功能。

近年来，世界各地自然灾害频发。作为高新技术的航空业尤其是通用航空业，有责任也有能力在救灾中发挥其功能。就这一点，中国地震应急搜救

for it could be more suitable for the airworthiness certification of Light Sport Aircraft.

The next presentation was given by Mr. Martin Zikes, the CEO of Czech Sport Aircraft, with the title, “An Introduction of the renovated sport aircraft – SportCruiser”. Mr. Zikes stated that the business of Czech Sport Aircraft was the development and production of sport aircraft. The company had a powerful background with its factory in the Czech Republic. The twin-cockpit aircraft that the company produced was economic and practical, while still being modern and easy to operate. He stated that his company had realized the strong force of China’s GA development, and so they were actively promoting the aircraft verification from China’s authorities and were actively preparing for a share in China’s GA market.

Then Mr. Ren Chaozhong, the Director of the GA department of the CAAC North China Regional Administration, gave an introduction on GA supervision. Mr. Ren mainly introduced an overview, that included the duties, tasks and matters of the GA Department of the CAAC North China Regional Administration. He also talked about the arrangements and plans in the future, as well as the functions of the GA supervision system in research and establishment.

In recent years, natural disasters have struck many places around the world. The aviation industry, especially the GA industry, has the ability and the duty to play a role in the relief efforts of the victims of a disaster. About this time, Mr. Qu Guosheng, the Chief Engineer of the National Earthquake Response Support Service, gave us a wonderful presentation regarding the Application of Space Technology in Earthquake Disaster Emergency Response and SAR. Mr. Qu said that space technology, together with aviation technology, could play a powerful role in emergency rescue when a natural disaster took place. Mr. Qu divided the application of space technology in earthquake disaster into six aspects: application in earthquake



中心总工程师曲国胜先生给我们带来了题为“空间技术在地震灾害应急救援中的应用”的精彩演讲。曲总工表示，空间技术可以和航空技术相结合，在自然灾害发生时，起到很大的救灾作用。曲总工将空间技术在地震灾害中的应用分为在地震灾害备灾方面的应用、在灾情快速获取方面的应用、在灾情宏观判定方面的应用、在灾害救援指挥方面的应用、在灾后灾民安置方面的应用、在灾后恢复重建方面的应用等。

接下来，是由PFC 飞行模拟器公司的总经理 Tracy Cook先生做的题为“飞行模拟器如何协助培训各级飞行员？”的演讲。Tracy Cook先生讲到，通常，培训职业飞行员主要有两个培训渠道，即军事航空和通用航空。随着传统飞行培训的费用越来越高，模拟飞行培训成为降低培训费用、加强飞行安全并强化飞行体验的极受欢迎的手段。飞行模拟器极受欢迎的第一要素是其安全性，第二要素是飞行模拟的费用经济性，第三要素是其时间经济性。而且，现今的飞行模拟器的逼真性达到惊人的程度。PFC飞行模拟器公司提供性能卓越而经济性高的飞行模拟器，在中国销售，帮助中国减少飞行培训的花销。

17:30左右，会议进行到了轻松的时刻：会间抽奖。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。

第一天的会议结束。

6月27日晚17:30，北京京瑞大厦的阳光大厅，华灯流彩，音乐悠扬。布置一新的会场宽敞明亮，巨幅澄蓝色主背景板恢弘大气，象征着中国的通航将插上翅膀，迎空高翔。四周林立着易拉宝，会场周围摆满美味的点心，各位代表陆续签到入场。

晚6点，《民航报导》发行人赵嘉国先生宣布2011年中国通用航空商务交流会招待酒会开始。酒会的赞助商兼本届会议协办商捷克运动飞机公司的首席执行官Martin Zikes先生致欢迎词，表示大力支持中国发展通航，也希望和中国企业携手合作，共创中国通航发展的大时代。约晚7点，赵嘉国先生号召大家在会议准备的自律板上签字。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！他提醒，发展通用航空是必需的，同时产业自律也很重要，所有来宾深以为然。所以，这个十分有意义的环节得到了所有来宾的赞同，各位代表纷纷举笔签字，以示支持。接下来，各位代表在悦耳的音乐中，品着会议准备的各色甜点和饮品，轻松交流。或介绍自己的产品，或交流对通航的看法，或开心不已见老友，高兴地拍照留念。



disaster preparedness, application in earthquake disaster information collection, application in earthquake disaster level estimation, application in on-site SAR commanding and coordination, application in allocation of homeless people and application in recovery and reconstruction.

The next presentation, “How do Simulators Help in Training All Levels of Pilots”, was Given by Mr. Tracy Cook, the Sales Manager of Precision Flight Control. Mr. Tracy Cook said that generally, there were two ways to train professional pilots, and that was military aviation and general aviation. As the cost of traditional flight training continued to increase in fees, simulation flight training became a popular means, which cost less money and was much safer and could give students stronger flight experience. Flight simulators had become very popular due to three factors. The first one was its safety; the second one was its lower price and the third one was that it required less time to train in than the traditional methods. The fidelity of today's flight simulators was amazing. Precision Flight Control produced economical flight simulators of high performance to be sold in China to help China reduce the expenses of flight training.

At about 17:30, it was about time for the forum to end for the day. But first, some prizes were raffled off to the attendees of the forum.

6月29日 星期四

June 29, Thursday

6月29日上午08:30左右，各位代表又精神抖擞地进入会场，准备继续本届会议。半小时之后，第二天的会议正式开始。

今天的第一位主讲人是北京航空航天大学经济管理学院副教授兼陕西渭南市市长助理高远洋先生。他的演讲题目是通用航空在中国—发展态势与商业机会。高教授讲到，中国通用航空发展空间巨大，是一个总量高达万亿元的产业，但是一个尚未真正启动的大产业。目前，政策信号强劲（中国民航“十二五”发展规划中，通用航空发展被作为五个重点工作之一，明确提出要全面布局和建设通用航空机场、起降点，建设和完善空管、维修、航油配送等保障设施。），地方政府热情高涨，产业资本和投资基金高度关注中国通航，国外产业主力已开始在中国布局。然而，中国尚未做好产业大发展准备，政策和产业环境的营造需要过程，投资者从了解产业、认识产业到投入产业，也需要时间。所以，中国通航的建设是一个长期的过程。不过，局部的商业机会已经呈现，如公务机销售、公务机运营、通用航空培训、空管、维修等等。而通用航空机场的建设也可以成为资产性投资，通用航空机场设备的需求形成了一个现实而巨大的商机。高教授的讲解深入浅出，形象生动，清晰明了，时时引发阵阵掌声，掀起了本届会议的第二个高潮。

首都公务机有限公司的副总经理邓戡先生带来的题为“首都机场公务机运营与发展”的演讲后，美国豪客比奇公司市场总监王竞先生做了题为“低空空域开放与中国经济的发展”的演讲。王先生表



At about 08:30 am in June 29th, the second day of this forum kicked off. The first speaker of the second day was Mr. Gao Yuanyang, the Deputy Professor of the School of Economics & Management, Beihang University and the Assistant Mayor of Weinan City Government. His topic was “General Aviation in China - Recent Developments & Opportunities”. Prof. Gao said that there was huge room for the development of China's GA with the total volume high up into the thousands of billions of RMB. Currently, there are strong policy signals as in the 12th five-year plan of the CAAC; the development of general aviation is one of the five key tasks. Local governments are passionate and the industrial capital / investment funds are paying much attention to GA. When foreign industrial main powers first attempted to carry out their strategic plans in China; China was not yet ready for the development of such an industry. It needed a course of action to build up policy and an industry environment, as well as the investors needed time too, to understand, realize and invest money into GA. Therefore, it is a long road to set up GA in China. However, partial business opportunities has appeared, such as business jets sales, business operation, GA training, ATC and MRO, etc.. Construction of GA airports can be an assets investment and the demands for equipments of GA airports is a huge and real business opportunity. Prof. Gao's presentation was simple but profound, vivid, lively, and clear. This presentation was regarded by some as the second highlight of the forum.

The next presentation was from the Vice General Manager of Capital Jet Co., Ltd., Mr. Deng Jian, who gave a speech entitled “The Operation and Development of Business Aviation at Beijing Capital Airport”. Mr. James Wang, the Director of Marketing & Communications of Hawker Beechcraft, then followed with his presentation; “Low Altitude Opening and China's Economy Development”. Mr. Wang stated that for both the central and

示，对于中央及地方政府而言，通用航空增加政府财政收入及就业机会；对于企业而言，通航呼吁飞机制造商、运营商，还会推动机械、材料、电子、精密仪器，旅游、服务、金融、保险等的发展；对个人而言，通航是体现自我价值、实现梦想、享受时尚生活的新途径。所以，通航对中国的经济发展有着强大的潜在作用。

在轻松一刻——会间抽奖之后，大家享用了开胃点心和清凉的饮品，休息了十多分钟。

茶歇过后第一个演讲人，是由中国私人航空器拥有者及驾驶员协会的副秘书长郭阳。她为大家介绍了该协会的工作以及会员的情况，表示，协会是通航爱好者和政府主管部门的衔接，欢迎各位参会代表加入协会。然后，是由我们会议多年的支持者德事隆集团带来的演讲。主讲人是其中国区高级市场经理邱莉娜女士，题目是探索飞行、梦想起飞——赛斯纳飞行员中心。她主要介绍了介绍了德事隆集团和赛斯纳公司以及赛斯纳飞行员中心，并对中国飞行员市场做了纵览。

整整一上午的紧张会议之后，我们再次进行了抽奖活动，在午餐前为各位代表带来了轻松一刻。接着，各位代表享用了美味可口的午餐。

下午第一个主讲人是美国飞行员侯凯蒂女士。她演讲的题目是“21世纪的通用航空飞行员”。侯凯蒂女士讲到，在美国，通用航空对生活质量而言十分重要。它支撑着超过130万个工作机会；在经济活动中创造了超过1620亿美元的产出。在中国，通用航空也应该支持着社会生活的发展。一个发展运行良好的当地政府需要通用航空支持当地民众的



regional governments, GA could increase revenue and job opportunities for many different enterprises. GA also called for aircraft manufacturers and operators, and could also promote the development of machinery, materials, electronics, precise instruments, tourism, services, finance and individuals. GA could be a new way for individuals to show self-worth and to realize their dreams and enjoy a fashionable life. So GA could play an important role in China's economic development.

At this point in the second day, it was about time for a quick break, so a few more prizes were raffled off and the attendees were able to enjoy some light snacks and refreshments.

The first speaker after the break was Ms. Angela Guo, the Executive Director of AOPA-China. She introduced the association, as well as gave a brief overview of their performance and the situation of the members. She said that the association was the link for GA lovers and the competent authority and she welcomed every participant to join in the association. The

next speaker afterwards was Ms. Tammy Qiu, the Senior Marketing Manager of Textron China. Her topic was "Discover Flying: Cessna Pilot Centers". She introduced the Textron Group and the Cessna Company and the Cessna Pilot Centers and made a assessment of China's pilot market.

After the informative presentations of the morning, we again held a prize raffle, which brought about a relaxed and more casual atmosphere right before the lunch break.

The first speaker of the afternoon was an American pilot, Ms. Catherine Houghton, and her topic was, "Today's 21st Century's General Aviation Pilot". Catherine said that General Aviation was very important to the quality of



基本服务需求。地方政府需要通用航空来建立应急救援体系，民众也应当获得飞行的权利。侯凯蒂女士的演讲内容数据众多，启发性强，也很有说服力，获得了阵阵掌声，将本届会议推向了第三个高潮。

接下来发言的是联旺亚盛通用航空（北京）有限公司的市场部经理张杰先生，他演讲的题目是“空中医疗救护产业在中国的发展”。张经理指出，种种原因使得中国的空中医疗救护产业非常不完善。空中医疗救护服务在中国发展很有必要。一是经济发展的需要；二是医疗资源分配不平衡需要空中医疗救护；三是缺少立体化的医疗救援体系需要空中医疗救护；四是旅游市场的迅速发展需要空中医疗救护。张经理还对中国空中医疗救护做了展望。他认为，未来中国通用航空的快速发展，低空空域政策带来巨大市场，中国保险市场日臻完善，中国旅游市场持续增长将会使空中医疗救护得到完备的发展。

本届会议的最后一个演讲，是广州白云国际机场商旅服务有限公司的王晓丹女士向大家介绍广州地区公务航空发展。王女士首先对广州白云国际机场商旅服务有限公司做了一个简介。指出其公司运营的白云公务机立足于广州白云国际机场，而白云机场所在的城市广州是南中国的第一大城市，是华南地区政治、经济、贸易中心。而且白云公务机也有其内在优势，如占地面积大、资金雄厚、运营时间长、业务熟练等。然而，空域限制、缺乏运力、缺乏管理和缺乏机库等现实状况也是广州地区发展公务航空所面临的挑战。



American life. The GA industry supports 1.3 million jobs, and it generated over \$162 billion in economic activity. In China, GA should also support the development of society and life. A well-run local government needs GA to support the essential services needed by the people. Local governments need GA to establish an emergency rescue system, and people deserve to have the opportunity to fly. There was much information in Catherine's presentation, and she gained much applause and praise from the attendees. This presentation was also considered a highlight of the forum.

Next speaker was Mr. Darren Zhang, the Business Development Manager of WorldEx Aviation (Beijing) Co., Ltd.. His topic was "Development of Aero Medical Services in China". Mr. Zhang pointed out that there were many different factors that caused faultiness in China's aero medical services development. And that it was necessary to develop aero medical services in China. The first demand for the development of such services stems from China's economic development. The other factors that contributes to the need for aero medical services comes from the imbalance of medical resource, the lack of three-dimensional medical rescue system and the rapid development of the tourism market. Mr. Zhang made a prediction regarding China's aero medical services. He believed that the development of China's GA, the huge market brought by the low altitude airspace policy, along with the improvements within China's insurance market and the sustained growth of China's tourism market, would all come together to create a atmosphere in which aero medical services could develop beautifully in China.

The last speaker of this forum was Ms. Aileen Wang, the Business Aviation Center Director of Baiyun Int'l Airport Business Travel Service Co., Ltd.. She briefly introduced Baiyun Int'l Airport Business Travel Service Co., Ltd.. She stated that Baiyun Business Jet kept a foothold at Guangzhou Baiyun Int'l Airport, and Baiyun Airport kept a foothold at Guangzhou, the biggest city and the center of politics, economics and trade in south China.

After the last presentation, the last prize raffle was held and that signaled



最后一个演讲过后，我们再次为大家带来了轻松一刻——会间抽奖。之后大家休息十分钟，享用精美茶点和饮品。

15:50左右，我们的会议开始了“自由飞行”部分，题目有两个，分别是“如何在中国培养飞行的热情？”和“在有限空域开放的环境下，中国通用航空飞机的生产制造应该是何种类别与功能？”听到这两个主题，参会代表议论纷纷，表示这都是现阶段中国航空方面十分突出、亟待解决的问题。一方面，由于种种原因，国内很少有人从小被培养对飞行的热情，而要发展通用航空，拥有对飞行的热情是必不可少的；另一方面，自从去年10月份国务院、中央军委印发《关于深化我国低空空域管理改革的意见》后，中国通航在局部地区已经表现出强烈的发展要求，但应该制造什么类别和功能的通航飞机，并没有统一的想法。

对于如何在中国培养飞行的热情，中国私人航空器拥有者及驾驶员协会的副秘书长郭阳表示，我们虽然不能像美国那样，每年举行一个大型的“飞来者大会”，但是可以举办一个“飞来者小会”，但是要求参加者有齐全的手续，可以合法地飞上天。这样，将会大大激发参加者的热情，更能引起参观者的飞行热情。中国民航科普基金会的副理事长茅顺平先生表示，建立民航博物馆也是培养参观者飞行兴趣的重要方式。中国民航科普基金会目前正在建设的一项重要项目就是，建立一个民航博物馆。2002年开始，民航局提起这个计划，经过这几年，民航博物馆初具规模。其他的参会人员也都积极发言，如建立FBO（固定运营基地），坐上飞行



the end of all the presentations. Then it was time again for another short break to allow the attendees to enjoy in the snacks and refreshments being offered.

At around 15:50, we started the “free flight” section of the forum. There were two topics being discussed this year; one was “How to grow passion to fly in China?”; and the other one was “What type or functions of general aviation aircraft should China produce under today’s limited air space availability”. After hearing these two topics, there were numerous comments made among the participants. All attendees at the forum said that these two topics were both major issues in China’s aviation industry, and they needed badly to be resolved. One factor was that in China, children were seldom cultivated with an enthusiasm for flight, but enthusiasm was necessary to develop GA. The other factor was that since the State Council of the People’s Republic of China and the Central Military Commission of China issued Regulations on Deepening the Reform of China’s Low-altitude Airspace Management Advice in October, 2010, GA had shown strong demand to grow in regional areas in China. While, there was no uniformed view on which type of GA aircraft should be produced and what functions should China’s GA aircraft possess.

When discussing how to grow passion to fly in China, Ms. Angela Guo, the Executive Director of AOPA-China stated that while every year we could not hold a huge flight activity similar to EAA in the U.S., we could hold a smaller one which required the attendees to show the complete procedures required to fly legally. This could arouse participants’ enthusiasm as well as the visitors. Mr. Mao Shunping, Vice President of the China Civil Aviation Science Popularization Foundation, also believed that establishing civil aviation museum was also an



器或者飞行模拟器体验飞行等等，都是一些途径。

下午16:30左右，首都公务机有限公司董事长赵江先生致闭幕词。赵董说，中国通用航空商务交流会已经举办了近10届，每年，首都公务机有限公司、国家空管委、民航局和北京市政府部门都会参加。会议越办越好，充分说明了中国通用航空商务交流会对于推动中国通航的发展具有不可替代的作用。随着国家政策对通航慢慢放开，中国通用航空商务交流会对通航业内人士的交流、对国家政策的探讨和对中国通航发展方式和方向的建议，更是一个不可或缺的平台，所以他鼓励大家继续参加以后每年举行的会议。赵董表示，今年的会议办的非常好，也祝以后每年的会议越来越好！

最后，《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，积极踊跃地参加会议。明年我们的会议将继续举办，欢迎大家参加明年的第十届中国通用航空商务交流会，也欢迎大家参加《民航报导》参与举办的会议。本届会议圆满成功！



important way to cultivate visitors’ interest in flight. One important program of the China Civil Aviation Science Popularization Foundation was that it was now building a civil aviation museum. Early in the year of 2002, the Civil Aviation Administration of China raised the plan. After several years of development, this museum began to take shape. Other participants also actively made their opinions heard. Other suggestions included setting up FBO, experiencing flights in an aircraft or simulation aircraft and so on.

At 16:30, Mr. Zhao Qijiang, the Chairman of Capital Jet Co., Ltd., delivered the closing remarks. Mr. Zhao said that the China General Aviation Forum had been held for nearly ten years. Every year, Capital Jet Co., Ltd., National Air Traffic Control Commission, Civil Aviation Administration of China and Beijing Municipal Government were all present. With each year, this forum becomes more and more successful, which means that the China General Aviation Forum has played an irreplaceable role in China’s GA development. As the policy to GA was being released gradually, this forum was an indispensable platform for GA insiders to communicate with each other and discuss the state’s policies in regards to GA and to put forward advice on GA’s development style and direction. So he encouraged the participants to attend this forum again when it is held in the future. Mr. Zhao said that this year the forum was very successful and wished great success to the China General Aviation Forum for years to come.

To wrap things up, the Publisher of China Civil Aviation Report, Mr. Francis Chao, gave a concluding speech regarding this year’s forum. He thanked all the participants who attended this forum. Next year the Forum would be held once again, and all were welcome to attend the forum next year and all were welcome to attend any meeting hosted or co-hosted by China Civil Aviation Report. The 2011 China General Aviation forum was a great success this year, and seemed to improve with each year. While this year’s forum may have been the best one yet, it will certainly not be the best one ever.



Kunovice, 捷克共和国, 2011年2月23日
捷克运动飞机

这已不再是新闻, 捷克运动飞机公司 (Czech Sport Aircraft) 和派珀 (Piper) 经双方同意后, 决定终止于2010年1月所签署的总经销协议。

虽然该项目比预期的更成功, PiperSport成为美国最畅销的轻型运动飞机, 捷克运动飞机公司为了提供目前涵盖的24个国家最灵活的飞机销售和支援解决方案, 决定亲自管理其国际销售网络。在过去的五年间, 捷克运动飞机在飞机数交付量上已成为市场的领导者。

我们很高兴地宣布我们新的里程碑 – 序号600系列的运动巡航飞机 (SportCruiser) /派珀运动飞机 (PiperSport), 目前正在完成飞行测试, 并于2011年2月交付。

捷克运动飞机公司仍然提供市面上所有运动巡航飞机/派珀运动飞机的服务。除此之外, 我们并会于2011德国腓特烈港航空展 (AERO Friedrichshafen 2011)中推出创新研发产品, 包括最新改良的第四代运动巡航飞机及针对许多革命性解决方案所推出的全新机翼设计。

捷克运动飞机公司旗下的运动巡航飞机已通过期待已久的限制型轻型飞机规格认证 (CS-LSA Restricted Type Certificate) 与欧洲航空安全局 (EASA) 的批准, 可针对不同市场需求, 提供最优化产品搭配服务。在欧洲, 我们计划提供不同发动机选择, 顾客可依照个人喜好选择Rotax发动机 (经认证的或未经认证) 或FADEB ULPower发动机。瑞士当局预见由欧洲航空安全局TTC的颁发, 已在近期通过让运动巡航飞机在瑞士作飞行训练使用, 相信其他欧洲国家将很快跟进。

捷克运动飞机的总经理Petr Duben先生表示: “捷克运动飞机公司推出可选择发动机装置的方案, 更能因应客户的需求。CS-LSA RTC在欧洲拥有最大订单, 这一解决方案对顾客和我们都非常具经济效益。我们相信CS-LSA RTC的市场将由少数制造商主导, 而捷克运动飞机公司便是其中之一。

Petr Duben补充: “捷克运动飞机公司已推行高效率制造与精益利润的经营模式, 但大量的飞机销售仍是真正的成功关键。回顾近代史, 航空业与汽车产业是非常相似的, 我们高兴能预见市场整合是一个自然的趋势, 而若想成为这趋势的领导者, 除了要有雄厚的资本基础和宏观远见, 还必须了解客户需求。比较汽车制造商当今的产品与30-40年前有多大的不同, 捷克运动飞机在航空产业也是一样的。我们的使命就是单纯的结合最新管理技术和规模经济推出卓越的飞机, 使我们可以以最低廉的价格回馈给顾客, 以达到最高顾客满意度”。

捷克运动飞机公司也活跃于红牛飞行比赛 (Red Bull Air Race) 中。 “是的, 我们在2010年与Martin Sonka成为合作伙伴, 他是第一个被授予RVAR许可证的捷克特技飞行员。Martin是一个非常优秀的飞行员, 是捷克国家飞行表演队的一员, 并且是捷克空军的模范飞行员。我们很兴奋能有Martin加入团队, 我们工程部门正为他的EDGE 540做设计改良。Martin是个鼓舞人心的飞行员, 他热衷于我们的飞机, 并对我们2011版的运动巡航飞机的进化提出贡献。

欢迎亲临我们2011德国腓特烈港航空展展位, 与Martin和他的EDGE 540做近距离接触”。

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2011年EAA——飞来者大会巡礼 2011 EAA AirVenture

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EAA历史回顾:

EAA Fly-in Convention (飞来者大会) 第一次集会可以追溯到1953年9月协会刚刚成立后不久。随着参与者的不断增多，会址在1969年从密尔沃基搬到了现在的奥什卡什。20世纪70-80年代飞来者大会从一项地区性的集会活动发展为全美国最大的运动航空顶级集会。1998年其英文名称从Fly-in Convention改为Airventure (飞行探险)。每年有约50万航空爱好者参与，可以在七天的时间内为当地创造1亿1千万美元的收入。如今早已成为一项世界性的航空爱好者节日，在这里，人们可以研究学习最新的飞机与创造技术。从所举办的1000个论坛、工作访问活动中开拓新思路，交流新技术，结识业内领先的航空人才，与来自世界各地的参加者讨论飞机的话题，也是全世界的人们都向往奥什卡什的原因。

History:

The first gathering of EAA Fly-In Convention was held back in September 1953, and has been in existence nearly as long as the Experimental Aircraft Association itself. By 1969, it was apparent that the EAA Fly-In Convention had simply become too large for the Rockford facility, and in late 1969, the EAA board approved the move to Oshkosh. Through the 1970s and '80s, the Convention exploded into national prominence. Attendance jumped into six figures each year and the event became one of sport aviation's top gatherings. EAA AirVenture Oshkosh (the new name for the Fly-In Convention as of 1998) now serves as one of the world's premier aviation events. The more than 500,000 aviation enthusiasts who attend the event annually supply the local and state economy with more than a \$110-million boost during the week-long event. Today, EAA AirVenture Oshkosh is an international gathering place for aviation enthusiasts. An AirVenture participant can study the latest aircraft and innovations; discover new ideas and techniques from the nearly 1,000 forums and workshops; see aviation's top personalities; or



目前来参加EAA的人，大部分是飞行爱好者。大家开着自己的飞机，把飞机停在机场跑道的两侧，整齐有序。他们都是为了飞行而来的，都有极大的飞行热情。还有一部分是小型飞机的制造商，他们都带着自己的产品来到这里展示和交流。另外，EAA现场所有的工作人员，都是当地的志愿者，他们不求回报，只为贡献自己的微薄之力。

EAA (即Experimental Aircraft Association实验飞机协会) 实验性质就是自家做的、还未通过适航取证、只用来自己获得飞行娱乐与体验的机型，这一点对于渴望低空开放的飞行爱好者来说也是极其重要的。在EAA他们可以相互交流，互通有无。只有先做好小飞机，才能发展大型飞机如运输飞机、商业用途的飞机，这是不可逆转的一个自然发展过程。协会成员都对飞行具有强烈意愿，他们自己是飞行员，自己修飞机，甚至自己在家造飞机，他们要做出自己心中的飞机并亲自把它飞起来。在EAA你能感受到他们身上散发出来的这种狂热的飞行热情。

大家来了只有一个目的，就是为了飞行。内心洋溢着的热情此时终于可以找到一个展现的舞台，让这片天际变成飞行的舞台，展现婀娜的飞行姿态。

just talk airplanes with people from around the world. EAA AIRVENTURE OSHKOSH has become an important and influential event but still manages to retain its friendly and personal feel - part of the reason the world comes to Oshkosh every year.

Nowadays, most of the participants of EAA are the aviation enthusiasts. People fly their own aircraft and park them on both side of the runway in what seems like endless rows of parked aircraft. Another part of the EAA AirVenture audiences are the small aircraft manufacturers. They bring their products to the site for showcase and exchanges. All of the on-site EAA staff are the local volunteers.

EAA - the Experimental Aircraft Association, is the only association that offers the fun and camaraderie of participating and sharing in one's passion of flying, building, and restoring recreational aircraft with the most passionate community of aviation enthusiasts. In EAA, all the members can communicate and exchange freely. It is a natural and irreversible process of development by starting from the development of small aircraft to the development the large aircraft, i.e. transport or commercial aircraft. All the members have a strong desire for flying: they love airplanes, they fly them, they fix them, and they even build them. They want to fly their dream planes that they have personally build from scratch. At EAA, you can smell the spirit of passion for flying everywhere.

The only goal of EAA is to promote the passion to fly, and EAA AirVenture Oshkosh, is the stage for them to spread their passion on to others.



中国馆首次亮相在EAA。

随着我国低空的开放，越来越多人来到这里，他们是来学习的，来交流的，也是来感受的。学习美国通用航空的市场规范性，学习他们先进的经验，感受未来中国巨大的通用航空市场。

在美国，通用航空是每年贡献1500亿美元产值的工业。目前，中国通用航空市场基本处于起步阶段，可想而知，未来这个市场的潜能有多大。关于中国馆的概念，我们要感谢《民航报》发行人赵嘉宁先生的倡议，首都公务机有限公司的发起，还有美国驻华使馆商务处的协办支持。

这个占地2400平尺的中国馆是50年来第一次到奥什克什，充分体现了我国开放低空后，大家迫切地想更好、更健康地发展在中国还是新兴行业的通用航空产业。来到EAA飞来者大会的全体中国成员都很高兴，每个人脸上都洋溢着春天般的喜悦。中国人终于可以有这样一个平台，用集体的力量，出现在这样的一个盛会上。用中英文双语写着的“中国馆”的12面旗子矗立在中国馆前方两侧，它们形成一个倒八字型。我们把来馆的人们请到接待桌前，由5位中国馆的工作人员接受来客的询问。在接待台后面各有两个易拉宝，上面用中英文写着“欢迎光临中国馆”。

这次来中国馆的团员有首都公务机有限公司的靳永发副总，通辽市神鹰通用航空有限公司的邱志刚总经理、孙学慧副总，中国民航工程咨询公司的任利民副总、孙丽萍经理，乾峰投资有限公司的程光辉总经理、程银锁副总，中国航空规划建设发展

China Pavilion Debuted at EAA.

With the opening of China's low-altitude airspace, more and more Chinese people are coming to Oshkosh for education, networking and exchanging of feelings and ideas to learn from the U.S. general aviation market. and to get a sense of the magnitude of China future general aviation market.

In the United States, the annual output value of the GA industry is \$150 billion in U.S. Dollars. Currently, China's GA market is still at the initial stage. You can imagine the future potential. In regards to the concept of the China Pavilion, it was in thanks to Mr. Francis Chao, the publisher of China Civil Aviation Report (CCAR) for initiating the idea. The China Pavilion was then sponsored by Capital Jet Co., Ltd., and supported by the U.S. Embassy's Commercial Department.

The 2,400 sq. ft. China Pavilion this year, was the first time in the last 50 years that such a thing has been at Oshkosh, which demonstrates the strong desire for building a better and healthier GA industry in China. As a newly-developed industry after the recent opening of low-altitude airspace in China, there is a common understanding that China has a long way to go to build up a proper GA industry. All the members of the China Pavilion were very glad to have the opportunity to come to the 2011 EAA AirVenture. People from China now finally have the ability to be a part of a larger group and come to such an international event to learn and to exchange contacts and discuss future business potential with their international counterparts. 12 bilingual flags with the words "China Pavilion" stood on the both sides of the main entrance. There were 5 staff members at the reception desk ready to receive our guests' inquires. Two portable displays, with the words "Welcome to the China Pavilion" were stationed behind the reception desk.

There were 33 members of the China Pavilion in total this year, with

有限公司的李志勇院长等33人。大家都是本着学习的态度，真真切切地向美国通航的同仁们学习与交流的。我们深深地感到了国际同仁们对中国开放低空政策的关注和对我们的期望。

在EAA大会期间，中国馆里定期举办讲座，专门向世界各地的朋友们介绍中国民航的历史、现状及未来发展，宣传中国通用航空发展政策和合作前景，并负责接待中国来的航空爱好者，提供休息与洽谈的场所。同时，通过中国馆这个窗口，让更多的人了解中国开放低空的情况，为中国通航创造出良好的商业契机。在这期间，还有山东齐翔航空有限公司的司学强，中航工业的李海，民航华北地区管理局的任超忠，海南低空空域管理改革办公室的钟正安，海南省发改委的王槐列等60多人来到中国馆交流。

每天2次，即上午10点一次和下午2点一次，每天都有很多人来听简报，也会仔细询问现在中国的情况。当我们看到从中国来的参观者时，感觉格外亲切。当来自美国和世界各地的来参加EAA的华人看见中国馆的时候，他们也感觉到家的氛围和亲人的热情。他们和我们聊国内关于通航的事情，低空的情况。一整天来询问中国馆的参观者都络绎不绝。他们大都是来了解中国开放低空的情况，和开放的政策。有甚者直接就问“中国开放低空是真的吗？我直接开着自己的飞机去中国是被准许的？”这样的问题很多。看来不仅中国人关注中国的低空开放，整个世界都在关注中国开放低空。



the total number of members expected to grow quite rapidly with each following year. Mr. Jin Yongfa, Deputy Chief Engineer of Capital Jet Co., Ltd.; Mr. Qiu Zhigang, General Manager, and Mr. Sun Xuehui, Deputy General Manager of Tongliao Shenying General Aviation Co., Ltd.; Mr. Ren Limin, Deputy Manager Direct, Ms. Sun Liping, Manager of China Civil Aviation Engineering Consulting Co.; Mr. Cheng Guanghui, Chairman, and Mr. Cheng Yinsuo, Deputy General Manger of Badong Qianfeng Investment Co., Ltd.; Mr. Li Zhiyong, Director of China Aviation Planning & Construction Development Co., Ltd. and others, were all members of this year's China Pavilion and all attended the 2011 EAA AirVenture. We attended the event this year with the intention of learning, and would like to learn and exchange with the appropriate counterparts in the US. We also felt the international counterparts' concerns and expectations regarding the opening of low-altitude airspace in China.

During the 2011 EAA AirVenture, the China Pavilion held regular presentations in the China Pavilion booth. The presentation introduced the CAAC's history, the current status and future developments of aviation in China, and promoted China's GA development policies and hopes for cooperation with the international community. The China Pavilion functioned as both a place for receiving Chinese aviation enthusiasts, as well as providing a comfortable lounging area for both relaxing and business negotiations. Meanwhile, the China pavilion also played a crucial role in educating people from all around the world, who were interested in learning more about the status of China opening up of the low-altitude airspace, as well as the potential business opportunities in China regarding GA development. There were about 60 visitors from China who attended the China Pavilion during the 2011 EAA AirVenture, i.e. Mr. Si Xueqiang from Shandong Sky Aviation Co., Ltd., Mr. Li Hai from AVIC, Mr. Ren Chaozhong from North China CAAC Regional Administration, Mr. Zhong Zheng'an from Hainan Low-Altitude Airspace Management & Reform Office, Mr. Wang Hualie from Hainan Development & Reform Commission and many others.

There were two scheduled presentations each day, one at 10:00am and the other at 2:00pm. During many of the presentations, all of the seats were filled with audience members who had taken the time out of their own busy schedules to come to listen to the presentation and ask questions regarding China. We felt a particular bond whenever we met other visitors from China. Many of the Chinese visitors from US and all over the world also felt a strong connection to the China pavilion as they enjoyed the friendly atmosphere and at home hospitality of China Pavilion. Many were talking with us about China's GA development and giving us their inputs or concerns regarding low-altitude airspace opening up. Some of them even asked "Is it real that China is opening the low-altitude airspace?" and "Can I be permitted to fly back to China?" It seems that both the Chinese people and the international community are both just as equally interested and concerned about the low-altitude airspace in China.

精彩的特技飞行表演

特技飞行表演是不能缺席的。在EAA主席安排下，中国馆的团员被安排在观演台的VIP座位区。飞行表演队都是由飞行爱好者组成的，他们驾驶着飞机做着各种各样的飞行动作。编组飞行，低空通场，俯冲，侧飞，各种各样的特技表演，有4架一组的，也有一架单飞的。有的像是花翅膀的红蜻蜓，有的像飞翔的小百灵鸟，有的像水中的大白鲨鱼。在蓝色天空的映衬下，格外能激发每位参观者的飞行热情。大家都在主跑道北侧的草地上，席地而坐，临时竖起来的扬声器放着音乐配合着飞机的表演。

每天都会有不同的飞行表演，有螺旋桨飞机，喷气式飞机，也有轰炸机投弹。更有世界上最后一架B29的轰炸表演。还有海军的F-16的垂直起降，超音速低空通场等飞行表演。这些飞行表演都让人惊心动魄，因为声音在左边时，飞机已经飞过右边，他们突破音障的一霎那，其震撼场面让人心惊肉跳。在低空咆哮着通过跑道的景象，使人想起了战争场面。这样的演习，能感觉到战争的残酷性，我们深深祈祷愿人类远离战争。

The Beautiful Air Show

The Air Shows at each year's EAA AirVenture are always one of the main highlights of the event. Arranged by the Chairman of the EAA, all the members of the China Pavilion were honored with access to the VIP seating area. All of the aerobatic teams that participated in the air show, were composed by aviation enthusiasts, flying their own aircraft and performing all kinds of stunts in the sky, i.e. formation flight, low-altitude flyovers, nose-in hover, nose-in circle, and etc.. There were many different types of aircraft that participated in the air show, and some flew like a red dragonfly with bright colorful red wings, while some flew like a little lark bird, and some even flew like a great white shark in the sky. In the contrast of the blue sky, the air show both amazed and inspired the passion of each person in the audience. Most of the audiences lounged on the grass at the north side of the main runway while the sound system played the soundtrack for each performance.

There were air shows each day of the weeklong event, with all different types of aircraft from propeller planes to jets and even bombers. The final performance was one that included a B29 bomber that performed a simulated napalm drop and a Navy F-16 that demonstrated its VTOL capabilities (Vertical Take-off & Landing) as well as performed ultra-sonic flybys and many other very impressive demonstrations. All of the flight performances were very exciting to witness. As some of the aircraft broke the sound barrier, the sonic boom that followed rumbled like thunder and left the audiences in shock and awe.



每天一个主题，一个颜色，一个故事：
 第一天7月25日，主题是“Opening Day”（开放日）；
 第二天26日，主题是“Tribute to Bob Hoover”（向鲍勃胡佛致敬）；
 第三天27日，主题是“Navy Day”（海军日）；
 第四天28日，周四，主题为“Tribute to Burt Rutan”（向伯特鲁坦致敬）；
 第五天29日，周五，主题“Salute to Veterans”（向退伍老兵敬礼）；
 第六天30日，周六，主题“Super Saturday”（超级星期六）；
 第七天31日，周日，主题是“Family Day”（家庭日）。

Each day of the week had its own theme, its own color and its own story:
 Day 1, July 25th, "Opening Day"
 Day 2, July 26th, "Tribute to Bob Hoover"
 Day 3, July 27th, "Navy Day"
 Day 4, July 28th, "Tribute to Burt Rutan"
 Day 5, July 29th, "Salute to Veterans"
 Day 6, July 30th, "Super Saturday"
 Day 7, July 31st, "Family Day"



展现各时代的美军

EAA组织方还特意为海军航空兵设立专门的区域供大家近距离地体验他们的训练生活。西侧是海军现役的黑鹰直升机和B-29轰炸机的展区。大家都有序地排队等待参观，都想看看这神秘的海军战斗机的内部是什么样子。进入机舱内参观，看看里面的细节，和海军聊上几句，也可以和海军人员拍照。当然了，他们在飞机上的实际讲解也是最吸引人的。看见我们是从中国来的，他们都会主动和我们打招呼。让我们感觉到，在这里，我们也是他们的一部分，我们也享有这个盛宴。

值得一提的是，EAA的现场有一个专门区域——怀旧区，是专门展示老兵的各种装备的。二战时期的战斗机停在路边和草地上。也有身穿一战和二战时期服装的人。也展出了当年的各种步枪和机枪，还有子弹。

可以看见很多身穿军装的退伍老兵，他们虽然步履蹒跚，但精神矍铄，不失军人气度。即便不穿军装你也能看得出来，他年轻的时候一定是军人。他们身穿自己当年的戎装，佩戴奖章。看到中国馆在这里，大家都走进来，问问我们，有些人是年轻时候来过中国。看着中国馆他们很开心，本以为可以看到中国生产出来的飞机，可惜没能如愿。

Showcase for the history of the US Marine

EAA purposely organized a special area for the U.S. Marine Corp to demonstrate their training to the civilians in attendance. The west wing was the exhibition area for the Black Hawk and B-29 bombers. The visitors waited in line for a chance to take a peek at the inside of the mysterious navy fighters, walk into the cabin, look at the details, talk with military personnel and take photos with them. Once the military personnel found out that we were visitors from China, they usually took the initiative and say hello to us. This made us feel as a part of them, and enjoyed the festivities with them.

It is worthwhile to mention that there was an entire area dedicated to the old war birds, showing all kinds of equipment and aircraft of the veterans. The fighters of World War II were parked by the road side or on the grass, and the people there wore the uniforms of World War I & II. There were showcases for all kinds of antique rifles, scatter-guns and the bullets.

We saw a lot of uniformed veterans. While they walked in a stagger way, they still maintained their military spirits. You can image if he were not in uniform, you could still tell that he was in the military back in his youth. They wore their old uniforms, pinned with all the medals that they have earned over their years of military service. When they saw the China Pavilion, they would come and talk with us. Some of them had spent time in China in their earlier days. They were happy to see the China Pavilion and felt very sorry for the absence of China home-made aircraft.

亲身体验飞行，激发飞行热情：

在中国馆的同事安排下，我们可以亲身体验飞行的感觉。我们来到了唯一的超轻型飞机跑道。与其说这是跑道，还不如说这是一块平整的草地，大概有200米左右长。我们今天坐的是M-squared的超轻型飞机。M-squared的总经理Paul Mather特意安排中国馆的团员来体验飞行。和我们每个人亲自握手，相互问候，感觉我们一行中国馆的团员代表着巨大的市场在欢迎他，他感觉无比自豪。他安排了飞行经验丰富的驾驶员亲自驾驶超轻型飞机，要求每个人都要认真填写一份体验飞行确认书。我都是带着忐忑而又激动的心，坐上了这驾超轻型飞机的。只见飞机很快滑翔到跑道的一头，我们是从东南向西北飞。马达一阵轰鸣后，小飞机沿着中线飞快地滑行，大概100米左右。接着，机头朝前一抬，我们就离开了大地，小飞机不断地被拉高。然后，在大概100米左右的高度向北飞行，穿过会展区域。我们可以看见一排排的飞机和房车都在下方。飞到95号高速公路的边缘后，向左转90度，我们又看见一片玉米地就在下方。遥望大地景色，感觉美不胜收。自己就像插上了一双天使的翅膀，翱翔在天地之间，心旷神怡。此刻有一种我要飞得更高的想法，可惜操纵杆不在我手里。这时一阵阵风吹过，小飞机有些晃动，我手握飞机钢架，手心直出汗。后来又是一个左转，我们朝主跑道的方向飞去，看见远处的一片湖色在朝霞下显得波光粼粼。我还没怎么回过神来，飞机一个俯冲左转，绕开一棵大树后，就来到了我们起飞的跑道前，小飞机平



Personal Flight Experience, Inspiration of the Passion for Flying

Arranged by the staff at the China Pavilion, we were given the opportunity to personally experience the feeling of flying. We went to the dedicated runway for ultra-light aircraft. It was a 200 meters long squared grassland area rather than a more traditional paved runway. We were treated to flights aboard the M-squared ultra-light plane. Mr. Paul Mather, General Manager of M-squared, specially arranged for us to be able to experience flight. He welcomed and shook hands with everyone who had come to experience the gift of flight. He was very proud to receive the members of the China Pavilion. He arranged for an experienced pilot to fly the ultra-light plane for us, and also asked us to fill out a liability waiver before being able to board the aircraft. I was perturbed and excited when I was seated in the plane. The plane taxied to the end of the runway, heading from the Southeast to the Northwest. After a burst and roar of the engine, the ultra-light plane taxied along the center line speedily for about 100 meters, and before you knew it, the nose was up and we were leaving the ground. The aircraft climbed to an altitude of approximately 100 meters high, then it turned toward the North and flew over the exhibition area. We saw the rows of parked aircraft and RVs beneath us. Flying to the edge of the 95 highway, it made a 90 degree turn, and we saw a large corn field below. Looking at the earth below, it was so beautiful. It made me feel like a bird, flying freely in the sky. At that moment I was filled with a desire to soar higher, but sadly I was not the pilot and we were not permitted to fly much higher due to all of the other larger aircraft in the sky. An unfavorable wind made the plane shake a little and I instinctively grasped the handles tightly with my pair of sweaty hands. Another left turn, and then we were headed in the direction of the main runway, and saw the surface of the nearby lake waving the crystalline

light of the rosy dawn at me. I did not realize that after another left turn we were back and preparing to land at the same runway that we took off from. I was so happy to be back on ground safely. Everyone who participated in this flight experience really enjoyed the experience to fly up in the sky. Paul was also glad to see us back safely and was very proud of the level of fun and safety that he had provided. In his eyes, the China Pavilion is a representation of the huge China GA market.

Another exciting special arrangement organized by the China Pavilion for us, was the hands-on exploration of a state-of-the-art flight training simulator. Precision Flight Controls, Inc. is a manufacturer for flight simulators. Practicing flight with the simulator is pretty much identical to

稳地落在了跑道，开始滑行。能够安全地回到地面上，我真是开心万分。我们一行5人纷纷试乘这个超轻型飞机，大家说都过瘾。Paul看见中国馆的客人高兴地回到地面，脸上也显出一份自豪。在他眼里，我们中国馆就代表整个中国潜在的通用航空市场。

中国馆的同事看到我们这样高兴，似乎意犹未尽，又专门安排一次让我们真真切切地飞行。当然了，我们是在地面上。PrPFC飞行模拟器公司生产的模拟器。驾驶该模拟器就和驾驶真的飞机一样。他们的模拟器可以输入很多机型的资料，同时也可以输入很多机场的资料，让驾驶者找最适合、最熟悉的机型和机场，可以单靠目视和塔台指挥操作起飞和降落。我们都选择北京首都机场，因为这里最熟悉。他们的销售总监Tracy给我们介绍道，他们



产品是由3块大的全景屏幕和一个大块仪表盘还有可以按具体情况调整的座椅构成。座椅根据个人情况调整出各种坐姿，全景屏幕显示你的飞机驾驶舱前的景象，仪表盘也是根据你的指令显示出相对的数值。可以说，这和一个真的飞机驾驶舱一模一样。Tracy Cook一直在旁边告诉我们加速，减速，左转，降落等等动作。我一边看屏幕，一边看仪表盘。这个仪表盘可不比汽车的简单，要看转速、高度、飞机水平度、雷达、跑道指示坐标等，我的眼睛都不够用了。耳机里还模拟从塔台发出来的指令，报告你的高度，准许着陆等等一系列的指令。虽然我是在驾驶模拟器，但感觉和驾驶真飞机一样。能操控这架飞机安全地降落在首都机场的跑道上，我很高兴。第一次飞行就能安全回到地面大大激发了我们的飞行热情。结束这样的驾驶后，大家都被调动出了无穷的飞行热情。

flying for real. Their simulators can input a large number of different types of aircraft models and a lot of airport information, which can help the pilot to find the most suitable and familiar model and airport to practice take-offs and landings under the VFR or commanded by the ATC tower. We selected the Beijing Capital International Airport, since it is the most familiar airport to us. Tracy Cook, Sales Director for Precision Flight Controls, took the time to go over and show us the three large panoramic screens, the large dashboard and the adjustable seat. The seat can be adjusted to fit a variety of personal preferences and the panoramic cockpit display does a great job of properly simulating the actual cockpit view, and the dashboard indicates relative values according to your instructions. It can be said that it is exactly the same as a real airplane cockpit. Tracy told us the instructions for acceleration, deceleration, turning, landing and so on. I was watching the screen, while simultaneously trying to keep an eye on the instrument panel. The instrument panel is not as simple as a car's. Watching the speed, altitude, aircraft level degree, radar, indicator of the runway coordinates and etc., my eyes were too busy to catch all of that information. Headphone were also used and they were used to receive instructions from the control tower, report your height, and a series of instructions for landing clearance. Although I was flying in a simulator, the feeling is almost same as piloting a real airplane. I was very happy that I was able to control the plane and landed it safely on the runway at the airport. The flight simulator was a great experience and it really left me with an extremely high level of enthusiasm for flying.



EAA观后感：

盛大的EAA在不知不觉中很快就过去了，带着尚未平静的飞行热情的我们也要返回国内。我们每个团员都有盛大的收获，满载而归。整理一下思绪，我们不由感悟到，中国的通航事业发展的路还很长，我们不能怕而不去做，我们应该大着胆子借鉴别人的宝贵经验，更好更快地去做好。美国成熟的通用航空市场每年带来巨大的商业利润，是摆在那里的事实。这样一个新兴的行业，这么大的市场份额，中国该怎么做，如何去做，除了需要我们自身的高度自律性和完善的管理和运营体系外，我们需要学习的太多太多了。

今年EAA参观的人超过54万人次，飞机11000多架。最多的时候有30多架飞机同时在空中飞行，能这样有效、有序地组织好这么大规模的、多机种的飞行表演，他们的制胜法宝是什么？我想有很多因素，但离不开的是多年来的成熟管理体系，完整的操作流程，和丰富的实践经验。

组织EAA这样的活动，每年的参观人数都在不断增长。他们的动力来自那里？就是以广大人民的飞行热情，人民的热情来自于对天空的向往和对国家空域资源共同的享用。

这些天，中国馆接待了美国客人和世界其他各地的访客，他们对中国通用航空市场，寄予厚望。不仅希望我们能建立完善的管理体系，更希望我们能在一个健康有序的环境中不断成长壮大。未来，中国通用航空市场将会给中国和世界带来巨大的贡献。



Personal Impression

The 2011 EAA AirVenture passed by so quickly and now, with a calm yet passionate feeling, we had to fly back home. Each of the members of the China Pavilion had a great time at the event. As we gathered our thoughts, we came to realize that there is still a long way to go for the development of China's General Aviation industry. We can not be afraid not to do it, and we should boldly learn from the valuable experience of others to do our best for a better future. The United States' mature and developed general aviation market brings in huge commercial profits each year, and the evidence to support this fact is readily available for anyone who is interested in finding out how much the GA industry in the United States contributes to the national

economy. Facing such an emerging industry, with such a large market share, China still has much more to learn to properly develop a world class GA industry.

This year, more than 540,000 people visited and more than 11,000 aircraft came to the 2011 EAA AirVenture. At the peak hour, there were more than 30 aircraft flying in the sky at the same time. What is their secret weapon for organizing such an effectively and well organized large-scale,

multi-aircraft air show? I think there are many factors, but it could not be accomplished without all the years of developing a mature management system, sound complete operational procedures, and rich practical experience.



Organizing EAA AirVenture, and other such activities, the annual number of visitors are continually increasing. Where does their motivation come from? It is from the people's enthusiasm for flying, and the people's enthusiasm comes from the desire of the people to feel free up in the sky and the sharing of the national airspace.

In those days, the China Pavilion received both local guests and visitors from around the world, that all seemed to place high hopes on China's general aviation market. Not only did they hope that China could establish a sound management system, but also hope we can work together in a healthy and orderly environment to continue to grow. In the future, China's general aviation market will contribute to not only China, but also to the rest of the world.



赛斯纳飞机公司是世界上产量最大的通用航空飞机制造商，拥有世界上最完整的飞机生产线，产品涵盖奖状系列喷气公务机、凯旋号单发涡桨飞机、赛斯纳单发活塞轻型飞机三个系列。目前世界上超过一半的通用航空飞机都产自赛斯纳。公司自1927年成立以来，共交付了193000多架飞机，客户遍布全球。目前，已有众多中国企业领袖和政府机构选用赛斯纳奖状系列商务飞机执行各类飞行任务。赛斯纳单发活塞轻型飞机的经典型号172天鹰也被国内各类飞行学校广泛选用，成为培养飞行员的首选机型。2007年11月，赛斯纳飞机公司携手沈阳飞机工业（集团）有限公司在华生产赛斯纳162两座轻型运动飞机 - 捕天者（Skycatcher）。

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TODAY's 21st Century GA Pilot 21世纪通用航空飞行员



What is General Aviation?

When we talk about General Aviation, we mean the full range of flying that isn't with the scheduled airlines and air cargo or the military – all the flying (commercial or private) that is done routinely in complex societies to support economic and social activity.

In fact, the majority of the world's air traffic falls into the category of General Aviation. Most of the world's airports serve General Aviation exclusively.

Diversity of GA in the U.S. and its importance to American life:

In the U.S., General Aviation is very important to the quality of American life. It supports 1.3 million jobs. It generates over \$162 billion in economic activity. Many industries depend on it – agriculture, overnight shipment of packages, corporate air travel and charter flights, business, manufacturing, emergency medical transport, law enforcement, public safety, and disaster relief. And 180 million people a year travel via General Aviation.



什么是通用航空?

我们谈论的通用航空，是指除了定期航班、定期货班和军事航空以外的一切飞行活动——它在复杂的社会中持续地支持着经济增长和各种社会活动。

实际上，世界上大部分航空活动都可以归入通用航空的范畴，世界上大部分机场只服务于通用航空。

美国通用航空的普遍性和其对美国生活的重要性

在美国，通用航空对生活质量而言十分重要。它支撑着超过130万个工作机会；在经济活动中创造了超过1620亿美元的产出；很多产业的发展都要靠通用航空——农业、实现次日达的货邮运输、企业航空旅行和包机飞行、商业、制造业、医疗应急救援运输、空中执法、公众安全和抢险救灾等。每年有1.8亿人次利用通用航空旅行。

今天，谁是通航飞行员？他进行什么样的飞行？他们驾驶什么样的飞行器？

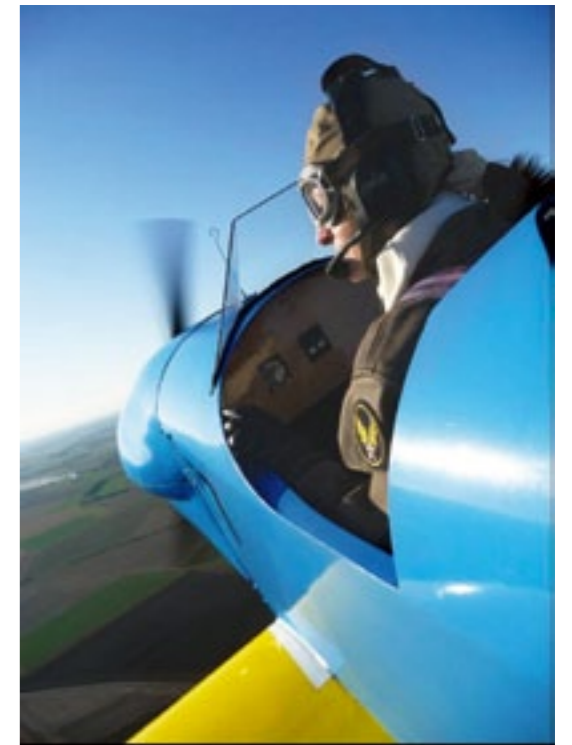
谁是通航飞行员：今天的飞行员可以为各种原因，驾驶各种飞行器进行飞行。他们可能是男性，也可能是女性；可能是年轻人，也可能是年长的人；可能只挣很少的酬劳，也可能获利相当可观。相同的是，他们飞行是因为他们喜爱飞行，并且不愿意从事其他任何工作。

进行什么飞行：通航飞行员可以为各种目的进行飞行，大多数是商业飞行。他们驾驶公务机，提供包机服务，也进行商业合同飞行；他们可进行搜救飞行，赈灾飞行和空中紧急救援等；他们进行空中灭火、警务飞行、民间空中巡逻；他们在



Who are today's GA pilots, what kind of flying do they do, and what aircraft do they fly?

Who: Today's GA pilots fly all types of aircraft for all kinds of reasons. They are women and men, young pilots and more mature pilots, poorly paid and well paid. Mostly they fly because they love it. They would not want to do any other kind of work.



空中检查天然气管线和电力管线；他们在空中管理水资源，也在空中视察野生动物、森林和植物；他们在空中为农作物喷粉；他们曳旗做空中广告；他们在狭小地区支持建筑工程；他们可以是“丛林飞行员”，飞行到没有道路的偏远荒地，为人们带去供给物资并将人们运输到城镇；他们也做空中游览飞行；他们还是维修设备的测试飞行员；在飞行学校，他们是飞行教练。

通用航空飞行员也进行私人飞行。他们驾驶自己的飞机进行私人旅行；他们开自己的飞机，带家人去探望老人；他们飞去野营、垂钓；有时候，他们飞行就是为了体验飞行的乐趣；他们参加运动飞行比如空中跳伞，或呼啸着飞向高空，或参与其他的飞行娱乐活动；他们在清早飞行到同一地点，一起用早餐；他们可能飞到航空港博物馆去了解飞行历史，深入研究早期飞行员的事迹，参观早年的飞机和军用机；他们参加跨国飞行竞赛和当地精密飞行比赛。

What kind of flying: GA pilots fly for all kinds of reasons. Many fly for commerce. They fly corporate jets, air charters, and business contract flights. They do search and rescue, they do disaster relief, and they fly air ambulances. They fight fires from the air. They fly for the police and Civil Air Patrol. They inspect pipelines and electric power lines from the air. They manage water resources, and do air surveys of wildlife, forests, and vegetation. They dust crops. They tow banners. They support construction projects in rugged terrain. They are bush pilots, flying into remote wilderness areas where there are no roads, taking supplies to the people and bringing the people out. They do aerial sightseeing tours. They are test pilots for maintenance facilities. They are flight instructors in flight schools.

GA pilots also fly privately. They use their plane for personal travel. They fly with their families to visit a grandparent. They go on camping and fishing trips in their airplane. They fly for the fun of it. They do sports flying such as skydiving and soaring in gliders, and other recreational flying. They go to fly-in breakfasts. They fly to aviation museums to view the history of flight, read about early pilots, and see vintage planes and warbirds. They compete in cross country air races and local precision flying contests.

他们也进行慈善飞行。他们无偿提供他们时间和飞机帮助需要的人。“天使飞行”（Angel Flight）组织的飞行员将生病的儿童运送到和医生预约的地点；“光鹰”（LightHawk）飞行组织的飞行员载着科学家沿着海岸线做低空飞行，在半空中研究海洋保护区；飞行医生（Flying Doctors）组织将医生和医疗用品运送到偏远的地区或者贫穷的地区进行治疗伤病；志愿飞行员带领“雏鹰”（Young Eagles）——年幼儿童——帮这些儿童的体验他们首次飞行，激发他们成为飞行员的兴趣；还有些飞行员捐款给学校奖学金，以帮助学员完成飞行训练；美国的私人飞行员也驾驶自己的飞机参加救灾。在卡特里娜飓风后，他们飞到了路易斯安那州帮助救灾；海地地震后，他们飞到海地进行震后救灾；密西西比河大洪水后，他们飞到那里进行救灾；密苏里州龙卷风肆虐，他们飞到那里进行救助。

他们进行各种飞行，只因他们喜爱飞行。

什么飞行器：从高级复合材料滑翔机到轻型运动飞机和实验机，都属于通用飞机的范畴。他们包括所有常见的标准通航飞机，比如派帕、赛斯纳、豪客比奇、西锐、穆尼和钻石。他们甚至包括20世纪20年代到30年底和40年代的早期飞机，比如波音斯蒂尔曼（Stearman）、维科（Waco）双翼飞机、中国和俄罗斯的教练机（如中国南昌产的初教六（CJ6 Nanchangs）和俄罗斯产的雅克战机（Yaks））和第二次世界大战期间的军用飞机。通航飞机有单引擎的也有双引擎的。他们可能有轮子，也可能安装有滑板以便降落在雪上，或者安装有漂浮板以便降落在水上。通用航空包括直升机，也包括热气球、软式小型飞船、飞船和齐柏林硬式飞艇等，甚至也包括滑翔伞和涡轮螺旋桨飞机，还有从轻小型喷气机到商务机的各种公务机。

谁来监管这些通航飞行员？

当你问谁来监管这些飞行员时，一个简明的答案是：他们自己监管自己——他们学习如何安全飞行、照顾到地面和空中的其他飞行员、永远把安全放在第一位，并且遵循学到的飞行规则和程序。他们明白，遵循程序才能保障飞行安全。如果每人都遵循相同的规则，那么将没人受到伤害。而且实际上，美国这个世界上飞行热情最高的国家，拥有最好的飞行安全记录。在每10万个飞行小时里，只有一起重大安全事故。

And GA pilots fly for charity. They volunteer their time and their airplane to help people in need. Angel Flight pilots fly sick children to their doctor's appointments. LightHawk pilots fly scientists along coastlines to study marine sanctuaries from the air. Flying Doctors take medical supplies and their skills to isolated or poor settlements. Volunteer pilots fly Young Eagles – young people -- on their first flights, to spark their interest in becoming pilots. Other pilots contribute to scholarship funds, so student pilots can learn to fly. Private pilots fly their planes for disaster relief. They flew to Louisiana to help after Hurricane Katrina. They flew to Haiti to help after the earthquake. They flew to the Mississippi River to help after the floods. They flew to Missouri to help after the tornadoes.

They do all this flying because they love to fly.



What types of aircraft: GA pilots fly aircraft ranging from advanced composite gliders, to light sport aircraft, to experimental airplanes. They fly all the popular standard GA aircraft such as Piper, Cessna, Beechcraft, Cirrus,

Mooney, and Diamond. They even fly historical airplanes from the 1920s and 30s and 40s, such as Stearman and Waco biplanes, Chinese and Russian trainers (CJ6 Nanchangs and Yaks), and World War II warbirds. GA planes may be single engine or twin engine. They may be on wheels, or on skis for snow landings, or on floats for landing on water. GA includes helicopters. It also includes balloons, blimps, dirigibles, and Zeppelins. Even powered paragliders and delta wing trikes are part of GA. And of course, GA covers the thousands of larger turbine engine and turbo prop planes, and business jets, from very light jets to corporate jets.

Who regulates all these GA pilots?

When you ask who regulates pilots, the simple answer is that they regulate themselves -- by learning to fly safely, respecting other pilots in

the air and on the ground, always putting safety first, and following the rules and procedures they have learned. They know that following the procedures keeps them



大多数国家都有一个民航管理当局及一套管理规则和程序来保障民航飞行安全。在美国，该管理当局就是美国联邦航空局（Federal Aviation Administration）。大多数国家的航空管理当局都在国际民航组织（International Civil Aviation Organization）的管理之下。他们定期聚在一起，比较航空运行的环境，并将其规则和程序标准化。

我们谈论的规则和程序是什么样的？

管理飞行的规则和程序包括从空域、高度和空速、航线与导航设备方面的等级划分。还有专门为沟通（包括飞行员之间的沟通和飞行员与空中交通管制员之间的沟通）制定的程序。还有为目视飞行和仪表飞行制定的标准航图（航空图）。航图描述了空域、低空航路、航点、助航设备，并专为目视飞行标注出地面上的自然与人为特征描述了很多地面上的人为景观和自然景观。关于培训飞行员和飞行员取证，还制定有详细的规则。

为了帮助其飞行，今天的通航飞行员都需要什么？

通用航空依托机场和以地面为基础的机场设施。这包括加油用的燃油泵、飞行器修理设施、地面导航设备和灯光；在大型而繁忙的机场，还有指挥塔台，里面有训练有素的空中交通管制员和相关的设备。

一般来说，即使在最小的机场，地面服务也是由一个或多个固定基地运营商来（FBO）提供的。一家固定基地运营商可能是当地小机场的一家公司，也可能是在全国都有分公司的驻在大型机场的全局性大公司。它通常拥有一个飞行学校以便学员学习飞行。固定基地运营商租赁飞机给拥有执照的飞行员。它常常提供包机服务和空中游览服务，为飞行员提供各种“宾至如归”的服务，这些飞行员会降落到该机场为他们的飞机加油，购买航图和飞行员装备，获得天气预报并制定飞行计划。通常，在固定运营基地或机场都有一个宾馆。机场的宾馆对于当地社区的人们来说，就像一个吸铁石。他们常常来机场用上一餐，驻足机场周围观看飞机起飞和降落。一般如果转场的飞行员要在这里留宿一夜，或者等待恶劣的天气过去，附近也会有提供住宿的小店。在很多固定运营基地，也可以租借车辆，便于飞行员到附近的城镇逛一圈。

safe. If everyone follows the same rules, nobody gets hurt. And in fact, the U.S., which has the highest concentration of GA flying in the world, also has the best safety record. There is just over one fatal accident for every 100,000 hours flown.

Most countries have a civil aviation authority, and a set of regulations and procedures governing all civilian flight. In the USA, the authority is the Federal Aviation Administration, or FAA. Most national aviation authorities fall under the umbrella of the ICAO, the International Civil Aviation Organization. They all get together regularly, compare aviation environments, and standardize their rules and procedures.

What kinds of rules and procedures are we talking about?

Rules and procedures governing flight cover classes of airspace, altitudes and airspeeds, airways, and navigational tools. There are also procedures for communicating – from one pilot to another pilot, and between pilots and Air Traffic Controllers. There are standard charts – air maps -- for visual flight or instrument flight. The charts show airspace, low altitude airways, waypoints, navigational aids, and, for visual flight, many natural and man-made features on the ground. There are detailed regulations about the training and licensing of pilots.

What do today's GA pilots need, as a support for his or her flying?



GA depends on airports and ground-based airport infrastructure. This includes fuel pumps for refueling, aircraft maintenance facilities, ground navigation equipment and

lighting, and, at the larger, busier airports, control towers with highly trained air traffic controllers and their equipment.

Typically, ground-based services at even the smallest airports are provided by one or more FBOs – fixed base operators. An FBO can be a local firm at a small airport, or a nationwide firm that has branches at many larger airports. It usually houses a flight school where student pilots learn to fly. It rents airplanes to licensed pilots. It offers charter services and sightseeing flights. It provides a “home away from home” for pilots of every kind, who land at the airport, refuel their plane, buy charts (air navigation maps) and pilot supplies, get the weather forecast, and do their flight planning. Often there is a restaurant at the FBO or the airport. Airport restaurants are often a magnet for the people from the local community, who come to the airport for a meal, and stay around to watch airplanes taking off and landing. Usually

21世纪飞行员可用的科技

21世纪的通航飞行员也会有一系列的数码工具来帮助其进行精确飞行。很多飞行员使用基于卫星的全球定位系统（GPS）来导航，该系统常常安装在飞机的仪表盘上。一般可以提供支持的导航技术，包括甚高频全向信标（VOR），测距装置（DME），甚至还有无指向性无线电信标（NDB）配合使用的自动定向仪（ADF），也都装在飞机仪表盘上。

很多新的飞机现在都换掉了陈旧的导航仪，用全数码的“多功能仪表盘”来进行导航。在机场，全球定位系统进近仪表的使用越来越多。但是在大型机场，如果遇到恶劣的天气，精确性高的仪表着陆系统（ILS）还是首选的导航工具。

做飞行计划时，便携式数码设备比如iPhone和iPad，常常和电脑一起来下载信息，这些越来越成为代替落后的E6B电脑、计算器、印制的飞行指南和机场指南、纸质航图和进近图等工具。

在互联网上获得实时天气预报，或者通过移动电话或卫星，直接传给飞机或飞机上的iPad。所以，今天的飞行员可以更加安全地飞行。而且，利用先进的数码科技，在飞行中更快地做出决定。



女性飞行员

在美国，女性飞行员占有所有飞行员的6%，即59.43万飞行员中有3.68万是女性飞行员，这个数字还在增长。她们出现在所有的飞行领域，在所有飞行执照和飞行等级中均有她们的身影。也有很多女性飞行员组织。最大也最著名的是99公司（Ninety-Nines, Inc.）。

99公司里面的女性飞行员说明飞行人才大军是庞大的。大多数成员在美国和加拿大，也有世界各地的成员——澳大利亚、新西兰、西欧和东欧、拉丁美洲、亚洲、非洲和中东等。这些女性在各种领域里驾驶各种类型的飞机。

there is lodging nearby, if pilots in transit need to stay overnight, or wait out bad weather. It is also possible to borrow or rent a car at many FBOs, and drive to a nearby town or city.

Technology for aviators in the 21st century



Today's 21st century GA pilot has a wide range of digital tools available for safe and precise flight. Many pilots use satellite-based GPS technology to navigate, and the GPS units are usually installed in the panel of the aircraft. Typically there is back-up navigation technology, including VORs, DMEs, and even ADFs for use with NDBs, also installed in the airplane panel. Many new aircraft now have the all-digital "glass panel" for navigation, replacing the old "steam gauge" instruments. At airports, GPS instrument approaches are increasingly available, but the ILS precision landing system at larger airports is still the preferred method of landing in the worst weather.

For flight planning, digital hand-held devices such as the iPhone and the iPad, used in conjunction with a computer for downloading information, are increasingly taking the place of the E6B computer, calculators, Flight Guides and Airport Directories and paper charts and approach plates.

Real-time weather reports can be accessed on the Internet, via mobile phone, or via satellite direct to the aircraft, or to an iPad carried in the aircraft. Thus today's pilot can fly safer, and make decisions more quickly in flight, using advanced digital technology.

Women pilots

Women pilots in the U.S. make up 6 percent of the pilot population, with 36,800 out of a total of 594,300 pilots, and their numbers are growing. They are represented in every aviation field, and in every class of license and rating. There are a number of women pilot organizations. The largest and best known is the Ninety-Nines, Inc. ("the 99s"). The women pilots in the 99s reflect a wide variety of flying talent. Most 99s are in the United States and Canada, but there are members everywhere -- in Australia, New Zealand, the countries of Western and Eastern Europe, Latin America, Asia, Africa, and the Middle East. These women are flying every type of aircraft in all kinds of pilot jobs.

通用航空对美国经济的贡献

民用航空，即除了军用航空之外的所有航空活动，对美国经济的贡献是1.2万亿美元，占GDP的8%，并提供了1170万个工作职位。在这里面，通用航空的贡献是1620亿美元，即14%，提供了130万个工作职位。

通用航空是美国共36万名拥有执照的飞行员的血液，他们飞行着30万架飞机，飞行时间是3千万小时。他们飞行到5200个大型主要机场和19100个小型社区机场。在任何时间段，美国都有3万架飞机在天空中飞翔。

通用航空是美国36万执照飞行员的生命线，每年30万架次，3千万飞行小时。开展商营利或非营利运行，都为附近的社区带来了商业机会。例如，旧金山北部的佩塔罗马机场（Petaluma Airport）每年都会有6万次起降，为附近它所服务的小社区带来170万美元的税收。机场周围的土地也会升值，大多数机场附近的土地会保留为开放式地域，以建造成野生动物和鸟类的栖息地，或者建设高尔夫球场等休闲场所。

总结

那么，为什么要发展通用航空？因为通用航空支持着社会生活的发展。一个发展运行良好的当地政府需要通用航空支持当地民众的基本服务需求。当地领导人需要通用航空来建立应急救援体系。如果当地民众拥有相关资源，愿意接受严格的飞行训练，进行有目的和负责的飞行，那么他们也应当获得飞行的权利。

在很多国家，通用航空已经建立了很多年。这些国家的通用航空也在成长，也有变化和发展的需求。如果之前没有通用航空，也不可能一夜之间为通用航空开放空域。地面设施需要建设，航图需要绘制并为飞行员自由获取，空域必须加以界定和民用化。

飞行员、教练员、空中交通管制员也都要接受训练。更重要的是，必须制定每个人能够学习和遵循的一整套运行管理规则和程序。

需要做的有很多，但是其经济和社会的回报也是巨大的。幸运的是，其他国家已经有很好的例子可供参考。随着通用航空的不断发展，它本身创造的利润也能够为其自身的发展买单，而且能够为私人机构和公共部门创造巨大的利益。

那么，为什么要发展通用航空？因为通用航空支持着社会生活的发展。一个发展运行良好的当地政府需要通用航空支持当地民众的基本服务需求。当地领导人需要通用航空来建立应急救援体系。如果当地民众拥有相关资源，愿意接受严格的飞行训练，进行有目的和负责的飞行，那么他们也应当获得飞行的权利。

Contribution of GA to the U.S. economy:

Civil aviation, meaning all non-military aviation, contributes more than \$1.2 trillion, or 8 percent to U.S. GDP, and 11.7 million jobs to the U.S. economy. General Aviation accounts for \$162 billion of this, or 14 percent, and 1.3 million jobs.

GA is the lifeblood of 360,000 licensed GA pilots in the United States, flying over 300,000 GA aircraft, for more than 30 million hours a year. They fly to 5,200 major public airports and 19,100 smaller local airports. At any given moment, there are more than 30,000 GA aircraft in the air over the U.S..

Most small local airports, whether owned by the nearest municipality or by the County, are run as a business (non-profit or for-profit) and bring business to the nearby communities. As an example, little Petaluma Airport north of San Francisco has 60,000 takeoffs and landings a year and raises \$1.7 million in revenues for its small nearby community. Land values have gone up around the airport, and much of the land has been preserved for open space, wildlife and bird refuges, and golf and recreation.



Conclusion

So why General Aviation? GA supports civil society. A well-run local government needs GA to support essential services to the people. Local leaders need to respond quickly to emergencies. And people deserve to have the opportunity to fly, if they have the resources, are willing to train seriously, have a purpose in flying, and fly responsibly.

In most countries, GA has been built out over many years. It has evolved with growth and changing needs. Opening up the skies to General Aviation cannot be done overnight, if it has not existed before. Ground facilities need to be built, charts must be drawn up and made freely available, airspace must be defined and demilitarized. Pilots, instructors, and air traffic controllers must be trained. And above all, a set of rules and procedures must be adopted that everyone can learn and follow.

There is much to be done, but the economic and social rewards are enormous. Fortunately, there are good models in other countries to follow. And the development of GA can pay for itself in increased productivity for both the public sector and the private sector.

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Beijing Capital Airlines Helicopter Operation Certificate Issuing Ceremony was Held in Beijing 首航直升机运行合格审定颁证仪式在北京举行

6月27日下午，北京首航直升机通用航空服务有限公司（简称“首航直升机”）运行合格审定颁证仪式在北京首都国际机场希尔顿酒店举行。中国民用航空华北地区管理局（简称“民航华北地区管理局”）李江民书记、中国民用航空北京监督管理局（简称“民航北京监管局”）吕志农局长、海航旅业集团领导胡明波副董事长、首航直升机公司徐立冬总裁、何驰副总裁等出席仪式。

首航直升机公司2010年12月24日开始筹建，是北京首都航空有限公司出资3亿元筹建的全资子公司。主运行基地在北京市延庆县八达岭机场，使用AS350B3机型（属AS350小松鼠系列），可承担医疗救助、搜救、空中执法、石油平台支持和公务用途等多项通用和重载运输。已签订2架AS350B3飞机，预计6月5日到京，6月16日完成组装试飞工作。年底前计划再引进3架直升机。公司拥有飞行员7人，机务人员9人，航务签派人员7人，后续人员的引进工作正在推进中，培训工作正在有序开展。

In the afternoon of June 27, the issuing ceremony of the helicopter operation certificate to Beijing Capital Helicopter Co., Ltd. was held at the Hilton Hotel of Beijing Capital International Airport. Li Jiangmin, Secretary of the CAAC's North China Regional Administration, Lv Zhinong, Administrator of the CAAC's Beijing Supervision and Management Bureau, Hu Mingbo, Vice Chairman of the HNA Tourism Group, Xu Lidong and He chi, President and Vice President of Beijing Capital Helicopter, attended the ceremony.

Beijing Capital Helicopter Company Limited was organized to form on October 24, 2010, a 300 million yuan wholly-owned subsidiary of Beijing Capital Airlines Company Limited. The main operation base is at Beijing Badaling Airport in Yanqing County, using AS350B3 aircraft (belong to the Ecureuil AS350 series) that can undertake many general and heavy transport, such as medical rescue, searching rescue, air law-enforcement, oil platform support and business use. Two AS350B3 aircraft have been purchased, will arrive in Beijing on June 5, and will complete the assembling as well as the test flights by June 16. Three more helicopters will be introduced before the end of this year. The company has seven pilots, nine crewmen, and seven flight dispatchers. The introduction of follow-up staff is going, while the training is carried out orderly.

New Addition of a Commercial License Helicopter Pilot Training Unit in Central-Southern China 中南地区新增一家直升机商照驾驶员培训单位

日前，中国民用航空中南地区管理局（简称“中南局”）批准广州穗联直升机通航有限公司（简称“广州穗联”）增加直升机商用飞行驾驶执照培训经营项目的申请。

至此，中南地区共有2家直升机商照驾驶员培训单位，分别为广州穗联和安阳通航。同时，还有蔚蓝、海航航校2家141部培训学校；中国南方航空股份有限公司（简称“南航”）珠海直升机公司、武汉直升机、湖北同诚等多家直升机类私照培训单位。目前，区内通航飞行员培训完备体系已初步形成。

Recently, the CAAC's Central and Southern Regional Administration approved the operation application on adding the helicopter commercial license pilot training for Guangzhou Suilian Helicopter GA Co., Ltd.

At this time, the central and southern region have two helicopter commercial-license pilot training units, the Guangzhou Suilian Helicopter GA Co., Ltd. and the GA Company of Anyang Aviation Sports School, respectively. Moreover, there are two CCAR Part 141 certified Pilot Schools, Hubei Sky-Blue International Aviation Academy Company Ltd., and Hainan Aviation Academy Company Ltd., as well as China Southern Airlines Company Limited, China Southern Airlines (Group) Zhuhai Helicopter Company, Wuhan Helicopter General Aviation Company Limited, and Hebei Tongcheng General Aviation Company, offering private license helicopter trainings. At present, the comprehensive GA pilot training system within the region has initially formed.

Beijing Municipal Public Security Bureau Formally Established the Police Air Cops Force 北京市公安局警务航空总队正式成立

7月16日上午，北京市公安局警务飞行队正式升格为警务航空总队，该总队同时也被称作北京市人民政府航空队。目前，该总队共有4架警用直升机。今后警务航空总队将建设自己的机场，并将继续增加飞机数量。

北京市警务航空总队的主要职责为，负责为巡逻监控、空中指挥、反恐防暴、缉私禁毒、交通管理、消防灭火、运送警力等警务活动提供空中支援，承担市政府赋予的各种抢险救灾飞行服务任务以及其他社会公益服务任务。



On the morning of July 16th, the Beijing Municipal Public Security Bureau Police Flight Team was formally upgraded to the Beijing Municipal Public Security Bureau Police Air Cops Force (hereinafter referred to as the Air Cops Force). The Air Cops Force is also referred to as the Air Fleet of The People's Government of Beijing Municipality. Currently, the Air Cops Force owns four police helicopters. In the future, the Air Cops Force plans

to build its own airport and further increase the amount of helicopters in the fleet.

The Air Cops Force is mainly responsible for the following services: patrolling & monitoring, aerial commanding, anti-terrorist & anti-riot, searching for illegal smugglers, drug control, traffic management, fire fighting, transporting police force, etc. to offer aerial support. The Air Cops also undertake all sorts of rescue and relief work and social services transmitted by the Beijing Municipal Government.

Erdos General Aviation Co., Ltd. Ordered a C90 鄂尔多斯通航订购一架C90

内蒙古西蒙集团旗下的鄂尔多斯市通用航空有限责任公司日前与亚飞太平洋(中国)有限公司签约，以近400万美元的价格订购了一架KingAir C90公务机，将于10月交付使用，这意味着内蒙古首架公务机将落户鄂尔多斯市通航公司。

此次引进的公务机是一款双发涡桨飞机，最大巡航速度为500千米/小时，最大航程2446千米，可载乘客7人，内部设有盥洗室、餐台及48平方英尺的行李空间，适用于商务活动和行政事务。

鄂尔多斯市通用航空有限责任公司引进此款机型，旨在为内蒙古地区的商务人士提供更加便利的出行工具，创造更加优越的出行条件，提高工作效率。

Erdos General Aviation Co., Ltd., the subsidiary of the Inner Mongolia Ximeng Group, signed a contract priced at nearly \$4 million U.S. dollars, and ordered a KingAir C90 jet to be delivered in October. This signifies that the 1st business jet in Inner Mongolia will be owned by the Erdos GA Company.

The C90 jet is a twin turboprop aircraft, with a maximum cruise speed of 500km/h and maximum range of 2,446 km and can carry up to seven passengers. In the cabin, it is equipped with a bathroom, a dining table and 48 square feet of luggage space for business and administrative affairs.

Erdos General Aviation Co., Ltd. invested in this airplane in hopes to provide a more convenient business travel option for those in Inner Mongolia and to create much more favorable travel conditions.

Successful Maiden Flight of China's First Carbon Fiber Light Sport Airplane 国内第一架碳纤维飞机“红嘴鸥”首飞成功



日前，由南昌航空大学参与研制的国内首架具有完全自主知识产权的碳纤维轻型运动飞机“红嘴鸥”，在广东某机场进行了首轮试验性飞行，经过连续几天共10多架次起降的飞行试验，各项数据全部符合设计要求。“红嘴鸥”飞机首飞成功，标志着该校航空科学研究取得突破性进展。

航空制造业是江西省大力发展的十大战略性新兴产业之一。该校作为我省以航空专业为特色的高等学校，组织全校教研人员，积极参与航空制造方面的科研创新。2009年11月，该校与珠海强恩公司联合研发“红嘴鸥”飞机项目。

“红嘴鸥”飞机是一架单发两座、自重只有280公斤的碳纤维结构飞机，其最大起飞重量可达550公斤，最长航程达1000公里，最高飞行高度可达5000米，巡航速度为200公里/小时，最高时速为250公里/小时，可以广泛用于飞行培训、私人娱乐、飞行表演、航空摄影、紧急救护、森林巡逻、地理勘察等。

Recently, China's 1st completely independent intellectual property rights carbon fiber light sport airplane, the "Black-headed Gull", which Nanchang Hangkong University (Nanchang Institute of Aeronautical Technology) has participated in the R&D, had conducted the 1st round of test flights in a certain airport of Guangdong Province. After several consecutive days of more than ten take-off/landing movements, various data have met all design requirements. The maiden flight of "Black-headed Gull" is a success, and marks a breakthrough progress in the aviation scientific research of Nanchang Hangkong University.

Aviation manufacturing is one of the ten emerging strategic industries that is strongly developed in Jiangxi Province. Being Jiangxi's featured aviation professional university, Nanchang Hangkong University organized all teaching and researching staffs to actively participate in the scientific research and innovation of aviation manufacturing, and jointly developed the carbon fiber light sport airplane with Zhuhai Qiangen Frp Product Co., Ltd. in November 2009.

"Black-headed Gull" airplane is a single-engine, two-seater, 280-kg net weight carbon fiber structure airplane, with a maximum take-off weight of 550 kg, a longest flight range of 1,000 km, a highest flight altitude of 5,000 m, a cruising speed of 200 km/h, and a maximum speed of 250 km/h. It can be widely used in flight training, private entertainment, air show, aerial photography, emergency rescue, forest patrol and geological survey.

China Imported 2 Large Rescue Helicopters 中国引进两架大型救助直升机落户珠海



8月，珠海九洲直升机场又迎来两架“超级美洲豹”EC225大型救助直升机的身影。这两架直升机均为国家投资从欧洲直升机公司购进的全新飞机，即日起正式交付交通运输部救助打捞局使用，列编在以为基地的南海第一救助飞行队。

直升机以其速度快、机动灵活、视野开阔和搜索范围大等特点在当前世界海上人命救助领域发挥着其它救助手段无法替代的作用。EC225型直升机是目前中国引进的最先进的救助直升机，属于超级美洲豹机型，机身全长16.79米，机高4.6米，最大巡航速度为275千米/小时，最大航程可达820千米，一次最多可搭乘27人。

这两架EC225型救助直升机配备有搜索、天气雷达、绞车、最先进的航空电子系统、自动驾驶和仪表显示等设备以及最新的空气动力设计，能在更加复杂的天气和艰难的救助环境中发挥作用。

两架EC225型直升机的投入将有力增强中国沿海海域的空中救助力量，未来南海第一救助飞行队机队规模还将进一步扩充，形成大、中型救助直升机相结合的良好配备，提高南部海区的海上救援能力。

In August, there was an arrival of two large rescue helicopters, the EC-225 Super Puma, in Zhuhai Jiuzhou Airport. The two helicopters were both bought by national investment from Eurocopter S.A.. On that day, the helicopters were delivered to the China Rescue and Salvage of the Ministry of Transport of the People's Republic of China and were added to the Nanhai No. 1 Rescue Flying Squad.

Thanks to its high speed, flexibility, ability to provide a wider field of vision and large search range, these helicopters will play an irreplaceable role in rescues at sea. The EC225 helicopter is the most advanced rescue helicopter China has imported. With the total length of 16.79 m and height of 4.6 m, the maximum cruising speed is 275 km/h, and the maximum range is 820 km. The EC225 has a maximum occupancy of 27 people.

The two EC225 are both equipped with search equipments, weather radars, winches and the most advanced avionics system, automatic pilot and navigational instrument display units, as well as the newest aerodynamic design, so they can still be extremely effective in complex weather conditions and hard to rescue environments.

The two EC225 will strengthen much of the air rescue force along China's coastal sea area. In the future, the fleet of the Nanhai No. 1 Rescue Flying Squad, will be further expanded to establish a good combination of large and medium sized rescue helicopters so that sea rescue capabilities around south sea area can be enhanced.

Shaanxi Jinggong General Aviation was Issued the Air Operator Certificate in Xi'an 陕西精功通航运行合格审定颁证大会在西安举行

8月，陕西精功通航运行合格审定颁证仪式在中国民用航空西北地区管理局会议厅举行。中国民用航空西北地区管理局通航处、飞标处、适航审定处等部门的主要领导参加了会议。

中国民用航空西北地区管理局向陕西精功通用航空公司颁发了《商业（非运输）航空运营人运行合格证》书（编号/NO.G-0007-XB）。中国民用航空西北地区管理局飞标处处长刘国强还向陕西精功通用航空公司总飞行师王君正颁发了《陕西精功通用航空公司运行规范》证书。最后，陕西精功通用航空公司和中国民用航空西北地区管理局签订了“安全责任书”。

In August, the ceremony to issue the Air Operator Certificate to Shaanxi Jinggong General Aviation Co., Ltd. (herein after referred to as Shaanxi Jinggong General Aviation) was held at the auditorium of the Northwest Regional Administration of the CAAC. Major leaders of the general aviation department, the flight standard department and the airworthiness department of the Northwest Regional Administration of the CAAC were present at the ceremony.

The Northwest Regional Administration of the CAAC issued the Commercial Air Operator Certificate (with the serial number NO.G-0007-XB) to Shaanxi Jinggong General Aviation and the Director of the Northwest Regional Administration of the CAAC, Liu Guoqiang, issued the Certificate of OPERATIONS SPECIFICATIONS for Shaanxi Jinggong General Aviation Co., Ltd. to the chief pilot of the Shaanxi Jinggong General Aviation Co., Ltd., Wang Junzheng. The ceremony concluded with the two parties both signing the Safety Responsibility Agreement.

Design Type Approval Issued to The First Domestic Light Sport Airplane 民航首次颁发“国产轻型运动飞机”型号证

中国民航局7月向湖南山河智能机械股份有限公司子公司——湖南山河科技股份有限公司颁发AuroraSA60L轻型运动飞机“型号设计批准书”（TDA），这成为中国民航首次颁发的国产轻型运动飞机型号证。

Aurora轻型运动飞机为山河科技自主开发的单发双座、下单翼轻型运动飞机。山河科技于2009年7月1日向中国民用航空局递交AuroraSA60L轻型运动航空器型号设计批准书申请。2010年4月，民航中南局适航审定处成立审查组，经过严格的审定基础确定、工程符合性验证、验证试飞、审定试飞、极限载荷试验、认证资料审定等工作，山河科技Aurora SA60L轻型运动飞机获得了专家组的一致认可，认定该款飞机“操纵灵敏，稳定性较好，优于或达到国外同类产品的操纵品质”。

In July, the Civil Aviation Administration of China issued the Design Type Approval for the Aurora SA60L, a light sports aircraft, to Hu'nan SUNWARD Technology Co., Ltd., a subsidiary of Hu'nan Sunward Intelligent Machinery Co., Ltd.. It was the first time that the CAAC issued a design approval for a domestic light sport aircraft.

The Aurora light sport aircraft is a light sport airplane with a low wing, a single engine and two seats. It was independently developed by the Hu'nan SUNWARD Technology Co., Ltd., who handed over the application for the design type approval of the Aurora SA60L, to the CAAC's back on July 1st, 2009. In April, 2010, the Aircraft Airworthiness Certification Office of the CAAC Central and Southern Regional Administration set up the certification process. After a strict examination basis confirmation, project compliance validation, test flight, test flight for approval, maximum load test, and authentication materials approval, etc., the Hu'nan SUNWARD Technology Co., Ltd.'s light sport aircraft, the Aurora SA60L gained unanimous approval from the professional group, who confirmed that "this aircraft provides sensitive operation, sound stability, and is superior to or reaches the operation performance of similar products abroad".

The Northwest Regional Administration of the CAAC Has Issued the Commercial Air Operator Certificate to Xi'an Helicopter Co., Ltd. 西北管理局为西安直升机有限公司颁发运行合格证



9月，民航西北地区管理局举行西安直升机有限公司运行合格审定颁证仪式。西北局局长王志清等领导参加了颁证仪式。王志清代表民航西北地区管理局为公司颁发了《商业非运输航空运营人运行合格证》，并与公司签订了《安全责任书》，西北地区管理局副局长余文亮为公司颁发了《运行规范》。这标志着西安直升机有限公司正式投入运营。

西安直升机有限公司是一家申请一般商业飞行、空中游览等项目的航空运营人，自今年6月管理局合格证审定小组接受公司前期咨询后，经过双方积极准备，加班审核，完成了合格审定的预先申请、正式申请、文件审查、演示验证的全部工作。公司各部门的运行流程、机组的专业水准、机务的维修保障水平、航空器符合性等方面均符合公司手册要求，符合CCAR-91部规章相关要求，具备了安全运行的能力，有能力实施所申请的运行。

In Sept., the Northwest Regional Administration of the CAAC held a ceremony to issue the Commercial Air Operator Certificate to Xi'an Helicopter Co., Ltd. (herein after referred to as Xi'an Helicopter). Leaders such as the administrator of the Northwest Regional Administration of the CAAC, Wang Zhiqing, and many others were present at the ceremony. On behalf of the Northwest Regional Administration of the CAAC, Mr. Wang Zhiqing issued the Commercial Air Operator Certificate to Xi'an Helicopter, as he signed the Safety Contract with the company. Yu Wenliang, the deputy administrator of the Northwest Regional Administration of the CAAC, issued the CCAR-91 OPERATIONS SPECIFICATIONS to Xi'an Helicopter. From then, Xi'an Helicopter was officially put into operation.

Xi'an Helicopter is an air operator which had applied for common commercial flights, aerial tours and so on. In June of this year, the Northwest Regional Administration of the CAAC received the pre-consultation of Xi'an Helicopter. Then the two parties did related preparations actively, working overtime to do the examination and verification jobs and afterwards, the pre-application, the formal application, the documents review and the demonstration and the verification jobs had all be accomplished. At last, all items in each department of Xi'an Helicopter, such as the operation procedures, the expertise of the flight crew, the maintenance capability of the air crew and the conformance of the aircraft corresponded with its manual and the requirements laid out in the CCAR-91 OPERATIONS SPECIFICATIONS, meaning, Xi'an Helicopter was now qualified and licensed to carry out safe flights and the operational items it had applied for.



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这是一台能飞的摩托车

The Northwest Regional Administration of the CAAC Issued the Air Operator Certificate to two GA Organizations 西北局为辖区内通用航空公司颁发运行合格证

8月，中国民用航空西北地区管理局（简称“西北管理局”）组织召开了“陕西精功通用航空公司、陕西凤凰国际飞行学院有限公司运行合格审定颁证仪式”。

陕西凤凰国际飞行学院有限责任公司是一家申请一般商业飞行、训练飞行等项目的航空运营人，公司于5月6日向管理局同时递交了《预先申请意向书》及《正式申请信》。陕西精功通用航空有限公司是精功（北京）通航的控股子公司，是一家申请一般商业飞行、训练飞行、空中游览等项目的航空运营人，于6月20日递交《正式申请信》。通过对两家公司近30册相关文件的审查及验证试飞，审定小组对公司各部门的运行流程、机组的专业水准、机务的维修保障水平、航空器符合性等方面进行了实际运行监查，认为两家公司的运行符合公司手册要求，符合CCAR-91部规章相关要求，具备了安全运行的能力，有能力实施所申请的运行，可以向其颁发“商业非运输运营人运行合格证”及“运行规范”。

管理局余文亮副局长为公司颁发了《商业非运输航空运营人运行合格证》，并与公司分别签订了《安全责任书》，飞标处为其颁发了《运行规范》。

In August, the Northwest Regional Administration of the CAAC held a ceremony to award the air operator certificate to Shaan'xi Jinggong General Aviation Airlines and Shaanxi Phoenix International Flight Institute Co., Ltd..

Shaanxi Phoenix International Flight Institute Co., Ltd. is an air operator which had applied for the common commercial flights and training flights. They handed in in-advance the application letter of intent and the formal application letter to the Northwest Regional Administration of the CAAC on May 6th. Shaan'xi Jinggong General Aviation Airlines, a subsidiary company held by Jinggong (Beijing) General Aviation Co., Ltd., is an air operator that had applied for common commercial flights, training flights and scenic flights. They had submitted the formal application letter on June 20th. After reviewing the related documents of almost 30 booklets and verification flight tests, the validation team conducted an on-site inspection to learn more about the operation process of all departments, the level of professionalism of flight crews, the maintenance capability of the maintenance crew and the aircraft's compliance of the two companies. At last, the validation team believed that the operation of the two companies corresponded with the requirements of the related manual, and the two firms were capable of safe operations and deserved to be issued the Commercial Air Operator Certificate and the CCAR-91 OPERATIONS SPECIFICATIONS.

Construction of Zhangbei General Airport Started 张北通用机场正式开工

7月，张北通用机场在河北省张北县正式开工。该机场作为空军批准的临时起降点，将主要发展通航产业，可以满足12（机型）以下的小型固定翼飞机使用。

该机场将用于飞机病虫害防治，以及航空旅游开发。机场有望在年底建成。

The construction of Zhangbei General Airport, located at Zhangbei County of Hebei Province, has started officially in July. Being the temporary take-off and landing site approved by the Chinese Air Force, it will develop mainly the general aviation industry, and can accommodate the small fixed-wing aircrafts such as Y-12 or smaller models.

The airport will be used for plant disease and pest control as well as aviation tourism development. The airport is expected to complete by the end of the year.

An Unmanned Helicopter Patrols Electricity Lines for the First Time in Xiamen 厦门无人飞机首巡高压线

8月，一架无人驾驶的直升飞机对集美灌口一条22万伏高压线进行近距离试飞巡视。这是无人直升飞机巡视高压线在厦门市首次成功试飞。

在飞行过程中，飞机通过搭载的摄像头将所巡视的画面传回到地面工作站，同时还保持巡视数据，随时可以调用分析。此外，飞机今后还可以根据巡视的要求，搭载红外线测温仪等设备。

无人直升飞机的作用，将在抗灾抢险时得到充分发挥。例如，在发生自然灾害、森林大火等，受环境影响人员无法到达现场时，无人直升飞机可前往现场查看电网受灾情况以及电网可能发生的灾情，提前或及时采取措施加以防范，最大限度降低灾害对电网造成的影响。

这架无人直升飞机是由厦门电业局与一家厦门本地企业联合研发的，目前还处于调试阶段。试飞结束后，厦门电业局将立即组织技术人员对首次试飞进行评估，待条件成熟后，厦门将正式运用这种巡线技术。

In August, an unmanned helicopter patrolled a high voltage line close to Guankou township, in the Jimei district in Xiamen city. This is the first time that the high voltage line was successfully patrolled by an unmanned helicopter in Xiamen city.

When the unmanned helicopter was flying, the camera carried on the helicopter transmitted a video feed to the work station on the ground and stored the video for later analysis. Also, if deemed necessary, the helicopter can carry an infrared thermometer and other devices.

The capability and functions of an unmanned helicopter can be perfectly utilized in disaster rescues. For instance, when natural disasters or forest fires occur and rescue workers cannot conduct the necessary relief work, the unmanned helicopter can fly to the disaster area to check the power grid and any other possible disasters that might occur, so that the necessary measures can be taken to reduce the amount of damage to the power grid as possible.

This unmanned helicopter was a joint development by both the Xiamen Power Supply Bureau and a local enterprise and now it is at the debugging stage. After the flight test, the Xiamen Power Supply Bureau immediately organized technicians to evaluate the flight test. When the required conditions are all fulfilled, Xiamen city will formally be able to take advantage of this new power line patrolling technology.

Beijing's 1st Business Jet Hangar Put into Official Operation 北京市首个公务机专用机库正式投入运营

中国最大公务航空公司金鹿公务航空有限公司（简称“金鹿公务航空”）在北京首都国际机场（简称“首都机场”）兴建的公务机机库6月正式投入运营，这也是北京首个启用的公务机专用机库。

据金鹿公务航空维修工程部机库经理牟建介绍，该机库耗资4500余万元，于2009年4月开始修建，历时半年建成，去年9月通过验收。机库使用面积达5700平方米，可同时停放4架10余座大型公务机和2架10座内的小型公务机，可在此进行飞机的定检、水洗、补漆、抛光等维修工作，并能满足年起降6000架次公务机的地面保障需求。

The business jet hangar built by Deer Jet, China's largest business jet company, at Beijing Capital International Airport launched into official operation in June. This is also Beijing's 1st opened business jet hangar.

As introduced by Mu Jian, Manager of MRO Department of Deer Jet, costing 45 million yuan, the hangar was started construction in April 2009, finished in half a year, and passed acceptance in September 2010. The usable area of the hangar reaches 5,700 sq.m; it can park four 10-plus large business jets and two ten-seat small aircraft in one time. Maintenance tasks such as periodic inspection, washing, touch-up painting and polishing can be performed in the hangar, and can fulfill the ground support demands of 6,000 take-off & landing movements annually.

Kingwing General Aviation Got Helicopter Commercial Pilot Training Qualification from the Authority 金汇通航获得局方直升机商照飞行员培训资质



5月，上海金汇通用航空有限责任公司（简称“金汇通航”）在上海举办了商照培训资质颁证仪式。

金汇通航总经理伍丹表示，商照培训资质的获得对于金汇通航的发展具有里程碑式的意义，意味着金汇通航具备了将零基础飞行学员一站式培养成为可直接就业的职业飞行员。除了职业飞行员的培训外，金汇通航将加大力度在翼趣私照培训进行投入和发展，并开展熟练飞行、转机型训练、警航培训、教员训练等，不断完善飞行培训的服务体系，通过设计更多的产品、更好的服务质量为有飞行梦想的人和通航企业及相关事业单位输送高质量的飞行员。

作为目前华东地区唯一的直升机商照飞行员培训机构，金汇通航拥有十余架全新的培训直升机，还拥有千岛湖和泰州两个飞行训练基地，同时拥有一支中外结合的教学团队。在做好私照培训的同时，将大力推进商照培训的各项工

A Commercial License Training Qualification Certification ceremony was held in Shanghai in May by Shanghai Kingwing General Aviation Co., Ltd.

General Manager, Wu Dan, of Kingwing General Aviation stated that the gaining of the Commercial License Training Qualification has the milestone significance to the development of Kingwing GA, in such a zero-based student pilot can be trained into a professional pilot through the one-stop training program. Besides the professional pilot training, Kingwing GA will intensify in the involvement and development of Wing-Joy private pilot license training, as well as starting the proficiency flight, the alternating aircraft-model flight training, the air-police flight training and the flight instructor training, continue to improve the flight training services system through more products and better service qualities to deliver high-quality pilots for general aviation enterprises and related industrial units, or individuals having the desire in flights.

Being the only commercial license helicopter pilot training organization in the eastern China at present, Kingwing General Aviation owns more than ten brand-new helicopters for the training; it also owns two flight training bases in Qiandao Lake and Taizhou respectively, and a teaching team composing of domestic and foreign instructors. At the same time of doing well in private license training, Kingwing GA will vigorously promote the various programs in commercial license training.

Erdos General Aviation Introduced One Y-12 Aircraft 鄂尔多斯通航公司再次引进哈飞运12飞机

近日，一架中航工业哈飞运12飞机徐徐降落于鄂尔多斯机场，这是鄂尔多斯通用航空公司引进的用于人工增雨、飞播造林、灭虫救灾等作业的运输机，该飞机的引进使鄂尔多斯市航空作业能力再度提升。

自成立以来，鄂尔多斯通用航空公司累计完成近7500小时的人工增雨、飞播造林、灭虫救灾等任务。为了进一步提高航空作业能力，公司在原有运5飞机10架、运12飞机1架、训练机2架的基础上，再次引进运12飞机1架。

运12飞机主要用于农业灭蝗杀虫、播种、施肥，森林防护灭火，地质勘察、探矿，医疗救护，民航客货运输等。运12飞机的引进，预计每年将使鄂尔多斯地区新增飞播作业面积40万亩，航空物探3.75万平方公里，还可提供空中旅游服务。

Recently, a Y-12 Aircraft produced by the AVIC Harbin Aircraft Industry Group Co., Ltd. slowly landed at Ordos Airport. The Y-12 is a carrier aircraft introduced by Erdos General Aviation Co., Ltd., and would be used for the purposes of creating artificial rain, aerial sowing, crop dusting and disaster relief.

Since their establishment, Erdos General Aviation Co., Ltd. has accomplished 7,500 hours of artificial rain, aerial sowing, crop dusting, and disaster relief work. To further increase aerial work capabilities, with the original 10 Y-5 aircraft, 1 Y-12 aircraft and 2 trainer aircraft already in operation, 1 more Y-12 aircraft was introduced.

The Y-12 is mainly used in crop dusting, sowing and fertilizing, forest protection, fire fighting, geological exploration, prospecting, medical aids and civil aviation passenger and cargo transportation, amongst other uses. The introduction of the Y-12 will make it possible to increase the aerial sowing area by 400,000 mu and aerial geophysical prospecting by 37,500 sq.km and it can also provide air sightseeing services.

Li Jian Meets with Frank T. Connor, a Senior Officer of Textron 李健会见德事隆集团执行副总裁兼首席财务官弗兰克康纳

In September, the deputy minister of the CAAC, Li Jian, met with the executive vice president and chief financial officer of Textron Inc., Frank T. Connor. During the meeting the two exchanged views on China's general aviation development and discussed other related matters.

Mr. Li Jian stated that after implementing the reform and opening-up policy, the civil aviation industry has developed rapidly. In the year of 2005, China's civil aviation industry has jumped up to the second spot globally, with the average annual growth rate being 17.6%. While the scale of China's GA development is relatively small compared with that of the civil aviation industry and in the future, there will be much larger room for the development of China's GA industry to take advantage of its huge market potential. According to all levels of the GA development policies of the departments of the Central Government, the State Council and regional governments, the CAAC views GA as a new growth source in the national economy and is making and perfecting supporting policies and methods and to help support the development of China's GA industry.

9月，中国民用航空局（简称“民航局”）副局长李健在北京会见了来访的德事隆集团执行副总裁兼首席财务官弗兰克·康纳一行，双方就中国民航通用航空发展等交换了意见。

李健表示，改革开放以来，中国民航运输航空快速发展，2005年跃居全球第二大航空运输系统，年均增长率达到17.6%。但与运输航空相比，目前中国的通用航空发展规模相对较小。随着低空空域管理改革的逐步推进，中国通用航空也将迎来快速发展期。未来，中国通用航空将有更广阔的发展空间，通用航空市场潜力巨大。民航局正根据国家、国务院相关部委、地方政府等不同层面的通用航空产业发展政策制定、完善相关的配套政策措施，并将通用航空发展作为国民经济未来增长点，支持中国通用航空发展。

AVIC Unmanned Helicopter U8 Flew Over the Plateau Successfully 中航直升机所U8无人直升机首次成功飞上高原

近日，中航工业直升机所自主研制的U8无人直升机圆满完成首次高原试飞试验，标志着该无人直升机高原性能取得飞越性进步，有效提升了无人直升机高原作业综合保障能力。

本次U8无人直升机高原试飞试验为期15天，有效飞行29架次，试飞时间总长577分钟，在海拔高度为1060米的甘肃天水市、1400米的天水武山县、2080米的西宁平安县和3060米的青海共和机场四地分别进行试飞试验。试飞试验按照不同海拔高度、配重等状态完成发动机起动、地面试验、有地效悬停、无地效悬停等试飞科目，U8直升机高原试飞均获得成功。

U8无人直升机最大起飞重量230千克，任务载荷40千克，测控距离100千米，续航时间4小时，可根据不同任务需要装载不同设备。针对我国幅员广阔且地形复杂、中西部地区多有山地峡谷高原的特殊情况，此次U8无人直升机高原试飞试验成功将使其成为我国高原地区救灾勘察的有效力量。

Recently, AVIC Helicopter Institute's independently researched U8 Unmanned Helicopter has finished successfully its maiden flight over the plateau, marking the exceeding progress of plateau performance achieved by the U8. This success effectively increases the comprehensive support capabilities of unmanned helicopters' plateau operation.

The testing duration of the U8 helicopter was 15 days, with 29 sorties of effective flights, 577 minutes of total flight time over the 1,060 meters high above the sea level Tianshui City, Gansu Province, the 1,400 meters high Wushan County of Tianshui City, the 2,080 meters high Ping'an County, Xining City, and the 3,060 meters high Qinghai Gonghe Airport respectively. Flight tests were in accordance with different altitudes, weights and other conditions to complete the engine start, ground state tests, with and without ground effect hovering, and other test subjects; U8 helicopter plateau test flights were all successful.

The maximum take-off weight of the U8 unmanned helicopter is 230 kg, a payload of 40 kg, a controller distance of 100 km, and an endurance time of 4 hours; different equipments can be loaded according to different task requirement. In view of China's vast and complex terrain, and the special circumstances of mostly mountains and valley highlands in the central and western areas, the U8 unmanned helicopter high altitude test flight success will make it an effective force in disaster relief and surveying the high altitude plains of China.

Yunnan Harmony General Aviation Co., Ltd. Obtained the CCAR91 Certificate 云南和谐通用航空公司获CCAR91部运行合格证

7月，云南和谐通用航空有限公司CCAR91部运行合格证的颁证仪式在昆明举行。中国民用航空云南安全监督管理局（简称“云南监管局”）相关领导及中国民用航空西南地区管理局飞标处、通航处出席了颁证仪式。

云南省优越的地理位置，及云南桥头堡建设的政策使通用航空产业的发展具有广阔的市场前景，和谐通航的成立顺应行业发展要求，符合国家经济政策，契合通航市场需求，将为云南通航事业作出积极的贡献。和谐通航也是云南辖区第三家通用航空公司。

On July 15th, the Yunnan Harmony General Aviation Co., Ltd. held a ceremony to celebrate the obtaining of the CCAR91 operator certificate in Kunming. The related officers of the Yunnan Administration of Civil Aviation Security, and the Flight Standards Department and General Aviation Department of the CAAC's Southwest Regional Administration attended the ceremony.

Yunnan Province is at a good geographical location, and the policy of developing Yunnan province as a bridgehead of China makes the market wide for the general aviation industry. The setup of the Yunnan Harmony General Aviation Co., Ltd. is in accordance with the industries development to meet the GA market demands, and will contribute to the GA business in Yunnan. Yunnan Harmony General Aviation Co., Ltd. is the 3rd GA Company in the Yunnan Province.

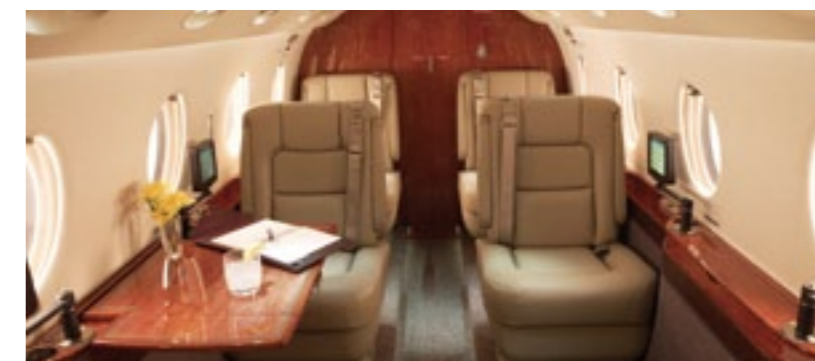
The Gulfstream G150 Business Jet Certified for China Registration 湾流航空G150商务喷气飞机通过中国注册认证



8月份，湾流航空航天公司的G150飞机获得中国民航局的型号认证（TCV），此举将使用户能够在中国注册这一宽机舱、高速商务喷气机。

G150拥有3,000海里的航程和高速巡航能力，将为中国客户提供出色的能力和效率，同时更有为湾流G550和G450飞机提供保障的同一个产品支持团队作为后盾。

该中型喷气机还提供了诸多提高安全性的选项，包括增强型视景系统（EVS）II以及广域增强系统—带垂直引导的航向台性能（WAAS-LPV）。



Back in August, the Gulfstream Aerospace Corp. has received the Type Certificate Validation (TCV) for its G150 from the Civil Aviation Administration of China. This allows operators to register this wide-cabin, high-speed business jet in China.

The G150 has a 3,000 nautical-mile range and high-speed cruise, which provides both an outstanding performance and effectiveness to Chinese customers. The G150 is also backed by the same product support team that services Gulfstream's long-range G550 & G450 aircraft.

The mid-size jet also offers several options to improve safety, including the Enhanced Vision System (EVS) II, and a Wide Area Augmentation System – Localizer Performance with Vertical Guidance (WAAS-LPV).

The First Private Aviation Club of Xinjiang Gained the Operator's Certificate 新疆首家私人航空俱乐部获得经营许可证

7月，和静汗戈尔迪草原航空俱乐部获得通用航空经营许可证，这也是新疆首家获得通用航空经营许可证的私人航空俱乐部。

该俱乐部位于新疆和静县巴音布鲁克镇，筹建于2010年6月，是新疆首家从事限制类航空器私用驾驶执照培训、航空运动训练、航空运动表演和个人娱乐等飞行项目的经营性航空俱乐部。

该俱乐部成立后将壮大新疆地区通用航空发展规模，今后新疆局将在政策允许的范围内，大力支持航空俱乐部的发展。

In July, the Hejing Han'ge'er'di Grassland Aviation Club was issued the General Aviation Air Operator's Certificate (hereinafter referred to as the Certificate), which was the first Certificate achieved by a Xinjiang based private aviation club.

Established in June of 2010, this club is located in the Bayanbulak Township, in Hejing County, in the Xinjiang Uygur Autonomous Region, and it is the first operating club in Xinjiang that is engaged in restricted category private aircraft pilot training, flight sports training, air display and private flight for fun.

The establishment of this club will expand the scale of GA development in Xinjiang. Henceforth, in the area of policy making, the CAAC's Xinjiang Regional Administration will energetically support the further development of aviation clubs.



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