



China Civil Aviation Report

Volume 14, Issue 3
Autumn 2012
www.ChinaCivilAviation.com

民航报导



李家祥为昆明新机场颁发使用许可证 长水机场正式运营
New Kunming Airport Has Been Issued the Civil Airport
Operating License and Can Now Begin Operation

最大限度提高跑道安全，预防潜在灾难
Maximizing Runway Safety Prevents Potential Disasters

Airport Noise Monitoring and Mitigation Consulting Services

HARRIS MILLER MILLER & HANSON INC. 机场噪声管理顾问咨询服务

- 机场噪声
监控系统设计规划
- 机场减噪降噪
程序设计与实施



www.UniworldChina.com/HMMH
Tel: 86-10-8559-0830



CONTENTS | 目录

China Civil Aviation Report (CCAR) is published quarterly by Uniworld LLC (a U.S. Company) in conjunction with China Civil Aviation, the official publication of the Civil Aviation Administration of China (CAAC).

民航报导是经由民航局、国家新闻署备案核准，唯一以《中国民用航空》英文版方式向全世界民航机构、企业、个人介绍中国民航改革开放成果和现况的刊物，印刷和电子版本同步发行。

Publisher 发行人
Francis Chao 赵嘉国

Staff Writer/Editor 撰稿编辑
Linda Gao 高瑞玲

Staff Writer 撰稿
Vivian Chen 陈春桦

Art Editor 美术编辑
Huijuan Tian 田慧娟
Ann Yang 杨金凤

Staff Writer/Photographer 文字摄影
Nelson Chao 赵敏诚

Business Development Manager 业务发展经理
Enlin Chao 赵恩临

To contact CCAR or subscribe to CCAR,
please send your email to:
Info@ChinaCivilAviation.com
or visit:
www.ChinaCivilAviation.com
联系民航报导或订购本刊物，请将您的
邮件发送至：Info@ChinaCivilAviation.com
或访问：www.ChinaCivilAviation.com

US\$95/Year (USA) US\$95/年 (美国本地)
US\$120/Year (International) US\$120/年 (国际)

China Civil Aviation Report
c/o Uniworld LLC
690 Garcia Ave, Ste. A
Pittsburg, CA 94565
Tel: 925-439-3799 ext. 12#
Fax: 925-439-3268
北京联系电话：86-10-8559-0830
传真：86-10-8559 0830 ext. 215

- 4 黑龙江机场与哈巴罗夫斯克机场签署协议
Heilongjiang Airport Management Group Signs an Agreement with Khabarovsk Novy Airport
- 5 中国与蒙古举行航空会谈
China and Mongolia Hold Aviation Talk
- 6 李家祥为昆明新机场颁发使用许可证 长水机场正式运营
New Kunming Airport Has Been Issued the Civil Airport Operating License and Can Now Begin Operation
- 7 台湾航空公司地面服务首次进入大陆航站楼
Taiwan's Airlines Ground Handling Services Enter into Mainland China's Terminals
- 9 盐城机场机坪扩建工程获批复
Extension Project of Yancheng Airport Approved
- 9 且末新机场正式奠基
Construction on the New Qiemo Airport Has Begun
- 11 最大限度提高跑道安全，预防潜在灾难
Maximizing Runway Safety Prevents Potential Disasters
- 17 天河机场三期工程暨机场交通中心工程开工
Tianhe Airport's Phase III & Airport Traffic Center Projects Kick off
- 18 成都双流机场与桃园机场签署《合作备忘录》
Chengdu Shuangliu Airport Signs a Memorandum of Cooperation with Taoyuan Airport
- 20 南宁机场新航站区等建设工程可研报告获批复
The Nanning Airport Project Including New Terminal Construction Approved by the NDRC
- 21 北京南苑机场新航站楼正式启用
The New Terminal at Beijing's Nanyuan Airport is Put into Operation
- 22 哈尔滨机场扩建工程可行性研究报告获得国家发改委批准
The Feasibility Report for the Expansion Project of Harbin Airport Approved by the NDRC
- 23 中日两国就扩大航空运输安排签署新协议
China and Japan Sign a New Agreement on Increasing Air Transportation Arrangements
- 24 白云机场扩建工程获批
Baiyun Airport Expansion Project Approved
- 25 陇南成州机场获批
Construction of Longnan Chengzhou Airport Approved
- 27 梅州机场扩建工程试飞成功
Flight Test for the Meizhou Airport Expansion Project was Successful
- 28 遵义新舟机场通航
Zunyi Xinzhou Airport Goes into Operation

航管雷达最佳测量工具

—RASS-S系统



INTERSOFT
ELECTRONICS

86-10-8559-0830分机210

WWW.INTERSOFT-ELECTRONICS.COM.CN





China Ground Up Approach to GA Development 中国由下而上地发展通用航空

中国航空界将要开放低空发展通用航空的议论已经持续有一段时间了。我在 2012 年 EAA 大会（美国飞来者大会）第二次主办了中国馆活动，活动现场听到很多关于中国到底是不是真的低空要开放的疑问。尽管中国通航界最近这两年有一些大动作，比如收购美国西锐，中国一个航空制造商买下豪客比奇公务喷气机和通用航空运营商豪客比奇的新闻，吸引了所有人的眼球。这些事件却说明不了中国有任何通用航空的计划，也不意味着中国的通航产业有什么发展。

今年 EAA 飞来者大会的中国馆活动上，来自郑州市的代表团获得了很多曝光机会。由吴天君书记和胡荃常务副市长带队的郑州代表团共有 13 名团员，他们都参加了在美国威斯康辛州奥什卡什市举行的 EAA 飞来者大会，目的是了解国际航空界并为郑州通用航空试验区招商。他们在寻找飞机制造商、飞行学校、运营商、维修商、包租服务商和其他所有相关的、可以帮助其充分发展他们航空产业园的合作伙伴。郑州不是中国第一个建立航空产业园的城市，却是第一个去美国寻找合作伙伴的城市。在中国，因为有越来越多的城市开始建立自己的航空产业园，肯定也有很多城市将要组织代表团到美国去参观考察，希望可以找到一些愿意在他们城市建立运营点的合作伙伴。

For a while now the aviation industry has been buzzing about China's decision to open low altitude airspace and develop General Aviation. Having just returned from hosting the China Pavilion for the second year at the 2012 EAA Airventure, there seems to be a general curiosity regarding what is actually going on over there in China. While big stories such as China buying Cirrus or a Chinese Areospace manufacturer's purchase of the business jet and general aviation operations of Hawker Beechcraft catches everyone's attention, these stories do nothing to inform us on what China's actual plans are and what this means for the development of general aviation in China.

This year at the China Pavilion at EAA, there was a great presentation from the city of Zhengzhou. Mayor Hu Quan, headed a delegation of about 13 members, who all came out to Oshkosh, Wisconsin in order to reach out to the international aviation community and promote the Zhengzhou General Aviation Test Zone. They are looking for manufacturers, flight schools, operators, mechanics, charter services and everything else aviation related to help them to fully develop their Aviation Industrial Park. Zhengzhou isn't the first city in China to build an Aviation Industrial park, but it is the first to travel to the US to search for teaming partnerships. As more and more cities in China begin to develop their own Aviation industrial park, there will be an increasing number of cities who will be sending delegates to the US in the hopes of finding those who wish to set up a part of their operations in their city.

如果您是我们杂志即《民航报导》的订阅者，这些对您来说就不是新闻了。基本上每期杂志都会出现中国建立通用航空产业园的新闻或者一家新公司正在申请飞行培训执照，或者又建了一座新机场等等。郑州只是做了中国其他 30 到 40 个城市已经开始做的，而且郑州肯定不是最后一个建造通航产业园的城市。但是郑州所做的却是中国其他城市所没有做的新的尝试，那就是走出去，到国际航空界去寻求帮助，来发展他们的航空产业园。

那么，这些到底对于中国的通用航空产业有什么意义呢？因为中国目前对于通用航空产业并没有什么实质性的内容，所以中国的低空开放也不会即刻爆发。但是，由于所有机场都在发展，很多通航产业园也在起建，谁都不能说没有开放低空的必要。让我们抱着希望吧，当这些工程都已经竣工，地方政府将可以带领企业在全中国低空开放的进展中带来一些改变。

中国何时会全面开放低空我们无从得知，但是通用航空建设工程在中国像雨后春笋一样迅速发展。如果中国商业运输航空的发展结果是能力表征的话，那就让我们拭目以待，当一切要素都妥当后，中国通航产业的通航产业将会发生爆炸性发展。

生活中，有些时候有些小小的成就就会给我们所推动的事情带来希望和所需的精力。一年前，我们的问题是通用航空会不会起飞？而现在的问题则是什么时候起飞？尽管我们都知道一切的发展不是以人们所希望的速度前进，但你不能否认中国已经在正确的路上迈出了重要的一步。所以，让我们对中国的通航产业报以乐观态度吧，让我们共同关注这个新兴的通航市场。在这个过程中，如果你眨了一下眼，就可能错过你的机会。

If you are a subscriber to our publication, The China Civil Aviation Report, then non of this is new news to you. It seems in almost every issue there is news about a new city developing a GA industrial park, or a new company applying for flight training certification, or a new airport being constructed. Zhengzhou is just doing what 30-40 other Chinese cities have already began the process of doing and they won't be the last city to develop a GA Industrial Park. But what new trend Zhengzhou may have started is the reaching out to the international aviation community for help to develop their Aviation park.

So what does this actually mean for General Aviation in China? Since China currently has little to no GA industry, there has been no immediate rush to open up low altitude airspace. But with the development of all these airports and GA Industrial parks, it will be hard for anyone to say that there is no need to open up low altitude airspace. Lets hope that once these projects are all completed, then these local cities can lead the charge in the push for the opening up of low altitude airspace all over China.

So when will China open up low altitude airspace across the country? We have no idea, but all these General Aviation construction projects springing up all over China is a good sign that something is happening. If China's development of Commercial Aviation is any indicator of their ability to do something that they set their minds to, then be prepared to witness China's GA development occur at break neck speeds once all the key components fall into place.

Sometimes in life it is the little victories that gives us the hope and energy needed to keep pushing forward. A year ago the question was will they ever? And now the question is just a matter of when will they? While we understand that it is not happening at the speed which most people would like it to happen, you can't deny that China has made a substantial step in the right direction. So let us continue to be optimistic about the future of GA in China, and keep an eye on this emerging market. If you blink, you might miss your chance.



A handwritten signature in black ink, appearing to read 'Francis Chao'.

Francis Chao 赵嘉国
Publisher 发行人

黑龙江机场与哈巴罗夫斯克机场签署协议

Heilongjiang Airport Management Group Signs an Agreement with Khabarovsk Novy Airport



Based on the spirit of cooperation the Heilongjiang Airport Management Group Co., Ltd. (Heilongjiang Airport Management Group for short) and Russia's Khabarovsk Novy Airport Company Limited signed a strategic cooperation agreement at Harbin Taiping International Airport to utilize the geographical advantage and to boost aviation transportation development. The two parties will cooperate comprehensively in airport construction and operation, aviation market development and air transportation. The two parties will hold summit meetings periodically. By increasing levels of communication and exchanges, and constructing corresponding working mechanisms, the two parties will achieve their goal of mutually benefiting through resource sharing.

Mr. Wang Yanzhong, manager of the Planning and Development Department of Heilongjiang Airport Management Group, as well as the commander of the Extension Headquarters of Harbin Taiping International Airport, chief officers from the Marketing Department, the passenger service department and cargo sales company, Mr. Konstantin Basyuk, the chairman of the Board of Khabarovsk Airport and other officers all attended the signing ceremony. Mr. Wang Yanzhong and Mr. Konstantin Basyuk signed the agreement on behalf of the two parties.

黑龙江机场集团与俄罗斯哈巴罗夫斯克机场股份有限公司本着优势互补、相互支持、共同发展的原则，以发挥区位优势、促进航空运输业务发展为目标，在哈尔滨机场签署战略合作协议。双方将在机场建设和运营、共同开发航空市场、定期举行高层会晤和大力发展航空货运等方面进行深入合作，通过加强沟通交流，建立相应工作机制，实现资源共享，互利双赢。

黑龙江机场集团规划发展部经理、哈尔滨机场扩建指挥部副指挥长王岩忠，市场营销部、旅客服务部、货运销售公司负责人，哈巴罗夫斯克机场股份有限公司董事长巴秀克等参加签字仪式。王岩忠与巴秀克代表双方签字。

黑龙江毗邻俄罗斯，与俄罗斯边境线长达3045公里，是我国对俄罗斯开放的桥头堡。目前，共有俄罗斯国际航空公司、雅库特航空公司、萨哈林航空公司和乌拉尔航空公司等4家俄罗斯航空公

The Heilongjiang province is adjacent to Russia and has a boarder of 3045 km. The Heilongjiang province is the bridgehead of the opening to Russia. Currently, there are four Russian airlines operating in Harbin Taiping International Airport, including Aeroflot Russian Airlines, Yakutia Airlines and SAT Airlines. Flights between Harbin and Khabarovsk, Vladivostok, Blagoveshchensk, Yakutsk, Yuzhno-Sakhalinsk, Krasnoyarsk, Novosibirsk, Chelyabinskaya Oblast and Yekaterinburg have gone into operation with 13 flights a week. Harbin Taiping International Airport is the airport operating the most flights to Russia from China. According to data, in 2011, Heilongjiang province received 2.0652 million tourists from foreign countries and regions. Among which 1.4634 million were from Russia, with a growth rate of 11.09% compared to that of the previous year. In 2011, there were 60 thousand tourists Russia.

In 2011, Khabarovsk Novy Airport received a passenger throughput of 1.6 million and operated flights to 37 cities with over 60 airlines operating there. Khabarovsk Novy Airport is the largest hub in the far east region of Russia and is also an important airway connecting to Russia's central regions and APEC countries. Khabarovsk Novy Airport Company Limited is the main operator of ground handling services at Khabarovsk Novy Airport.

司在哈尔滨机场投入运营，已开通哈尔滨至俄罗斯哈巴罗夫斯克、符拉迪沃斯托克、布拉格维申斯克、雅库茨克、南萨哈林斯克、克拉斯诺亚尔斯克、新西伯利亚、车里雅宾斯克、叶卡捷琳堡等 9 个城市航线，每周班次 13 班，哈尔滨太平国际机场是中国通航俄罗斯正班航线最多的机场。统计显示，2011 年全省接待入境游客 206.52 万人次。其中，全省接待俄罗斯入境游客 146.34 万人次，同比增长 11.09%；赴俄旅游人数为 6 万人次，持续保持上升态势。

哈巴罗夫斯克机场 2011 年旅客吞吐量 160 万人次，通航城市 37 个，超过 60 家航空公司在此运营，是俄罗斯远东联邦区最大的航空枢纽，也是连接俄罗斯中心区域与 APEC 国家的重要空中通道。哈巴罗夫斯克机场公司是哈巴机场地面服务的主要运营商。

中国与蒙古举行航空会谈

China and Mongolia Hold Aviation Talk

In June, aviation talk between China and Mongolia was held in Ulan Bator, the capital of Mongolia. The two delegations of China and Mongolia were respectively headed by Xia Xinghua, deputy minister of the CAAC, and Mongolia's State Secretary BAT-ERDENE, minister of the Ministry of Road, Transportation, Construction and Urban Development. The two parties reached an agreement on arrangements including increasing the flight transportation scale between the two countries, as well as increasing destination points and the Fifth Freedom of the air. The two parties had an in-depth exchange of views and negotiations before the two government's signing of the search and rescue agreement. The signing of the new agreement has laid the foundation for air transport corporations to increase routes and flights between the two countries.

During the summer-fall seasons, there are 14 round-trip passenger flights operated weekly by China's Air China Limited and Tianjin Airlines Co., Ltd. from Beijing and Tianjin to Ulan Bator. There are also 22 round-trip passenger flights operated weekly by the MIAT Mongolian Civil Air Transportation Corporation, Mongolian Airlines and Eznis Airways LLC from Ulan Bator and Choibalsan to Beijing, Hohhot, Hulun Buir, and other cities in Mainland China.

6 月中旬，中国与蒙古民航会谈在乌兰巴托举行。中蒙两国代表团分别由民航局夏兴华副局长与蒙古国务秘书，道路、运输、建设与城市发展部部长 BAT-ERDENE 任团长。双方就扩大两国间运力额度、增加目的点、以远点第五航权等安排达成了协议，并就尽快商签两国政府间搜寻与救援协议充分交换了意见。新协议的签署为中蒙双方空运企业进一步增加两国间航线、航班奠定了法律基础。

2012 年夏秋航季，中方中国国际航空公司、天津航空公司经营由北京、天津至乌兰巴托的往返客运航线，每周共计 14 班；蒙方蒙古航空公司、蒙古国航空公司、伊斯尼斯航空公司经营由乌兰巴托、乔巴山始发至北京、呼和浩特、呼伦贝尔等地的往返客运航线，每周共计 22 班。

李家祥为昆明新机场颁发使用许可证 长水机场正式运营

New Kunming Airport Has Been Issued the Civil Airport Operating License and Can Now Begin Operation

Towards the end of June, the New Kunming Airport - Kunming Changshui International Airport, which has been under construction for the last 4 years and costs a total investment of 23 billion yuan, was formally put into operation. Li Jiexiang, minister of the CAAC, issued the Civil Airport Operating License to the New Kunming Airport. Qin Guangrong, declared that Kunming Changshui International Airport had finally been completed. Li Jiheng, governor of the Yunnan province, was in attendance at the completion ceremony.

The Kunming Changshui International Airport began construction in August of 2008 and passed the industrial acceptance inspection in the early part of June of this year. This airport has many achievements among airports in Mainland China. The terminal is supported by colored steel stripes and has been awarded the "China Steel Engineering Structure Gold Award". Based on the supporting structure of the terminal, 1,810 isolation bearings and 108 hydraulic dampers were fitted with a fortification intensity of 8 and the isolation technique was ranked the number one among all airports in Mainland China. 300 million cubic meters of earth-rock have been dug out and stuffed to fill and level the field, ranking it first place among the most earth moved during the construction of an airport among the whole country. A home-grown automatic baggage sorting system was adopted, making it the first domestic automatic baggage sorting system used in a large airport in China. The two runways of the current phase of the New Kunming Airport have both been paved by asphalt, which is the first time this has been done in Mainland China. The construction of the New Kunming Airport has lived up to the construction concept of a "green airport" and has been awarded the "Three-Star Green Design Certification" at the highest national level.

Two days after the New Kunming Airport was issued the Civil Airport Operating License, it was officially put into operation. A maiden flight ceremony was held for the New Kunming Airport. Liu Ping, deputy governor of the Yunnan province, delivered opening remarks for the operation of Kunming Changshui International Airport.

Kunming Changshui International Airport is positioned as China's southwest international hub airport to orient Southeast Asia, South Asia and West Asia and to connect Europe, Asia and Africa. The short term goal of the airport is to meet an annual passenger throughput of 38 million, an annual cargo throughput of 950 thousand tons and have 303 thousand aircraft landings and takeoffs. In the long run, the goal of the airport is to meet an annual passenger throughput of 65 million persons, an annual cargo throughput of 2.3 million tons and 456 thousand aircraft landings and takeoffs.

6月下旬,历时近4年建设、总投资达230亿元的昆明新机场——长水国际机场正式落成。民航局局长李家祥为新机场颁发机场使用许可证并讲话,云南省委书记秦光荣宣布昆明长水国际机场全面竣工,云南省省长李纪恒出席竣工仪式并致辞。

昆明长水国际机场2008年8月开工建设,今年6月上旬通过行业验收。该机场创下了国内机场建设多项第一:航站楼首次采用了大型钢结构制作的彩带作为支撑,荣获“中国钢结构金奖”;在航站楼支撑结构基础上安装隔震支座1810个、液压阻尼器108个,设防烈度为8度,减隔震技术在全国机场中位居第一;土石方填筑和场地精平整工程挖填累计约3亿多立方米,土石方量居国内机场建设之首;采用我国自行研制的国内行李自动分拣处理系统,填补了国内大型机场国产化的一项空白;昆明新机场本期两条跑道采用了全幅沥青道面,在国内尚属首例;昆明新机场在国内首次实践“绿色机场”建设理念,荣获国家最高等级的“三星绿色设计认证”。

在昆明长水国际机场获得颁证2天后,投入正式运营。长水机场举行了新机场首航仪式。云南省副省长刘平代表省委、省政府对昆明长水国际机场通航表示热烈祝贺。

昆明长水国际机场定位于面向东南亚、南亚、西亚,连接欧洲、亚洲、非洲的中国西南门户国际枢纽机场。规划目标为近期满足年旅客吞吐量3800万人次、货邮吞吐量95万吨、飞机起降30.3万架次;远期满足年旅客吞吐量6500万人次、货邮吞吐量230万吨、飞机起降45.6万架次。



台湾航空公司地面服务首次进入大陆航站楼 Taiwan's Airlines Ground Handling Services Enter into Mainland China's Terminals



In June, China Airlines Limited began trial operation of their check-in counters at the Kunshan Terminal. This was the first time that a Taiwanese Airline's ground handling services was allowed to operate in a Mainland China terminal.

Kunshan county is a region in mainland China where Taiwan businessmen invest heavily and is also a region where the economic and trade exchange between both sides of the Taiwan Strait is highly active. By the end of May of 2012, the Kunshan government had approved 4,097 firms that were invested by Taiwanese nationals and there were 100 thousand Taiwan nationals and their relatives residing in the region. After the Kunshan terminal was put into operation, the ground handling services for the flights from airlines departing from Shanghai Pudong International Airport and Shanghai Hongqiao International Airport were moved to Kunshan. Now the daily average of passengers receiving security checks at the Kunshan terminal to fly from Shanghai's two airports has reached 300 and the daily air transportation volume of Taiwanese businessmen has surpassed 10 thousand. The Kunshan terminal is entrusted to provide ground handling services for Taiwanese airlines and will offer much convenience to passengers shuttling between the Mainland China and Taiwan.

China Airlines Limited is Taiwan's largest-scale airlines. The airline has set up check-in counters to handle security checks and baggage checking at the Kunshan terminal. Taiwan's EVA Airways Corporation, Transasia Airways Corporation and other airlines will also successively set up check-in counters at the Kunshan terminal.

6月当天，位于昆山航站楼的台湾中华航空股份有限公司（China Airlines Ltd.，简称“华航”）值机柜台投入试运行，这是台湾航空公司地面服务进入祖国大陆航站楼的第一次。

昆山是台商在大陆投资的密集区和两岸经贸交流的活跃区，截至5月底，昆山累计批准合资企业4097家，在昆的台胞及眷属达10万人。昆山航站楼投运以来，把上海两大空际空港的大陆航空公司航班的地勤服务搬到昆山家门口，日均通过昆山航站楼值机出行的旅客超过300人次，台商往返海峡两岸的单日航空出行需求最高逾万人。昆山航站楼受委托承接台湾航空公司航班的地勤服务，将为通过航空出行往返两岸的旅客提供极大便利。

台湾华航目前是台湾地区规模最大的航空公司，华航在昆山航站楼设立值机柜台和办理行李托运等相关地面服务。台湾长荣、复兴等五大航空公司的地面服务也将陆续入驻昆山航站楼。

奥凯航空获 CCAR-147 维修人员培训机构合格证 Okay Airways Attains CCAR-147 Maintenance Training Organization Certificate



In mid-June, a ceremony celebrating the inauguration of the Okay Airways Maintenance Training Center and the attaining of the CCAR-147 Maintenance Training Organization Certification by Okay Airways Company Limited was held in the city of Tianjin. Wang Xiaoming, administrator of the CAAC's Tianjin Administration of Civil Aviation Security, Liu Weining, president of Okay Airways Company Limited (the "Okay Airways"), Xu Huanran, manager of Tianjin Binhai International Airport, Liu Aihua, director of the Engineering Training Center and others attended the ceremony. Wang Xiaodong, deputy director general of the Airworthiness Office of the CAAC North China Regional Administration presided over the ceremony.

During the ceremony, Mr. Wang Xiaoming issued the CCAR-147 Maintenance Training Organization Certificate to Liu Weining. Wang Xiaodong issued the project license for the Okay Airways Maintenance Training Center to Zhang Weihong, deputy president of the Okay Airways Maintenance Training Center. Wang Xiaoming and Liu Weining inaugurated the Okay Airways Maintenance Training Center.

The CCAR-147 refers to regulations regarding the certification of civil aircraft maintenance personnel training organizations and is a statute issued by the Civil Aviation Administration of China in order to regulate aviation maintenance training.

2012年6月中旬，奥凯航空有限公司（Okay Airways Company Limited，简称“奥凯航空”）CCAR-147 维修培训机构合格证颁证暨奥凯航空机务训练中心揭牌仪式在天津举行。中国民用航空天津安全监督管理局（简称“天津监管局”）局长王晓明、奥凯航空总裁刘伟宁、天津机场总经理徐焕然、中国民航大学工程技术训练中心主任刘爱华等领导出席。中国民用航空华北地区管理局（简称“华北管理局”）适航维修处副处长王晓东主持颁证仪式。

仪式上，天津监管局王晓明局长向奥凯航空总裁刘伟宁颁发《CCAR-147 维修人员培训机构合格证》。华北管理局适航维修处处长王晓东向奥凯航空维修副总裁张为红颁发奥凯航空机务训练中心颁发项目许可证。天津监管局王晓明局长与奥凯航空总裁刘伟宁共同为奥凯航空机务训练中心揭牌。

CCAR-147 部规章，即《民用航空器维修培训机构合格审定规定》，是中国民用航空局颁布的一部用以规范维修培训的法规，是实施维修培训的依据和提高培训质量的保证。



盐城机场机坪扩建工程获批复

Extension Project of Yancheng Airport Approved

At the end of June, the preliminary design for the ramp extension project of the Yancheng Nanyang Airport (Yancheng Airport) was approved by the Jiangsu Development & Reform Commission, signaling that the pre-construction procedures of this project had been completed.

The ramp extension project of Yancheng Airport is a part of the total reconstruction and extension project and it is to be started earlier than the other sections. The main construction items of the ramp extension project include the pavement, ramp lighting, maintenance power, frontal stand monitoring system, aerobridge and other projects. The main construction items include: extension of an apron to 9,603 sq. m north to the current apron and to set up two Category C stands on the apron; to extend an apron of 5600 sq. m and to set up 3 Category C stands; to extend an apron of 6,040 sq. m; extending the runway shoulder to 1.5 m. After the extension, the whole ramp could accommodate 8 Category C aircraft. Meanwhile, the original aerobridge will be reconstructed and 3 new aerobridges will be constructed. Necessary cargo transportation plants will be bought and ancillary power supply systems and monitoring systems will be fitted.

6月底，盐城南洋机场机坪扩建工程初步设计获得江苏省发改委批复，标志着盐城南洋机场机坪扩建工程的前期手续全部完成。

机坪扩建工程是盐城南洋机场改扩建工程中先行启动的一项工程，主要建设项目包括：场道工程、站坪照明及机务用电工程、近机位监控系统工程、登机桥及其他工程。主要建设内容是在现有机坪北侧扩建站坪约9603m²，设2个C类机位；在现有机坪南侧扩建站坪约15600m²，设3个C类机位；在现有机坪西侧扩建站坪约6040m²；道肩宽1.5米。扩建后整个机坪可停放8架C类飞机。同时对原登机桥进行改造，新增登机桥3座，以及购置必要的货运设备、安装配套的供电系统和监控系统等。

且末新机场正式奠基

Construction on the New Qiemo Airport Has Begun

In late July, the foundation stone laying ceremony of the New Qiemo Airport was held.

The new Qiemo Airport is designed as a regional airport and will be located at in Qiemo county. The total investment of the project will be 490 million Yuan, which will be split between the National Development and Reform Commission, the Civil Aviation Administration of China and the Xinjiang Uygur Autonomous Region. The flight area was designed in accordance to 4C standards. A runway 2,800 meters long and 45 meters wide will be constructed. The terminal area was designed to accommodate an annual passenger throughput of 120 thousand person-times and an annual mail and cargo throughput of 240 tons by the year 2020. The terminal area will be 120 thousand square meters with 3 gate positions. Ancillary facilities for communication, navigation, meteorology, power, water and fuel supply and fire prevention will also be constructed. When the new airport is completed, it will be much easier for Qiemo county to connect with the outside world. The air routes in the Ba prefecture and the entire Xinjiang Uygur Autonomous Region will be completed. The development of mineral resources, oil and gas resources and cultural tourism will gain speed. The investment environment of the region will be improved and the opening and exchange with the outside world will be promoted.

7月下旬，且末新机场（三通一平）奠基仪式隆重举行。

且末新机场性质为国内支线机场，场址位于且末县，项目总投资4.9亿元，由国家发展改革委、中国民用航空局和自治区共同筹措解决；飞行区按4C级标准设计，新建一条长2800米、宽45米的跑道；航站区按满足2020年旅客吞吐量12万人次、货邮吞吐量240吨的目标设计，航站楼3000平方米，站坪机位3个；配套建设有通信、导航、气象、供电、供水、供油、消防救援等生产设施。新机场建成后，将大大缩短且末县与外界的时空距离，进一步完善巴州乃至全疆空中运输航线、加快县域矿产资源和油气资源勘探开发和文化旅游业大发展，改善投资环境，提升对内对外开放水平。

EMASMAX[®]
Maximizing Runway Safety

“... it works exactly as advertised.”

... 它的效用跟广告叙述的完全一样

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

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



Providing Safety at 70 Installations Worldwide.



ESCO (Engineered Arresting Systems Corporation)
2239 High Hill Road, Logan Township, NJ 08085
Tel: 856-241-8620 • Email: emasmax@zodiacaerospace.com
www.emasmax.com • www.zodiacaerospace.com



ZODIAC
AEROSPACE



Maximizing Runway Safety Prevents Potential Disasters

最大限度提高跑道安全，预防潜在灾难



Two aircraft overruns occurring at both ends of the same runway, at the same airport, within the space of four days sounds very unlikely and highly remote. Yet this unusual scenario actually occurred at Key West International Airport in Florida.

On Monday, Oct. 31 at 7:45 PM, a Gulfstream 150 business jet was attempting a landing on the west end of the runway (Runway 27) when the aircraft overran the runway. It passed through an unpaved 600 ft. runway safety area and travelled an additional 220 ft., stopping at the end of the airfield, three feet away from an airport perimeter fence.

There was substantial damage to the wings, nose, landing gear and body. The left side and wing of the aircraft were partially submerged in a shallow salt pond, with some fuel leakage.

NASCAR race car owner Rick Hendrick and his wife, Linda were passengers in the aircraft, which was owned by NASCAR driver Jimmie Johnson. Mr. Hendrick was hospitalized with a broken clavicle and ribs, while Mrs. Hendrick suffered minor cuts and bruises.

On Thursday, Nov. 3 at 12:15 PM, a Cessna Citation 550 touched down

四天内，两架飞机在同一机场同一跑道的两端冲出跑道，这听起来简直不可能，离我们非常遥远。然而这种很少见的情景却曾经在佛罗里达州的基维斯特国际机场出现过。

10月31日（周一）晚上7:45，一架湾流150公务机试图在基维斯特国际机场的跑道（跑道27号）西端降落，却冲出了跑道，在跑道安全区（没有铺设跑道）上行进了600英尺后，又多滑行了220英尺，停在了机场边上，还超出了机场边缘围栏3英尺。

这个事件对整架飞机造成了严重的伤害，包括机翼、机头、起落架和机身。飞机左侧和机翼的一部分甚至浸入了机场附近的浅盐池，并有燃油泄漏。

NASCAR的赛车拥有者Rick Hendrick和他的太太Linda是这架飞机的乘客，该架飞机属于NASCAR司机Jimmie Johnson所有。Hendrick先生由于锁骨和肋骨受伤被送往医院，Hendrick太太则

for a landing on the east end (Runway 09) of the same 4,800 ft. runway. Unable to stop, the aircraft passed over a 35-ft. setback area then engaged an ESCO EMASMAX® Engineered Material Arresting System. The aircraft continued 148 ft. into the energy-absorbing arrestor bed and coasted to a safe, controlled stop.

The pilot, co-pilot and three passengers quickly exited the aircraft with no injuries. The aircraft suffered only minimal damage to its belly and front landing gear, with no fuel leakage. By 2:00 PM, the aircraft had been towed to a hangar and the runway reopened at 2:06 PM.

Airport Director Peter Horton observed that the safety material worked perfectly: “Not even a bruise or a scratch.” And further: “. . . I have never seen a more effective safety device than EMAS to minimize aircraft damage or passenger injury in the event of an over-run incident. And as recent events have proven, it works exactly as advertised.”

Aircraft overruns seem to happen when you least expect it. Although the circumstances in these two were similar, the outcome in each situation was remarkably different.

What It Is Like to Be Onboard an Aircraft Engaging an EMAS.

Mr. Bill Daughenbaugh is an experienced pilot of 38 years, logging over 11,000 hours of flight time in private aircraft, helicopters and gliders. He has owned/operated seventeen airplanes, with six years of experience as a news helicopter pilot in New York City and Philadelphia.

Mr. Daughenbaugh was also a passenger on the Citation 550 that engaged the ESCO EMASMAX arrestor bed in Key West, FL. Surviving unexpected turns of events in aircraft was nothing new for him.

In 1998, he was a passenger on a Sukhoi Su29 that overran the runway at Williamstown, NJ. The aircraft went through a ditch, crashed through a forest and ended up on a highway. Miraculously, no one was hurt. In 2009, after a mechanical failure near New York City, he piloted a 206 Bell long-range news helicopter to a safe crash landing at a dump, one mile away from “Sully’s landing on the Hudson”.

Bill contacted ESCO to find out about “the material that had saved

受到轻微割伤和擦伤。

11月3日(周四)下午12:15分,一架赛斯纳奖状550飞机开始降落准备着陆在该机场同一跑道(长4,800英尺)的东端(09号)。降落后,由于无法停下,这架飞机冲进了35英尺长的禁区,然后滑上了ESCO EMASMAX工程材料阻滞系统(EMAS)。该飞机在上面行进了148英尺后,滑上了吸能阻滞床,然后在一个安全可控的区域停了下来。

然后飞机的正驾驶、副驾驶和乘客迅速撤离飞机,没有任何伤亡。该飞机只有机腹和前起落架受到了轻微损伤,没有燃油泄漏。下午2:00,该飞机被拖进了机库,下午2:06,跑道继续运营。

机场主任Peter Horton发现该安全材料性能良好,说道:“甚至没有任何擦伤和刮伤。”还说:“我从来没有见过任何比EMAS更好的装置。在飞机冲出跑道的情况下,它可以最大限度地降低对飞机的损伤和对乘客的伤害。最近的飞机冲出跑道事故已经表明,它的性能和广告宣传的一样好。”

飞机冲出跑道事件似乎总是发生在你的意料之外。在这两个案例中,尽管周围环境十分相似,但是两种情况的结果却截然不同。

坐上了冲到“EMAS”上的飞机是什么感觉?

38岁的Bill Daughenbaugh先生是一个很有经验的飞行员,他拥有私人飞机和滑翔机11,000个飞行小时的经验。他已经购买或飞行过17架飞机,并有6年在纽约和费城驾驶新闻直升机的经验。

Daughenbaugh先生还是那架在佛罗里达州的基韦斯特国际机场被ESCO EMASMAX阻滞床成功拦截的奖状550飞机的乘客。在意料之外的飞机事件中生还,对于他来说已经不是什么新鲜事了。

1998年,他经历了Sukhoi Su29冲出美国新泽西州威廉斯敦机场跑道的事件,他是那架飞机的乘客。当时,那架飞机横穿沟渠,冲进小森林,最后



the plane” at Key West. The result was an invitation to visit the ESCO EMASMAX plant in Logan Township, NJ where Bill delivered his account to ESCO employees at a special luncheon:

“I was thinking that we were going into the trees, not knowing that this material (EMAS) was at the end of the runway. I heard the noise, the breaking up of the EMAS material. I had no idea what we had hit. It wasn't a hard hit. It was a real slow, gradual loss of momentum, a deceleration. No big impact. It just amazed me.”

“I appreciate what you have done with this system, because I can confess that it saved me!”



● About EMASMAX

EMASMAX is the latest, most durable version of ESCO's field-proven EMAS, developed with and approved by the FAA. ESCO's EMAS arrestor beds are composed of blocks of lightweight, crushable concrete designed to safely stop airplanes that overshoot runways. ESCO's EMAS is an acceptable alternative for preventing overrun catastrophes at airports where runway safety areas (RSA) do not exist or are impractical due to environmental or other issues. ESCO's EMAS design was further optimized with the use of ESCO's low-strength EMAS blocks that provide performance predictability down to 12,500 lbs.

These systems are present on 70 runways worldwide and have now safely arrested 8 aircraft ranging from a Cessna Citation to a Boeing 747, saving the lives of 235 passengers/crew members. The most recent three arrestments have been business jet and regional jet aircraft. In most cases, after extraction from the EMAS bed, every aircraft was able to fly away. Only the sections of the EMAS bed damaged by the aircraft's tire/landing gear entry need to be replaced, an expense that is covered by the aircraft operator's insurance.

停在了公路上。不可思议的是，这次事件没有人员伤亡。2009年，由于飞机在纽约附近出现机械故障，他驾驶的贝尔 206 远程新闻直升机安全迫降在了一个垃圾场，距离“萨伦降落在哈得孙河的奇迹”的地点仅有 1 英里之遥。

为寻找在基维斯特国际机场营救了奖状 550 飞机的材料，Bill 联系了 ESCO。ESCO 向 Bill 发出了参观位于新泽西州 Logan 小镇的 ESCO EMASMAX 工厂的邀请。在那里的一次午餐中，Bill 对 ESCO 的员工说：

“我以为我们将要进入一片树林，没想到这个材料 (EMAS) 就在机场边上。我听到了一些声音，后来知道那是 EMAS 材料被划裂的声音。当时我并不知道我们撞到了什么，但我知道这不是严重的撞击，实际上是一种比较轻的、飞机动量慢慢失去的过程，是飞机在减速。没有大的碰撞，我感到非常惊奇。”

Bill 还说：“我感谢你们生产的这套系统所做的一切，我坦承，正是它救了我一命！”

● 关于 EMASMAX

EMASMAX 是经过验证的 ESCO 的产品中最新型、最耐用的一套系统，由美国联邦航空局开发和批准生产。ESCO 的 EMAS 阻滞床由轻量级障碍块和可压碎的混凝土制成，可以安全阻拦冲出跑道的飞机。为了防止飞机在没有跑道安全区或者由于环境或其他原因使得跑道安全区不能使用的机场冲出跑道，ESCO 的 EMAS 系统可以成为跑道安全区的一个理想替代品。由于采用了低强度的 EMAS 障碍块，ESCO 的 EMAS 经过优化设计并且它的拦阻性能预测适用于飞机轻到 12,500 磅。

这些系统已经在世界各地 70 条跑道上使用，阻滞了赛斯纳奖状和波音 747 等 8 架飞机，挽救了 235 个乘客和机组人员的性命。最近几次阻滞的飞机是商务机和支线喷气机。在大多数案例中，当肇事飞机从阻滞系统上拖出后，仍然可以继续飞行，只有阻滞飞机的 EMAS 床的某些部分被飞机轮胎和起落架损坏，需要替换，这个费用可以用飞机运营人的保险来报销。

● EMASMAX 在中国和台湾的使用

2007 年，ESCO 在亚洲安装了第一个 EMAS 系统，使用该系统的中国四川省的九寨黄龙机场。尽管九寨黄龙机场的跑道相对较长 (3,200 米，合 10,499 英尺)，然而由于该机场海拔较高 (3,448



● EMASMAX Implementation in China and Taiwan

In 2007, ESCO installed Asia's first EMAS at Jiuzhai Huanglong Airport in Sichuan Province, China. Although Jiuzhai Huanglong Airport has a relatively long runway, 3,200 meters (10,499 ft.), due to Airport's high elevation at 3,448 meters (11,350 ft.) above mean sea level, aircraft performance and Runway End Safety Area (RESA) protection on landing and take-off are greatly reduced. With the Airport installing ESCO's EMASMAX at both runway ends and airlines implementing safety-focus standard operating procedures on flight operations, minimum pilot experience and pilot training, the risk of overrunning the runway during landing and take-off is significantly reduced.

In 2011, ESCO installed its EMASMAX at Taipei Songshan International Airport. Taipei Songshan International Airport (TSA), located close to the business center of Taipei City, Taiwan, has recently undergone a dramatic increase in airline traffic, specifically international service to China, Japan

米，合 11,350 英尺），飞机的性能和跑道端安全区（Runway End Safety Area，简称 RESA）的保护作用也大打折扣。当机场在跑道两端安装了 ESCO 的 EMASMAX 系统，航空公司采用了专用的标准安全运行程序并且针对飞行员的经验和培训有了专门的要求以后，飞机降落和起飞时冲出跑道的危险就大大降低了。

2011 年，ESCO 在台北松山国际机场安装了 EMASMAX。台北松山国际机场（Taipei Songshan International Airport，简称 TSA）靠近台湾台北市的商业中心，最近该机场的航班量尤其是来往中国大陆、日本和其他亚洲机场的航班量有显著增长。受流量的增长和周边发展的影响，现在机场因要增加 RESA 保护而受到评估。现在主要在 10/28 跑道的东端提供起降服务，该跑道长 2,605 米长（合 8,547 英尺），宽 60 米（合 197 英尺）。现在的 RESA 设施提供 240 米（合 790 英尺）的越界保护，远远不能达到目前的要求。台湾民用航空局认为，ESCO 的 EMAS 是最适合的替代品，可以增加 RESA 的安全。

2011 年 5 月 24–26 日，国际民航组织加拿大魁北克省蒙特利尔市召开了全球跑道安全讨论会。该会议发布的文集《向飞机偏离跑道宣战：跑道端安全区和拦阻系统》提到，空中航行委员会修订了“附件第 14 章第 1 条——机场设计与运行”，在第 14 章给出了加强要求 RESA 和引进飞机拦阻系统的建议书。

截至 2011 年 9 月 15 日，秘书处会接受对该建



and other Asian airports. Because of this increased traffic, the existing airfield, constrained by surrounding development, needed to be evaluated for RESA protection. The existing Runway 10/28 is primarily involved in takeoffs and landings to the east. The runway is 2,605 meters (8,547 ft.) long by 60 meters (197 ft.) wide. The existing RESA provided only 240 meters (790 ft.) of overrun protection, far short of current requirements. The Civil Aeronautics Administration (CAA) decided that ESCO's EMAS is most viable alternative to improving RESA safety.

ICAO Annex 14, Vol. 1 Proposed Amendments

ICAO held a Global Runway Safety Symposium at ICAO Headquarters in Montreal, Quebec, Canada on May 24-26, 2011. Literature distributed at the event, "Fighting Runway Excursions: Runway End Safety Areas and Arresting Systems" addressed the Air Navigation Commission's review of "Annex 14, Vol. 1 – Aerodrome Design and Operations" an amendment proposal to strengthen the requirement for RESAs and introduce aircraft arresting systems into Annex 14.

The Secretariat had been accepting comments on proposed amendments until Sept. 15, 2011, after which the ANC's final review of proposed amendments was to be submitted for recommendation to Council, with amendments expected to become applicable at a target date of Nov. 2012.

• About ESCO—Zodiac Aerospace

ESCO (Engineered Arresting Systems Corporation), a member of the Zodiac Aerospace Emergency Arresting Systems Division (EASD) is widely recognized as the world's leading authority on energy absorption, particularly regarding military and commercial aircraft arresting systems. ESCO's philosophy of "Mastering Safety in Motion" includes urban security and unmanned systems launch and recovery.

议书的修订意见。之后空中航行委员会将最后的修订意见提交理事会，这些意见有望在 2012 年 11 月的预订日期起生效。

• 关于 Zodiac Aerospace 的 ESCO

ESCO (Engineered Arresting Systems Corporation) 是 Zodiac Aerospace 紧急拦截系统部 (Zodiac Aerospace Emergency Arresting Systems Division, 简称 EASD) 的一个成员，被认可为世界上能量吸收应用领域的权威，尤其是军用飞机和商业飞机拦截系统上。ESCO 的理念是“在动态中掌握安全”，还包括城市安全防御和无人机系统的发射和回收。



Engineered Arresting Systems Corporation, 2239 High Hill Road,
Logan Township, NJ 08085, USA
Tel: 856-241-8620, Fax: 856-241-8621,
www.emasmax.com & www.zodiacaerospace.com
Email: emasmax@zodiacaerospace.com

联系方式：

电话：856-241-8620

传真：856-241-8621

电邮地址：emasmax@zodiacaerospace.com

网址：www.emasmax.com & www.zodiacaerospace.com

Success and Trends in China's Civil Aviation Industry

中国民用航空业的成功和走向

By LAROCHE Olivier

Looking at the past, present and future, the observer is facing some evidences. China's Aviation Industry has definitely made a lot of progress and now stands strong on its feet, but some areas of improvement are still expected.

Passengers, aircraft models and airports, everything is moving and accelerating in an extraordinarily monitored movement. More than that, the aviation industry itself is emerging with international class programs such as the C919, bringing a whole generation of engineers to the stage, giving them a dream, and support from the entire nation.

Amazingly, China is capable of bringing development and prosperity to its western regions and is bringing high technology and severe scientific discipline to its own education system. All of this is equally supporting the strength of the country and its government, and pushing it forward to assume a key role in the orchestra of nations.

Old times are not very far, and huge challenges very close. I think the entire world is interested in the role China is playing within the aviation industry and now they feel as if the Chinese people are now a part of this big global family. This is both positive and optimistic.

I wish, and I'm sure the whole industry wishes, great success for China and its contributions to the world.

回首中国航空业的过去，再看看它的现在，展望其将来，我们会发现很多。毫无疑问，中国航空业发展得很快，目前它发展的步伐仍然快速而有力，同样也有许多改善和进步的空间。

乘客、机型、机场，一切都在以非凡的速度向前发展。更重要的是，中国的航空产业正出现一些世界性的合作项目，例如C919，得到了整个国家的支持，把整个时代的工程师集中到一起，去实现同一个梦想。

中国真是令人惊奇，它能够把发展和繁荣带到它的西部，把高科技和严谨的科学运用到它的教育系统，所有这一切同样支撑着这个国家和它的政府去实现整个国家繁荣的一致目标。

这个国家从旧时代走出来还没有多远，巨大的挑战却近在眼前。我想整个世界都对中国在全球航空业中扮演的角色感兴趣，把中国人看做整个全球大家庭一分子，这个想法是正面而乐观的。

我希望也确信全球航空业都祝愿中国能对这个产业做出自己的贡献。

Olivier spent 5 years in Chinese Universities, worked 8 years in China, managing the first Snecma Representative Office in Beijing and assumed marketing responsibilities for CFM International. Back in France, he was positioned as Director, then General Manager, within Snecma Commercial Engines Division, Snecma & CFM Marketing & Sales Department, in charge of China Operations. Involved to promote LEAP engine and other Snecma engine models now, he is assigned to Products Strategy & Market Department, focusing on China Region

Olivier 在中国上了5年大学，工作了8年，负责 Snecma 在北京的首个代表处的运营和管理，承担 CFM 国际发动机公司的市场开发业务。早在法国时，他就历任 Snecma 和 CFM 市场与销售部门 Snecma 商业发动机业务的主任、总经理，负责该业务在中国的运营。由于他现在负责 LEAP 发动机和其他 Snecma 发动机型的推动工作，被任命专门负责该公司在中国地区的产品战略和市场业务。



Name / First Name: LAROCHE Olivier

Nationality: French

E-mail : olivier.laroche@snecma.fr



天河机场三期工程暨机场交通中心工程开工

Tianhe Airport's Phase III & Airport Traffic Center Projects Kick off

In late July, a ceremony for the start of Wuhan Tianhe International Airport's Phase III & Airport Traffic Center Project was held. Li Jiayang, minister of the Civil Aviation Administration of China, Li Hongzhong, the Secretary of the Hubei Provincial Committee of the CPC, Wang Guosheng, governor of Hubei province and Yang Song, Chairman of CPPCC's Hubei Regional Committee, all jointly started the ceremony. Li Jun, deputy administrator of the CAAC and Tang Liangzhi, mayor of the city of Wuhan, presided over the ceremony.

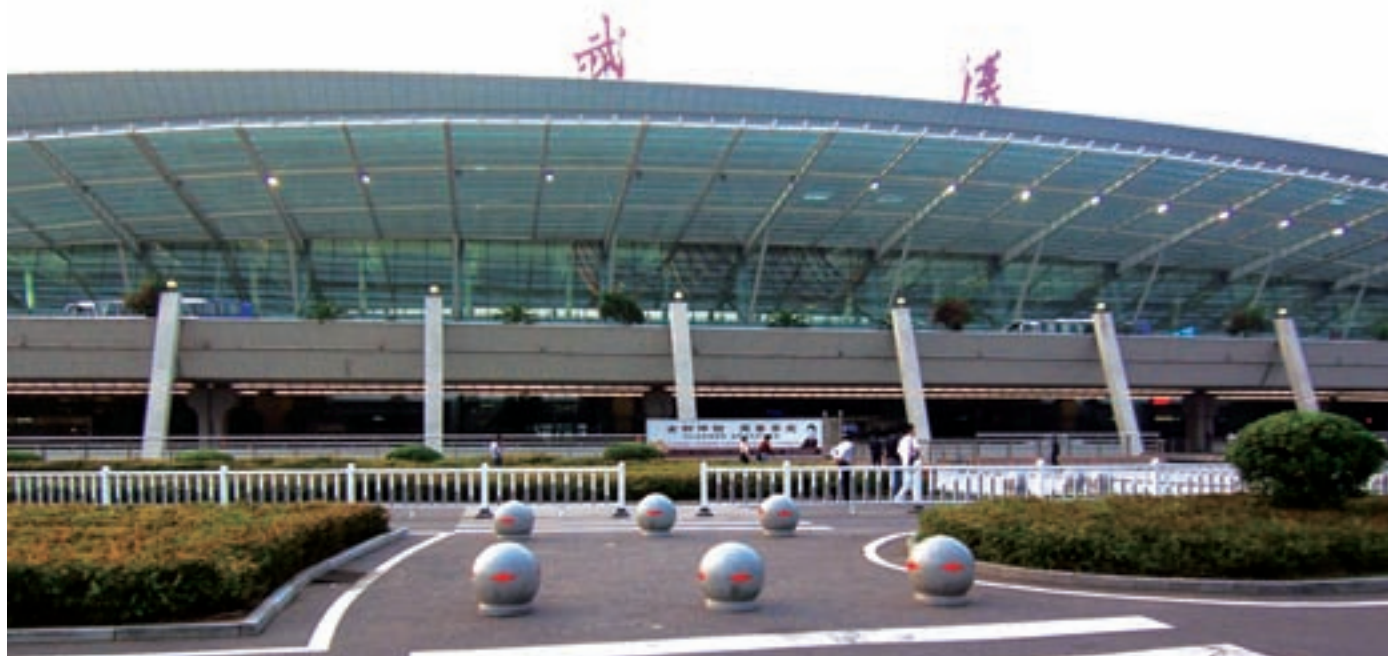
From the planning phase to the formal start, Tianhe Airport's Phase III & Airport Traffic Center project took four years. The Phase III project aims for the year 2020 as its target date and is designed according to the requirements of an annual passenger throughput of 35 million person-times, mail and cargo throughput of 440 thousand tons and aircraft landing and takeoffs of 312.6 thousand sorties. The main construction items are as follows: to construct a second runway 3,600 meters long and 60 meters wide, two taxiways, a T3A terminal with an area of 370 thousand square meters, an apron with 60 gate positions and ancillary projects for ATM, fuel supply, fire protection and power supply. The CAAC's Hubei Administration of Civil Aviation Security project will also be constructed.

Meanwhile, the airport traffic center will also be established. The airport traffic center will manage the gathering and distribution of passengers and will be a transfer hub connecting and integrating air transportation, rail transport, long-distance buses, city communications, taxis and public vehicles.

7月下旬，武汉天河国际机场三期工程暨机场交通中心工程举行开工典礼，民航局局长李家祥，湖北省委书记李鸿忠、省长王国生、政协主席杨松共同启动开工仪式按钮，民航局副局长李军在仪式上致辞。武汉市市长唐良智主持典礼。

武汉天河国际机场三期工程暨机场交通中心工程从启动前期工作到正式开工，历时4年。天河机场三期工程以2020年为建设目标年，按照年旅客吞吐量3500万人次、货邮吞吐量44万吨、飞机起降31.26万架次进行设计。主要建设内容包括建设长3600米、宽60米的第二跑道，两条平行滑行道；建设37万平方米的T3A航站楼，60个机位的停机坪，配套建设空管、供油、消防、供电等工程；以及民航湖北监管局建设工程。

天河机场三期工程建设的同时还将开展机场交通中心的建设。机场交通中心是以天河机场航空客流集散为主体，将航空、轨道交通、公路长途客运、城市公交、出租车、社会车辆等多种交通方式有效融合与无缝对接的一体化、综合性交通换乘枢纽。



成都双流机场与桃园机场签署《合作备忘录》 Chengdu Shuangliu Airport Signs a Memorandum of Cooperation with Taoyuan Airport

Chengdu Shuangliu International Airport (Chengdu Shuangliu Airport) and Taiwan's Taoyuan International Airport (Taoyuan Airport) officially signed a Memorandum of Cooperation in early July. Taoyuan Airport is the sixth airport that has signed a cooperation agreement with Chengdu Shuangliu International Airport and the other five airports are Phoenix Sky Harbor International Airport, Houston Airport, Singapore Changi Airport, Japan's Tokyo Haneda Airport and Australia's Melbourne Airport. The cooperation between the two airports will effectively influence bilateral cooperation and boost the common development of both regions.

Chengdu Shuangliu International Airport is Mainland China's fifth largest airport. In 2011, the annual passenger throughput volume reached 29.074 million and the mail & cargo throughput volume reached 4777.7 thousand tons, ranking it first place in China's central and western region and 47th place globally. Currently, there are four airlines based out of this airport, Air China's Southwest Branch, Sichuan Airlines, China Eastern Airlines Sichuan Ltd. and Chengdu Airlines. There are also more than 100 aircraft based at the airport. 138 scheduled domestic flights and 51 international flights have been opened at the airport. The Chengdu Shuangliu International Airport has a blemish free records of no aerial or ground accidents for 24 years.

Taiwan's Taoyuan International Airport is the largest and busiest airport in Taiwan. There are 2 runways and 2 terminals at the airport. The airport has advanced equipment, complete service support, a developed flight network and is an important air transportation hub for the Asia-Pacific region. In 2011, the passenger throughput of Taoyuan Airport was 24,948 million, ranking it 56th place globally.

Pan Jiaojun, chairman of Chengdu Shuangliu International Airport Company Limited and Guo Caiwen, chairman of Taiwan's Taoyuan International Airport Corporation Limited, both signed their names to the Memorandum of Cooperation. According to the Memorandum of Cooperation, the two parties will share their experiences in developing and operating airports and in developing logistics. The two parties will share their ideas on fully developing airports in the future with each other to face the challenges and enjoy the opportunities deriving from the development



7月上旬，成都双流国际机场与台湾桃园国际机场正式签署《合作备忘录》。这是成都双流国际机场继与美国凤凰城机场、休斯敦机场、新加坡樟宜机场、日本东京羽田机场和澳大利亚墨尔本机场之后，签约建立的第6家合作机场。此次两地间机场的跨区域牵手，将对促进双边合作、加速共同发展产生积极影响。

成都双流国际机场是中国内地第五大机场，2011年旅客吞吐量达2907.4万人次，货邮吞吐量47.77万吨，居中西部首位，全球排名第47位。目前，该机场拥有中国国际航空西南分公司、四川航空公司、中国东方航空四川分公司、成都航空公司4家基地航空公司，驻场运营的飞机超过100架，已开通138条国内定期航线和51条国际（地区）航线。成都双流国际机场实现了连续24年保持空地安全事故为零的记录。

台湾桃园国际机场是台湾最大最繁忙的航空港，拥有2条跑道和2座候机楼，硬件设施先进，服务保障功能完善，航线网络发达，是亚太地区重要的航空枢纽。2011年，桃园机场的旅客吞吐量为2494.8万人次，全球排名第56位。

成都双流国际机场股份有限公司董事长潘校军和台湾桃园国际机场股份有限公司董事长郭蔡文分别在《合作备忘录》上签字。根据备忘录约定，双

of global airports. The two parties will try to explore projects to strengthen cooperation with each other and will actively negotiate and communicate with each other to seek cooperation opportunities regarding airport management, safety services, non-aerial business and personnel training. The two parties will also provide effective and quality services to the scheduled direct flights connecting Chengdu Shuangliu International Airport and Taiwan's Taoyuan International Airport in order to provide effective and convenient customs clearance to each other's passengers and mail and cargo transportation.

方将共同分享有关机场发展、运营、物流发展方面的专业经验以及机场未来全面发展的理念，携手迎接全球机场发展面临的机遇和挑战；共同努力寻求双方可能合作发展的事项，通过积极协商和交流为双方机场运营管理、安全服务、非航业务开发及人员培训等方面寻求合作；共同为成都双流国际机场和台湾桃园国际机场之间的定期直飞航班提供优质高效的保障服务，为双方客、货运输提供高效、便捷的通关保障。

南航艾维国际飞行学院获颁 CCAR141 部合格证 NUAA International Flying Academy is Issued the Civil Aviation Aircraft Provisional Pilot School Certificate

In late June, authorized by the Civil Aviation Administration of China, the CAAC East China Regional Administration held a conference to issue the Civil Aviation Aircraft Provisional Pilot School Certificate to the NUAA International Flying Academy at the academy's South Africa base, after the academy passed the CCAR Part 141 Pilot Schools Certification Regulations. The authorization team was composed of personnel from the CAAC East China Regional Administration. The CAAC's Jiangsu Administration of Civil Aviation Security and the NUAA International Flying Academy were in attendance at the conference. Tong Defa, deputy consul general of China's Consulate General in Capetown, attended the conference and made a speech. 6 officers from the South Africa Civil Aviation Authority were present at the conference and congratulated the Academy on its achievement.

After over a year of preparations, the NUAA International Flying Academy has finally received the Commercial Air Operator Certificate and the CCAR-91 OPERATIONS SPECIFICATIONS in December of 2011. Then the academy started the application task for the Civil Aviation Aircraft Provisional Pilot School Certificate. After half a year of preparation and examination, the NUAA International Flying Academy finally completed the Civil Aviation Aircraft Provisional Pilot School Certificate examination task. The issuing conference means that the NUAA International Flying Academy, as a academy owning a domestic base and an international base, is now able to fully operate.

按照中国民用航空局授权，中国民用航空华东地区管理局（简称“民航华东局”）6月下旬在南非奥尚基地举行南航艾维国际飞行学院 CCAR141 部驾驶员学校临时合格证颁证会议。民航华东局、民航江苏监管局、南航艾维等审定小组部分人员出席会议。中国驻南非开普敦领事馆副总领事童德出席并讲话，南非民航局官员一行 6 人出席会议并表示祝贺。

南航艾维经过一年多的准备工作于 2011 年 12 月获得 CCAR91 部运行合格证及《运行规范》，随后即启动了 CCAR141 部驾驶员学校的运行合格审定申请工作，经过半年的审定准备及审定于 2012 年 6 月底完成 CCAR141 驾驶员学校运行合格审定有关工作。颁证会议的圆满结束意味着南航艾维作为国内第一家包含国内、国际双基地运行的航校已正式启动运行。

南宁机场新航站区等建设工程可研报告获批复 The Nanning Airport Project Including New Terminal Construction Approved by the NDRC

The National Development and Reform Commission (NDRC) approved the feasibility report of Nanning Wuxu International Airport's new terminal area & auxiliary work project in late June.

The project was designed according to an annual passenger throughput of 16 million people and a cargo throughput of 164 thousand tons by 2020. The main construction items of the project include: construction of a 3,200 meters long runway east of the current runway; construction of two 400 meters long parallel taxiways east of the two ends of the current parallel taxiway; setting up a terminal of 180 thousand sq. m, building a ramp with 50 aircraft stands, a freight terminal of 14 thousand sq. m and auxiliary lighting, ATC, oil supply, fire fighting, power supply and water supply facilities.

As a sub-project, the Guangxi Administration of Work Safety project was also approved by the NDRC. Offices for the Guangxi Administration of Work Safety will take up an area of 3,800 sq. m. Auxiliary parking garages and parking lots will also be set up.

6月下旬，国家发展改革委对南宁吴圩国际机场（简称“南宁机场”）新航站区及配套建设工程可行性研究报告予以批复。

本期工程按照满足2020年旅客吞吐量1600万人次、货邮吞吐量16.4万吨的目标设计，建设内容包括：在现有跑道东侧建设一条3200米的平行滑行道，在平滑两端东侧分别建长400米的第二平行滑行道段；新建18万平方米的航站楼，50个机位的站坪、1.4万平方米的货运站，以及配套助航灯光、空管、供油、消防、供电、供水等相应的设施。

广西监管局工程作为南宁新航站区及配套建设工程的子项工程一并获得国家批复，新建民航广西监管局业务用房3800平方米，配套建设车库、停车场等附属设施。

西藏航空首飞拉萨至兰州新航路取得圆满成功

Tibet Airlines Successfully Opens a New Air Route from Lhasa to Lanzhou

In late July, the TV9827 flight from Tibet Airlines Co., Ltd. (Tibet Airlines) took off from Tibet's Lhasa Gonggar Airport smoothly to fly to Lanzhou. What was different from previous flights to Lanzhou was that this flight would utilize a new air route, which flies over Yushu to Lanzhou.

In February, the flight check was conducted by Tibet Airlines and was approved by the coordinated administration.

Tibet Airlines is China's first airline to utilize this air route. The newly opened Lhasa - Lanzhou air route is 1,551 km in length and is an RNP4 air route. Previously, the Lhasa - Lanzhou air route was conducted around Gomud, with a total distance of 1,804 km and navigated by navigation stations. The new route is 253 km shorter than the previous one. This is a significant advantage for Tibet Airlines to open flights from the Tibet region to the North and Northwest regions of China and eases the traffic of the Lhasa - Chengdu air route.

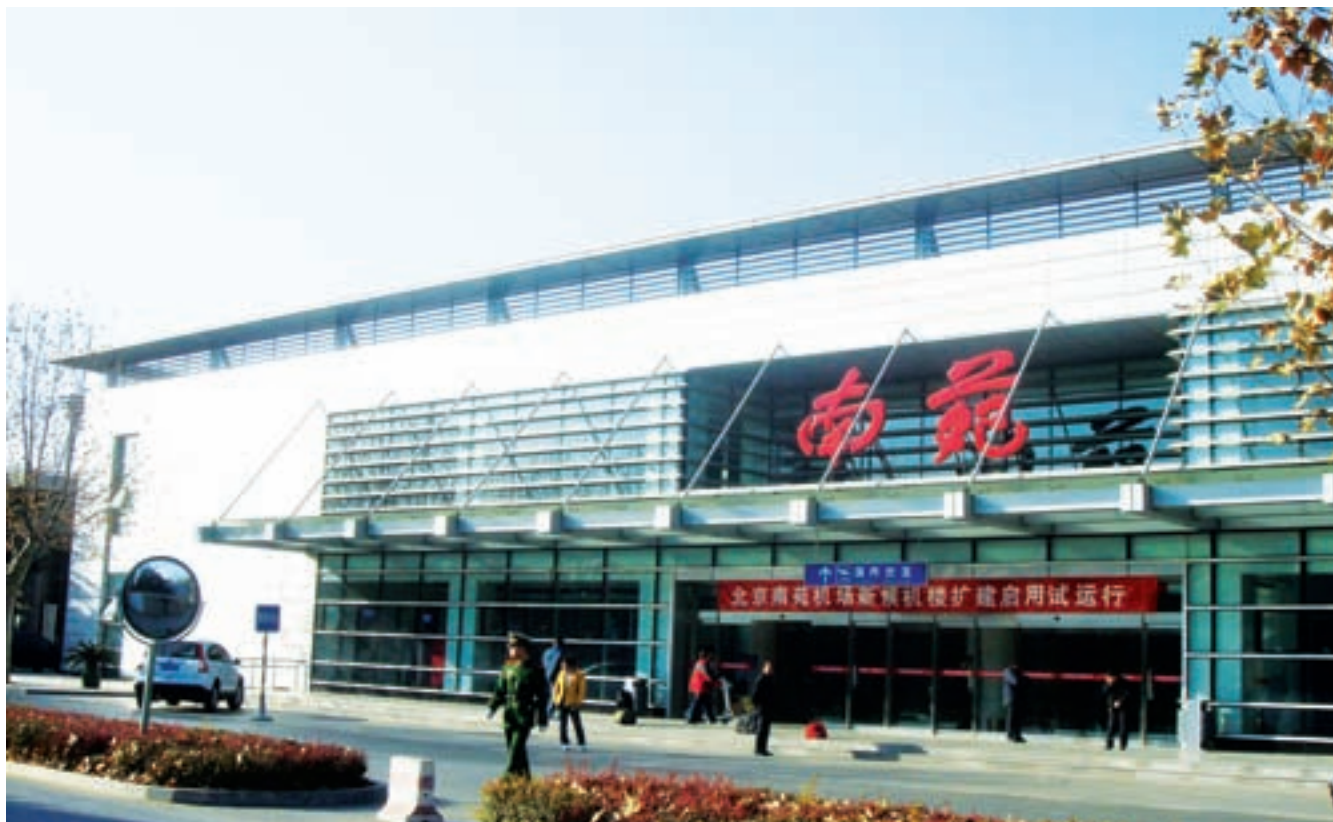
7月上旬，西藏航空有限公司（简称“西藏航空”）TV9827从拉萨贡嘎机场顺利起飞，执行拉萨至兰州航班任务。与此前的拉萨至兰州的航班不同的是，今天西藏航空执行的是一条全新的航路——拉萨经玉树上空至兰州。

今年2月份，该新航路由西藏航空完成验证试飞，并取得了局方批准。

西藏航空是我国首家运行该航路的航空公司。新开辟的拉萨——兰州航路，全程1551公里，是精度更高的RNP4航路。过去，拉萨——兰州的航路是经由格尔木绕飞，全程1804公里，使用传统的导航台导航。新航路经过玉树，航程减少了253公里。这对西藏航空开通藏区至西北、华北等航线有重要战略意义，并为帮助缓解拉萨—成都航线压力做出了一定贡献。

北京南苑机场新航站楼正式启用

The New Terminal at Beijing's Nanyuan Airport is Put into Operation



In early July, Beijing's Nanyuan Airport held a grand inauguration ceremony for its new terminal.

The new terminal takes up an area of 10 thousand sq. m. Now, the overall area of the terminal area is nearly 20 thousand sq. m, plus the area of the old terminal. There are 3 baggage claim units and 8 security check channels. Now the two terminals can satisfy the needs of an annual passenger throughput of 6 million people. The crowded terminal is greatly eased and Beijing's Nanyuan Airport has taken on a new look. Moreover, after the apron has been reconstructed, Beijing's Nanyuan Airport will be able to accommodate 25 aircraft for China United Airlines and there will also be more than 600 parking spaces in the parking lot.

China's economy has been developing rapidly. Many provinces and cities have urgent demands to open or add flights to Beijing's airports. As the flight time of Beijing Capital International Airport is extremely busy, these provinces and cities utilize Beijing's Nanyuan Airport as a shortcut to Beijing. Beijing's Nanyuan Airport has been alleviating the burden placed on Beijing Capital International Airport. In 2011, the passenger throughput for Beijing's Nanyuan Airport reached 2.8 million people, almost four times of that of 2007 and ranking it the 40th among all airports in China.

7月上旬，北京南苑机场举行了隆重的新航站楼启用仪式。

南苑机场新的候机楼面积约1万平方米，加上老候机楼总面积将近2万平方米，拥有3个行李转盘，8个安检通道，可满足600万人次的旅客运输量，极大地缓解了过去候机楼拥挤的现象，使南苑机场的面貌焕然一新。同时，停机坪改造完成后，南苑机场可停放25架左右的中联航飞机，改造后的新停车场将有超过600个停车位。

一直以来，国内经济发展迅速，各省市开通或加密北京航线的需求特别迫切，由于首都机场时刻已经趋于饱和，各地纷纷将南苑机场视为一条进京的捷径。南苑机场一直都承担着为首都机场“减负”的重担。2011年北京南苑机场客运吞吐量达280万，与2007年的75万相比翻了近三番，其吞吐量已位列全国机场第40位。

哈尔滨机场扩建工程可行性研究报告获得国家发改委批准

The Feasibility Report for the Expansion Project of Harbin Airport Approved by the NDRC

The National Development and Reform Commission (NDRC) approved the feasibility report of the expansion project of Harbin Taiping International Airport (Harbin Airport) in late July of 2012. This project projects the year 2020 as its target completion date and is designed according to the requirements of an annual passenger throughput of 18 million person-times and an annual cargo and mail throughput of 175 thousand tons.

The main construction items are as follows:

1. The Airport Project

2. The CAAC's Heilongjiang Administration of Civil Aviation Security Building (safety operations center)

3. The Air Traffic Management Project

To construct an integrated service and shift buildings for the Heilongjiang Provincial ATMB of the CAAC with an area of 6.250 sq. m; to expand the main and alternate air traffic control automatic systems; to update the primary and secondary radars of the home course; to construct ancillary communication and meteorological facilities.

To lay fuel supply piping with a diameter of 300 mm the length of 3000 m; to set up 30 sets of fuel hydrants.

The total project will cost 4.619 billion Yuan, among which the airport project will cost 4.45 billion Yuan. Among all the investments, 312 million Yuan will be allocated by the CAAC from the Civil Aviation Development Fund; 556 million Yuan will be allocated separately by the Heilongjiang provincial government and by the Harbin municipal government from the financial fund; 356 million Yuan will be paid by the Heilongjiang Airports Management Group; and other funds will be resolved by bank loans. The 18 million Yuan cost of the CAAC's Heilongjiang Administration of Civil Aviation Security building and the 141 million Yuan cost of the ATM project will be allocated by the CAAC from the Civil Aviation Development Fund. Among the 9.9 million Yuan cost by the fuel supply project, 0.4 million Yuan will be paid for by the China National Aviation Fuel Group Corporation from its own funds and other funds for this project will be resolved by bank loans.

国家发改委于2012年7月下旬批准了哈尔滨太平国际机场扩建工程可行性研究报告。本期工程以满足2020年为建设目标年，按旅客年吞吐量1800万人次、货邮吞吐量17.5万吨需要设计。

主要建设内容:

1、机场工程

现有跑道及平行滑行道向南延伸400米，新建16万平方米航站楼和41个机位的站坪，改造现有航站楼，新建航站楼前高架桥，14000平方米配餐楼，4600平方米公安业务用房，1600平方米空管服务公司用房，8500平方米场务用房，1500平方米特种车库。配套实施通信供电、供水、供气和雨水、污水及污物处理等工程；

2、黑龙江监管局监管用房工程(安全运行中心)

新建民航黑龙江监管局现场监管用房3610平方米；

3、空管工程

新建黑龙江空管分局综合业务及值班用房6250平方米，扩容空管自动化主/备用系统，更新改造本场一/二次雷达，配套建设通信及气象设施设备；

4、供油工程

铺设管径300毫米、长2350米加油管线，设置加油栓井30套

项目总投资46.19亿元，其中：机场工程44.5亿元，资金来源为民航安排民航专项建设基金3.12亿元，黑龙江省政府及哈尔滨市政府各安排财政资金5.56亿元，黑龙江机场集团公司安排自有资金3.56亿元，其余资本金外利用银行贷款解决；黑龙江监管局用房工程0.18亿元、空管工程1.41亿元由民航局安排民航发展基金解决；供油工程0.099亿元，由中国航空油料集团公司安排0.04亿元自有资金，其余银行贷款解决。

中日两国就扩大航空运输安排签署新协议

China and Japan Sign a New Agreement on Increasing Air Transportation Arrangements

In Late August, Xia Xinghua, deputy minister of the CAAC and Kyoichi Tsushima, the Parliamentary Vice-Minister of Land, Infrastructure, Transport and Tourism of Japan, respectively on behalf of each other's civil aviation administration, signed the summary of conversations regarding increasing air transportation arrangements between China and Japan.

The agreement signed this time enlarged the air transportation markets of Japan and China and allows more air transportation enterprises to enter into the Sino-Japan air transportation market. In the agreement, more way points were added, meaning now each party has 25 way points in their counterpart's market. One's landings and takeoffs were added moderately to the main air transportation market of the other, as so was the passenger and cargo transportation capacity. Limits in landings and takeoffs of China's air transportation enterprises at Osaka and Nagoya had been canceled. The two parties were allowed to allocate air transportation enterprises to operate scheduled passenger and cargo flights from & to anywhere in China's market except Beijing and Shanghai and from & to anywhere in Japan's market except Tokyo. Also, the code sharing range and form between the two countries has been enlarged in the agreement. More feasibility for flying over had been offered to the two parties' enterprises.

This summary of conversations signed this time is an important protocol between China and Japan's civil aviation sectors. The signing of this new summary of conversations is six years after the previous one. After Japan and China signed the agreement on civil air transport in 1974, the air transport market between the two countries has been growing steadily. During the Summer-Autum flight seasons, there were 13 air transportation enterprises from China and Japan that operated 771 scheduled passenger and cargo transportation flights, connecting 20 cities of China and 22 cities of Japan. China and Japan have been one of the most important air transportation markets for each other. The blooming of the air transportation market between China and Japan benefits the economic & trade cooperations and personnel exchanges between the two countries.



8月上旬，民航局副局长夏兴华与来访的日国土交通省北村隆志国土交通审议官分别代表中日两国民航当局在北京签署了关于扩大两国航空运输安排的会谈纪要。

此次签署的协议扩大了中日两国间的航空运输市场准入，允许双方更多航空运输企业进入中日航空运输市场。新协议增加了通航点，使各航空运输企业在对方境内通航点数量达25个；适度增加了主要航空市场的起降架次，以及客运和货运运力；取消了对中方企业大阪、名古屋起降架次的限制；允许双方指定航空运输企业在航线表上除北京、上海以外的中国地点与除东京以外的日本地点之间经营任何数量的定期客货运航班。此外，新协议还扩大了两国航空运输企业代码共享的范围和形式，并在航班飞越等方面为双方企业经营航班提供了更多的灵活性。

此次签署的会谈纪要是中日两国民航部门时隔六年后达成的一项重要协议。自1974年中日两国签署民用航空运输协定以来，两国航空运输市场稳步增长。2012年夏秋季，中日双方共13家航空运输企业每周共经营771班定期客货运航班，连接中国的20个城市和日本的22个城市。中日双方已互为对方最重要的国际航空运输市场之一，中日航空运输的蓬勃发展便利了两国经贸合作和人员往来。

白云机场扩建工程获批

Baiyun Airport Expansion Project Approved

In July, the National Development and Reform Commission approved the feasibility report of the Expansion project of Guangzhou Baiyun International Airport (Baiyun Airport).

According to the feasibility report, the expansion project of Baiyun Airport aims to be completed by 2020. The designed annual passenger throughput is 80 million person-times, with the annual mail and cargo throughput being 2.5 million tons. According to the written response from the National Development and Reform Commission, the expansion project of Baiyun Airport will include 3 sections, the airport project, the ATM project and the fuel supply project, with the total investment of 18.854 billion Yuan (among which the airport project will cost approximately 17.981 billion Yuan). The airport project mainly contains the construction of a third runway, a taxiway, a second terminal and related ancillary facilities.

In recent years, with the rapid development of China's economy, the actual passenger throughput of Baiyun Airport was 45.04 million person-times and the mail and cargo throughput was 1.18 million tons, both over the capacity of the current terminal. The support capacity of the airport was also nearly saturated, so it was in dire need of the expansion project. The expansion project of Baiyun Airport was listed as one of the key projects in the nation's Twelfth Five-Year Plan and as well as in the Guideline on Reform and Development Plan (2008-2020) for the Pearl River Delta Region.

The expansion of Baiyun Airport will enable Baiyun Airport to meet the requirements needed for the continual and rapid growth of the aviation industry and the economic and social development of the region. The expansion will also further improve the competitiveness of Baiyun Airport around the Asia-Pacific region and among hub airports all over the world. The expansion of Baiyun Airport will be of great importance to further promoting and completing Guangzhou's service performances, improving the economic and social development of Guangzhou and helping Guangdong province to grow and develop a strong and healthy civil aviation industry.

7月，国家发展改革委对白云机场扩建工程可行性研究报告进行了批复。

根据可行性研究报告内容，白云机场扩建工程设计以2020年为目标年，设计年旅客吞吐量8000万人次、年货邮吞吐量250万吨。根据国家发展改革委的批复，白云机场扩建工程包括机场工程、空管工程和供油工程三部分，总投资为188.54亿元（其中机场工程投资179.81亿元）。机场工程建设内容主要包括新建第三跑道和滑行道系统，新建二号航站楼主楼及相关附属设施等。

近年，随着经济的快速发展，白云机场2011年旅客实际吞吐量4504万人次，货邮吞吐量118万吨，白云机场的吞吐量已经超过既有航站楼的容量，飞行区的保障能力接近饱和，急需启动白云机场扩建工程的建设。白云机场扩建工程先后被列入国家“十二五”规划和《珠江三角洲地区改革发展规划纲要（2008—2020年）》中的重点项目。

广州白云国际机场扩建工程项目的建设，将使白云机场进一步满足航空业务需求持续快速增长及区域经济社会快速发展的需求，并将进一步提高白云机场在亚太地区及国际范围航空枢纽机场的竞争力，对进一步提升及完善广州国家中心城市服务功能、推动广州经济社会发展和实现“广东民航强省”均具有十分重要的意义。



陇南成州机场获批

Construction of Longnan Chengzhou Airport Approved



In mid-July, the Gansu Provincial Development and Reform Commission issued a statement that the State Council and the Central Military Commission had approved the construction of the civilian use Longnan Chengzhou Airport in the city of Longnan, in the Gansu province. With a total investment of 1.2 billion RMB, the terminal area of the airport is designed to accommodate 150 thousand passengers, 500 tons of mail and cargo and 2,150 take-offs and landings annually by the year of 2020.

With the reference code 4C for the aircraft movement area, Longnan Chengzhou Airport will be a domestic regional airport located near the village of Shijiagou, in Chengguan township, in Cheng county, in the city of Longnan, 10 km from Cheng county. The airport will have an apron with four gate positions, a terminal of 3,500 sq. m, a parking lot of 3,000 sq. m, and public use auxiliary facilities, such as air traffic management, power supply, water supply, fuel supply and so on.

The Longnan Chengzhou Airport has been included in the Layout Plan of Civil Airports in China and is being treated as a key project in Gansu's integrative traffic plan for the Twelfth Five-Year Plan period. The construction of this project will be of great importance to the development of tourism, driving the economy, improving the ability to respond to sudden disasters and to the post-disaster reconstruction of the Longnan region. The construction of Longnan Chengzhou Airport has also filled the void of a lack of a civil aviation transportation industry in the city of Longnan. The city of Longnan will now be among the list of cities that have their own airport, which includes: Zhongchuan of Lanzhou, Jiayuguan, Jinchang, Jinchuan, Qingyang, Dunhuang, Tianshui and Zhangye.

7月中旬，甘肃省发改委发布消息称，日前国务院、中央军委正式批复，同意甘肃省陇南市新建陇南成州民用机场。该机场航站区按满足2020年旅客吞吐量15万人次、货邮吞吐量500吨的目标设计，飞机起降量为2150架次，总投资约12亿元。

此次国家批准的成州机场，性质为国内支线机场，场址位于陇南市成县成州镇石家沟村附近，距成县县城约10公里，机场飞行区等级为4C级。机场设有四个机位站坪，3500平方米航站楼，3000平方米停车场，以及空管、供电、供水、供油等公用配套设施。

新建的陇南成州机场是纳入国家民用机场布局规划和甘肃省“十二五”综合交通规划的重点项目，该项目的建设对开发当地旅游资源和带动经济发展，提高应对突发灾情能力以及陇南灾后恢复重建具有重要作用。同时，也填补了甘肃省陇南市没有民航运输业务的空白。陇南也成为继兰州中川、嘉峪关、金昌金川、庆阳、敦煌、天水、张掖军民合用机场后，甘肃省又一个有自己机场的市州。

广西南宁万象城城市候机楼揭牌 Guangxi Nanning MIXC City Terminal Unveiled

In early September, the Nanning MIXC Terminal of the Guangxi Airport Management Group Co., Ltd. was formally put into operation. At the unveiling ceremony, Yang Daoxi, deputy chairman of the Guangxi Zhuang Autonomous Region, Qin Weiguo, deputy director-general of the State-owned Assets Supervision and Administration Commission of the People's Government of Guangxi Zhuang Autonomous Region, Shi Wenhui, deputy mayor of the city of Nanning and Meng Xiaozhou, general manager of the China Resources Land (Nanning) Co., Ltd. jointly unveiled the Nanning MIXC City Terminal.

The Nanning MIXC City Terminal is the sixth city terminal in the Guangxi Zhuang Autonomous Region and is located in the MIXC of the China Resources Land (Nanning) Co. Ltd. In October of 2010, after Guangxi's first city terminal, the Qinzhou City Terminal was put into operation. The terminals in Nanning, Guilin, Liuzhou and Beihai were successively established. In the last two years, over 1 million person-times were transported to airports through these city terminals. The Guangxi Airport Management Group Co., Ltd. will continue promoting the construction of Laibin, Yulin, Fangchenggang, Guigang and other city terminals and will try to set up 10 city terminals during the Twelfth Five-Year period.

9月上旬，广西机场管理集团南宁万象城城市候机楼正式投入运营。在举行的隆重揭牌开业仪式上，广西壮族自治区副主席杨道喜、国资委副主任覃卫国、南宁市副市长石文怀和华润置地（南宁）有限公司总经理孟小周共同为南宁万象城城市候机楼揭牌。

南宁万象城城市候机楼是广西区内启动的第六座城市候机楼，位于华润万象城内。2010年10月，广西区内首家异地城市候机楼——钦州城市候机楼启用之后，南宁、桂林、柳州、北海城市候机楼也相继建成运营，近两年来累计迎送进出港旅客超过100万人次。广西机场管理集团将继续推进来宾、玉林、防城港、贵港等地城市候机楼建设，力争在十二五期间建成10座城市候机楼。

浙江首家本土货运航空公司正式投入商业运营 Zhejiang's First Cargo Airline Goes into Operation

In early August, a white Boeing 737-300 cargo aircraft took off from Hangzhou Xiaoshan International Airport headed to Qingdao. The aircraft belongs to CDI Cargo Airlines Ltd (CDI Cargo Airlines). The takeoff of the aircraft is the end of an era of no local CCAR-121 airlines in the Zhejiang province.

CDI Cargo Airlines Ltd is jointly established by Huixiang Industrial Investment Co Ltd, Haofu Group Co Ltd, Asian Win Investments LTD and Caulfield Investments LTD. Currently, CDI Cargo Airlines has bought 3 Boeing 737-300 cargo aircraft. The second and third Boeing 737-300 cargo aircraft are expected to be delivered in October and in December of this year and will go into operation once they are delivered. According to the development plans of CDI Cargo Airlines, during the first stage, it will operate short-range flight routes in Mainland China, Hong Kong, Macao, Taiwan, Japan and South Korea using narrow-body cargo aircraft. After 2015, the company will introduce large wide-body cargo aircraft in a timely manner in accordance to the requirements of the market and its own operational capabilities.

2012年8月上旬，在杭州萧山国际机场货机坪，一架白色波音737-300型货机顺利腾空而起飞往青岛，这标志着长龙国际货运航空有限公司（称“长龙航空”）正式投入商业运营，也标志着浙江省结束了没有本土CCAR-121航空企业的历史。

长龙航空由汇祥实业投资有限公司、豪富集团有限公司、亚洲赢胜投资有限公司和考菲尔德投资有限公司合资成立。目前长龙航空已经购买3架波音737-300型货机，第二和第三架飞机将于今年10月12日接收并投入运营。根据长龙航空的发展规划，在营运初期将以窄体货机机队经营国内及港台、日韩等地区的短途航线，2015年以后，公司将根据市场发展需求和自身营运能力，适时引进大型宽体货机开辟洲际航线。

梅州机场扩建工程试飞成功

Flight Test for the Meizhou Airport Expansion Project was Successful



In early August, a B737-800 aircraft with registration number B5641 from Shantou Airlines Ltd. took off from Chaoshan International Airport and arrived at Meizhou Airport. The flight test lasted for nearly three hours, allowing all operational tests including navigation facilities, lighting system, flight procedures, ground handling and apron operations to be completed.

The expansion project of Meizhou Airport costs a total investment of 450 million Yuan. The main items of the project are the expansion of the runway from 1,800 meters long to 2,400 meters long and from 40 meters wide to 45 meters wide. Also, the air traffic management, communication and navigation, meteorological services, fire prevention, navigation lighting work, power supply work and more were all upgraded or reconstructed. The aircraft movement area reference code was promoted from 3C to 4C. After the expanded airport is put into operation, a slightly less than full capacity A320 or Boeing 737-800 aircraft, can fly directly to Beijing, Singapore or other locations.

8月上旬，南航汕头航空有限公司一架机号为B5641的B737-800型飞机从潮汕机场飞抵梅州机场，经过近3个小时的验证飞行，圆满完成梅州机场扩建后的导航设备、灯光系统、飞行程序、地面保障、以及机坪运行等方面的运行测试。

梅州机场飞行区扩建工程项目总投资约4.5亿元，主体工程包括将1800米跑道延长至2400米，宽度由40米加宽至45米，同时相应更新改造航管、通导、气象、消防、助航灯光、供电等系统，使飞行区等级由现在的3C提升至4C。机场扩建运行后，空客A320、波音737—800飞机略有减载即可直飞北京、新加坡等地。



遵义新舟机场通航 Zunyi Xinzhou Airport Goes into Operation

In late August, a CZ6271 carrying 122 passengers from Southern Airlines, flew from Beijing to Zunyi Xinzhou Airport (Zunyi Airport). That was the first civil aviation flight to Zunyi Airport in its 40 years of establishment.

During the maiden flight ceremony, Qin Rupei, a member of the Standing Committee of the CPC Guizhou Provincial Committee and deputy governor of Guizhou province, declared that Zunyi Airport has now formally gone into operation. Fu Chuanyao, deputy director of the Standing Committee of the Guizhou Provincial People's Congress and Chen Haifeng, deputy chairman of the CPPCC's Guizhou Provincial Committee, were both present during the maiden flight ceremony.

The aircraft movement area reference code of Zunyi Airport is 4C and the runway is 2,800 meters long. The airport can accommodate the Boeing 737, Airbus A319, Airbus A320 series and ERJ145 regional aircraft. It is expected that by 2020, the passenger throughput will exceed 300 thousand and the mail and cargo throughput will be approximately 2,354 tons.

In the near future, new flight routes from Zunyi Airport to Shanghai, Kunming and Shenzhen will be opened. Current flight routes will be tightened. Zunyi Airport plans to open flights to certain provincial capitals and popular vacation destinations before the Spring Festival travel season. Currently, the only airline that operates flights out of Zunyi Airport is China Southern Airlines. Zunyi Airport is inviting China Eastern Airlines, Spring Airlines, China Express Airlines Company Limited and other airlines to operate flights from the airport in order for new flights and flight routes to be added in the shortest time.

8月下旬，南航执飞的CZ6271航班满载着122名旅客由北京飞临遵义机场。遵义机场迎来了建成40年以来的第一个民用航班。

在举行的遵义机场首航仪式上，贵州省委常委、副省长秦如培宣布遵义机场正式通航。贵州省人大副主任傅传耀、省政协副主席陈海峰出席首航仪式。

遵义机场飞行区技术指标为4C级，跑道长2800米，设计机型为波音737、空中客车A319、A320系列及ERJ145支线飞机。预计至2020年，遵义新舟机场的旅客吞吐量将超过30万人，货邮吞吐量会达2354吨。

遵义机场近期将逐渐开通上海、昆明、深圳等新航线，并根据情况加密目前已经开通的航班。在春运前，遵义机场计划陆续开通遵义至部分省会城市、旅游热点城市的定期航班。目前，经营遵义机场航班的航空公司除了南航外，遵义机场正在邀请东航、春秋、华夏等航空公司加入营运，争取在最短时间内新增其它航线和航班。

中国·铜川通航旅游养生运动示范园 诚邀战略合作伙伴共绘西部通航蓝图！ Sincerely Inviting The Strategic Partners

中国·铜川通航旅游养生运动示范园遵循生态、低碳、环保、健康的现代投资理念与方向，借助我国通航产业蓬勃发展的契机，结合我国大力发展休闲旅游、现代休闲农业、中医养生、体育健身的产业方向，在陕西省铜川市药王山景区内规划建设新型通航旅游养生产业基地。

项目包括通航机场、通航主题酒店、通航科普博物馆、养生农庄、中医养生深度体验馆、生态农业观光餐厅、户外运动、休闲文化体验等区域。六是“通航”、“运动”、“养生”、“旅游”的核心理念。未来将建成西部通航飞行示范基地，西部首条红色通航旅游航线和中国西部中医药特色养生基地的典范，成为陕西旅游产业的重要引擎和新的增长点，成为铜川一流的旅游度假目的地和市场引领者。

项目占地约4.5平方公里，总投资为6亿元。位于陕西省铜川市，地理区位优势明显，交通便利，距西安市区68公里，距西安咸阳国际机场72公里，西安至黄陵高速公路10分钟可达，咸铜、梅七两条支线铁路与陇海大动脉相连。



建樹品牌
創建價值

电话Tel: 86-29-83135693 8801 13572538821 传真Fax: 86-29-83135693 8802
地址Add: 中国陕西省西安市二环北路396号绿地大厦0503室 邮编Pc: 710061



China Civil Aviation Report
民航报导

中国民航的国际宣传大使

www.ChinaCivilAviation.com

民航报导杂志是全世界唯一以英语形态专业介绍中国民航改革开放成果与发展的刊物，是中国民航的国际亲善大使。

民航报导杂志是国际航空机构，企业，制造商，运行商，投资商了解中国民航发展现状的唯一渠道。

民航报导是贵单位或公司国际化的第一步也是最重要的一步，我们让全世界认识你。

The CCAR is the only English magazine devoted to reporting Chinese aviation news and developments in the market today.

The CCAR links Chinese aviation executives to their international counterparts, making it the must-read aviation magazine within China's aviation industry.

We tell their own story to the world.

请与我们联系：

Email: Info@UniworldUSA.com

Tel: 010-8559-0830



China Civil Aviation Report

民航报导

Volume 14, Issue 3

Autumn 2012

www.ChinaCivilAviation.com

通航季刊 GA Quarterly



美国试验飞行协会飞来者大会中国馆正式成立

China Pavilion at EAA Officially Opened

2012 年中国通用航空商务交流会

China General Aviation Forum 2012

巴西航空工业飞鸿100 通过中国民航局型号合格认证

Phenom 100 Achieves Type Certificate From the CAAC

NOT JUST A TUG. IT'S A LEKTRO.



公务航空专用的无拖杆电动飞机牵引车

LEKTRO

www.LEKTRO.com.cn
TEL : 010-8559-0830

CONTENTS | 目录

China Civil Aviation Report (CCAR) is published quarterly by Uniworld LLC (a U.S. Company) in conjunction with China Civil Aviation, the official publication of the Civil Aviation Administration of China (CAAC).

民航报导是经由民航局、国家新闻署备案核准，唯一以《中国民用航空》英文版方式向全世界民航机构、企业、个人介绍中国民航改革开放成果和现况的刊物，印刷和电子版同步发行。

Publisher 发行人
Francis Chao 赵嘉国

Staff Writer/Editor 撰稿编辑
Linda Gao 高瑞玲

Staff Writer 撰稿
Vivian Chen 陈春桦

Art Editor 美术编辑
Ann Yang 杨金凤
Huijuan Tian 田慧娟

Staff Writer/Photographer 文字摄影
Nelson Chao 赵敏诚

Business Development Manager 业务发展经理
Enlin Chao 赵恩临

To contact CCAR or subscribe to CCAR,
please send your email to:
Info@ChinaCivilAviation.com
or visit:

www.ChinaCivilAviation.com

联系民航报导或订购本刊物，请将您的
邮件发送至：Info@ChinaCivilAviation.com
或访问：www.ChinaCivilAviation.com

US\$95/Year (USA) US\$95/年 (美国本地)
US\$120/Year (International) US\$120/年 (国际)

China Civil Aviation Report
c/o Uniworld LLC
690 Garcia Ave, Ste. A
Pittsburg, CA 94565
Tel: 925-439-3799 ext. 12#
Fax: 925-439-3268
北京联系电话：86-10-8559-0830
传真：86-10-8559-0830 ext. 215

主题文章 | Feature Article



10

2012年中国通用航空商务交流会
China General Aviation Forum 2012

24 2012年EAA飞来者大会巡礼
2012 EAA AirVenture

34 EAA飞来者大会中国馆郑州通用航空试验区国际招商日
EAA AirVenture China Pavilion Presentation on Zhengzhou General Aviation Experimental Zone

38 第65届美国国家公务航空协会NBAA年会暨公务机展
2012 EAA Air Venture 65th Annual Meeting & Convention

42 学习飞行SeaMax已经成为我的事业，改变了我的生活
Learning to Fly a SeaMax Has Been a Career and a Life Changer

通用航空 | General Aviation

46 巴西航空工业飞鸿100通过中国民航局型号合格认证
Phenom 100 Achieves Type Certificate From the CAAC

48 哈尔滨建中国首条公务机生产线
Harbin Constructs the First Business Aircraft Production Line in China

国产AC311轻型直升机获型号
合格证 已售62架
The Domestic AC311 Light
Helicopter Has Been Issued the
Type Certificate and 62 AC311s
Have Been Ordered Approval, 42
Gate Position Increased

49



52 安庆市首架植保作业飞机在望江完成首飞作业
Anqing's First Plant Protection Aircraft Completes Its Maiden Flight

53 中国第一架碳纤维材料燃料电池动力无人机试飞成功
Trial Flight of China's First Unmanned Carbon Fiber Plane Powered by
Fuel Cells is Successful

54 临沂首个通航服务公司成立 首批飞机落户启用
Linyi's First General Aviation Services Company Formed

山东首家民营通用航空企业成立
Shandong's First Non-state Operated Company Formed

56 秦皇岛首家综合性通用航空公司正式落地
Qinhuangdao's First Integrated GA Company Established

中国民航局为沈飞颁发L162型飞机生产许可证
CAAC Issues Production Certificate to the Shenyang Aircraft
Corporation for the L162 Aircraft

58 “中华第一村”自办航空公司开航
China's First Village-Established GS Company Begins Operations

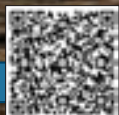
59 邯郸首家民营通航企业购机运营
Handan's First Non-state General Aviation Enterprise Buys Aircraft
and Begins Operation

想买全新或二手公务机吗？请予阅读《公务航空》杂志。上百家销售公司，成百上千的各型公务机、直升机信息和价格供您参考。

BusinessAir™

公务航空杂志
市场目标：中国

全球公务机销售和维修信息的
首要来源



www.facebook.com/BusinessAir

www.businessair.com

中国联系电话：86-10-8559-0830

免费索取杂志请致电：86-10-8559-0830



机身



航空电子

GLOBAL
Parts.aero



周转件



机轮

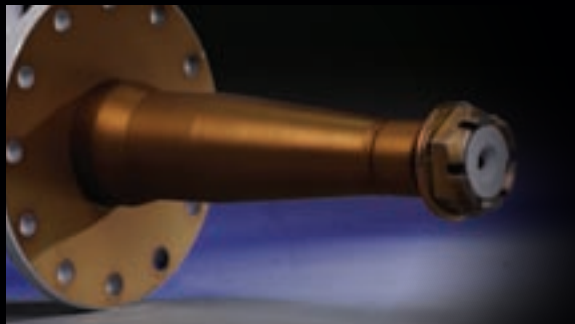
满足您航材需求的一站式供应方案



制动器



起落架

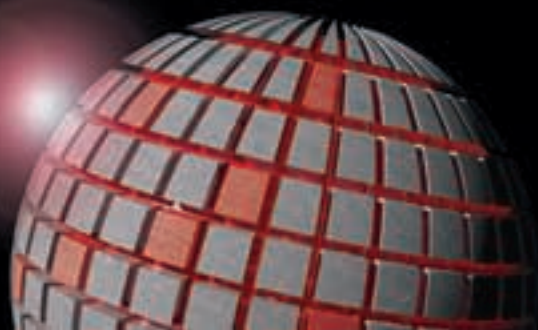


ISO/ASA 认证

24 小时 紧急航材服务

超过 75,000 独特部件

100,000 平方英尺的仓库



机窗



配件

中国联系电话：86-10-8559 0830

只会超出您的期望 不会超出您的预算



您可以考虑这架挑战者850 (Challenger 850) 二手飞机。它有全新的内饰、外喷漆，刚刚经过保养。

这架豪华飞机要比同型号的新飞机便宜很多。

待售二手飞机信息：

2003年出厂——2012年换了全新内饰，全新前厕所和后厕所，可承载16名乘客；刚刚经过保养，提供贷款需求。……………价格：16,995,000美金

2001年出厂——2011年换了全新内饰，Audio International音响设备；可搭乘16名乘客；刚经过保养；可以置换……………价格：10,995,000美金


MAC Aircraft Sales
Maine Aviation Corp. *Since 1959*

+1.207.780.1811
Challenger850.com
中国联系电话：86-10-8559 0830



2008年产庞巴迪环球快车5000 LE

序列号：9233 · 飞机注册号：C-GGLO

- 1119个总飞行小时，401次起降
- 参与了SmartParts Plus维护项目
- 参与了罗罗公司的维护项目
“Rolls Royce Corporate Care Program”
- 参与了霍尼韦尔为维护服务计划
“Honeywell MSP Coverage”
- 采用2000XP智能飞行控制系统
- 安装了互动式活动飞行地图显示器
- 安装了增强型近地警告系统
- 安装了卫星通讯系统
- 庞巴迪增强型视觉系统
- SB长途加油服务

要获得详细参数和信息，请联系我们。



35 Bellini Avenue
Brampton, Ontario L6P 0E2

905-794-0965
www.executive-aircraft.com

中国联系电话：86-10-8559-0830

AAM顾问公司

公务航空和航空医疗系统
业务管理解决方案



AAM顾问公司为经营固定翼和旋翼飞机航空医疗项目的公务航空和医保系统提供安全高效的解决方案。作为一家服务于多个领域的咨询公司，我们在航空业拥有35年的经验，我们利用自己的专业能力协助和指引企业和医院展开空中医疗运营并使其获利。

业务涵盖

- 飞机评估和采购
- 飞机管理和完善
- 医疗运输系统委员会认证
- HEMS管理和监督
- 空中医疗供应合约谈判
- 按照美国联邦航空局第135部研发
- 安全审计/符合SMS安全管理系统要求
- 风险管理
- 直升机停机坪/机库设施开发
- 税务/法律咨询

欲了解更多信息，请联系

Randy Africano, CEO • 309.681.9700 • rafricano@aamconsulting.org

www.aamconsulting.org

美国NBAA协会 • 美国空中医疗服务协会 • 美国直升机协会 专业会员

中国联系电话：86-10-8559-0830

为飞行而特别成立 飞特立

飞特立航空为国际性经营的台湾商务专机公司，取得航空业营运许可(AOC)。透过最先进的机队和最专业的飞航营运团队，提供全方位的私人商务包机服务予世界各地的客户。



我们的商务专机及医疗专机提供24小时，全年无休专业服务。欲知更多详情或有任何疑问，欢迎与我们联系。

我们的服务 > Our Services

- 医疗专机
- VIP 商务专机
- 飞机托管
- 地勤支援
- 飞机采购规划
- 维护管理
- Medical Flight
- VIP Air Charter
- Aircraft management
- Handling & Flight Support
- Aircraft Trading
- Aircraft Maintenance



飞特立航空股份有限公司
台北市松山区民生东路三段132号4楼D室

Executive Aviation Taiwan Corp.
Rm. D, 4F., No. 132, Sec 3, Minsheng E. Rd., Taipei City 10596, Taiwan

邀请您参加全世界最具规模的 公务航空盛会 -

欢迎您光临2012NBAA 参会或参展

Orange County Convention Center
桔子郡展览中心
and Orlando Executive Airport
及奥兰多公务机场
Orlando, FL
佛罗里达州奥兰多市

- 将有26,000名以上人士参会
- 超过1,000家展商
- 100架以上飞机参加静态展示
- 全美国第四大商业展会



 **NBAA2012**

65TH ANNUAL MEETING & CONVENTION

10月30日至11月1日

ORLANDO, FL



NBAA 同时举办

 **ebace**



ABACE
SHANGHAI CHINA
2012.10.30-11.01

有关详情请浏览
www.nbaa.org



大型上海 公务航空展会

—
欢迎您的光临



ABACE
SHANGHAI, CHINA

2013年4月16-18日

在上海虹桥国际机场
豪客太平洋公务机服务中心举行

WWW.ABACE.AERO

与上海机场管理当局合作，
由美国国家公务机协会，
亚洲公务机协会及上海展览中心协办



活泼的圆桌形式

2012 年中国通用航空商务交流会 China General Aviation Forum 2012

记中国通用航空商务交流会十周年 10th Anniversary of the China General Aviation Forum

On June 26th, the annual China General Aviation Forum celebrated its 10th anniversary at the King Wing Hot Springs International Hotel in Beijing. As usual, the China GA Forum was hosted by the China Civil Aviation Report, and was co-organized by the China General Aviation Association and Capital Jet Company Limited. The theme for this year is the same theme from last year because what was true then, still holds true now, "There are GA business opportunities everywhere."

今年的6月底，满载着各位中外参会代表的庆祝与祝福，一年一度的中国通用航空商务交流会（简称通航会）在北京京瑞酒店迎来了它的十岁生日。今年会议由《民航报导》主办、中国通用航空协会和北京首都公务机有限公司协办。同往年一样，今年会议的主题是“通航商机，无处不在”。

Tuesday, June 26

6月26日 星期二



《民航报导》发行人赵嘉国先生宣布第十届中国通用航空商务交流会开幕

both sides of the reception area, to not only promote their products and services, but also to educate all the attendees on the importance of GA. Refreshments and appetizers were arranged beautifully in the center of the reception area. During the reception, the mood was joyful as some attendees were getting re-acquainted with old friends, while others were meeting new ones.

When the clock struck 6:00 pm, the publisher of the China Civil Aviation Report and host of the event, Mr. Francis Chao, gathered the attention of the crowd and officially declared the start of the reception. Mr. Chao welcomed everyone to the 10th annual China General Aviation Forum, and welcomed both old friends and new attendees. For a decade, the China GA Forum had witnessed step by step the development of China's general aviation industry. 10 years ago when the first China GA Forum was held, China's GA industry had been nearly non-existent at the time. Over the last 10 years, China's GA industry had begun to grow and growing along side it every step of the way was the China GA Forum. During the reception, Mr. Chao called on all of the attendees to sign their names to the self-discipline board, which read, "Industrial self-discipline in General Aviation is the best guarantee to maintaining flight safety. Let's push forward with industrial self-discipline together!" As a seasoned professional in the GA industry, with extensive knowledge of developed GA countries, Mr. Chao is well aware that in order to develop a healthy GA industry, industrial self-discipline is the key. That is why every year, Mr. Chao requests all of the attendees of the forum to sign their names to this pledge, and every year, the attendees agree with this statement and proudly sign their names. After the signing of the pledge by the attendees, snacks and refreshments were served and the attendees began introducing their products and services to each other. After they introduced themselves to the other attendees, a friendly discussion regarding the different views on general aviation broke out and went on into the end of the night.

On the evening on June 26th, the reception area of the King Wing Hotel was elegantly decorated and filled with the cheerful sounds of excitement and laughter coming from the attendees. Many company displays were carefully erected on

6月26日晚,北京京瑞大厦阳光大厅宽敞明亮的会场里,宾朋满堂,欢声笑语不绝于耳。会场四周林立着各单位的易拉宝,会场中心摆满美味的果品和茶点。大家或与老友共举杯,或与新友喜相识。

晚6点,《民航报导》发行人赵嘉国先生宣布2012年中国通用航空商务交流会招待酒会开始。赵先生表示,通航会在今年迎来了它十周岁的生日,感谢十年来多次参加这个活动的老朋友,也欢迎今年首次参加的新朋友。十年来,通航会伴随着中国通用航空产业的发展而不断成长,它见证了中国通航产业发展的每一个节点,还将与中国通航产业继续共同往前迈进。十年了,中国的通航产业虽然不像发达国家那样繁荣,但正如大家看到的那样,它在茁壮地成长着。通航会也一样,也在不断地成长,提供更多信息,吸引更多朋友。约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!作为通航的资深业者和熟知通航发达国家产业现状的人士,赵先生十分明白,发展通用航空是必需的,同时产业自律也很重要。所以,他每年都会给通航会特别设置这个环节。所有来宾也深以为然,纷纷举笔签字,以示赞同和支持。接下来,在悦耳的音乐中,各位代表品着各色甜点和饮品,或介绍自己的产品,或交流对通航的看法,有的还高兴地拍照留念。



首都公务机公司靳永发副总工致欢迎词

Wednesday, June 27

6月27日 星期三

The next morning, June 27th, the venue for the forum was gorgeously decorated with a light summer breeze flowing into the venue to bring in a sense of calmness and zen. On each table were beautifully arranged fresh flowers and a nice warm pot of tea. The scent of the flowers danced with the aroma of the tea and turned into an intoxicating perfume that filled the room. By 8:30 am, all of the attendees had arrived to the forum in high spirits. As is tradition with this forum, it was once again held in a round table discussion format, allowing all the attendees to communicate with ease.

The forum formally kicked off at 9:00am as Mr. Chao welcomed all the attendees. Mr. Mao Shunping, vice president of the China Aviation Science Popularization Foundation, delivered the opening remarks. Mr. Mao stated that the China GA forum has been held each year since 2002 thanks to the efforts of the China Civil Aviation Report and the support of Beijing Capital Jet Co. Ltd, and that this year marks a solid decade of hosting this prestigious event. Every year since its inception, the China GA Forum has introduced to China the growing status of foreign countries and has popularized the advanced operational models and management mechanisms of other countries with a developed GA industry. The China GA Forum has also always been a platform for both domestic and international manufacturers, investors, operators, and managers to meet and connect with each other. He hoped that everyone would work together to explore the many different paths of GA development to help find the right path suited to China's unique requirements. Mr. Mao wrapped up his opening remarks by wishing everyone a successful forum.

6月27日上午，经过工作人员的精心布置，会场十分清凉而亮丽。每个桌上备着一大早送来的鲜花和沏好的茶水，花香和茶香缭绕在整个会场，令人感到十分清新。8:30左右，各位代表神采奕奕地进入会场。本届会议仍旧延续传统，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。作为《民航报导》的发行人，赵嘉国先生欢迎大家前来参会。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2002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，通航会已经成功举办了九届，今年迎来了十周年。十年来，通航会介绍国外通用航空的发展情况，推广通航先进国家的运行模式及管理机制，为中国通用航空产业的发展提供了先进经验，同时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。他也希望各位参会代表认真探索适合中国国情的通用航空产业建设的路子，积极研究中国通用航空产业在运行标准、安全管理、服务保障、人才培养和维修管理等方面的措施，为中国通用航空的发展建言献策。最后，茅理事长预祝本届会议圆满成功！

接着，中国通用航空协会秘书长王霞女士为本次会议致欢迎辞。王秘书长称赞通航会为中国通



中国通用航空协会秘书长王霞女士致开幕辞



中国民航科普基金会的副理事长茅顺平先生致贺词



美国大使馆商务官员陆一鸣进行主题演讲

The next person to speak was Ms. Wang Xia, general secretary of the China General Aviation Association. Ms. Xia praised the China GA Forum for everything that it has done to promote the development of the GA industry in China and thanked all the attendees for coming to the forum. Mr. Mou Jun, a civil aviation specialist from the U.S. Embassy in Beijing then stated that the U.S. was willing to provide information regarding the United States' GA industry for China to utilize and that they welcomed any type of cooperation between nations. Other attendees, along with Mr. Landon Loomis, from the U.S. Commerce department, also gave their welcoming remarks.

Like the previous nine years, before the morning break, a photo of all the attendees was taken in a "family photo" style to commemorate the 10th annual China General Aviation Forum.

During the morning break, snacks and refreshments were served to the delight of the attendees. After the break, the forum shifted gears from causal to business as the presentations began. The first presentation was from Mr. Qian Qizeng, a special assistant to the Chief Executive of the Pinggu District Government. Mr. Qian stated that in the recent years, the Pinggu District Government had been paying much attention to the effects of GA to their local economy and believed in the potential of the industry to thrive and grow. The Pinggu District Government had been conducting research and studies on the GA industry since they have been listed as an important district for the development of the national GA industry by the Beijing Municipal Government, and was attempting to establish the Beijing GA Industrial Base.

用航空产业发展所做的努力和发挥的作用，感谢大家踊跃参加通航会。美国联邦航空局北京代表处的牟军先生表示，美国联邦航空局北京代表处愿为中国通航产业的发展提供来自美国通航产业的相关信息，也欢迎各种合作。美国大使馆商务官员陆一鸣先生等也致了开幕词。

像往年一样，在上午的茶点之前，大会的所有参会人员整齐排列好，为本届通航会留下了一张“2012年中国通用航空商务交流会全家福”。

茶点之后，会议进入主题发言单元。第一个是平谷区区长特别助理钱启增先生。钱先生表示，平谷区近年来十分重视通用航空对地方经济产生的作用，也很看好航空产业的发展前景，目前平谷区对发展通航产业做了一些研究。而平谷区则被列为北京市通航产业的重点发展区域，目前，正在申请建设北京通航产业基地。

第二位发言人是吉林省松原市副市长李岩，题目是《地方政府推动通用航空的探讨》。李市长详细介绍了通用航空及产业发展分析，阐释了松原发展通用航空产业的必要性，指出了松原发展通用航空产业的可行性，最后对松原通用航空产业发展做出了展望。李市长演讲的内容条理分明，分析透彻，切合实际，获得了大家的一致认同，赢得了会



活泼的圆桌形式

The second presentation was from Mr. Li Yan, deputy mayor of the city of Songyuan in the Jilin province. The title of his presentation was General Aviation Development by Local Government. Mr. Yan introduced, in detail, the GA industry and the status of the development of that industry. He explained the necessity of this industry and pointed out the feasibility of Songyuan to develop a GA industry. As he concluded his presentation, he shared his predictions and expectations regarding the future of Songyuan's GA industry. Mr. Li's speech presented practical content and a thorough

场的热烈掌声。将本届通航会推向了第一个高潮。

第三位也是上午最后一位发言人是西安阎良国家航空高技术产业基地通航办的主任马小琦先生。马主任介绍说，西安阎良国家航空高技术产业基地于2007年4月成立了通用航空产业园，并于2011年9月被国务院正式批准为中国国际通用航空大会永久会址，每两年举办一次。未来通航产业园将打造通航专业化园区，涉及通航制造、通航博



吉林省松原市副市长李岩做主题演讲



西安阎良国家航空高技术产业基地通航办主任马小琦先生做主题发言

analysis of the GA industry in Songyuan city. His presentation was to the point and resonated with the attendees. His presentation was definitely a crowd favorite as a sea of applause filled the room.

The next presentation, and also the last presentation of the morning, was Mr. Mark Ma, director of the GA Office of the Xi'an Yanliang National Aviation Hi-Tech Industrial Base. Mr. Ma remarked that in April of 2007, the Xi'an Yanliang National Aviation Hi-Tech industrial Base had set up the Pucheng General Aviation Industrial Park and was approved by the State Council of the People's Republic of China as the permanent meeting site of the China International General Aviation Convention in September of 2011. Mr. Ma also stated that in the future, the Pucheng General Aviation Industrial Park would focus on specialization and become more involved in the manufacturing of GA products. They would also be involved in GA exhibition, operation, travel, and other related services.

At about 12:15, the morning presentations ended. All attendees enjoyed a delicious lunch sponsored by Eurocopter China.

The forum resumed again at 1:30pm. Mr. Chao, who is hosting the event, had specifically designated half an hour in the afternoon session for all the attendees to introduce themselves. This allowed each attendee to network and to get to know all the other attendees. As the attendees got caught up networking and discussing among each other, the time just flew by.

览、通航运营、通航培训和通航旅游等。

12:15左右，上午的会议结束。各位参会代表享用了由欧直公司赞助的午餐。

下午13:30左右，会议继续进行。《民航报导》发行人赵嘉国先生特意在下午的主题演讲前给大家预留了约半小时的时间，请各位参会代表作自我介绍，方便大家相互认识和沟通。至此通航会十周年之际，会场的氛围轻松，大伙都毫不拘束地介绍自己，一个接一个地自觉传递话筒，不知不觉半个小时过去了。

下午第一个发言的是欧直中国公司首席代表 Florian Vignot 先生，题目是《通用航空市场发展概要》。Vignot 先生讲到，在这个通航迅速发展并得到广泛利用的时代，在旅客运输、旅游观光、私照培训和农林牧渔等方面，直升机在很多国家已经成为经济快捷的选择。根据产业发展规律，将来直升机在中国也会得到广泛的利用。Vignot 先生还讲到中国通用航空市场的现状和未来，分析了欧直在中国直升机市场的占有率，总结了欧直对中国通用航空市场的贡献，并承诺欧直将一如既往地支持中国的通航发展尤其是直升机发展。

Soon it was once again time to resume presentations and the first presentation of the afternoon was entitled General Aviation Development Status, by Mr. Florian Vignot, chief representative of Eurocopter China. Mr. Vignot stated that we are currently in an era where GA is developing rapidly and the helicopter has become an economic and convenient choice for passenger transportation, tourism, traveling and pilot training, as well as plays a critical role in agricultural, forestry, animal husbandry and fishery operations. According to the trends of the GA industry, it is highly believed that helicopters will be widely used in the future. Mr. Vignot then went on to describe the status and the future of China's GA industry and analyzed Eurocopter's share of the China helicopter market. He concluded his presentation by talking about Eurocopter's contributions to China's GA market and Eurocopter's pledge to endorse China's GA industry, especially China's helicopter industry.

The second speaker of the afternoon was the chairman of Gulf Coast Avionics (GCA), Mr. Rick Garcia. GCA is a long time provider of aviation products and was founded in 1984. GCA is located in the Lakeland Linder airport in the United States in the state of Florida. GCA mainly provides avionics products, pilot use products and aircraft services to the market. GCA was also approved by the FAA as a Class I, II, and III repair station. Mr. Garcia then went on to demonstrate some of the avionics equipment, showcasing its 3D vision features, dual orientation, capacitive touch-screen with pinch zoom and more, showcasing its competitiveness in the global market. Mr. Garcia stated that GCA was very much willing to promote its business in China and that all consultation or product inquiries were welcomed.

After the presentation by Rick Garcia of Gulf Coast Avionics, the forum then had a prize raffle before transitioning into the afternoon break.

The next speaker after the afternoon break was Mr. Raymond Stebler, manager of Aviaintel. Aviaintel provides pilot information all over the world, and specializes in flight crew information for general aviation and business



GCA 董事长 Rick Garcia 先生做主题发言

下午第二个发言的是 Gulf Coast Avionics (简称 GCA) 的董事长 Rick Garcia 先生。GCA 成立于 1984 年, 是老牌的航空用品提供商了, 位于美国佛罗里达州 Lakeland Linder 支线机场, 主要向客户提供航空电子设备、飞行员用品和飞机服务。GCA 是经 FAA 批准认可的 I、II、III 类维修站, 其电子设备具有 3D 立体视觉效果、双定位、电容性触控式荧幕并可触控变焦等优势, 在国内外的航空电子市场非常具有竞争力。GCA 非常高兴能在中国拓展自己的业务, 随时欢迎每个客户的咨询或购买产品。

接下来, 我们的议程进入了独有的环节: 抽奖。这一小小的设计, 为参加了一整天会议的代表们舒缓了紧张的神经, 接下来是茶歇。

茶歇后的第一位演讲人是来自 Aviaintel 的总经理 Raymond Stebler 先生。Aviaintel 是提供世界各地飞行员信息的公司, 专注于提供通用航空和公务航空的飞行机组。众所周知, 在航空业迅速发展的中国, 飞行员十分紧缺, 甚至用“奇缺”来形容也不为过, 去年甚至出现一些航空公司争夺飞行员的事件。而飞行员培训也非一朝一夕的, 那么与其他国家或地区分享飞行员, 是不得不选择的一条路。在我们的会议上, 有这样一家公司做主讲, 给很多参会人员提供了很有价值的信息。

接下来的一位演讲人是 Precision Flight Control (简称 PFC) 的销售经理 Tracy Cook 先生。PFC 公司总部设于美国加州, 是提供桌上式飞行培训仪器



欧直中国公司首席代表 Florian Vignot 先生做主题演讲



Aviaintel 总经理 Raymond Stebler 先生做主题发言

aviation use. This presentation was especially important for the China GA Forum as it is no secret that China will soon be facing a critical shortage of pilots in the near future. Last year, there were some Chinese airlines scrambling frantically to find enough pilots. Since pilot training is not something that can be done in a single day, China has been sharing their pilots with other nations and regions. So the presentation by Mr. Cook regarding PFC's flight training solutions was of highly important information to the other attendees at the forum.

The last presentation of the day was from Mr. Tracy Cook, sales manager of Precision Flight Control (PFC). PFC is based out of Sacramento, California, in the United States, and conducts research, development and sales of flight training simulators. According to Mr. Cook, PFC's flight training solutions are easy to operate, could simulate any weather condition and can keep up with today's rapidly advancing modern aircraft technology. PFC's flight training simulators can give students the realistic experience of learning to fly in a real aircraft, without the costs or risks associated with training in a live aircraft.

After the last presentation of the day, the forum then shifted gears and entered the "Free Flight" session of the day. The "Free Flight" session is an open forum discussion regarding one particular topic chosen by the host, Mr. Francis Chao. The topic of the first day for the "Free Flight" session was "How to Grow a Passion to Fly in China?". For various reasons, there have been very few people in China attempting to foster the passion to fly. Every nation with a fully developed GA industry understands that in order to develop this industry from the ground up, a passion to fly from the people is essential. It was suggested by some participants that the construction of General Aviation Museums around China with static displays of GA aircraft would be a good way to promote the passion to fly. It is believed that if the children of China were to be able to see and touch the aircraft, or even possibly sit in the cockpit, then the seeds of flight may be planted deep within the child's spirit, and may one day blossom into a passion to fly. Other attendees believed that education was the way to go and that aviation as a science and as an industry should be taught to the kids. This idea requires much more participation on behalf of the parents and teachers. This seemed to be a subject of much interest to the attendees as the forum quickly filled with the sounds of a lively discussion.

At around 5:00 pm, there was a second prize raffle which let the attendees know that the day's session was coming to a close. The first day of the 10th Annual China GA Forum was officially over.

的公司，其仪器便于操作，可以模拟各种天候，并与现代飞机技术保持同步。利用该公司的仪器培养飞行员，不但可以实现与实地驾驶飞机同样的培训效果，而且可以节省很多准备时间，最重要的，是完全保证了飞行员和飞行培训师的安全。Cook 先生欢迎中国各地的客户咨询、合作和购买产品。

然后，会议进入了独特的环节：“自由飞行时间”。在这个环节，各位参会代表可以就主办方拟定的议题展开讨论，说出自己的看法。今天的议题是《如何在中国培养飞行的热情？》。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，所以有些参会代表建议，应该在有些地方建立博物馆，在里面陈设一些不用的飞机，儿童看见之后再联想到平时看到的飞机，自然想摸摸碰碰、上去试试，这样飞行的火种或许就种在了他们的心里。有些人则认为，应该在加强飞行方面知识的教育，因为飞行也是一门科学，也早已成为了产业，从基础做起或许更能引起家长和老师的重视。各种讨论的声音都有，不一而足。这时的气氛相当活跃，一直持续了约 1 个小时。

下午 5 点左右，会议进行到了轻松的时刻：抽奖。这一小小的设计，为参加了一整天会议的代表们舒缓了紧张的神经，使得会议在轻松的氛围下结束。



“自由飞行时间”参会代表发言

Thursday, June 28

6月28日 星期四

The next day, a heavy rain had come in, but that did not seem to interfere with the enthusiasm of the participants. While one would assume with weather like this, many attendees would be showing up late, or not even showing up at all, one would also be dead wrong as all of the attendees arrived to the forum on time. The attendees began entering the forum around 8:30 am and by 9:00 am, all the attendees had taken their seats and the second day of the 10th Annual China GA Forum had started.

The first presentation of the day was Ms. Tammy Qiu, Marketing Director of the North Asia Region of the Cessna Aircraft Company. The subject of her presentation was The Real World of Business Aviation Development. Ms. Qiu stated that in General Aviation, Business Aviation was considered "high-end", and that Cessna had made some attempts to enter the realm of Business Aviation with delightful results. Ms. Qiu then went on to state that in Mainland China, Business Aviation development was still a far ways behind other countries with a developed aviation industry. She expressed her wishes that China's Business Aviation industry would grow at a rapid pace and the Chinese Government increases the rate at which low-altitude airspace is opening. She then wrapped up her presentation stating that Cessna had future plans to do much more in the realm of Business Aviation.

6月28日，北京大雨。然而，磅礴大雨并未阻止参会代表的热情。就当我以为很多人肯定迟到甚至无法赶到时，没想到所有的参会人竟然没有一个迟到的！在这里，我必须感谢他们！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。半小时的签到之后，开始了第二天的会议。

今天的第一位主讲人是赛斯纳飞机公司的北亚地区市场总监邱莉娜女士，她演讲的题目是《真实的公务航空世界：中国公务航空发展启示录》。邱莉娜女士表示，在通用航空的分类里，公务航空属于高端层面。赛斯纳飞机在公务航空里已经做出了很多尝试，也获得喜人的成果。然而，公务航空在中国大陆的发展远远不如某些发达国家，有很长一段路要走。希望中国的公务航空会以更高的速度发展，也希望政府能够对低空开放加大力度，赛斯纳将会在公务航空领域做更多的工作。

第二位主讲人是 Aspen Avionics 国际业务经



赛斯纳飞机公司北亚地区市场总监邱莉娜女士做主题发言



Aspen Avionics 国际业务经理 Cory Relling 先生做主题演讲

The second speaker of the morning was Mr. Cory Relling, Manager of International Sales at Aspen Avionics Inc. The topic of his presentation was A New Way to Look at Avionics. Aspen Avionics Inc. was founded in 2004 and the headquarters are located in the city of Albuquerque, in the state of New Mexico, in the United States. Mr. Reilling went on to explain how in the past, Electronic Flight Information Systems (EFIS) were used only in business jets and for scientific research due to its high price. But now there are new electronic flight information systems and electromechanical flight information

理 Cory Relling 先生，他的演讲题目是《一种看待航空电子仪表的新方式》。Relling 先生介绍说，Aspen Avionics, Inc. 位于美国新墨西哥州阿尔伯克基市，成立于2004年。EFIS 是电子飞行仪表显示系统的缩写，分为新式电子式仪表与传统机电式飞行仪表，通常被称为“玻璃座舱”。在过去，由于价格较高，EFIS 只用于商务喷气机和客机上，现在 Aspen Avionics 设计出了专为较小型的通用航空

systems designed by Aspen Avionics specially for General Aviation aircraft. This new EFIS was smaller in size, lightweight, low cost and easy to use. Mr. Relling then ended his presentation by letting the attendees know that all inquiries regarding Aspen Avionics' EFIS were welcomed and that they would be more than happy to consult with anyone who is interested in their products.

The next speaker was Mr. Kevin Watts, the Commercial Program Manager of GE Aviation, with the topic, GE General Aviation Global & China Growth Strategy. Mr. Watts introduced the advantages of GE products to commercial and general aviation. GE had complete aviation solutions and has established a proven global supply chain to respond to their customers.

After the presentation by Mr. Watts, the forum then held another prize raffle before transition into the morning break.

飞机所用的EFIS产品,而且体积小,重量轻,易使用,价格低。欢迎在场的有私人通用飞机的朋友或者来自通航公司等的的朋友咨询和购买。

第三位主讲人是GE公司公务与通用航空部经理Kevin Watts先生,题目是《GE通用航空全球和中国增长战略》。Watts向各位参会代表介绍了商业和通用航空所包含的内容以及其产品的优越性。GE拥有完整的航空类解决方案,在全球建立了成熟的全球供应链,可以快速响应客户。

接下来,是“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,主题演讲继续进行。CGS飞行器



CGS 飞行器公司总裁 Danny Dezauche 先生做主题演讲



会间抽奖活动

After the break, the presentations continued. Mr. Danny Dezauche, president of CGS Aviation, gave the following presentation on the Introduction on Experimental and Light Sport Aircraft. CGS Aviation is a company located in the United States and is engaged in the design, manufacturing and sales of ultra-light aircraft. The aircraft CGS has produced has an excellent track record of having no structural defects since their first aircraft, and has already passed FAA and NASAD verification. The aircraft has a perfect flight record and currently has seven designs for clients to choose from. Mr. Dezauche went on to explain how easy the aircraft are to assemble. According to Mr. Dezauche, the aircraft are so easy to assemble that customers can assemble the aircraft themselves to experience the joy of building an aircraft by themselves. Mr. Dezauche went on to state that while China's low-altitude airspace is still not fully opened, there are still some pioneers in China that have bought ultra-light aircraft. Mr. Dezauche then went on to wrap up his presentation by pointing out the advantages of a CGS aircraft compared to that of other ultra-light aircraft companies.

公司的总裁 Danny Dezauche 先生做了题为《实验飞机和轻型运动飞机介绍》的主题演讲。CGS 飞行器公司是位于美国的一家超轻型飞机设计、制造和销售商。其生产的飞机从未有结构缺失,早已通过美国 FAA 和 NASAD 验证,拥有完美的飞行记录,目前共有 7 种设计供客户选择。更有趣的是,该厂商生产的飞机非常便于组装,客户甚至可以自己动手,体验自我动手造飞机的乐趣。Dezauche 先生表示,在中国目前低空尚未全面开放的时期,已经有些朋友买了超轻型飞机,有不少的朋友表现出了购买的态度,有购买潜力的朋友则更多。其公司生产的飞机与别家飞机相比,十分具有优势。目前正在全国范围内征寻代理商,欢迎在场的参会代表洽谈。

午餐之前,我们再次进行了抽奖环节。接着,各位代表享用由民生金融租赁赞助的美味可口的午餐。



After the presentation, it was time again for another prize raffle. This provided the perfect transition into a delectable lunch sponsored by the Minsheng Financial Leasing Co. Ltd.

After lunch, the forum continued on with the presentations for the day. The next presentation was from Mr. Norman Chong, General Manager of Bilectual Enterprise (Australia). The topic of his presentation was GA in Australia. Mr. Chong went on to state the origins of Australia's General Aviation industry starting back in 1921. Currently 70% of all aircraft in Australia is a General Aviation aircraft, making Australia the second largest General Aviation nation in the world only behind the United States. Mr. Chong went on to explain how useful General Aviation is to a country with a large land mass. Similar to Australia, China has large areas bare of vegetation, which makes China an ideal place to develop General Aviation. Mr. Chong then went on to state that Bilectual Enterprise was willing to cooperate with China's aviation colleges and universities to create a new aviation maintenance unit. The goal of this cooperative effort would be to allow students to study aviation theory while receiving maintenance training. This would create new talent in the future with both a rich amount of aviation knowledge and maintenance experience.

The second speaker of the afternoon was Mr. Thomas Redder, the Asia Account Representative for Spectrum Aeromed, who was discussing General Aviation Organizations Providing Air Ambulance Services. Spectrum Aeromed is located in the United States and is a leading provider of customized air ambulances and rescue treatments and solutions. Spectrum Aeromed is able to change the layout and facilities in the cabin of an aircraft to transform it into an air ambulance in as little as 30 minutes, so that the aircraft may perform medical rescue services such as transportation of the wounded and evacuation of crowds. According to Mr. Redder, Spectrum Aeromed has designed and invented many types of systems and facilities that were suitable for air medical treatments. Spectrum Aeromed also had a quality medical crew available to offer rapid air rescue services. While aerial medical rescue has not fully developed in China, Mr. Redder stated that Spectrum Aeromed had a desire to cooperate with Mainland China organizations so that the value of air rescue is better understood and could be much more utilized. It is believed that if China was to better utilize GA for medical rescue, more lives and properties would be saved.

The third speaker was Mr. Jin Yongfa, deputy chief engineer of Capital Company Jet Co Ltd. Mr. Jin said that there were few GA activities in China as GA was not developed here. In some countries and regions, GA was well developed and there were some GA activities, such as the EAA and the NBAA in the US, as well as the IAR in Canada. The IAR air rally was held by the International Air Rally of Canada once a year. Generally speaking, every IAR air rally lasted for about 14 days and went around about 10 countries and regions. Not surprisingly, it was a very big activity. In addition, it was also a very free activity. Participants should fly along the scheduled routes and landed at scheduled airports, while it could still rank as a very free and

下午第一个主讲人是 Bilectual Enterprise (Australia) Pty (简称 Bilectual) 的总经理 Norman Chong 先生, 题目是《澳大利亚通用航空现状》。Chong 先生首先向大家介绍了什么是通用航空以及通用航空包括哪些飞行器和飞行活动。通用航空在澳大利亚开始于 1921 年西澳大利亚的 1 家邮务运营商, 及昆士兰一家名为“昆士兰州和北部地区航拍服务 (Queensland And Northern Territory Aerial Services)”, 也就是现在澳大利亚最大航空公司——澳航 (QANTAS)。目前澳大利亚 70% 的飞机是通用航空飞机, 数量仅次于美国, 居世界第二位。Chong 先生认为, 通用航空对国土面积大的国家非常有用。与澳大利亚相似, 中国不毛之地的距离也很长, 使得中国成为通用航空发展的理想环境。Bilectual 愿与中国设有航空专业的高等院校合作创办维修培训机构, 使得学生可以一边学习理论一边进行维修实训, 以期培养出航空理论知识和维修经验均丰富的高级航空维修人才; Bilectual 也愿意与飞机制造商合作创办这样一个机构, 欢迎各位洽谈合作。

第二位主讲人是 Spectrum Aeromed 的亚洲客户代表 Thomas Redder 先生, 题目是《通用航空机构所提供的医疗救援服务介绍》。Spectrum Aeromed 位于美国, 是专门定制的空中医疗和空中救援设备的领先设计者和供应商。该公司可以将大多数飞机的舱内布局和设施在 30 分钟内改装成空中救援飞机, 以便提供医疗救助活动, 比如运送伤员、疏散人员等等。Redder 先生表示, 其公司自发明了多种适合空中医疗的系统 and 装置, 拥有高素质的救护人员, 可以迅速提供空中救助服务。通用航空的医疗救助功能在中国非常不发达, 但其作用却毋庸置疑。Redder 先生旨在跟国内某些机构合作, 让通用航空的空中救援功能得到充分利用。相信如果中国能够利用通用航空进行医疗救助, 更多人民生命财产安全将会得到有力的保障。

下午的第三位主讲人是首都公务机公司的靳永发副总工。靳总工讲到, 由于中国的通用航空不发达, 所以很少有关于通用航空的活动。然而有些国家的通用航空却已经非常成熟, 也有很多机构每年都组织一些通用航空的活动, 比如美国的 EAA 和 NBAA, 还有加拿大的 IAR 飞行拉力赛。IAR 飞行拉力赛是由加拿大国际越野飞行机构 (International Air Rally) 举办的, 每年一次, 一般每次持续 14 天, 历经 10 个左右的国家和地区。不言而喻, 这是个规模宏大的活动。然而, 它却不是一个拘谨的活动, 除了按照预定航路飞行、按照预订机场起降之外,



easy activity. Participants of any age, sex, nationality from any country or region could all participate into the IAR air rally. Moreover, it was not just a flight contest, because there were many entertainments in addition to flights. During this air rally, you could enjoy local gourmets and ethos. More importantly, in this activity, seasoned pilots would fly an aircraft with new pilots. Then the green ones could improve their flying techniques, such as way point identification, flight preparation and the execution of flight plans. In one word, it was an interesting and meaningful activity which wouldn't be forgotten in his life. Listening to Mr. Jin, all attendees were very interested and asked him more details and Mr. Jin answered them all. Mr. Jin said that the China Civil Aviation Report would held a similar activity in a certain region in China and this activity was expected to grow larger and better into China's IAR air rally! Hearing these words, all agreed and burst into simultaneous applause. The free and easy mood pushed the second high tide for this forum.

As usual, a prize raffle marked the start of the afternoon break.

After the break, the second day's "Free Flight" session began. The topic of the day was, "What Type or Function of General Aviation Aircraft Should China Produce Under Today's Limited Air Space Availability?"

After hearing the topic, all the attendees quickly began expressing their views and desires. Some participants believed that since China is still lacking in GA infrastructure, and still currently has no GA traffic rules and regulations, that China shouldn't produce all sorts of GA aircraft without careful selection. These participants believed that the best policy is to only choose to manufacture certain types of GA aircraft. It was advised that China should produce training aircraft, which could not only be used to train pilots, but could also promote the passion to fly with the youth. Other attendees believed that China should produce light aircraft, as it is easy to learn to fly in a light aircraft and they are relatively inexpensive to produce. It is believed that due to the size of light aircraft, many people would be interested in flying it, and with the increase in interest in GA, the government would open low-altitude airspace with more urgency, which would benefit all of GA development in China. Throughout this topic, all the attendees freely exchanged views and opinions among each other.

After the "Free Flight" session, the signing of a cooperation agreement between two parties was conducted. This was the first agreement signing activity in the history of the China GA Forum, which shows the amount of influence the forum has gained since its inception 10 years ago.

At approximately 4:30pm, Mr. Jin Yongfa concluded the 10th anniversary of the China GA Forum. The China General Aviation Forum had been held for a full decade now, and during the last 10 years, the host of the event, the China Civil Aviation Report, has made many efforts to break through the various obstacles impeding the growth of GA in China. With the amount of attendees increasing with each year, and leaders from aviation regulation departments in attendance at the forum, it is a good sign that the attendees

它算得上十分自由和轻松的活动。参加者不限国家和地区，不限年龄、性别和民族等，只要你愿意，你就可以参加！而且，它不是一个单纯的飞行比赛，因为这个活动中除了飞行，还有很多娱乐活动，遍尝各地美食、欣赏当地风土人情等。更重要的，这个活动中，经验丰富的老飞行员会与飞行新手同开一架飞机，以锻炼新手对于航线的把握、飞行的准备和对飞行计划的执行能力。一句话，这是一个有趣味又有意义的活动，会令每位参加者终生难忘。听靳总工的介绍，每个参会人都很感兴趣，纷纷向他询问更多细节，靳总工一一作了回答。靳总工表示，明年《民航报导》将在中国特定区域举办一个类似的活动，并期望将这个活动做大做强，成为中国的IAR！听到这里，众人纷纷叫好，表示赞同。这时的气氛轻松活跃，将本届会议推向了第二个高潮！

接下来，会议进入了更为惬意的环节——抽奖，然后是休息和茶歇活动。

茶歇过后，会议到了“自由飞行”时间。这个环节的主题是《在有限空域开放的状况下，中国的通用航空飞机的生产制造应该是何种类别与功能？》。听到这个题目，大家你一言我一语，轻松地谈论开来。有些参会代表表示，由于中国的通航基础设施严重不足，甚至必需的通用航空交通规则也欠奉，但是通用航空迟早都会发展，这是不可逆转的。然而，也不能各种飞机都造，有所选有所不选，才是上上策。建议生产制造教练机和训练机，这样，不仅能培养飞行员，还能唤起青少年对飞行的乐趣。有的代表则表示，生产轻型运动飞机或许对目前的中国通用航空发展更有利。因为轻型运动飞机门槛低，投入低，易学易用，很多飞行爱好者看着小巧的飞机也更有胆量“上去飞飞”，这样一来，会开飞机的人多了，国家也会更快开放低空，接着通用航空的发展便畅通无阻了。大家都侃侃而谈，就这个问题发表自己的看法。

在会议结束前，还有两家参会单位在会议上签订合作协议，成为历年来我们会议上的首次签约活动，表明通航会的影响力和给各位参会代表带来的价值越来越大！

下午4:30左右，首都公务机公司的靳永发总工上台，对迎接十岁生日的通航会做了总结发言。靳总工说，中国通用航空商务交流会已经举办了整整10年。这10年来，会议主办方《民航报导》付出了很多努力，冲破了很多障碍，不仅这个刊物办得越来越好，也使得中国通用航空商务交流会越来越

are benefiting from the forum and the Chinese government is paying more and more attention to the forum with each year. Mr. Jin stated that he believed that as the government speeds up the opening of low-altitude airspace, General Aviation would develop at a much more rapid pace. He then encouraged all of the attendees to come back and participate again in the following years and he wished further success in the future of the China GA Forum.

Finally, Mr. Francis Chao, publisher of the China Civil Aviation Report and host of the China GA Forum, made the closing remarks. He thanked all those who had taken the trouble to attend and participate in the forum. He then stated that there would be a 2013 China GA forum next year and all were welcome to attend and participate in next year event as well. Mr. Chao also went off and let everyone know that they were welcome to attend any other activities hosted by the China Civil Aviation Report. He then wished everyone a safe trip home and that was the conclusion of the very successful 2012 China General Aviation Forum.

越好。每年的参会人数都越来越多，还有很多航空主管单位的领导参加，这表明中国通用航空商务交流会对于各位参会代表的业务和交流的作用非常大，也越来越受国家的重视。他相信，随着国家低空开放步伐的加速，通用航空也会发展得越来越快，他鼓励大家以后继续支持这个活动，也祝这个活动以后每年越来越成功！

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，直到会议的最后仍然座无虚席，有的代表仍然坐在会场恋恋不舍。他说，明年会议将继续举办，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》参与举办的其他活动。本届会议圆满成功！



GLOBAL TURBINE PARTS



环球涡轮零部件公司

我们不只是发动机零部件供应商，还是您涡轮翻修服务的把关者！

- 我们精于Pratt Whitney PT6A、PT6T、PW100发动机及劳斯莱斯RR250发动机的零部件供应。
- 我们的专业团队在发动机维修产业超过25年的经验，并为客户提供“发动机管理”服务。
- 当您的发动机准备进行翻修前，我们为您与维修厂做细节交涉，确保您获得高品质的服务与最合理的花费。
- 我们对客户满意度的高度要求使我们不同于一般供应商。
- 我们是公务机协会(NBAA)与直升机协会(HAI)成员，并获得航空设备供应商协会ASA-100认证。

我们期待为中国客户提供前所未有的超高品质服务，欢迎与我们联系：

环球涡轮零部件公司
Global Turbine Parts Corp
TEL: +1 (561) 745-6224
FAX: +1 (561) 745-6994
www.gloturbparts.com
中国联系电话：010-8559-0830



功能强大，应用灵活， 且价格实惠的电子飞行仪表显示系统(EFIS)



EVOLUTION FLIGHT DISPLAY SYSTEM

Aspen Avionics 以创新的进化飞航显示技术研发生产功能强大且价格实惠的电子萤幕飞行仪表系统 (EFIS)，为原始设备制造商 (OEM) 及飞机改装商提供最佳解决方桉。



强化状况判断能力，减轻飞行员工作负担，并提升您飞机的使用效能！Aspen Avionics 的进化飞航显示系统可加强显示您周围的飞行环境，包括先进的合成视觉，XM Weather，交通，地形及障碍物显示。

Aspen Avionics 为通用航空和直升机产业提供最多功能且物超所值的电子萤幕飞行仪表系统 (EFIS)。

Aspen 的模组化进化飞航显示系统提供许多配置组合选项



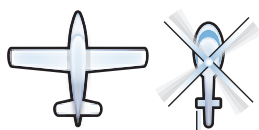
EVOLUTION 1000



EVOLUTION 1500



EVOLUTION 2000



更多安装了 Aspen Avionics 进化飞航显示系统的飞机图片，请参考：
www.aspenavionics.com/customergallery



www.aspenavionics.com



GARMIN.

aera® 796



GARMIN.

GPSMAP-695



GARMIN.

G500/GTN750/GTN650

DYNON AVIONICS



D1000

AVIDYNE



EX600

ZAON
FLIGHT SYSTEMS



XRX

ASPEN AVIONICS



EFD1000 Pro PFD

ICOM



IC-A6

Vertex Standard



VXA-220





H10-13.4

GARMIN.



aera® 500

LIGHTSPEED



Zulu.2

Gulf Coast Avionics China

南海岸电子设备公司
中国购买专线：010-8559-0830
欢迎来电索取免费产品型录！
www.GCACHina.cn

Gulf Coast Avionics

3650 Drane Field Road Lakeland Linder
Regional Airport Lakeland, Florida 33811
Phone: 863-709-9714
www.GCA.aero



2012 年 EAA——飞来者大会巡礼

EAA 是 Experimental Aircraft Association 的缩写，全称为：全美实验飞机协会。一年一度的 EAA 大会，即国内航空爱好者形象所谓的“飞来者”大会。今年的 EAA 飞来者大会于 7 月 23-29 日举行。作为 EAA 飞来者大会中国馆主办方工作人员，我们有幸亲临感受美国作为航空大国，在通用航空方面的发达和普及，其空前盛况，非亲眼所见是难以想象的。身临其境，感触良多，会场内停放的小飞机一望无际，人头攒动的参观者不计其数，还有那不间断的飞行表演，让你时刻感受到美国人对通用航空的痴迷和狂热，也让你知道什么才是真正的通用航空，以及在美国私人飞机是如此的普及、飞行是如此的简单和便捷。作为中国馆主办方，这一既是客人又是主人的双重身份，使得我们对今年的 EAA 飞来者大会有着独特的感受和特别的理解。我们很荣幸的将几天来的见闻和第二届 EAA 飞来者大会中国馆的成就和大家一起分享。

走进 EAA 飞来者大会

从芝加哥向北驱车 3 个多小时就到了 EAA 大会现场奥什科什市，这是个大约有六万人的美丽小镇。威特曼机场在奥什科什西南角温尼贝格湖西岸边，地理座标为西经 89 度、北纬 44 度，往东 50 公里就是著名的密歇根湖。机场占地近 100 平方公里，机场区域内包含着可供各种型号飞机起飞降落的四个场地和六条跑道。主跑道为南北向，长 4000 米、宽 50 米，足以起降世界上任何机型。与主跑道成 T 字形布局的另一条水泥跑道可在不同风向或机场繁忙时同时起降各种中、小型飞机。在机场西北角的 EAA 总部门口还有一个简易机场，可以起降轻小型飞机。机场区域西南还有一个草地起降场，专供超轻型飞机起降。各场地之间各自划定空域，空中地面有无线电台联络，飞行互不干扰，秩序井井有条。大会期间全天都有直升机飞行，供参观者乘机观光。大会会场大致可分为：主飞机表演区，主飞机、发动机展卖区，主航空配件、工具展卖区，超轻型航空器展卖区，轻型飞机展卖区，运动飞机大卖场，水上飞机展区，战争飞机展区，杂卖区，现场教学区，博物馆展区，人车露营区，飞机露营区这样几个不同的功能区域。小到飞机用的螺钉螺母、专用工具，大到超豪华的私人飞机，都明码标价。


EAA 的“飞来者们”

参加 EAA 大会的人绝大多数是美国人，当然还有不少来自世界各地的航空爱好者。有专程来看飞行表演的，有专程来买飞机的，有专程来学习如何造飞机、买 KIT（成套散件）回家自行制造组装的，有专程来卖自己造好的飞机的（事先经过了 EAA 的评估），有专程来为自己的爱机“求医问药”的，还有的专程来展示自己的飞行业绩、进行飞行表演的。当然，还有一大批来观光会友、休闲度假的，特别是还有一些提前很多天就开着大型房车来到露营区，占据了最佳的露营位置，观赏飞行表演的老年夫妇们。就连美国空军、美国海军航空兵、美国联邦航空局、美国航空航天局、国家运输安全委员会、美国海关、美国国土资源局等众多的政府职能部门，也不放过这一向公众宣传自己、扩大自己影响的机会，纷设展台面向大众。美国空军及海军航空兵还派出专业飞行表演队和现役战机进行飞行表演、让观众登机观摩和开展现场讲故事等活动。更令人叫绝的是，展区内展示的老式飞机（大多是修复或修旧如旧的仿制飞机）都能一飞冲天。

每年的 EAA 大会都有 1 万多架私人飞机从各地飞抵奥什科什，大多数飞机都是主人开着来玩的，只有少部分是用来展示或表演的；当你走近会场，成片的、五光十色的小飞机立即映入眼帘，各种型号的飞机遍地都是，有大有小，有新有旧；有现代化流水线生产的成熟机型，也有手工制作的精美展品；有批量生产的流行机型，也有独一无二的自制飞机，有大型民用客机（波音 787），也有军用飞机（F 系列战斗机、B 系列轰炸机、C 系列运输机）；在巨大的展示区，各生产制造企业将其飞机及发动机、机身等零部件展出。

会场内一眼望去，遍地都是五颜六色的小帐篷镶嵌在成片的飞机群中，非常有特色。帐篷有大也有小，多数的只能住一两个人，大一点的能住四、五个人；有的非常豪华、漂亮，有的也很简易、实用；美国人吃住都不讲究，所以很多有经验的美国人干脆就在自己的小飞机旁支顶帐篷，而没开飞机来的，就在自己的汽车旁搭建，有的甚至在会场外随便找一块空草地就可以支起帐享受航空盛会带来的快乐。

令人惊艳的飞行表演



EAA 飞来者大会的飞行表演安排在活动日每天下午的 3 点到 6 点。机场上空任一时刻都会有三、四十架各型飞机在进行着各种各样的特技飞行和花样表演，最多的时候，机场上空同时有六七十架飞机在穿梭飞行：有的拉烟飞出各种图形，有的进行特技飞行、做着各种惊险的动作，有的编队从机场上空通场飞过（最大的编队有 20 架飞机），更为惊奇的是还有战争模拟表演，在现场忽然拉起了防空警报，此时人们才注意到，不知何时空中已集结两个大的机群，正交叉着以中空低速飞到主跑道上空。其中一群是由 21 架早期的 T-6 螺旋桨式教练机组成的，它们每架都拉着烟；另一群是 15 架由雅克-18、雅克-52、初教六组成的混合编队，它们只有长机拉着烟。只见这两大机群在交叉通场中不断地变化着编队队形。此时，低空的起落航线上还有数架“野马”战机在飞着小航线——俯冲、贴地通场、急上升转弯，似乎是在追逐，又仿佛是在对地俯冲扫射——最多时，整个天空竟有 40 多架老式飞机。而且配合了爆炸、机枪扫射等情景在里面更加惊心动魄引人入胜。

如不亲眼目睹，这么大的飞行大会是很难想像的。但这确实又是事实，不得不令人叹服。据了解，一周的飞行大会可为威斯康星州带来上亿美元的收入。EAA 飞来者大会不但推动了美国乃至世界航空业的发展，也为当地的旅游、交通、购物等事业带来了无限商机。与此相对应的，中国的通航市场刚刚萌芽，随着 2010 年底中国政府发布逐步开放低空的政策，越来越多的企业和个人投入到通用航空市场并且迫切的希望了解和学习通用航空领域。在这个大环境的驱使下，第一届 EAA 飞来者大会中国馆于 2011 年 EAA 飞来者大会成功举办。今年，中国馆带着它的新使命和更多的团员来到了 EAA，更加深入地学习并参加国际通航的交流。



2011 年第一届 EAA 飞来者大会中国馆回顾

2011 年 7 月底，由首都公务机有限公司、美国驻华大使馆商务处及民航报导杂志联合主办的 EAA 飞来者大会中国馆首次在 EAA 成立。中国馆位于户外展区，占地 2400 平方尺，正式团员 30 余人，共 100 多名中国人士参观了 EAA 飞来者大会。

首届中国馆的团员有首都公务机有限公司，通辽市神鹰通用航空有限公司，中国民航工程咨询公司，乾峰投资有限公司，中国航空规划建设发展有限公司等。首次来到 EAA 活动的中国馆及所有参观的中国人的目的是亲身体验并了解什么是通用航空，另一方面是让国际通用航空届了解中国通用航空产业的现状。正如中国馆主持人，民航报导杂志发行人赵嘉国先生所讲：“我们来此的目的是学习和分享！”。

活动 7 天中，中国馆广邀国际通航厂商业者，于每日上午 10 点和下午 2 点，参加由赵嘉国先生进行的两场简报，简报从宏观上向国际通航人士介绍中国航空的发展历程及趋势，以及通用航空在这个历史阶段，从应急救援、航空医疗等方面对于当今中国的意义。简报间，赵嘉国先生将中国馆团长首都公务机有限公司的靳永发副总工程师、美国驻华大使馆商务处的商务专家以及团员代表介绍给参加简报的来宾并引导双方进行积极互动。在这个过程中，国际通航业者正确的认识了中国的情况，同时，中国通航业的公司以及通航投资者也真切的了解到国际厂商的关切和对与中国业者合作的期盼。各方都收获颇丰，第一届 EAA 飞来者大会中国馆圆满的

完成了首次亮相 EAA 需要达成的任务。

2012 年第二届 EAA 飞来者大会中国馆胜利举办

随着一年来中国通用航空业的迅速发展和各界的持续学习和广泛关注，越来越多的人希望深入了解国际通用航空的运作模式并寻找合作伙伴。各界对于融入国际市场、参与国际通航市场的热情和决心日益高涨，由此参加国际通用航空大型展会的热情和人数随之水涨船高。在这个大趋势的引领下，中国馆作为中国人参加 EAA 飞来者大会的大本营，今年迎来了又一个重量级主办方：中国通用航空协会。中国通用航空协会由各通用航空企事业单位自愿组织成立，报中国民用航空局备案，经国家民政部批准的全国性的、行业性的和非赢利性的社团法人。中国通用航空协会积极的推动中国通航事业的发展，并协助会员单位认识、了解国际通用航空。2012 年 EAA 飞来者大会中国馆由中国通用航空协会、首都公务机有限公司、美国驻华大使馆商务处及民航报导杂志四方联合主办，第二届 EAA 飞来者大会中国馆胜利开幕。

此次中国馆坐落在 EAA 大会首次设立的飞行区 VIP 场馆。场馆在机场跑道旁边，可以最近距离无障碍观赏飞行表演。中国馆为独立帐篷，室内外可分别接待 50 余名来宾。此次中国馆正式团员 30 余名，作为中国参观者的大本营，中国馆总计接待近

300 个来自中国各地的通航业者。

2012 年第二届 EAA 飞来者大会中国馆成就

(1) 向中国馆集结

随着中国通航业者和投资人对于参加 EAA 活动的热情逐渐高涨，人员及团队组织众多。中国馆获得 EAA 主办单位全力支持得以完成中国代表团整合工作，以一个中国馆，统一的中国代表团，单一的对话窗口，唯一的交流平台在全世界最具规模，最有影响力的通用航空展会上代表中国展示通用航空发展现状，商务机会和投资模式。

此次，中国馆团员有：由王霞秘书长带领的中国通用航空协会团队，靳永发副总工程师带领的首都公务机有限公司团队，美国驻华大使馆商务处高级商务专家彭爱群女士、冯晓平总经理带领的中国民航工程咨询公司团队，由吴天君书记带领的郑州通用航空试验区团队，山西鹰鲲商务有限公司马宝卿经理以及刘戈一总经理带领的北京万邦通用航空有限公司团队。

作为中国观众的大本营，本届中国馆接待了来自中国民航总局、民航西北地区管理局、陕西西北通用航空协会代表团、中国山东航空产业协会代表团、西安阎良国家航空高技术产业基地代





表团、重庆直升机产业投资有限公司、广西龙祥通用航空科技有限公司、北京航空航天大学、西安艾派信息技术有限公司、陕西广播电视台、上海西科斯基飞机公司等中国国内人士。

2012年7月23日，中国馆举行了盛大的开幕式及剪彩仪式。EAA协会主席、前联邦航空局局长 Barry Valentine，中国通航协会秘书长王霞，首都公务机有限公司副总工程师靳永发，美国驻华大使馆商务处高级商务专家彭爱群，民航报导杂志发行人赵嘉国等EAA官方及中国馆主办方致辞并剪彩。参加剪彩仪式的还有西北通用航空协会主席金乾生，山东通用航空协会理事长孙德

汉等。

EAA官方代表诚挚的欢迎并祝贺中国馆再次在EAA成立，并欢迎所有中国参观者在中国馆的平台上与国际通航业者交流学习。中国馆主办方代表热情的感谢EAA代表，并殷切希望中国馆可以为中国及国际通航领域的交流与合作起到积极的作用，让国际通航业者可以通过中国馆更好的了解中国、了解中国通航以及通航企业。

(2) 搭建国内地方政府和企业的招商平台

首届中国馆的主要任务是认识、学习和分享，通过简报成功的让国际通航业者了解了中国的情况。经过一年的学习和发展，中国通航对国际市场有了新的需求，即融入国际通航市场、参与国际通航、寻找合作伙伴共同创造中国的通航市场。在这个变化和市场需求下，中国馆的职能也随之与时俱进。我们开始为地方政府通航产业园及通航企业提供对外宣讲和招商的平台。其中郑州通航试验区说明会的胜利举办是最大的亮点。

郑州通用航空试验区希望借重中国馆的平台，在全球最大的通航盛会上向国际通航业宣传自身并寻找合作伙伴。对于此次招商考察，郑州通航试验区有着明确的目标和任务。经过和中国馆团队的深入沟通，一套充实而有效的考察计划应运而生。此次河南省人民政府顾问、郑州市人民





政府高级顾问吴天君先生、河南省郑州市人民政府常务副市长胡荃先生、河南省郑州市上街区人民政府区长黄卿先生等一行 13 人参加考察活动。

此次商务考察约为半天时间。中国馆紧凑的为郑州通航试验区考察团安排了参观 EAA 活动现场、试飞通航飞机、举办郑州通航试验区说明会、与到场外商交流及宴请宾客午餐等活动。中国馆邀约近百名国际通航业界厂商参加了说明会并与郑州代表积极互动。说明会由民航报导发行人赵嘉国先生主持，会间胡荃常务副市长进行了郑州通航试验区的简报，介绍了郑州通航试验区的情况以及发展目标和招商意愿。说明会现场座无虚席，来自国际通航各领域的厂商齐聚一堂，专心聆听胡市长的简报，细





致了解郑州通航试验区的情况和招商需求。简报后的提问环节中，众多厂商畅所欲言表达了对中国通航市场的兴趣和期望，并提出了众多如何进入中国通航市场以及具体合作的问题，表示希望能够深入沟通了解，寻找合作契机。在随后的午餐中，吴书记、胡市长以及郑州的各位领导与国际厂商进行简短的亲切沟通。感谢国际通航业对中国通航以及郑州通航试验区说明会的支持，很高兴借重中国馆的平台让世界了解郑州通航试验区并期待和国际通航业者的深入交流和合作。

在中国馆的组织和协调下，郑州通航试验区在全球最大的通航盛会上宣布发表并招商，取得了在场所有通航业者的关注和回响。在产业区发展之初，积极并高姿态的融入了国际通航市场，争取国际交流、国际合作，获得国际通航业的了解和认同，这使郑州通航产业园获得了巨大的吸引力和国际知名度，协助其日后



在招商中拥有众多的合作伙伴，最为重要的是，此次成功的国际招商活动，是郑州通航试验区从一开始便步入国际舞台，沿着国际通航的大环境正确的行进。

于此同时，作为2012年EAA中国馆的团员，郑州通航试验区被列在中国馆手册之内，随着千余册中国馆手册的发送，越来越多的国际通航业者了解并认识了中国郑州。在中国馆后续的国际客户回访等活动中，我们仍会将郑州设为到访的一站，为地方政府及国际通航厂商提供交流合作的平台。

与地方政府相对应的，作为中国馆团员，中国通航相关企业借助中国馆的平台达成各自的考察学习任务。团员之一的中国民航工程咨询公司作为中国民用航空总局直属单位，负责全国机场总体规划、场道、航站楼机器工艺流程，

以及逐行灯光、供电、给排水、暖通、航油、航空货运、行李系统、安防等中国机场工程项目工作。而随着中国逐步开放低空的信号，国内将大范围建设通航机场。这也是中国民航工程咨询公司考察EAA的目的，来到全球最大的通航盛会，参观被誉为“世界最繁忙机场”的EAA活动期间的威特曼社区机场。了解通航机场运营模式及建设方式，为日后在中国建立通航机场奠定良好的基础。

北京万邦通用航空公司是中国馆的团员之一。作为万邦集团旗下首家通用航空公司，北京万邦通用航空有限公司成立于2011年5月。业务领域涵盖轻型运动飞机制造与销售，航校培训，机场服务等。希望通过EAA中国馆考察国际通航市场，并借助中国馆的平台广邀合作厂商洽谈；评估并寻找合作伙伴，引进美国先进的飞行器制造技术。在参加EAA活动期间，万邦公司在中国馆的协助下与相关国际厂商沟通交流，努力达成考察任务。



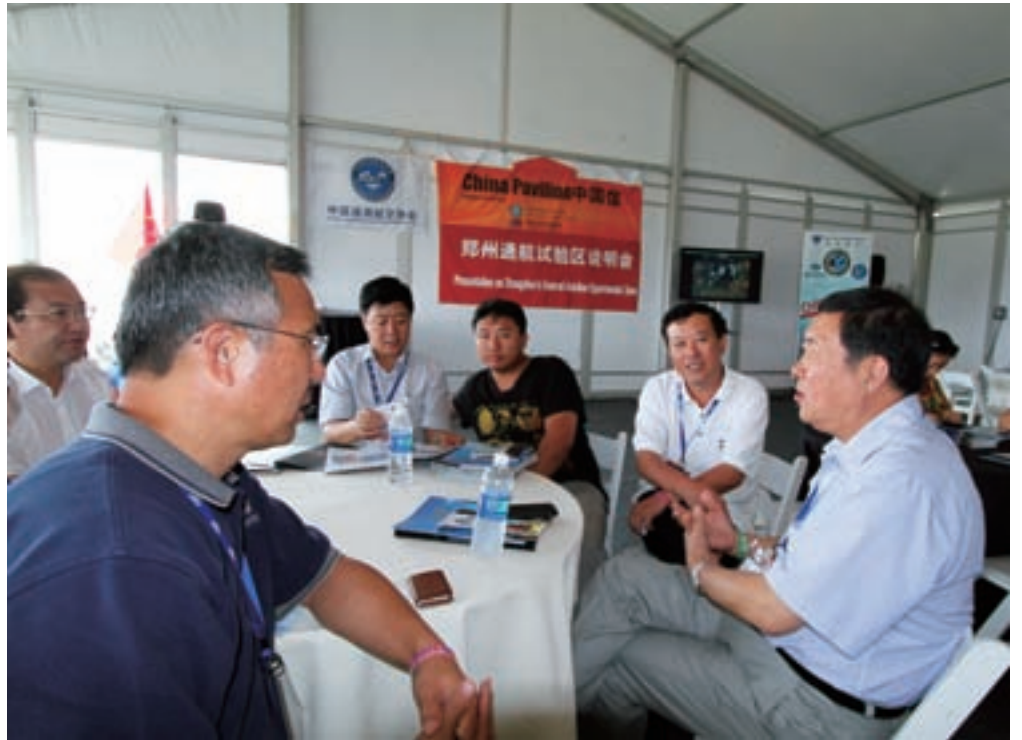
山西鹰鲲商务有限公司作为国内油墨制造行业的翘楚，产品热销国内及全球 36 个国家和地区。首次派员参加 EAA 飞来者大会，通过参加中国馆，了解国际通航领域，感受真正的通用航空。为集团公司考察通航市场，进行投资通航的前期准备。

中国馆不遗余力的扮演着它的角色。即为中国通航业内人士和国际通航业者搭起一座无障碍的沟通和合作的桥梁。让无论是地方政府、国家的民航咨询公司、私人通航公司，乃至有意进入通航领域的企业都可以借助中国馆，成为中国馆的主人，了解并认识国际通航的同时，让国际通航业者更好的了解他们。

(3) 持续发展的中国馆

2012 年第二届 EAA 飞来者

大会中国馆是取得了巨大的成功。中国馆获得了国际众多媒体的关注和报道。这也是中国馆的历史使命，作为中国和国际通用航空届沟通的平台，中国馆让世界更加近距离、更加透明的了解中国、了解中国通航。中国馆的建立和开放使得大量国际业者能第一时间以第一手资料认识了解中国通用航空发展现状与机会，同时了解中国的商业环境与文化，与可能的合作对象零距离的展开互动交流，使得中国的低空开放市场是一个可以看得见，摸得到和可得到的机会和利益。



供应您运营所需的专业航空机组人员：进入全球航空人才库

AVIAINTEL为国际航空产业运营商提供全面的解决方案。我们是少数能供应全方位机组及航空专业人士的服务公司，针对您可能面临的机组及航空运营需求，提供专业服务。

Aviaintel提供的核心服务项目

机组人员的搜寻及到位

大多数的AVIAINTEL工作人员都有航空的专业背景。这使您在机组人员补给过程中，从开始到结束都可放心与我们携手合作，包括：

- 评估人手需求，并确定工作要求。
- 搜寻合适人选。
- 筛选、面试候选人，查核推荐资料并进行背景调查（若可行的话）。
- 预选符合要求的候选人并与您一起做最后的审查挑选。
- AVIAINTEL所提供的专业航空相关人才：飞行员、飞行教官、空服人员、维修技师、航空运营人员等。



国际薪资及人力资源服务

我们的设立于百慕大的子公司提供机组人员薪资服务，使您可聘请全球各地运营所需的任何机组人员。我们部分的薪资服务能力包括：

- 专属机组人员：虽然这些机组人员是AVIAINTEL的员工，但却单独为您的运营单位服务，就像是您组织的一员。
- 支援多种货币：你可从几种不同货币中选择支付的机组人员的货币。我们可帮您省去货币转换的高成本。目前我们接受美元，欧元和瑞士法郎，并可应要求接受其它货币。
- 我们除了为您提供单纯薪资服务外，并可成为贵公司人力资源部门的延伸

临时机组人员和工作人员

- 若您业务临时需要支援，我们可协助您设立并支付临时机组人员。不同于传统的合约制，我们完全用与支援临时员工，就像他们是你的员工一样。对任期较长的项目，你甚至可为他们在雇用期内提供保险。

Aviaintel Bermuda Ltd.

Tel. +1 973 488 7186

www.aviaintel.com

info@aviaintel.com

中文联系电话

010-8559-0830



(THINK BUSINESS)

要想在生意场中赢得竞争力，你就是需要最好的。
欧洲直升机公司的直升机将带你飞得更快更安全，同时享受舒适与安心。
选择**EC135**。



Thinking without limits



AN EADS COMPANY

EAA 飞来者大会中国馆 郑州通用航空试验区国际招商日



2012年EAA飞来者大会于7月23-29日举办。由中国通用航空协会、首都公务机有限公司、美国驻华大使馆商务处和民航报导杂志共同主办的第二届EAA飞来者大会中国馆如期筹建。作为中国馆的团员，郑州通用航空试验区在7月24日举办了盛大的国际招商活动并取得了圆满成功。

2012年7月24日，美国威斯康辛州Oshkosh市威特曼社区机场的中国馆内，郑州通用航空试验区说明会盛大举行。此次作为EAA中国馆团员，郑州通航试验区希望借助EAA中国馆这一国际平台，向世界介绍自身的发展和产业情况，寻找国际合作伙伴，发展通航事业。

郑州通航试验区代表团由郑州市委书记吴天君带队，一同参加的还有郑州市人民政府常务副市长胡荃、郑州市上街区人民政府区长黄卿、河南省民航办通航处处长马学民、河南省体育局航管中心副主任彭刚、郑州市外事侨务办公室主任李陶然、郑州市发展和改革委员会主任史占勇、郑州市商务局局长朱河顺、郑州市上街区人民政府副区长钱世哲、郑州市外事侨务办公室副主任吕剑、郑州市航空枢纽办常务副主任王宏等。

24日一早，吴书记一行在中国馆的安排下，乘坐赵嘉国先生亲自驾驶的中国馆VIP电动车参观了航展活动现场。沿途赵先生向郑州代表团介绍了EAA大会的历史、组织形式、场地布局以及EAA活动的精神等等；随后到达了飞行体验区，中国馆为代表团安排了轻型飞机体验活动。市委书记吴天君和常务副市长胡荃共同体验的是美国Team Tango (www.teamtangoaircraft.com)



飞机公司的轻型飞机，公司总裁 Dennis Moellman 先生热情的为吴书记和胡市长介绍飞机性能并欢迎他们的体验。首次乘坐轻型飞机的吴书记和胡市长喜悦中夹杂着激动，随着飞行员几个惊险的特技飞行动作，短暂而刺激的飞行体验结束了。从飞机上下来，吴书记激动的说：“我也要学开飞机！”。

随后一行人回到位于飞行区旁边的中国馆，郑州通用航空试验区说明会即将开始。此次说明会的目的是将郑州通用航空试验区项目向国际发布，借助中国馆的平台邀约国际通航业界厂商，共同探讨中国通用航空的发展并寻找合作伙伴。在中国馆的邀约下，近百名国际通航公司代表到场参与。说明会由民航报导杂志发行人赵嘉国先生主持，赵先生结合中国经济发





展以及通用航空发展背景，向国际厂商进行了简短的介绍。目的是请国际厂商从大方向上对整个中国的状况有所了解和认同，随后才能够更加顺畅的了解郑州的招商背景。随后EAA协会主席、前美国联邦航空局局长Barry Valentine代表EAA协会发表了致辞，表示对郑州通用航空试验基地表示欢迎，并希望此次招商活动圆满成功；美国驻华大使馆商务处高级商务专家彭爱群代表美国政府致辞，表示会积极协助并促成美国通航厂商与中国地方政府及企业达成合作，创造共赢；中国通用航空协会秘书长王霞、首都公务机有限公司分别致辞，欢迎到场的国内外来宾，并表示中国目前正张开双臂，希望与国际厂商交流沟通并最终达成合作。

随后胡市长对郑州通航试验区项目进行了介绍。介绍从郑州通航试验区的地理位置、历史发展、整体规划、业务模式和发展方向等方面，清晰而扼要的让国际厂商了解了郑州的情况和此次说明会的目的。发言结束后的问答环节中，国际厂商反应热烈，对“中国民航低空开放政策、国际飞机申请中国执照、如何与中国地方政府及企业合作等等方面的问题进行了提问和沟通”。众多国际厂商希望会后更加详细的了解郑州通航产业园并进行后续沟通和联络。最后吴书记代表郑州通航试验区邀请在场所有来宾共进午餐并和EAA官方代表亲切交谈互动。整场招商说明会画上了圆满的句号。

郑州通航试验区借助EAA中国馆平台成功举办招商说明会，在国际通航市场产生了很大的影响和知名度。通用航空是属于世界的，中国通用航空只有积极融入国际化舞台，才能快速、顺畅、有序的发展下去。郑州已经走在了前列！



郑州项目介绍

郑州通用航空试验区成立于2011年3月，规划面积60平方公里，其中核心区13.2平方公里，位于郑州市上街区城区西北部。距郑州主城区20公里，郑州新郑国际机场64公里。试验区发展核心—上街机场建设与1956年，占地1780亩，全封闭机场。机场地势平坦，净空条件良好，机场跑道2000m × 40m，拥有塔台、联络道、滑行道、指挥系统、导航系统等基础设施，拥有储油量达100吨的储油设施2套，拥有半径10公里，真高1000米的本场空域。郑州通用航空试验区核心区以机场为核心划分为研发制造区、飞机维修区、服务保障区、航空物流区、生态商务区、竞技培训区、办公及公共服务区。产业发展导向如下：通航服务业方向包含公务机运营、FBO、商业运输、飞机租赁、通航娱乐休闲、通航运营（农林作业、航空观测等）、航空人才培养、应急救援等；高端制造业方向包含通航飞行器组装及零部件制造、航空材料及小型航空器加工、铝及铝深加工等；辐射关联产业包含商业地产、金融保险、度假休闲、商务会展等。





第 65 届美国国家公务航空协会 NBAA 年会暨公务机展 第二届中国馆将如期筹建

• 介绍

2012 年 第 65 届 NBAA (National Business Aviation Association, 即美国国家公务航空协会, 简称 NBAA) 年会暨公务机展将于 10 月 30 日—11 月 1 日在美国佛罗里达州奥兰多市举办。届时全世界主要的公务航空制造商、运行商、管理服务商将齐聚一堂, 展示其产品和服务, 这是认识和了解公务航空及其设备、运行、管理的最佳机会和场所。届时会有超过 100 场教育会议和维护运营会议, 25000 名业内专家到场。

NBAA 被美国《展会周刊》评为全美展会中第 4 大展会(按展会面积计), 不仅拥有众多出席人数, 还有数目庞大的展商和飞行器。按参与者目的来分, 81% 是观看最新的产品及服务; 73% 为及时了解业内趋势及各种重大问题; 45% 为获取技术信息和规格; 43% 为今后购买时作价格对比和参考; 28% 接受客户服务与支援服务; 13% 为其问题寻找解决方案。以 2011 年为例: 出席人数超过了 26,000 人(比 2010 年增长了 7%), 展商 1006 家, 飞行器静态展示 101 架等。

NBAA 于 2003—2009 年的研究报告显示, 美国使用公务机作为公司营运工具的上市企业或大型公司, 其营业额、产值、获利率、股利、融资能力都远远超过不使用公务机作为营运工具的企业。NBAA 收集、解释和宣传公务机运营和管理方面的数据, 证明了使用公务机更加安全、高效与划算。在中国经济持续成长, 国家号召“走出去”的商业发展模式下, 中国企业使用公务机作为营运工具, 确保企业最大效益、高增长、高回报已经是一个明确的发展方向与结果。公务机的运营与使用在中国将大规模地被广泛挖掘与利用。

随着中国经济的腾飞, 中国市场对公务机的需要将会呈爆发性增长。然而, 截至 2012 年 5 月, 美国公务机数量超过 20000 架, 而中国公务机数量(包括政府专机, 港澳地区在内)约为 100 架, 只占美国的 0.5%, 巴西也已经达到了 3000 多架。美国平均每 1000 亿美元 GDP 产生 141 架公务机的需求量; 巴西虽然与中国同属发展中国家, 但公务机的相对需求量比美国还高, 每 1000 亿美元 GDP 大

约产生 320 架公务机的需求量。回顾近年来的数据不难看出，2008 年、2009 年、2010 年、2011 年中国公务机增长率分别为 30%、40%、50% 和 100%。保守估计，未来五年内中国公务机数量将达到 400 架，复合年均增长率为 20%–25%。按每架公务机 3000–5000 万美元计算，其间所带动的相关行业产值不言而喻。一个国家（或地区）的 GDP 达到 1 万亿美元时，公务机数量为 250 架，而中国目前 GDP 约为 5 万亿美元，拥有 1000 架公务机应不为过。按中国 GDP 每年增速 7% 估算，2015 年中国公务机保有量将达到 500–600 架。

然而，全球公务航空业尚未从几年前的那次金融危机中恢复过来，到目前仍显得低迷和疲软。而中国的公务航空业则没受太大影响，反而得益于市场的强劲需求和越来越开放的通航政策，发展得如火如荼，甚至有人给出公务航空将在中国呈现井喷式发展的预测。再加公务航空在美国等市场的发展渐趋饱和，很多公务航空业者都亟需开拓中国市场，在中国寻找投资地点、合作伙伴等。而中国的公务航空也十分需要这些国家的先进技术和运营、服务的经验。

毋庸置疑，对于地方政府通航部门和公务机公司来说，NBAA 都绝对是最佳的通航活动，因为它是公务航空界的顶级盛会，更是公务航空的最佳商业机会。有无数人参加过这个盛会，也有无数人在这个平台上找到了最佳合作伙伴，购买到了最合适的产品和服务。在这里，你将与世界上最优秀的公务航空产品和服务的生产制造商、运营商、代理商面对面，你要了解产品、服务、潜在合作伙伴都在这里，这里甚至会超出你的期望。

为了协助地方政府通航产业部门和公务机公司顺利参加这个业界盛会、把握最佳商机，《民航报导》杂志和首都公务机公司在再次在 NBAA 上设立“中国馆”，为国内参会者提供与全球公务航空的佼佼者面对面洽谈合作，共谋未来。

我们诚挚邀请贵单位/公司成为中国馆的一员，在首都公务机公司及美国驻华使馆商务处的共同引领和协助下参加此次盛会。经由有效的安排与布置，作为中国馆团员参加此次盛会，将可在极短的时间内了解国际公务航空的规模、运行、成员、商务及投资机会。同时一对一地与相关供应商和运行商探讨合作开发中国市场的机会与模式。



• 公务航空在美国

在美国的制造业和服务业，公务航空创造了 120 万个工作岗位。公务航空是含义更广的通用航空的一部分。通用航空每年为美国经济创造 1,500 亿美元的收入，并为平衡美国贸易差额做出了贡献。2000 年，民用航空总共为美国经济贡献了 9,000 亿美元的收入（约占美国 GDP 的 9%），并创造了超过 1,100 万个工作机会。在民用航空对美国经济贡献 9,000 亿美元的重大份额里，每 9 美元里有 1 美元来自于通用航空。而在这通用航空对经济的贡献里，80% 来自于公务航空。

公务航空不仅对美国经济贡献了大份额，它也是成千上万个小社区的生命线。在美国，有 5000 个公用机场，然而其中只有 500 个机场有商业飞机在运营。这就是说，有时候，公务航空是到达这些小社区或者乡村地区最好的甚至是唯一的交通方式。公务飞机可以使用小的机场，而商业飞机根本不能使用。

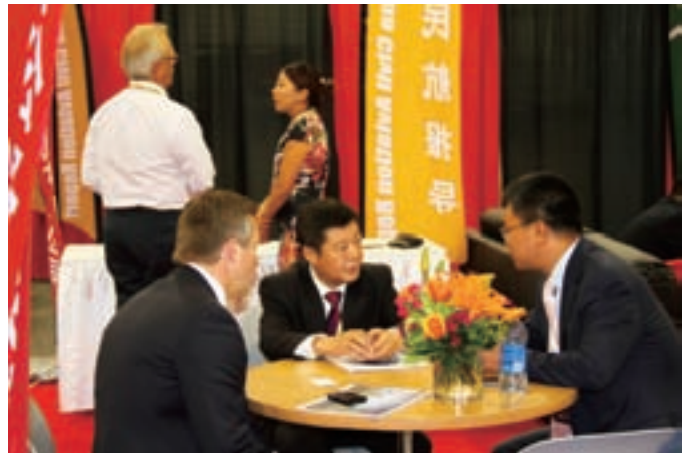
有时候公务航空被称作成千上万小社区的经济命脉，有时候，在危急关头，它却是这些社区的生命线。当危机发生时，如果用别的交通方式无法提供紧急援助，如食品、水、医疗用



品、医务专家和其他必需援助时，那通用航空（包括公务航空）就变成真正的救生员了。根据美国通用航空制造商协会（General Aviation Manufacturers Association）的统计，最近一年中，超过15,000架次的飞行都是为了人道主义救助。由于其灵活性和机动性，公务飞机可以提供此类的人道主义救助。这些飞机可以很快从只有小型跑道的机场上起飞，甚至可以在没有铺设跑道的机场起飞或者直接在地面上起飞。这些飞机特别适合在自然灾害和其他紧急情况发生时，第一时间执行急救任务。Ed Bolen先生在一篇名为《公务航空的合理性》的文章中说道：“简单地说，比起其他交通工具，公务飞机使得公司以最少的时间、最低的成本做更多事情。多数人认为，效率、灵活性和可靠性是管理良好公司的特性。这些也都是公务航空的优点。”Ed Bolen先生还说：“研究得出，一直使用自己的飞机作为运输工具的公司比那些不使用公务航空的同行业公司能为他们的股东创造更多价值。”

• 公务航空在中国

鉴于公务航空给美国经济和使用公务航空的美国企业带来了那么多好处，也难怪中国的公务航空业正在崛起。在中国的GDP每年以10%的速度稳步增长的时候，中国的公务机数量也在明显增长。据估计，10年内，将有大约600架公务机进入中



国市场；到2020年，将会有1,000架各种类型的公务机在中国运行。中国公务航空迅速发展的一个主要原因是，中国的公务航空还处于婴儿时期。

NBAA认识到，对于中国来说，现在是公务航空发展的重要时期；为了保持NBAA一贯的宗旨和目标——为推动整个美国乃至全世界的公务航空服务——NBAA正在努力帮助中国公务航空业得发展。





第 65 届美国国家公务航空协会 NBAA 年会暨公务机展 中国馆团员招募邀请函

敬启者：

2012 年第 65 届 NBAA (National Business Aviation Association, 即美国国家公务航空协会, 简称 NBAA) 年会暨公务机展将于 10 月 30 日 - 11 月 1 日在美国佛罗里达州奥兰多市举办。届时全世界主要的公务航空制造商、运行商、管理服务商将齐聚一堂, 展示其产品和服务, 这是认识和了解公务航空及其设备、运行、管理的最佳机会和场所。

我们诚挚邀请贵单位 / 公司成为中国馆的一员, 在中国通用航空协会 (筹), 首都公务机公司及美国驻华使馆商务处的共同引领和协助下参加此次盛会。经由我们有效的安排与布置, 贵单位 / 公司作为中国馆团员参加此次盛会, 将可在极短的时间内了解国际公务航空的规模、运行、成员、商务及投资机会, 同时一对一地与相关供应商和运行商探讨合作开发中国市场的机会与模式。

这是地方政府、通用航空产业园、投资公司进行国际招商和邀约公务航空飞机和零部件生产制造、运营、维修、培训、销售等厂商前来贵园区和省市地区投资的最佳机会。借助国际记者发布会的宣传, 贵机构 / 公司的项目与计划将被全球公务航空业界认识与关注, 千万不要错过此一国际招商与学习交流的机会。

会后中国馆代表团将参观访问当地通用航空机场和公务机固定运营基地 (FBO), 认识和学习美国地方政府经营通用航空机场的效益与机制, 公务航空运营与发展。在参与第一线的沟通交流后, 您一定可以将美国旺盛的公务航空事业成果带回国内, 协助所在地航空事业的发展和经济的持续推动。



China Civil Aviation Report
民航报导

Uniworld Since 1970
The China Business Specialist

详情请联系美国世兴公司北京分公司

电话: 010-8559-0830 转 207

电邮: LindaGao@UniworldChina.com

联络人: 高瑞玲

中国通用航空协会 (筹)

首都公务机公司

美国驻华使馆商务处

《民航报导》

美国世兴公司

共同敬邀

学习飞行 SeaMax 已经成为我的事业，改变了我的生活 Learning to Fly a SeaMax Has Been a Career and a Life Changer

作者：Richard S. Rofé
By Richard S. Rofé

I was always fascinated by machines of motion, boats, cars, motorcycles and airplanes. Being a pilot held special meaning to me and I looked up to pilots of any level, piston planes, helicopters, jets, astronauts etc.... I remember my father pointing out airplanes when they flew overhead and telling me what type they were. At age 10 I started playing with U Control gas powered planes that would make you dizzy as you held the controller attached to a wire as the loud plane spun you round and round. I began flying gas and electric model airplanes in college and would drive far away from school to get to an aerodrome. Limited to being a remote control model airplane pilot only, I put my energy and free time into boating beginning in 1980 and I have had a boat ever since. Boating didn't require a license in NY state where I lived and obtaining the pilot's license was a big barrier in my mind at the time. Over the years my interest in flying and in aircraft never waned. I remember sitting at the end of random runways in my car with the roof open watching the planes land. (In those days you could get close to the approach end of a runway without police intervention)

I attended University but I wasn't a natural student and felt very inferior in mathematics. I also had a slight fear of heights and intense motion (especially when out of my own control) and vowed never to go on a rollercoaster. I was not and am not a risk taker although some people would argue that point with me. With some fears and weaknesses as my base, I was sure that flying a plane and getting a pilot's certificate was



我经常被运动类机械深深吸引住，如船、汽车、摩托车和飞机等。对于我来说，成为一名飞行员有着特殊的意义。我尊敬所有类型的飞行员，不论是飞活塞飞机、直升机、喷气机，包括宇航员等等。我记得小时候，当飞机从我们上空飞过，父亲总是指着飞机告诉我那飞机是什么类型。当我 10 岁时，我开始玩 U 控制气动飞机，这种飞机会让你眩晕，因为你是手握连着电线的控制器来操纵飞机，飞机的声音则非常大，并且会一圈一圈的旋转。从我上学院起，我开始飞气动和电动模型飞机，我可以驾驶着这类飞机飞离学校很远，直至机场。我不想受限于只能做一个遥控模型飞机的飞行员，所以 1980 年，我便开始把精力和业余时间花在划船上，还曾经拥有过 1 艘小船。在我生活的纽约州，划船不需要什么执照，当时在我的意识里，花的飞行员执照是一个很大的挑战。然而在那几年里，对于飞行和飞机的兴趣始终没有衰退。我记得，我把车随意开到一条跑道的末端，将车顶打开，看着一架架飞机降落下来。（当时，警察不会限制人们走到跑道尾端）

后来我上了大学，但我不是一个好学生，数学成绩很不好。我还有轻微的恐高症，害怕激烈运动（尤其是一些自己无法控制的运动），还发誓永远不坐过山车。我从来不是、将来也不会是一个冒险者，虽然这一点一些人会反对。有这些恐惧和软弱等弱点，我曾经十分笃定地认为开飞机和获得飞行驾照是绝对不可能的。但是我登上了堂兄的 Piper



out of the question. I did take a flight with a cousin in his Piper Comanche from Long Island NY to Syracuse NY and remember being amazed by the experience - how my fear of heights and my assumption it would be like a rollercoaster never materialized. So in 2007, at the age of 43, after many years in business as an entrepreneur building and selling companies, I came to the conclusion that life was too short to stay grounded. While on vacation in Florida I saw a sign for a 15 minute sightseeing flight in an ultralight amphibious aircraft over Key Biscayne. I casually pulled my rental car into Ultralight Adventures wearing a bathing suit, topsiders and a t-shirt not realizing how the next 15 minutes would have a profound impact on my life and on my career.

The exhilaration and amazement I felt was intense as we took off from the water and flew over the Key, over the Ritz Carlton Hotel and then down to only 5 feet above the ocean and back up again to see a group of dolphins just below the surface. We flew over the yacht club, the highway, the trees and the marina and landed right in the same spot we took off from.

Immediately after stepping off the plane and onto the beach I realized just how badly wanted my own ultralight, erroneously thinking there was no license required. As I began asking questions about price and delivery I was quickly told about the new relaxed US law that was recently passed for people like me that wanted to fly recreationally and in small light planes - the sport pilot certificate.

When I got back home to NY I began taking lessons right away to see if I could earn my sport pilot certificate. The first thing I noticed was that studying for my pilots license was unlike the painful years in school I remembered - for some unknown reason now I actually loved to study. I would come home from work and watch videos and read books all night long. I would take practice tests and I would drive 45 minutes each way to get to the airport and fly with my instructor. After 65 hours of flight time I

Comanche 飞机，从纽约州长岛飞往纽约州的雪城。我至今都记得当时对那段经历感到多么惊奇，我的恐高症和之前的臆想压根儿没有出现，就像我从来没有坐过过山车一样。所以 2007 年，在我 43 岁的时候，当时我已经商，成立公司和售卖公司多年了，我得到了一个结论：一直呆在地上的生活显得无趣了。因此，有一次在佛罗里达州度假，我报名参加了一个乘坐超轻型水陆两栖飞机在比斯坎湾飞行 15 分钟的观光活动。我漫不经心地把租来的车子停在该超轻型飞机冒险活动的现场，换上游泳衣、帆船鞋和 T 恤衫，并没有意识到下面的 15 分钟将对我的人生和我的职业产生多么深远的影响。

当飞机脱离水面，飞向天空，飞到丽嘉酒店上空，然后降落至距海平面只有 5 英尺的距离，返回时看到一群海豚在水面以下清晰可见，当时我有种强烈的喜悦感和惊异感。我们飞到游艇俱乐部上空、公路上空、树林上空、码头上空，然后稳稳降落在我们出发时的地点。

当我们走下飞机，上了岸，我突然产生拥有自己超轻型飞机的强烈渴望，但错误地认为开超轻型飞机是不需要执照的。当我问起这种飞机的价格和交付事宜时，有人把美国刚颁布的稍微宽松的法律告诉了我，该法律就是为我这种开飞机消遣的人们所制定的，主要规定小的轻型飞机，还涉及运动飞行员证书。

当我返回在纽约州的家中后，我很快开始上课，想看看自己能否获得自己的运动驾驶员证书。我注意到的第一件事情是，考飞行员证书的学习并不像我之前在学校记得的那么痛苦——说不出来为什么，我当时十分喜欢去学习。下班回家后，我就开始通宵地看视频、读书。我参加考试、开车 45 分钟去机场跟我的教练一起飞行。在拥有了 65 个飞行小时后，我通过了口试和试飞，成为了一名运动飞行员！这对我来说可是一件了不得的事。我完成了一件我一直梦想的事情，而我以前认为自己不可能做成这件事情。我现在参加了一个小小的不多见的俱乐部，我是一名飞行员，尽管是比较低水平，但是我可以合法安全地飞一架飞机。

每天晚上学习完后，我都花时间寻找合适的飞机。出于安全考虑，我对在任何地方都能起降的飞机比较感兴趣。我将搜寻目标定在水陆两栖超轻型运动飞机，也见到过一些看起来正





passed my oral test and my check-ride and became a Sport Pilot. This was a very big deal for me. I accomplished something that I always wanted to do, but thought was out of my reach. I was now in a small and rare club, I was a Pilot, albeit a low level one, but I could legally and safely fly an airplane.

After my studies each night I would spend time looking for the perfect aircraft. For safety purposes I was very interested in the ability to take off and land virtually anywhere. I focused my search on amphibious light sport aircraft and came across a few that seemed to be the perfect combination of my newly learned flying skills, coupled with my long time boating skills and I decided for many reasons that this was exactly the type of plane for me.

After digging deeper I quickly learned that these airplanes were in fact just prototypes and were not available. I then learned all about the world of "experimental aircraft", planes that were made from kits of many different designs. I found one that fit my needs and had it built with the help of some professionals. As someone who had some existing trepidation I was never fully comfortable in a homebuilt airplane and I sold it after only 2 months. I then spent several more months and searched the globe for a factory built approved amphibious light plane and luckily found the perfect airplane for my type of flying - the SeaMax M22. The M22 was a true "flying boat" quietly being made in Brazil. It was already certified in the United States as an S-LSA (special light sport aircraft) and had a full 10 year safe history and track record. Assuming there had to be other people like me, I not only bought a SeaMax, but I closed my investment fund company and proudly partnered with the designer and manufacturer, a famed aeronautical engineer who built the first prototype in his backyard and like me lives for the moment. Today we market to the United States, Canada, Mexico and China, the new and potentially largest general aviation market in the world. Since January 2012 I have put over 250 hours on my SeaMax and have flown it from NY to Florida where it won the prestigious award for Best Light Sport Aircraft at Sun N' Fun, the second largest aviation show in the United States.

好可以使我综合运用我最近学习的飞行技能和我的长期划船技能的理想机型，经过综合考虑我认定这种飞机的确是最适合我的机型。

经过深入了解，我发现这种飞机实际上只处于模型阶段，还不可用。然后我开始全面了解“实验飞机”，这是一种由很多不同设计的原件制作而成的飞机。我找到了一种适合我的机型，并在专业人士的帮助下制造了出来。作为一个容易担忧的人，我对这架自制的飞机不完全放心，所以2个月后就卖了它。然后我又花了数月时间在全球范围内寻找生产经过认证的水陆两栖轻型飞机的厂商，很幸运的是，我找到了一家厂商，这家厂商生产的飞机完全适合我——SeaMax M22。M22简直是一架“会飞的船”，在巴西默默地生产。该飞机已经在美国获得了认证，是一架特殊的轻型运动飞机（special light sport aircraft，简称“S-LSA”），这种飞机已经有10年的安全飞行历史和跟踪记录。当时如果别人也遇到这个机会，肯定也会像我一样做出同样的决定：我不仅买了一架SeaMax飞机，而且关闭了我的投资基金公司，还很愉快地和该飞机的设计者和制作者展开了合作。这种飞机的设计者是一位著名的航空工程师，他在自家后院制作出了该飞机的第一个模型。他当时出于爱好建造了这个飞机模型，放弃了当时的工作。就像我因为兴趣而和他合作，而放弃了原来的职业一样，我们选择了活在当下。今天，我们生产的这种飞机已经在美国、加拿大、墨西哥和中国等国家打开了市场，中国也是世界上新兴的非常有潜力的最大市场。从2012年1月到现在，我已经开了250小时的SeaMax飞机，从纽约州飞到了佛罗里达，并在佛罗里达州Sun N' Fun飞来者大会（美国第二大航空展）获得了享有声誉的奖——最佳轻型运动飞机奖。

在SeaMax的典型一天与我之前经历的一切都不一样。我在纽约办公室附近的一片水上起飞，参加美国康涅狄克州丹伯里市的午餐会议（开车去需要3小时，但是开飞机只需要34分钟）。午餐后我飞往西汉普顿拜访朋友（开车需要5小时，开飞机只需要45分钟），拜访完朋友我飞回家，正好还有时间去接我的孩子放学回家。这种飞跃山川、树林和河流的事实简直令人难以置信，我可以在机场、湖泊、草地降落，如果天气条件不错，我还可以在海平面降落，这改变了我的人生。由于该SeaMax飞机驾驶舱有透明圆形顶篷罩，而且发动机置于驾驶舱后面，所以飞行员可以欣赏沿途壮丽的景色。驾着飞机像一艘快艇一样以60米/时的速度从水平面上起飞，比我以往我想象中要酷多

A typical day in the SeaMax is very different from anything I have ever experienced. I have flown from the water right near my office in New York City to a lunch meeting in Danbury, Connecticut (3 hours by car but only 34 minutes by plane). I left lunch in Connecticut and flew to West Hampton beach to visit my friend (5 hours by car but 45 minutes in the plane) and flew back to my home in time to visit with my kids when they got home from school. Flying over the mountains, trees and rivers is surreal and the ability to land at any airport, lake, grass field or the ocean on calm days, has changed my life. The views are spectacular since the SeaMax has a bubble canopy and the engine mounted behind the cockpit. Zooming across the water at 60mph like a speedboat turns more heads than anything I ever imagined, but I don't do it for looks or recognition from others, I do it because it's the most fun I have ever had on the water. The SeaMax has taken me on short trips of 8 minutes across the long island sound without traffic, tolls or bridges and it has taken me on trips of 14 hours with multiple stops. With its wide cockpit and adjustable Recaro seats I am never uncomfortable and the ability to fly for 5 hours without having to refuel using a mere 5 GPH of regular auto gas at 100kts cruise speed is astonishing.

Today, I am engrossed in the industry on every level and receive and read every publication regarding flying both in print and online. I am a member of AOPA, EAA and the SPA and attend many fly ins and conventions. I am working on my private and instrument rating and fly at least 4x a week.

Even being a successful businessman who has been in a wide variety of industries, I have found that flying has given me a sense of pride and adventure unlike anything I have ever experienced. My only regret is that I didn't get to it sooner. However, on some level I have always believed that timing is everything in life, as it is in business, and maybe things wouldn't have worked out as well for me as they have if timing had been different.

了！我不是因为这看起来很拉风或者很惹眼才做这件事，而是因为这么做可以让我在水上得到最大的快乐。由于该飞机驾驶舱宽敞，安装了可调节的瑞卡罗座椅，我感觉非常舒服。该飞机可以连飞5小时不用加油，仅仅消耗5GPH的普通汽车汽油，速度则可以达到100海里/小时，不得不说这令人惊奇。

今天，我已经完全被这个行业吸引。每天都收到来自印刷稿和网络关于飞行的约稿并加以拜读。我是AOPA、EAA和SPA的会员，经常参加很多飞来者大会之类的会议和展会。我目前正在考私人仪表等级执照，每周至少飞4次。

实际上，作为一名涉猎多个领域的成功商人，我发现飞行给了我一种其他事物给不了、我从未经历过的自豪感和冒险犯难的快乐。然而，在某种程度上，我一直相信人生中时间就是一切，就像从商一样。而且对于我来说，时间对了有些事情就会发生，正如时间不对有些事情就不会发生一样。





巴西航空工业飞鸿 100 通过中国民航局型号合格认证 Phenom 100 Achieves Type Certificate From the CAAC

Not too long ago, the Phenom 100, an ultra-light business jet manufactured by Embraer S.A., was issued the Type Certificate by the CAAC.

Guan Dongyuan, Embraer S.A.'s president of the Greater China region said, "In the recent years, Embraer S.A. has achieved steady developments in China's bizjet market." The achievement of the Type Certificate from the CAAC is very good news for both Embraer S.A. and its potential clients. The highly visual cockpit, steady control performance and reliable system can meet the wide range of requirements of all of their clients, including solo flights, flight training schools and commercial operations.

The Phenom 100 can carry up to eight passengers. When the Phenom 100 meets the requirements of the NBAA IFR Fuel Reserves, the aircraft can fly 2,182 km (1,178 nautical miles), that is, the aircraft can directly fly from Beijing to Tokyo or from New York to Miami or from London to Tunisia.

The Phenom 100 is a business jet that has been delivered the worldwide the most in recent years. Since 2010, 105 Phenom 100 business jets have been delivered.

巴西航空工业公司 (Embraer S.A.) 飞鸿 100 超轻型喷气公务机获得了由中国民用航空局 (CAAC) 颁发的型号合格证书。

巴西航空工业公司大中华区总裁关东元表示：“近年来，巴航工业在中国公务机市场取得稳健发展。飞鸿 100 通过民航局型号认证，无论是对巴航工业还是潜在的客户而言，都无疑是极为利好的消息。飞鸿 100 高度直观的驾驶舱、稳定的操控性和可靠的系统能够满足不同用户的广泛需求，包括单人驾驶、飞行学校和商业运营商等。”

飞鸿 100 可搭载多达 8 名乘员。在符合 NBAA IFR 规定的备份燃油条件下，飞鸿 100 的航程达 2,182 千米 (1,178 海里)，即飞机可从北京直飞东京，从纽约直飞迈阿密或从伦敦直飞突尼斯。

飞鸿 100 是全球近年来交付量最多的喷气公务机，自 2010 年以来交付量已逾 150 架。

Business Aircraft Maintenance Added to the Services Offered by China Eastern Airlines Executive Air

东方公务航空业务拓展至公务机维修



In June, the CAAC East China Regional Administration issued the China Civil Aviation Regulation-Part 14-5R3 qualification to China Eastern Airlines Executive Air Co., Ltd. (China Eastern Airlines Executive Air for short). China Eastern Airlines Executive Air will now be able to offer business aircraft maintenance services along with the services they already provide, such as their business aircraft ground service agency, business aircraft trusteeship, business aircraft charter flights and more.

In March of 2011, China Eastern Airlines Executive Air passed the qualifications required for the certification of Chapter K of the CCAR-91 OPERATIONS SPECIFICATIONS and acquired the qualification required to perform business aircraft trusteeship. In February of 2012, the CAAC East China Regional Administration issued the Air Operator Certificate to China Eastern Airlines Executive as they have passed the RULES ON OPERATION CERTIFICATION OF SMALL AIRCRAFT COMMERCIAL TRANSPORT OPERATORS qualifications.

In recent years, China's huge business aircraft market has gradually emerged and China's business aviation industry will rapidly develop. China Eastern Airlines was one of the earlier operations to get involved in this newly emerging industry and now it has a professional technical support team. In 2009, China Eastern Airlines seized an opportunity and pooled resources together with Shanghai Airlines' and was approved by the directorate to use self-raised finances to found a wholly owned subsidiary company, China Eastern Airlines Executive Air Co., Ltd..

6月中旬，民航华东地区管理局向东方公务航空服务有限公司授予CCAR145部维修单位资质，意味着东方公务航空自此拥有了公务机维修资质，该公司由此成为业务范围涵盖公务机地面代理、托管、包机及维修等全方位服务的通用航空公司。

2011年3月，东方公务航空通过民航CCAR-91部K章（《航空器代管人的运行合格审定和运行规则》）运行合格审定工作，取得了公务机托管业务资质。今年2月，民航华东地区管理局给东方公务航空服务有限公司颁发了CCAR-135部（《小型航空器商业运输运营人运行合格审定规则》）运行合格证书。

近年来，中国内地潜在的巨大公务机市场逐渐显现，国内公务航空业迎来高速发展期。东航涉足公务航空业保障、代理等领域较早，有一支专业技术保障队伍。因此，东航抓住机遇，并整合了原上航资源，于2009年经董事会批准自筹资金5000万人民币成立全资子公司“东方公务航空服务有限公司”。

哈尔滨建中国首条公务机生产线 Harbin Constructs the First Business Aircraft Production Line in China

Recently, the National Development and Reform Commission approved the large business jet manufacturing project of the Harbin Embraer Aircraft Manufacturing Co., Ltd., signaling not only China's first business aircraft production line to be located in Harbin, but also the first step in the high-end field of aviation for the China-Brazil joint venture.

The Harbin Embraer Aircraft Manufacturing Co., Ltd. is a joint venture between the Aviation Industry Corporation of China (the "AVIC") and Embraer S.A.. The previous joint project between the two corporations was the production of the ERJ145 passenger aircraft. The to-be-started business aircraft production project is to manufacture the Legacy 600/650 jets. The start-up capital is 12.5 million dollars and the annual production capacity will be 6 aircraft, with the annual value of production to reach 1 billion RMB. The first jet is expected to roll off production line by the end of 2013.

The legacy 600/650 jets are developed and produced by the Embraer S.A. and are regarded as two of the top business aircraft in the world. The legacy 600/650 jets have a cruise endurance of 7,223 km and can land on and take off from airports of 4,200 m above the sea level. The Legacy 650 can carry 13 to 14 passengers. Not long ago, Jackie Chan bought a Legacy 650, which was the first Legacy 650 in the China market making Jackie Chan an Embraer S.A. brand ambassador.

Currently, the number of orders for the Legacy aircraft has increased to 18. In the current plans, by 2021, the Harbin Embraer Aircraft Manufacturing Co., Ltd. is expected to product 48 business jets.

日前，国家发改委正式签发了哈尔滨安博威飞机制造有限公司生产大型喷气公务机项目，这不仅标志着中国首条公务机生产线落户哈尔滨，也使以安博威为平台的中巴航空合作步入高端领域。

哈尔滨安博威飞机制造公司是中航工业与巴西航空工业公司的合资企业，此前，双方合资项目为ERJ145支线客机。双方即将启动的公务机生产项目，主要产品为莱格赛600/650两个机型，启动资金1250万美元，年产能力6架，年产值超过10亿元。首架机计划于2013年底下线。

莱格赛600/650机型由巴西航空工业公司研制生产，是目前世界顶级公务机品牌之一。续航能力7223公里，可在海拔4200米以上机场起降。其中，莱格赛650可搭乘13至14名乘客。前不久，成龙购买了中国市场首架莱格赛650，并成为巴西航空工业公司品牌形象大使。

目前，中国市场确认的莱格赛公务机订单已增至18架。按照计划，到2021年，哈尔滨安博威将生产48架公务机。





国产 AC311 轻型直升机获型号合格证 已售 62 架

The Domestic AC311 Light Helicopter Has Been Issued the Type Certificate and 62 AC311s Have Been Ordered

At the end of June, the AC311, developed by the Aviation Industry Corporation of China (AVIC) received the type certificate issued by the Civil Aviation Administration of China (CAAC). At the issuing ceremony, The Shaanxi GA Investment Co., Ltd., AVIC International Aero-Development Corporation, China National Aero-technology Input & Export Corporation and China Flying Dragon General Aviation Co., Ltd. signed orders with the AVIC Helicopter Co. to purchase 62 AC311 series helicopters.

The AC311 is a light, general, single-engine helicopter with a rating of 20,000 tons and is developed by the AVIC China Helicopter Research and Development Institute and the Changhe Aircraft Industries Group Co., Ltd., which are both subsidiaries of the AVIC Helicopter Co. The AC311 is a China-made helicopter with intellectual property rights belonging to China. The AC311 helicopter can accommodate 6 persons, has a payload capability of 900 kg, a maximum take-off weight of 2,200 kg, a maximum cruising speed of 242 km per hour, a maximum flying distance of 620 km and a maximum flying time of 4 hours.

The AC311 helicopter is used widely in flight training, business flights, police and law-enforcement, communication conducting, aerial photography, ocean monitoring, disaster relief, power line inspection, forestry fire control and other related tasks.

6月底，中国航空工业集团公司（中航工业）自主研发的2吨级AC311轻型民用直升机获得了中国民用航空局颁发的型号合格证。在颁证现场，中航直升机有限责任公司（中航工业直升机）分别与陕西通航投资发展有限公司、中航国际航空发展有限公司、中航技进出口有限责任公司、中国飞龙通用航空有限公司签署了62架AC311系列直升机订单，标志着AC311直升机开始规模化进入市场。

AC311是2吨级单发轻型通用直升机，由中航工业直升机旗下中航工业直升机所和中航工业昌飞联合研制，具有自主知识产权，在同类机型中达到当代国际先进水平。AC311直升机可乘坐6人，有效载荷900千克，最大起飞重量2200千克，最大巡航速度242千米/小时，最大航程620千米，最大续航时间4小时。

AC311直升机可广泛应用于飞行训练、公务飞行、公安执法、通信指挥、航空拍摄、海洋监视、抢险救灾、医疗救护、电力巡线、护林防火等各种通用航空领域。

河南宏力医院通用航空临时起降场成功试飞 Flight Test for Henan Honliv Hospital's Temporary GA Landing Field Successful

The flight test for the flight procedure field verification of Henan Honliv Hospital's temporary GA landing field, organized by the CAAC Central and Southern Regional Administration, was successful. The CAAC Henan Administration of Work Safety, the Henan Provincial ATMB/CAAC, the Henan Honliv Group Co., Ltd., the Survey and Design Institute of the Air Force of the PLA Guangzhou Military Area Command, Anyang Aero Sports School and other related units attended the flight test.

The flight test was conducted with an EC-135 aircraft from Anyang General Aviation Co. Ltd. The aircraft conducted verifications for the visual approach and departure procedures, airport operation criteria and other related tests. The verification process lasted for one hour.

The success of the flight test of the temporary landing field of Henan Honliv Hospital is of great importance to the development of the general aviation industry in the Henan province. Henan Honliv Hospital is China's first non-state operated and non-profit medical institution. The temporary landing field is set up mainly for emergency rescues, which will bring in certain social effectiveness and promotional functions to the development of aerial medical treatments and general aviation in the Henan province.

6月底，中国民用航空中南地区管理局（简称“中南管理局”）组织河南宏力医院通航临时起降场飞行程序实地验证试飞成功。河南监管局、河南空管分局、河南宏力集团、广空勘察设计院、安阳航校等单位相关部门参加了试飞组织保障。

本次试飞使用安阳通航EC-135型飞机，对河南宏力医院通航临时起降场目视进场、离场程序、机场运行标准等进行了实地验证，历时1小时。

宏力医院通航临时起降场的试飞成功，对推进河南地区通用航空发展具有重大意义，宏力医院是全国首家公益性质以医疗急救为主设置临时起降场的民营医疗机构，对河南地区空中医疗急救和通用航空发展具有良好的社会效益和促进作用。



工银租赁 3 亿美元购莱格赛公务机 ICBC Financial Leasing Spends 300 Million Dollars Buying Legacy 650 Business Jets

ICBC Financial Leasing released the news in late June that they had signed a contract with Harbin Embraer Aircraft Industry Co., Ltd. to buy 10 Legacy 650 business jets. The contract states that there is a confirmation order of 5 jets and an intent order of 5 more jets. The first business jet order will be delivered by the end of 2013.

The Harbin Embraer Aircraft Industry Co., Ltd. is a joint venture between Embraer S.A. and the Aviation Industry Corporation

6月下旬，工银租赁发布，公司与哈尔滨安博威飞机工业有限公司（下称安博威）签署一份10架莱格赛650大型公务机的销售协议。其中包括5架飞机确认订单和5架飞机意向订单，首架公务机计划于2013年年底交付。

安博威是巴西航空工业公司（下称巴航工业）和中国航空工业集团公司的合资

of China. ICBC Financial Leasing is the first to use the Legacy 600/650 business jets manufactured by the Harbin Embraer Aircraft Industry Co., Ltd.. Guan Dongyuan, Embraer S.A.'s president of Greater China, expects that in the next ten years, the China market will need approximately 635 business aircraft.

The cooperation between ICBC Financial Leasing and the Aviation Industry Corporation of China means that the two state-owned groups have strong confidence in the business aviation industry and that the low-altitude airspace management system will embrace more reforms.

企业，而该订单亦是安博威莱格赛 600/650 公务机项目的启动用户。中航工业大中华区总裁关东元表示，预计未来十年中国市场需要 635 架公务机。

工银租赁和中国航空工业集团公司的合作，代表两家国有集团对公务航空领域的看好，同时意味着低空开放管理体制将迎来更深入的改革。

飞行学院重庆通航培训公司正式挂牌成立

The CAFUC Chongqing GA Training Company is Officially Established

In early July, the Civil Aviation Flight University of China (CAFUC) and the Chongqing Helicopter Investment Co., Ltd. founded CAFUC Chongqing GA Training Company Limited (CAFUC Chongqing GA Training), which is located in the Chongqing Electricity & Machinery Mansion.

Tong Xiaoping, deputy mayor of the city of Chongqing, Wang Jian, deputy administrator of the CAAC Southwest Regional Administration, Zheng Xiaoyong, principal of the CAFUC, Xie Huajun, chairman of the Chongqing Machinery & Electronics Holding (Group), Ltd. and Huang Yong, president of the Chongqing Helicopter Investment Co., Ltd., were all present at the unveiling ceremony of the CAFUC Chongqing GA Training company. The unveiling ceremony was presided over by Cui Jian, deputy secretary-general of the Chongqing government and director of the Chongqing State-owned Assets Supervision and Administration Commission.

At the ceremony, Zheng Xiaoyong and Huang Yong together unveiled the CAFUC Chongqing GA Training Company Limited and issued the title of the company to Gong Wei, chairman of the company and Guan Lixin, deputy chairman of the company.

With the properties of a limited liability company, the CAFUC Chongqing GA Training Company Limited is an aviation training organization of non-degree education. In the future, the CAFUC Chongqing GA Training Company Limited will conduct GA pilot license training, commercial pilot license training and maintenance as its main forms of business and will develop into a base for training of various aviation talents. According to the plan, the company will have 3,000 students and train 300 flight professionals annually and train 500 maintenance professionals annually by 2020.

7月初，中国民航飞行学院（简称“飞行学院”）以无形资产和人力资源参股的形式，与重庆直升机产业投资有限公司（简称“重庆直投”）共同创办“飞行学院重庆通用航空培训有限公司”（简称“培训公司”）在重庆机电大厦正式挂牌成立。

重庆市副市长童小平、中国民用航空西南局副局长王坚、飞行学院院长郑孝雍、重庆机电集团董事长谢华骏、重庆直升机产业投资有限公司黄勇等出席培训公司成立挂牌仪式。挂牌仪式由重庆市政府副秘书长、市国资委主任崔坚主持。

挂牌仪式上，郑孝雍和黄勇共同为培训公司成立揭牌，并向培训公司董事长龚伟和副董事长关立欣授牌。

通航培训公司性质为具有有限责任公司性质的非学历教育航空培训机构。通航培训公司未来将主要以通用航空飞行员私照和商照以及机务维修培训为主业，并逐步发展成为涉及各类航空人才的培训基地。规划到 2020 年，在校学生规模将达到 3000 人，飞行专业人才年培训能力为 300 人，机务维修专业年培训能力为 500 人。

金雁通航成为国内首家初级飞机商照培训机构 Jinyan GA is China's First Organization to Conduct Primary Commercial Flight License Training

In early July, the Aeronautical Radio Model Sport Management of the General Administration of Sport in China approved Hebei Jinyan General Aviation Co., Ltd.'s training program for commercial pilot certification of primary planes in accordance to related regulations and rules. This is China's first GA company to attain the ability to train students for a commercial pilot certificate for primary planes.

Primary planes are called light sport aircraft (LSA) in foreign countries. LSA are low in price and operational costs and can provide much entertainment to people, much like sports. This kind of aircraft has become a new favorite among those with a passion to fly in China. In recent years, flight activities of LSA are increasing in popularity and developing rapidly. According to the related China Civil Aviation Regulation, to attain a commercial pilot certificate for LSA, one only needs a Class II Medical Certificate and no less than 150 flight hours. Night and instrument flying experience is not required. Pilots who have obtained the commercial pilot certificate for LSA can fly a LSA for money. The operation of training for the commercial pilot certificate for LSA has blazed a new path for people with physical conditions lower than the requirements for a Class I Medical Certificate to follow a path to a career in flying and is of great significance to promoting flying activities such as domestic flying clubs.

The Hebei Jinyan GA Co., Ltd. has its main operation base located at the Hebei Huanghua GA Aerodrome. The company currently has 6 aircraft, including the J160-C aircraft made in Australia and the SA60L aircraft made in China. At the beginning of this year, the company obtained the Class A General Aviation Air Operator's Certificate and the Commercial Air Operator Certificate. The first two batches of students have obtained commercial pilot certificates already.

7月上旬，国家体育总局航管中心依据有关规章，在全面检查审定的基础上，批准了河北金雁通航股份有限公司初级飞机商用驾驶员执照训练大纲和《运行规范》。这是国内首家通航公司取得初级飞机商照培训资质。

初级飞机在国外叫轻型运动飞机（LSA），具有购置与运营成本低、获取飞行执照容易、运动与娱乐感强、飞行观赏性好等显著特点，成为广大航空爱好者的新宠。近些年，初级飞机的飞行活动在国际上日益普及，发展势头极为迅猛。根据现行中国民航规章，取初级飞机商用驾驶员执照，只需持有II类体检合格证，飞行经历时间达到150小时，且无需夜间及仪表飞行经历。取得初级飞机商用驾驶员执照的飞行员，可以驾驶初级飞机作取酬飞行。初级飞机商用驾驶员执照培训业务的开展，为身体条件达不到I类体检合格证条件的人从事飞行职业开辟了新的通道，对于推动国内航空俱乐部等初级飞机航空活动的普及具有重要意义。

主运行基地设在河北黄骅通用机场的金雁通航公司，目前，现有澳大利亚产J160-C和国产SA60L等初级飞机6架。今年初，该公司取得甲类通航经营许可和运行合格证后，随即开展了初级飞机私照培训，前两批学员已经顺利取得了飞行执照。

安庆市首架植保作业飞机在望江完成首飞作业

Anqing's First Plant Protection Aircraft Completes Its Maiden Flight

In early July, the first plant protection aircraft of Wangjiang county, from the city of Anqing, has accomplished its task for the first time. This is Anqing's first aircraft to be utilized for plant protection.

This plant protection aircraft was purchased by the Wangjiang Huimin Plant Protection Cooperative with an investment of 1 million yuan. The aircraft can fly at a rate of 30 m per second and has a spray speed of 3

7月上旬，安庆市望江县首架植保作业飞机完成首飞作业，这也是安庆市第一架用于植保作业的飞机。

这架植保作业飞机是望江县惠民植保合作社投资100万元购进的，飞行速度可达到每秒30米，喷洒速度每分钟在3公升左右。以100亩水稻病



liters per minute. Take the extermination of rice pests and disease as an example, in the past, it would take several days and now it only takes minutes and saves almost half the amount of pesticide.

Zhu Shihua, stationmaster of the Wangjiang Plant Protection Station, said that it was the first time that a plane was used for the extermination of rice pests and disease in Wang Jiang county. They would provide follow-up services to decide the right time and amount of pesticides to use so as to achieve the best effect for the extermination of rice pests and disease by aircraft. Therefore, the unified protection and extermination of rice pests and disease would develop more healthily and quickly.

虫害防治为例，以往需要几天才能完成的任务，如今几分钟就能完成，而且每亩节省农药近一半。

望江县植保站站长朱世华说：“用飞机防治农作物病虫害，在望江县乃至在安庆市都是首次，在这个防治时间的确定、防治药剂的选择，以及防治效果等方面，我们将跟踪服务、跟踪问效，让飞机防治农作物病虫害达到最大的效果。带动我县专业化统防统治工作更健康迅速发展。”

中国第一架碳纤材料燃料电池动力无人机试飞成功

Trial Flight of China's First Unmanned Carbon Fiber Plane Powered by Fuel Cells is Successful

At the end of July of 2012, China's first unmanned all-carbon fiber composite plane powered by hydrogen fuel cells, the LN60F succeeded in its trial flight at an airport in Shenyang.

The experimental unmanned LN60F, powered by hydrogen fuel cells, is subsidized by the AVIC and is being developed by the Liaoning General Aviation Academy. The Liaoning General Aviation Academy is jointly founded by the Shenyang Aerospace University, the Dalian Institute of Chemical Physics, the Chinese Academy of Sciences, the AVIC Shenyang Aircraft Design Institute and the AVIC Aerodynamics Research Institute and others.

The aerodynamic shape, the complete carbon-fiber composite airframe, the power system of hydrogen fuel cells, the efficient hybrid electric propulsion system, the aircraft control system and the ground command system of the experimental unmanned LN60F was all developed and produced by the Liaoning General Aviation Academy, which has the independent intellectual property rights to its achievements. The unmanned plane makes use of the laminar flow airfoil, a high mounted wing and a T-tail. The airframe makes use of all-carbon-fiber composites. The plane is powered by a hydrogen fuel cell system. The wingspan is 10.5 m. The plane is 2.2 m high, 4.7 m long, with the takeoff weight of 257 kg, cruising speed of 120 km/h and endurance of 4 hours.

The plane takes off, cruises and lands autonomously. At the takeoff and climb stage, the plane is powered by hydrogen fuel cells and the lithium batteries and at the cruising and landing stage, the plane is powered only by the hydrogen fuel cells. The plane can be used widely in aerial photography, aerial surveys, environment monitoring, safety patrols and other tasks.

The success of this unmanned plane is of historic significance to China's new-energy powered aircraft development. As the Chinese government strongly initiates development of the general aviation industry and utilizing clean energy sources friendly to the environment, the success of the experimental plane will bring many social benefits and has a wide range of potential applications.

2012年7月底，我国第一架全碳纤维复合材料结构、氢燃料电池动力无人试验机“雷鸟”（LN60F）在沈阳某机场成功首飞。

“雷鸟”（LN60F）氢燃料电池动力无人试验机是由中航工业集团资助，辽宁通用航空研究院自主研制。辽宁通用航空研究院由沈阳航空航天大学、中科院大连化学物理研究所、中航工业沈阳飞机设计研究所、中航工业空气动力研究院等单位联合成立。

该验证机的高效率气动外形、全碳纤维复合材料结构机体、氢燃料电池动力系统、高效电动推进系统、飞行控制系统、地面指挥系统等完全自主研发，自行制造，拥有自主知识产权。该无人验证机采用层流翼型、上单翼、T型尾翼气动布局；全碳纤维复合材料结构机体；氢燃料电池动力系统。翼展10.5米，机高2.2米，机长4.7米，起飞重量257公斤，巡航速度120Km/h，续航时间4小时。

飞行采用自主起飞，自主巡航，自主降落的全程自主控制模式。起飞爬升阶段燃料电池与锂电池共同驱动，巡航、降落阶段由燃料电池单独驱动。可广泛应用于航拍、航测、环境监测、安保巡查等重要领域。

该无人机的成功试飞，在我国新能源飞行器研制领域具有开拓性的历史意义。在国家大力倡导发展通用航空和应用清洁能源的政策指引下，该型验证机的研制成功具有较高的社会效益和广阔的应用前景。

临沂首个通航服务公司成立 首批飞机落户启用 Linyi's First General Aviation Services Company Formed

In early September, a press conference for the establishment of the Shandong Phoenix General Aviation Services Company Limited and its first batch of aircraft located at Linyi was held. Yi Pingce, member of the Standing Committee of the CPC Shandong Provincial Committee and deputy chairman of the Shandong Committee of the China Democratic League, along with Yang Honglin, deputy director-general of the Shandong Branch of the CAAC, Ma Kun, deputy mayor of the Linyi Municipal Government and other leaders were all present at the press conference.

The Shandong Phoenix General Aviation Services Company Limited has purchased two amphibious fixed-wing aircraft, to allow them to take off from the land and water, and two helicopters. The company will operate a general aviation business in the city of Linyi, offering services such as aeromedical evacuation, natural disaster relief and other public services, as well as agricultural services such as aerial top dressing, air weeding, pest control for agriculture and forestry and other similar tasks. The company will also operate scenic flights over the city of Linyi to provide opportunities for tourists and locals to learn about and enjoy Linyi from way up high in the sky.

9月上旬，山东凤凰通航服务有限公司成立暨首批飞机落户临沂新闻发布会举行。山东省人大常委、民盟山东省委副主委仪平策，山东省民航局副局长杨洪林，临沂市政府副市长马 等领导出席了活动。

山东凤凰通航服务有限公司已购置两架水陆起飞的固定翼飞机，两架直升机，将在临沂市全面开展通用航空业务，为临沂市提供医疗急救、自然灾害救灾等公益服务；提供空中施肥、空中除草、防止农林病虫害等农林作业服务；在临沂开展空中观临沂服务，为临沂人民和外来游客提供全面认识临沂的机会。

山东首家民营通用航空企业成立 Shandong's First Non-state Operated Company Formed

Recently, the Qingdao Xianglong General Aviation Company Limited, Shandong province's first non-state operated company, was formed. Currently, the company mainly provides services to the agriculture industry and will expand its range of services as the market demands.

As Qingdao's first private GA enterprise, the company has introduced 2 original US Robinson Helicopters, with 4 seats in each. In the second half of this year, the company will introduce two medium helicopters and two large helicopters from Europe. By then, the company fleet will include 6 helicopters. The main services of the business are medical aid, aerial tourism, commercial flight training for pilot licenses, aerial photography, aerial sowing, aerial fertilizing, aerial insect prevention and other modern flight services.

日前，山东省青岛市首家民营通用航空企业——青岛翔龙通用航空公司正式成立。目前，企业的主要经营范围为农业服务，今后将结合市场需要进一步扩大服务范围。

作为青岛市第一家民营通用航空企业，该公司已成功引进美国原装罗宾逊4座直升机两架。下半年，企业还将引进欧洲中型、大型直升机各2架。届时，机队规模将增加至6架，主要业务范围包括医疗救护、空中游览、商用飞机及驾驶执照培训、航空摄影、飞机播种、飞机施肥、飞机防虫等多种现代化飞机服务项目。

深圳首家民营通用航空公司获合格证正式投运

Shenzhen's First Non-state Owned GA Enterprise Certified and Ready to Begin Operation

In June, Shenzhen's First privately owned GA company, Kings Aviation Limited (Kings Aviation for short), officially received the Commercial Air Operator Certificate, issued to them by the CAAC Central and Southern Regional Administration. This signifies that Kings Aviation is now able to formally begin operations.

Kings Aviation was founded in Shenzhen in September of 2010. After two years of planning, the company has built its own fleet and has equipped airmen, maintenance personnel, flight crew and administration management personnel. Meanwhile, the company has compiled a flight manual, passed the airworthiness check and flight inspection, and was issued the Air Operator Certificate by the CAAC Central and Southern Regional Administration. Kings Aviation will mainly be engaged in aircraft escrow, helicopter private pilot license training, helicopter flights, aerial tours or inspection, medical aid, exploration flights and other such tasks.

6月中旬，深圳首家民营通用航空企业——深圳金石通用航空有限公司正式接受了中国民用航空中南地区管理局（简称“民航中南地区管理局”）颁发的运行合格证，标志着金石通用航空有限公司正式投入运营。

金石通用航空有限公司于2010年9月在深圳成立。经过近两年时间的筹备，公司已成立了自己的机队，并配备了飞行、机务、航务及行政管理人員。同时按照民航局的要求进行了手册编写、适航检查和验证飞行，于6月中旬正式获得民航中南地区管理局颁发的运行合格证。金石通用将主要从事航空器代管、直升机驾驶员私照培训、直升机机外载荷飞行、空中巡查、医疗救护、航空探矿等业务。

西北局为陕西天颖航空俱乐部颁发运行合格证

CAAC Northwest Regional Administration Issues Commercial Air Operator Certificate to Shaanxi Tianying Aviation Club

In August, the Northwest Regional Administration of the CAAC held an Operation Certification Issuing Ceremony for Shaanxi Tianying Aviation Club Company Limited. Yu Wenliang, deputy administrator of the Northwest Regional Administration of the CAAC, along with leaders from related departments and divisions that were involved with the verification tasks, was all present at the certificate issuing ceremony.

Shaanxi Tianying Aviation Club Company Limited is an air operator that had applied for common commercial flights. In June of this year, the company applied for operator qualification verification and handed over the official application letter and related attachments to the Northwest Regional Administration of the CAAC. The verification team believed the operational procedures of all of the departments of the company, the professional level of the flight crew, the performances of the maintenance crew and the aircraft conformance and other aspects were all in line with the requirements of the organization manual and related regulations. Therefore, the verification team believed that the company was capable of safely operating what it had applied for and the Commercial Air Operator Certificate and the CCAR-91 OPERATIONS SPECIFICATIONS could be issued to the company.

At the certificate issuing ceremony, Yu Wenliang issued the Commercial Air Operator Certificate to the company and signed the safety responsibility agreement with the company.

8月底，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“陕西天颖航空俱乐部有限公司运行合格审定颁证仪式”。管理局余文亮副局长，其他参与审定的相关处室领导也参加了颁证会议。

陕西天颖航空俱乐部有限公司（简称“天颖俱乐部”）是一家申请一般商业飞行项目的航空运营人，该公司于2012年6月向西北管理局申请运行合格审定，递交了《正式申请信》及相关附件。审定小组认为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》。

颁证仪式上，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》，并与公司签订了《安全责任书》。

秦皇岛首家综合性通用航空公司正式落地 Qinhuangdao's First Integrated GA Company Established

In August, four DA-40D training aircraft, manufactured in Austria, landed at Qinhuangdao Shanhaiguan Airport. Those were the first batch of aircraft that the Hebei Zhiyuan General Aviation Company Limited has received.

Hebei Zhiyuan General Aviation Company Limited is an integrated general aviation company invested by a non-state enterprise in the city of Qinhuangdao and is also a general aviation company that was formed completely in accordance to the CCAR Part 141 Pilot Schools Certification Regulations in the Hebei province. The company will use Handan Airport, Qinhuangdao Beidaihe Airport and the Gold Coast Airport as its bases of operation. The company will train commercial and private pilots, provide business jet flights and private aircraft trusteeship services and other related services.

8月底，4架奥地利钻石牌 DA-40D 教练机停靠山海关机场，成为河北致远通用航空公司首批接收的飞机，标志着该公司各种航空项目在秦皇岛全面落地。

河北致远通用航空公司是秦皇岛市第一家正规民营企业投资的综合性通用航空公司，也是河北省乃至华北地区第一家完全按照民航第 141 部标准开展筹建工作的通用航空公司。该公司将以邯郸机场、北戴河机场、黄金海岸通用机场为飞行基地，开展培训商用和私人飞行驾驶执照、提供公务机飞行服务、私人飞机托管等通用航空飞行业务。

中国民航局为沈飞颁发 L162 型飞机生产许可证 CAAC Issues Production Certificate to the Shenyang Aircraft Corporation for the L162 Aircraft



In late August, the Civil Aviation Administration of China (CAAC) issued the Production Certificate to the L162 aircraft of the AVIC Shenyang Aircraft Corporation. This is the first time that the CAAC has issued a Production Certificate to a domestic company that produces foreign civil aviation aircraft. The L162 aircraft, produced jointly by the Shenyang Aircraft Corporation and

8月下旬，中国民用航空局（简称“民航局”）向中国航空工业集团公司（简称“中航工业”）沈阳飞机工业（集团）有限公司颁发 L162 飞机生产许可证（PC 证）。这是民航局首次为在国内生产外国民用航空产品颁发的生产许可证。同时，沈飞

the Cessna Aircraft Company has begun sales.

The L162 is a plane with two side-by-side seats. Developed by the Cessna Aircraft Company, a general aircraft manufacturer in the United States, the L162 is categorized as a light sport aircraft. The widest airframe of the aircraft is 1,120 mm. The empty weight is 377 kg. The longest endurance is 5.8 hours. The L162 is mainly used for preliminary pilot training and for personal entertainment. In 2007, the Shenyang Aircraft Corporation and the Cessna Aircraft Company signed an agreement to be the sole provider of this aircraft. The Shenyang Aircraft Corporation was involved during the entire manufacturing of the aircraft, from development to quantity production. In 2009, the L162 was successfully developed in Shenyang and had a successful maiden flight. In 2010, the Shenyang Aircraft Corporation fulfilled its mission of manufacturing 100 L162 aircraft and in 2011, it manufactured 200. Currently, over 300 L162 have been delivered. All of the L162 manufactured have been sold to the northern America market.

The L162 is the only general aviation aircraft that has 100 units produced currently. Now that the Shenyang Aircraft Corporation has been issued the Production Certificate by the CAAC, the L162 can now be sold in the Chinese market.

公司与美国赛斯纳公司联合制造的L162飞机开始了国内销售。

L162飞机是并排两人座飞机，由通用飞机制造商美国赛斯纳公司于2007年开发的轻型运动飞机，机身最大宽度为1120mm，空重约377kg，最长续航时间为5.8小时，主要用于飞行员初级培训和航空爱好者个人飞行。2007年，沈飞公司与赛斯纳签约，成为该机全球唯一供应商。沈飞公司参与了该机研制到批量生产全过程。2009年L162飞机在沈飞研制成功并实现首飞，2010年，沈飞公司完成了100架的生产任务，2011年完成200架生产任务，目前已交付300多架。这些飞机均销售到北美地区。

L162是目前国内惟一量产过百架的通用飞机。沈飞公司获得中国民航局颁发的生产许可证后，L162飞机便可以在国内市场销售。

沈阳大学购无人直升机 测辽河生态环境

Shenyang University Purchases an Unmanned Aircraft to Survey the Ecological Environment of the Liao River

In early August, Shenyang University spent 500 thousand Yuan on purchasing an unmanned aircraft system. A high-definition video surveillance system developed by Shenyang University will be carried by the unmanned aircraft system to carry out a series of flight tests. It is reported that the first project is to fly over all of the water of the Liao river.

The aircraft that Shenyang University purchased was a small unmanned helicopter, with an airframe that is 2.2 m long and the rotor-craft is 2.5 m wide. The unmanned plane is an aircraft that is not piloted by humans but controlled by a wireless remote device or by a software program. Compared to manned aircraft, the unmanned aircraft are less costly with higher efficiency, feasibility and mobility. Currently, the unmanned aircraft is in the debugging stage.

Since the end of 2007, Shenyang University had started the development of the high-definition video surveillance system for unmanned aircraft. The research group has resolved many key technical problems and developed the intelligent embedded video monitoring system for unmanned aircraft. Currently, the model machine of the embedded high-definition video monitoring system has been completed and has applied for a national patent.

8月上旬，沈阳大学斥资50万元新购进了无人直升机系统。在该无人机系统上，将搭载沈阳大学自行研制的高清视频监控系统，并开展一系列飞行试验。据悉，第一个项目就是飞越辽河全水域。

沈阳大学购进的是一架小型无人直升机，机身长2.2米，旋翼2.5米。无人机是一种由无线遥控设备或由程序控制操纵的无人驾驶飞行器。与有人驾驶飞机相比，无人机具有成本低、效率高、灵活机动等特点。目前这架无人机正在调试阶段。

从2007年底开始，沈阳大学开展了无人机高清视频监控系统的研发工作。课题组研究解决了很多关键技术问题，建立了无人机智能化视频监控嵌入式系统。目前，已完成了高清视频处理嵌入式系统的样机制作，并申请了国家专利。



“中华第一村”自办航空公司开航

China's First Village-Established GS Company Begins Operations

The village of Huaxi, in the Jiangsu province, has been honored as “China's number 1 Village”. Recently, the general aviation company of the village of Huaxi was put into operation. Using two helicopters, the village of Huaxi will operate scenic flights and emergency rescues around the Yangtze River Delta region.

China's first village-established general aviation company, Jiangsu Huaxi General Aviation Company Limited, is set up by the village of Huaxi, in the Jiangsu province. The establishment of the company was approved early in July of 2011 by the CAAC East China Regional Administration. Approval to begin operation did not happen until July of this year, by the same administration. The initial investment of this village-established GA company was 100 million Yuan. During the set-up phase back in July of 2011, the company had already had an A S350B3 helicopter and an MD 902 helicopter. The operation base for the company is at the Jiangyin Huaxi Helicopt.

The village of Huaxi was approved by the CAAC to focus its operation on the business of tourism by use of their two helicopters. Using the Jiangyin Huaxi Helicopt as their base of operations, the flight altitude is below 3,000 meters high.

被誉为“中华第一村”的江苏华西村组建的通用航空公司通过民航局审定，已于近日开航。华西村将用两架直升飞机主营长三角地区的空中游览及应急救援。

由华西村组建的中国首家村办通用航空公司——江苏华西通用航空有限公司，早在 2011 年 7 月就被民航华东局批准筹备，并于今年 7 月下旬被民航华东局批准正式开航。这家村级通用航空公司初期投资 1 亿元，2011 年 7 月筹建时就拥有了一架 A S350B3 型直升机和一架 MD 902 型直升机，基地机场为江阴华西直升机场。

民航局批准华西村以 2 架直升机主营旅游业务，航线以华西村通航机场（起降点）为中心，飞行高度 3000 米以下。开航初期主要为华西村的旅游提供增值服务。

南京若尔通用航空启航 Ruorer General Aviation Company Put into Operation

In July, Nanjing Ruorer General Aviation Co., Ltd. (Ruorer GA) received the Commercial Air Operator Certificate from the CAAC. This allows the company to conduct commercial flights and makes Ruorer GA Nanjing's first non-state GA company to be put into operation.

The base of Ruorer GA is at the Nanjing Laoshan heliport. Constructed with private investments and opened to the public, the Airport is located at Laoshan mountain, in the Pukou district, in the city of Nanjing. The airport has a total area of 60 thousand square meters and can accommodate 35 helicopters. Currently, there are 2 helicopters settled here. More than 10 helicopters, such as the EC-130, R44, R22 and others that have been ordered abroad will also settle at the airport. The goal of Ruorer GA is to become an international GA service base. Besides scenic flights, commercial flights, aerial advertisements and aerial photography, the company will also operate private and commercial pilot license training, emergency rescue, urban fire fighting, aerial forestry protection, as well as offer helicopter landing, maintenance and leasing services by utilizing the heliport.

7月底，南京若尔通用航空有限公司拿到了民航局颁发的商业非运输航空运营人运行合格证，具备商用飞行资质，这意味着南京地区唯一一家民航体系运行的通用航空企业投入正式运行。

若航的运营基地是位于浦口老山的南京老山直升机场，是全国首个由民营建设、向社会开放的民营直升机专用机场。占地6万平方米，可停放各类直升机35架，目前已有2架直升机入驻，另有10多架EC-130、R44、R22等直升机已在国外订购。若航的目标是成为接轨国际的通用航空服务基地，经营范围除直升机空中游览、商务飞行、空中广告、空中拍摄外，还可为社会提供直升机私商照培训、紧急救助、城市消防、空中护林等服务，以及利用机场基地，提供直升机停放、维修以及租赁等服务。

邯郸首家民营通航企业购机运营 Handan's First Non-state General Aviation Enterprise Buys Aircraft and Begins Operation

In late July, the Hebei Xianghua General Aviation Co., Ltd., the AVIC Shijiazhuang Aircraft Industry (Group) Corporation Ltd. and the Sino-US International Helicopter Investment Co., Ltd. held an aircraft purchase contract signing ceremony. This signifies that the non-state GA company which utilizes the Y-5B multipurpose aircraft made in the city of Shijiazhuang and the 8-seat Bell 407 helicopter as its main airplane types, has entered into the preparation phase. It is expected that by the end of this year, the two aircraft will be delivered.

The Hebei Xianghua General Aviation Co., Ltd. was the city of Handan's first local private GA company. When the ordered aircraft are delivered, the company will utilize Handan Airport as its base of operations and will utilize Hebei, Shanxi, Shandong and Henan as its centers to conduct business across the entire nation. Its services contain aerial photography, aerial advertising, ocean monitoring, fishing flights, meteorological soundings, scientific experiments, urban fire prevention, aerial seeding and forest protection and other related tasks.

Currently, Xianghua GA has signed a letter of intent with Handan Airport and will use Handan Airport as its base of operations with coordinated compensation.

7月下旬，河北翔华通用航空有限责任公司与中航工业石飞集团、北京中美洲际直升机公司在邯郸举行购机签约仪式。这标志着以石家庄制造厂生产的运五B多用途飞机和美国生产的贝尔407型8座直升机为主力机型的民用航空公司开始进入筹备运行期，预计今年年底前，该两架飞机将交付使用。

河北翔华通用航空有限责任公司是邯郸本土第一家民营通航企业，购机后将以邯郸机场为基地机场，以冀、晋、鲁、豫四省为中心，辐射全国进行飞行运营，以航空摄影、空中广告、海洋监测、渔业飞行、气象探测、科学实验、城市消防、飞机播种、航空护林等为服务内容而开展经营。

目前，翔华通用航空有限责任公司已与邯郸机场签订了合作意向书，购机后，有偿使用邯郸机场为基地机场。

飞行学院与星耀通航签署民用直升机租赁合同 CAFUC and Xingyao GA Sign Civil Helicopter Leasing Contract

In the middle of July, inspired by the opinions from the State Council on Promoting the Development of the Civil Aviation Industry, the Civil Aviation Flight University of China (CAFUC) and Yunnan Xingyao General Aviation Co., Ltd. (Xingyao GA) signed a civil helicopter contract. According to the contract, in the near future, the CAFUC will rent three Schweizer 300C helicopters and two Robinson R44-II helicopters from Xingyao GA. When the 5 helicopters are delivered, the helicopters of the Xinjin branch of the CAFUC used for training pilots will contain preliminary, medium and high-end helicopters. With the training capacity of the established CAFUC Chongqing GA Academy, the CAFUC Maritime Rescue and Salvage Flight Academy that is being established and the CAFUC Shanghai GA academy, the CAFUC would be capable of training 300 commercial helicopter pilots and 900 private helicopter pilots.

Wang Xiaolong, authorized representative of Zheng Xiaoyong, principal of the CAFUC and Deng Bin, chairman of Xingyao GA, together signed the contract.

7月中旬，受《国务院关于促进民航业发展的若干意见》的鼓舞，中国民航飞行学院与云南星耀通用航空有限公司签署了民用直升机租赁合同。按双方签订的合同内容，近期内，飞院将租赁云南星耀通用航空有限公司的施瓦泽300C型直升机3架，罗宾逊R44-II型直升机2架。租赁的直升机到位后，飞院新津分院用于飞行培训的直升机将形成初、中、高三级梯度，如果再加之此前成立的飞院重庆通航学院和正在筹建的飞院海事救援飞行学院、上海通航学院等，飞院每年能够培养的商用直升机飞行员和私照直升机飞行员，将分别达到300人和900人的规模。

在直升机租赁合同签字仪式上，飞院郑孝雍校长的委托代表，新津分院院长王小龙，与云南星耀通航董事长邓斌在合同书上签字。

汉华航空获颁“三证” Hanhwa Bizjet Aviation Was Issued Three Certifications

In mid July, the Certificate Issuing Ceremony for Hanhwa Aviation was held in Dalian. Liu Jun, deputy administrator of the CAAC Northeast Regional Administration, Wan Yongqing, administrator of the CAAC's Dalian Administration of Civil Aviation Security and members from the Hanhwa Bizjet Aviation Co., Ltd. (Hanhwa Bizjet Aviation) were present at the ceremony.

Liu Jun, issued the CCAR-135 OPERATIONS SPECIFICATIONS Air Operator Certificate and the Business Certificate to Yang Jianxin, president of Hanhwa Bizjet Aviation. Members of the examination and approval team of the CAAC Northeast Regional Administration all attended the issuing ceremony presided over by Sun Liyu, director of the Flight Standards Office of the CAAC Northeast Regional Administration.

The issuing of the certificate means that Hanhwa Bizjet Aviation has good operating and managing capabilities and meets the requirements of airworthiness. Hanhwa Bizjet Aviation is Dalian's first business aviation transportation enterprise to receive CCAR-135 OPERATIONS SPECIFICATIONS.

7月中旬，汉华公务机航空有限公司（以下简称“汉华航空”）运行合格审定颁证仪式在大连举行。中国民用航空东北地区管理局（简称“管理局”）副局长刘军，中国民用航空大连安全监督管理局（简称“大监局”）局长王永庆，汉华航空董事会成员等参加了颁证仪式。

颁证仪式由管理局飞标处孙立宇处长主持。管理局副局长刘军向汉华航空总裁杨建新正式颁发了“运行合格证”、“运行规范”和“企业经营许可证”。管理局运行合格审定小组成员全部参加了颁证仪式。

颁证标志着汉华航空已具备了良好的运行控制和经营管理能力，基本满足了适航要求，正式成为大连首家取得CCAR-135部的公务航空运输企业。



航空专业机库

- 可异地重建
- 满足建筑法规要求
- 隔热层保温效果好
- 自然光节省能源
- 各式配搭机库门设计

索取设计图与报价请致电：010-8559-0830



CGS之鹰， 带您去翱翔蓝天！

想飞不一定要花大钱！
CGS之鹰让您用可负担的价格，
畅享遨游天际的热情！



**CGS之鹰已上市28年，
拥有完美安全纪录，从未有结构缺失。**

- > 首创全封闭式超轻型飞机
- > 全美首架超轻型飞行员执照训练机
- > 以製造飞机的基础设计生产的超轻型飞机
- > 通过美国FAA验证，安全可靠
- > 性能齐全轻便易维修
- > 7种设计供选择

CGS HAWK 

征求中国各区总代理！

中国联系电话：010-8559-0830
CGS AVIATION
www.CGSAviation.com
8970 Hunter Rd
Grand Bay, AL 36541-5210
US Phone Number: +1 (251) 957-4295

最佳公务机

无论你是买新的还是二手公务机都可以在
让你作出最佳的



索取杂志请致电：
或浏览：www.

采购参考

< 公务航空 > 里得到宝贵的信息
选择与决定



010-8559-0830
businessair.com