



China Civil Aviation Report

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多尼尔水上飞机公司
在全美公务机协会上介绍SEASTAR
首都机场停机坪上演公务机“秀”

中国通航女飞行员 “安妮”

“陈燕与美国飞行员
分享她对于飞行和通用航空的热爱”

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美国公务机大展 巡礼和省思

61届

赵嘉国撰稿

61届美国公务机大展如期的于10月6-8日在佛罗里达州奥兰多市举行，共有1,200家厂商参展，30,811来宾参与了这个美国第8大会展。

在美国金融危机的冲击和阴影下今年的公务机大展更值得参与；在展览开幕的前一天我参加了许多制造商及营运商所举办的新闻发布会，所有的提问都和经济的发展和影响有所关联，而所有的回答都语带保留和观察。但确定的是美国的经济不景气将维持一段时间，这无疑的会对美国和欧洲这个每年数以千亿美元计营业额的产业造成或多或少的拖累。人潮依然如往常的热烈但脸上的笑容仿佛是少了些许，突然间我想到这或许是中国发展通用航空推动公务机的大好时刻。

在中国庆祝改革开放30周年，各项经济指标发展迅速，成功举办奥运会和发射神州7号卫星太空漫步的同时，开放通用航空推展公务机在中国的使用可在国际航空业界最需要市场支援的时候扮演稳定市场刺激发展的角色，使中国在国际经济的洪流中凸显中流砥柱的功能与效果，加强中国在国际的影响力和参与力度。同时由于大量的采购和使用公务机不但进一步提升中国企业家和高管的机动性和生产力，使中国的企业更能与欧美企业家在同一个平台上竞技，让中国的企业更能服务国内和国际客户。同时更重要的是大量拥有和使用公务机可直接间接的培养无数航空专业研究，制造，维护，运行，管理和服务等人才，为中国大飞机生产制造的世纪使命增添大量的生力军，是确保中国大飞机生产制造的最佳保障和助力。想到这里我感觉到无比的兴奋与喜悦，每个和我谈到这个主题的与会人士都认为这是一次中国航空界融入国际的大好机会，并且从此中国的航空事业真正的与国际接轨融入国际市场和体系。但这个想法维持不了多久，就在与某些熟悉国内公务机运行的厂商代表谈话时，中国空域的迟迟不开放，飞行申请时间和种种限制这一件又一件影响公务机发展的障碍让我又回到了现实。

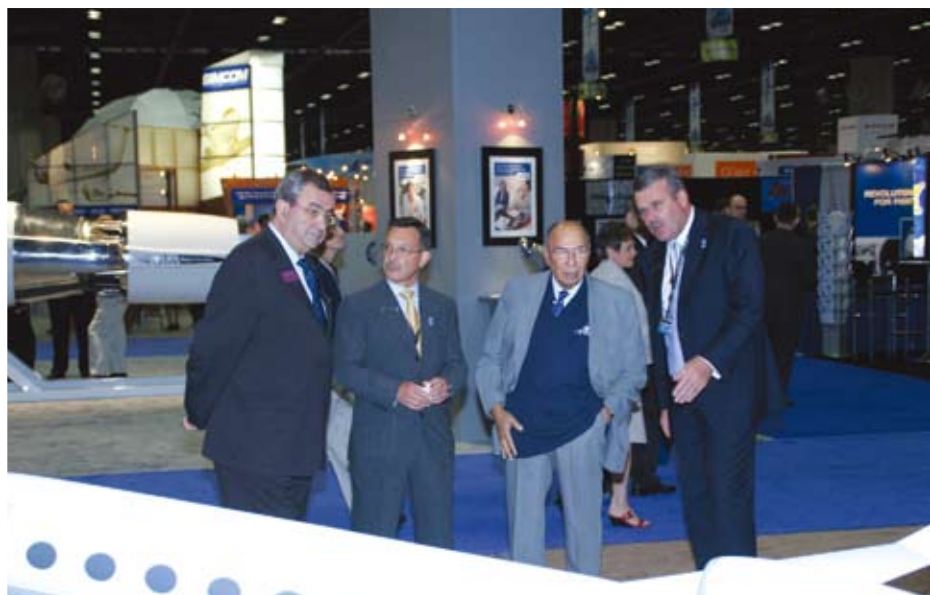
晚上我辗转无法成眠，我深深的思考试图了解了中国限制空域使用的理由和原因，是法规和法令的厥如造成管理的困难？是管理手段的不足造成无法确保最大的飞行安全？还是中国根本没有通用航空的需求与必要？我实在想不出一个合理的答案。法规和法令在国际的合作和互动下已经发展到很完善的地步，中国仅需参考国际现有法令加以调整使之符合中国实际需要与国情即可。目前航空界的飞行器定位追踪技术已经完全成熟可在非常低廉的成本下24小时追踪定位任何飞行器，政府可在任何时间，任何地点精确的监视管理任何飞行器是否依照飞行申请的路径时间飞行，完全不会有飞行安全的隐忧和顾忌。若要说到通用航空的需求，我想历经2008年春节的一场大雪，五月的四川大地震和夏暑的洪涝灾祸，我想任何想表达中国没有通用航空需求急迫性的人都应该好好反省一下，到底人民的生命财产安全和政府的应急救援反映能力是否有关联的必要性？说到这里可能有人要说中国空域的不开放不是技术也不是法规而是国防安全的问题，我想这个看法和论调是对航空发达，通用航空及公务机普及的先进国家政府的一种鄙视和消遣，暗示这些国家的政府妄视国家的安全，对其国土和人民未善尽保护之责？在不久之前全球庆祝莱特兄弟飞行100周年之际，人们从来没有听说过有发展通用航空和公务机的普及会危害国家安全的论调和可能性。

四天里经过无数的沟通和讨论，公务机领域里的各行业都同意中国适时的开放空域，采购使用公务机和发展通用航空可以完成以下目标：

1. 在国际金融发生变化下适时发挥救火队的功能，扮演大国的角色与国际社会溶于一体。
2. 构建通用航空和公务机网络与建设，在应急救援和农村发展上取得应有的绩效和成果，使和谐社会的建立踏出实质的一大步。
3. 透过通用航空的发展和公务机的使用，培养大量航空人才为中国发展大飞机奠定坚实的基础和能力。

试想一个没有通用航空（按经济总值和人口土地比例而言），空域不开放的国家正信誓旦旦的大张旗鼓推动大型高科技飞机的设计与制造试图行销全球，我不知道外国人在这件事情上心理是怎么想的，但至少我知道我一夜没好睡。





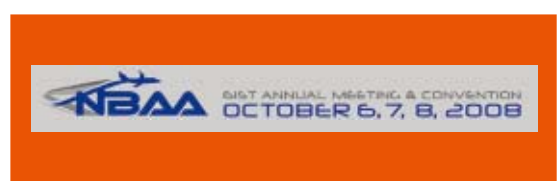
NBAA 65TH ANNUAL MEETING & CONVENTION
OCTOBER 6, 7, 8, 2008





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中国通航女飞行员“安妮”

陈燕与美国飞行员分享她对于飞行和通用航空的热爱

Chen Yan Shares Her Enthusiasm for Flying
and General Aviation with American Pilots

Chinese Aviatrix “Anny”



Whitten By Susan Terrell
Photographs by Herb Lingl

作者：苏珊 特雷尔
摄影：凌禾波
翻译：胡明艳，汪莉莉

引用一句中国谚语，“伟大的灵魂拥有意志，而软弱的灵魂只有愿望。”

从这句谚语来讲，“安妮”陈燕她拥有伟大的灵魂。她把她飞行的梦想变成现实，成功的成为中国第一位拥有私人飞机驾驶执照的民间女飞行员。陈燕的成功启发了许多梦想飞行并希望取得飞行驾照的中国人。陈燕，作为一名成功的女商人和一名母亲，现在也是一名有价值的中国通用航空大使；她近期到美国的一次拜访是令人鼓舞的，她把她对飞行的爱与热情也带到了那里。

今年八月对北加州的拜访让她第一次体验了在美国的飞行。她和同伴飞行员一起分享了她的梦想：期望中国的通用航空能像其他国家一样的被重视并具有希望，通用航空可以成为中国经济发展的重大贡献者，并对大众提供广泛的服务，通用航空在中国被接受并持续发展使那些想驾驶私人飞机在蓝天翱翔的梦想成为可能。

在去美国看望她在那里攻读国际金融学位的儿子期间，陈燕和她的家人被美国著名的职业航空摄像师凌禾波邀请到其位于加州Petaluma市的驻在机场参观（机场编号为069）。凌禾波是在前往珠海为当地两本杂志拍摄航空照片期间在安妮-陈燕经营的“蓝天使”咖啡馆认识了她。在四天时间里，陈燕看到了美国一个成功而有活力的通航机场，并且体验了在美国作为一名私人飞行员的切身感受。

机场（069）位于北加州，Petaluma市，它是很多类型飞机的家，它拥有3600尺的跑道，可作私人爱好及商业飞行。Petaluma机场是一个实例证明了一个通航机场可以成为周围社区有价值的资产。它的设备经常被附近的美国海岸防卫队培训基地使用，有时也被紧急医疗救援的直升机及当地的执法机关如索努玛乡政府

行政部门所使用。它也是众多的航空相关商务的基地。机场是Petaluma这个城市重要组成部分，它为它所服务的乡镇增加了人民的收入与工作机会。

当凌禾波的飞机靠近旧金山湾的时候，雾气就像诗人Carl Sandberg所说的“像小猫一样的悄然接近”。奥克兰空中交通管制员认出了凌禾波经常在该区域进行航拍的熟悉呼叫代码并且允许他迅速的通过了繁忙的空域。他飞行的高度很低足以接近雾气，这样陈燕就能感觉到由太平洋越过金山大桥所吹来含有凉意的空气，然后他们滑翔穿越了旧金山湾。对于陈燕来说，“它像一幅画般如此美丽，它能让你体会到完全自由的美好感觉。”

在他们飞行期间，另一个来自Petaluma的飞行员洛根驾驶着他1947年的Stinson在空中发现了凌禾波的座驾。通过无线电的联系，洛根询问凌禾波是否愿意做一些编队飞行。他们以极大的

热情同意了，并切换到空对空的频率，不久陈燕就看见了凌禾波的Taylorcraft与洛根的鲜红Stinson并肩飞行。当问及陈燕这一段飞行的感受时，陈燕笑着说，与其他飞机编队飞行的感觉就像在空中玩游戏。从陈燕的笑容中可以看出，这一段“空中舞蹈”将是她非常难以忘怀的愉快记忆。

周五欣赏回顾了凌禾波拍摄的照片后，计划剩下的周末时间来开车游览旧金山，周六一早陈燕和她的家人被邀请到Petaluma机场飞行员协会的机库，与协会的飞行员成员及他们的家人和朋友一起共进早餐，这是协会一年一度的聚会。早餐只是这个协会举办的诸多活动中的一个，这些活动目的是建立航空界内部对一些活动的支持和赞助，包括建立航空奖学金和社区外交流活动，例如为每年Petaluma游行活动搭建一个航空主题花车。

早餐过后，陈燕有机会和一些协会的飞行员碰面，她和家人被邀请在Petaluma机场机库门后看一些飞行的古董设备。开始看的是一架P-51的重新整修项目 - 6个月以后这架飞机将要重振雄风，之后陈燕目睹了一架超轻型飞机的飞行员已经启动了飞机，正等待飞机的热身，并准备在清晨明朗的天空里做一次飞行。

接下来，飞行员劳伦威廉姆斯打开他的机库门，和陈燕一起分享了他的一个长期的装配项目——“Pietenpol-Parasol”实验飞机，它仍然处在机架阶段。然后劳伦斯带她来到另外一个机棚，他推出了一架可操作的同型号飞机。陈燕非常欣赏的看着他从机棚推出飞机，用手拨动螺旋桨发动引擎并迅速跳进驾驶员的位置，来到跑道并在清晨的天空做了一次随意性的飞行。陈燕曾说她在中国最近的一次飞行是在一月份，与他的儿子一起。在劳伦斯快速飞行回到地面后，从陈燕的表情可以明显地看出，他非常钦佩劳伦斯的任意飞行的能力与际遇。这样的任意飞行的能力与际遇能在中国出现，这是陈燕所梦想将来通航能在自己的祖国被广泛地认识和接受的重要环节。



另一个机库中一架“Yak”出现，它的主人正在为它周末的飞行做准备。后面开着的机库中出现一架Pitts S2-B特技飞机，它乘着清晨的空气拨动螺旋桨发动了引擎。一个丰富多彩而积极的飞行员团体是这个机场非常重要的一部分，他们非常欢迎陈燕与他们一同分享。

接下来陈燕和她的家人与凌禾波一起出发去了北Petaluma的Santa

Rosa机场，机场位于Petaluma北部25英里处，一年一度的太平洋海岸航空博物馆的“酒乡之翼”航展正在那里举行，此航展是美国境内每夏要举办的大型展览之一。他们在停机坪参观了许多参展的形式各异的飞行器，并且也看了重新整修的美国二战时期的军用飞机，例如P-51野马和P-38。这里同样有由许多著名飞行员展示的特级飞行表演，包括55岁的女飞行员Jacquie Warda驾驶S1-T；同时还有美国C-17军用货机的低速冲场表演。他们整一个下午都沉浸在这个航展上，这在美国是一个典型的庞大的航空聚会，它吸引了不同类型飞机和飞行员前来参展。

除了这些令人兴奋的体验，也许最令人激动和有意义的是星期天的上午。凌禾波安排陈燕飞一架古老的Stearman双翼飞机，飞机由单人飞行学校的加里和南希拥有。学校位于加州Petaluma市的北方，Lakeport镇的Lampson Field 机场，距离Petaluma一个半小时的车程。在美国，单人飞行学校是通用航空确实能够帮助本地社区的又一个例子。这个小镇里的小的机场，加里和南希在两年半之前开始商业运营。他们华丽的双翼飞机给这个在经济上受到挑战的小镇带来必要的宣传和关注，现在，它载来了中国的著名女飞行员。他们那重新整修过漂亮的1941年Stearman，曾经在二战期间作为教练机，陈燕借着它的翅膀在空中做了此次美国之行的最后一飞。

对美国飞行员来说驾驶Stearman飞行可以说是美梦成真，现在他们仅有近1000架在世界各地飞行。这对于陈燕来说确实是一个难得的机会和莫大的荣耀。那是一次令人愉快的体验，是在美国上空和蓝天云朵的最后的一次舞蹈。

乘坐在一个开放式的驾驶舱对陈燕来说还是第一次。在凌禾波的操纵下，她能够感受到空气抬升了飞机的翅膀；如此亲密的和空气接触，陈燕体验着每一个令人激动的瞬间。

在飞行期间，凌禾波让陈燕操纵手柄让她切身感受到飞Stearman的美妙感觉。也许那一刻是她在美国所经历的这几天里是最有收获的，不但是对中国，对她访问并体验飞行的美国也同样是非常有意义的。

这位走在时代前端作为中国第一名女飞行员，来到美国，远离她祖国的地方来体验她的飞行梦想。驾驶Stearman在美国加州Lake县起伏的棕色山峦上空翱翔，她作为一名中国的私人飞行员，那一刹那，她体现了不需要语言来阐述而经由飞行的理想所突破的疆域藩篱，通用航空的意义和操作飞行器的成就是不分性别和国籍的。

通用航空和相信其价值并鼓励它发展个人、社区和国家所可能带来的机遇是有可能也应该是可以达成的梦想。“安妮”陈燕，作为一名女私人驾照飞行员，当她驾驶着Stearman翱翔蓝天时就证明了一个人梦想只要有不动摇的意志，自我要求，奉献精神和远见就可实现。



Anny's flying weekend began Thursday afternoon with a flight to San Francisco in Herb Lingl's Taylorcraft, an experience that brought home to Anny what it is like to fly from one of many uncontrolled community airports in the U.S. Herb needed no permission or clearances to fly; he and Anny took off from runway 29 in Petaluma with only their desire to do so and Herb's Taylorcraft wings.

The fog, to quote American poet Carl Sandburg, was "creeping in on little cat's feet" as Herb's plane approached the Bay. Oakland Center air traffic controllers – recognizing Herb's call sign from his many photographic flights over the area – were quick to give him clearance through the busy airspace. He flew at an altitude low enough to stay so close to the fog that Anny could feel its cooling temperature as it rolled in over the Golden Gate Bridge from the Pacific, and they soared over the San Francisco Bay. To Anny, "it was like a picture; so beautiful; there was such a sense of freedom."

As they flew, another pilot from Petaluma, Logan Boles – also up in the air in his 1947 Stinson – spotted Herb's plane. Contacting him by radio, he asked if Herb would like to do some formation flying. With an enthusiastic yes, they switched to an air to air frequency, and before long Anny looked out the left wingtip of Herb's Taylorcraft to see Logan's bright red Stinson flying alongside them. Anny smiled at the memory, saying the sensation of flying in formation with the other plane felt like "playing in the air."

After spending Friday reviewing photographs Herb had taken, planning the rest of the weekend and visiting San Francisco by car, Saturday began early for Anny and her family with attending the Petaluma Airport's Pilot's

A Chinese proverb states, "Great souls have wills; feeble ones have only wishes."

"Anny" Chen Yan by that definition is a great soul. She took her wish to fly, combined it with her strong will, and succeeded in becoming China's first licensed female private pilot. Anny is an inspiration to many in China for achieving her goal of wanting to fly and obtaining her license to do so. She is now – as well as a successful businesswoman and mother – a valuable general aviation ambassador for China; inspiring while in the United States on a recent visit, more than one person there with her love and enthusiasm for flying.

A visit in August of this year to Northern California allowed Anny to experience for the first time what it is like flying in the United States. She also shared with fellow private pilots there, her dream of seeing China join the ranks of countries where the potential of general aviation is being fully recognized; countries where GA has become a valued contributor to their economies; a partner in providing services to the public; and where GA's expansion and acceptance makes it possible to fulfill a dream to fly through the skies in a private airplane for those who have a desire to learn how to do so.

During a visit to the United States to see her older son who is a student there, Anny and her family were invited to join well-known professional aerial photographer Herb Lingl at his home airport in Petaluma, Sonoma County, California. Herb met Anny at her "Blue Angel" Café in Zhuhai, when he traveled to China to photograph the Zhuhai Air Show for two magazines. In four days, Anny saw what a successful and dynamic GA airport in the United States has to offer, and experienced what it is like to be a private pilot in the United States.

Located in Northern California, Petaluma Municipal Airport (069) offers a 3,600 foot runway and is a successful and highly utilized facility for personal, pleasure and business aviation purposes. The Petaluma Airport illustrates how a GA airport can be an asset to surrounding communities. Its facility is used frequently by the nearby U.S. Coast Guard training base, REACH Emergency Medical helicopters, as well as by local law enforcement, and is home to numerous aviation related businesses. It is a vital part of the City of Petaluma, and the County of Sonoma, adding income and opportunities to the people and cities it serves.

Association (P.A.P.A.) “Excellent Breakfast”, where pilot members and their friends and family gather in one of the hangars for breakfast, coffee and a chance to socialize – one of many events they put on to build support for the many activities, events and programs they sponsor.

After a chance to meet some of the many pilots attending, Anny and her family were invited to check out some of the flying wonders behind the hangar doors at Petaluma Airport.

Pilot Lauren Williams opened his, to share with Anny his long-term building project of a “Pietenpol-Parasol” experimental aircraft still in frame-in form. Taking her to another hangar, he pulled out his fully operational version of the same plane. She watched as he pulled it from the hangar, hand-propped it, jumped in the pilot’s seat, taxied down to the runway and took a spontaneous flight around the pattern in the early morning sky. Watching him return from his quick flight, Anny couldn’t help but admire Lauren’s ability to just get into his plane and fly. The ability for private pilots in China to be able to someday do the same thing is an important part of her new dream for GA to be more widely accepted in her own country.

Another hangar revealed a “Yak”; behind another a Pitts S2-B aerobatic plane poked its propeller out in the morning air. A varied, active pilot community is very much a part of the airport, and it welcomed Anny to explore what they had to offer.

Next she and her family departed with Herb for Santa Rosa Airport, north of Petaluma, and the annual “Wings Over Wine Country” Air Show, one of many held each summer throughout the United States. There they explored the many aircraft displayed, as well as watched exhibition flights of restored U.S. WWII Warbirds such as the P-51 Mustang and P-38. There were displays of aerobatic prowess, as well as an impressive low-speed flyby demonstration by a C-17 U.S. military cargo jet. It was a typical huge gathering of varied aircraft and pilots that an air show attracts in the U.S.

But as exciting as her experiences had been, perhaps the most meaningful one

came Sunday morning. Herb arranged for Anny to fly in a restored vintage Stearman biplane – once used as a WWII pilot trainer – owned by Gary Trippeer and Nancy Brier of Solo Flight School at Lampson Field in Lakeport, California, north of Petaluma. Solo Flight School is another example of how GA helps communities in the U.S. This small town and small airport embraced the business Gary and Nancy started two and a half years ago; their beautiful biplane bringing needed publicity and attention to an economically challenged area. And now, it brought a famous woman pilot from China.

The chance to fly in a Stearman would be a dream come true for an American pilot – there are fewer than 1,000 of them still flying in the world. It was indeed a rare opportunity and an honor for Anny.

During the flight, Herb let Anny take the stick and feel what it was like to fly the Stearman. Perhaps that moment amongst all she had experienced over the past few days, most captured the significance of her visit to the United States.

This pioneering woman came to the United States to experience what her own dream to fly means in a country far from hers. As she – a Chinese private pilot – guided the Stearman through the blue skies above the rolling hills of California, Anny personified in a universal language needing no translation, what boundaries can be successfully crossed when the dream of flight is realized; what general aviation and the accomplishment of learning to pilot a plane can mean to any person regardless of gender or country.

General aviation and the opportunities it can offer to individuals, communities, and countries believing in its value and encouraging its expansion – are dreams that should be realized. They are dreams that can be realized. “Anny” Chen Yan – her achievements as a woman and as a private pilot – proved as she flew the Stearman that to accomplish dreams one needs only the unwavering desire, discipline, dedication and vision ... to do so.

陈燕

珠海蓝天天使连锁咖啡厅总经理

第一位拥有私人飞机驾驶执照的中国民间女飞行员

第一个提出“2008迎奥运飞越神州万里行”的中国人

广东省唯一被评为“2004中国经济女性杰出贡献人物”的女性



保留一块启德机场

一团队试图为通用航空保留香港旧机场的一部分

Saving a piece of Kai Tak

Written by JONATHAN HICAP

Group tries to conserve a portion of Hong Kong's old airport for General Aviation

1998年7月6日，启德机场最后一架航班起飞，这意味着一个被所有飞行员和航空旅客视为壮观的传奇性的13号跑道俯视图在73年之后即将关闭和开启位于赤蠟角的新香港国际机场的启用。

启德机场在1998年的关闭和它周围经济的崩溃很少有人关注，其高密度的物业发展计划所引发的争议一直到今天都存在着。

香港政府和人民辩论怎样在启德机场范围内重新开发。一个港口保护团体赢得了最高法院的命令——禁止政府任何进一步的填海造陆，这已有效地阻止了原定在启德机场跑道周围填海造陆建设一个大的土地开发项目以快速带来可观的收入解决政府赤字的计划。

除此之外，没有比以志愿者钱耀昌飞行教员为首的“保护启德机场运动”声音更大了。钱耀昌先生是一名退休的人工耳蜗植入的临床专家，他的目标是保护1500米长的启德机场跑道，用它来发展航空教育事业和通用航空事业，这对香港来说看上去是一个新鲜的概念。

该运动一直以来要求香港政府保护1500米的老启德机场跑道来发展通航和用于飞行员的训练，以使通用航空事业对于公众来说是可发展并可取得的。

钱先生说在他2003年退休后回到香港，他发现原先的启德机场正处于一个混乱和错误使用的状态，所以确定参与到保护启德机场的活动中。

“我惊奇的发现启德机场的跑道被浪费了五年（1998-2003）。它不允许当地的通航飞行机构和飞行员训练使用，而是被山丘式的废土占据着，出租用来当作停车场，水泥工程，废旧物堆积和二手车的销售，钱先生说。事实上，直到今天，启德机场重新发展的辩论已经持续了10年（1998-2008），其机场跑道仍被滥用和浪费，而我们的呼吁更好的利用仍然适航的机场跑道在通用航空和飞行员的培训上，仍然被政府完全忽略着钱耀昌先生的目标是使启德机场可以成为通用航空基地，因为当地的通用航空和飞行员训练是不允许在赤蠟角机场进行的，而石港解放军军用机场在周末时对通用航空是关闭的，平日只对有限的飞行开放，当地仅有一个指定的俱乐部允许在周六和周日飞。通用航空的飞行在赤蠟角没有优先权，并且随时有可能接到来自军队或政府活动的电话通知而停飞。

“启德机场用于通用航空是最容易也是最有成本效益的”，钱先生说，他反对把启德机场转换成一个住宅摩天楼和超高层的商业楼宇的“水泥丛林”发展规划。

与其为快钱简单的卖掉土地树立摩天大楼，我们必须保护启德机场和跑道作为人民的资产，并成功的把它直接转换为一个健康绿色的社区，成为我们可持续发展的陆海空经济港口。

推广活动积极的参与了香港政府举办的各个层面公众参与的磋商活动，并对启德机场的前途提出了唯一的3维立体陆海空的再发展计划，一是把原来的机场转换为一个充满活力的社区和拥有可负担设施的都会公园，健身，娱乐，文化，传统，娱乐消遣，航空，海洋，观光和绿色生活。

推广运动尤其极力的说服香港政府维护启德机场内1500米横越香港的通用航空跑道，一个航空主题公园（或轻型飞机中心）包括通用航空轻型飞机和直升机飞行的设施。这也会有一个包括原启德机场控制塔在内的航空博物馆来纪念启德机场作为一个国际机场的长期服务的见证。

钱先生说，“虽然经过一年的努力后，并没有很多的飞行家感兴趣，我们仍能说服几个航空团体在最后的第三阶段参与到政府启德机场规划的磋商当中。”但是，太晚了。

“因为土地和游轮业的开发者，其他参



与机构和政府官员的数量要比少数参与的飞行家多，所以推广活动注定是要失败。人数众多的非飞行员以大比例票数胜过甚至在最后阶段妥协了的一个短的799米二类通用航空跑道的建议，”钱先生说。规划署最后向立法会提出了排除跑道而赞同兴建一个游轮码头的计划。跑道的建议此时寿终正寝。

香港立法会于2006年1月25日举行土地工程计划委员会会议，推广活动提交了一份最后的计划书，书中更进一步的建议被提议的799米的跑道和游轮码头并非是互相排斥的，他们能同时存在以形成一个陆海空的运输中心来增强香港的经济。

在2006年11月，香港政府正式出台了启

德机场的重建计划。“政府通过了了90% 保护启德机场土地的建议和一个直升飞机场，排出了保存799米跑道的计划，”钱先生说。政府计划并对目前的直升机飞行区域再分区，成为计划的都会公园和奥林匹克联合体的公共入口。

“这意味着在启德机场任何飞行的活动（包括通用航空直升机），将在2012年都会公园，奥林匹克综合运动广场和游轮码头兴建完成后歇止”钱先生说。

但是，钱耀昌先生没有放弃。今天，为通航的直升机飞行和飞行员培训“保护启德”的运动计划在启德跑道终端争得一席之地。

钱耀昌先生也同时向香港的年青人推动航空教育和通用航空运动，通过帮助学校建立航空课程的学习和航空社团来拓展他们的课外教学包括航空航天教育以及推动空童军运动。

“挽救启德机场的活动已经完成了大部分的梦想，一个为香港民众更美好和更环保的启德机场发展计划代替了最初的混凝土丛林计划，”他说。“从为通用航空挽救启德机场跑道这些磨难中我们学到了，我们发现核心问题是普遍性对通用航空的无知和如何更早发展航空教育的重要性。香港的民众很少有人能知道什么是通用航空。我们现在正继续我们的活动来解决在香港对通用航空知之甚少的问题，在小的时候起通过有趣愉快的空童军运动和学校内活跃的业余航空社团来教育我们的年青一代。”钱先生说。

他补充说保护启德机场的活动仍在执著其目标，要求香港政府在合适的地方拨地建一个短的飞机跑道以便在香港的年青人中发展航空教育事业。

钱耀昌先生希望他在香港发展通用航空的梦想可以很快实现。

有关保护启德机场活动和建议的详情请浏览<http://savekaitak.freehostia.com>。

As the last flight took off from Kai Tak Airport on July 6, 1998, it signaled the closing of a legendary airport with a famously spectacular Final-13 approach aerial view for all pilots and air travelers for 73 years and the opening of the new Hong Kong International Airport at Chek Lap Kok.

While the closure of Kai Tak Airport in 1998 and the collapse of the economy around it drew little attention, its high-density property development plan has created a firestorm of controversy up to today.

The Hong Kong government and its people debated how the Kai Tak area should be re-developed. A harbor protection group won a High Court Order forbidding the government any further land reclamation of the harbor had effectively stopped the original plan of dumping dirt around the Kai Tak Runway to build a big property development site for quick, substantial revenue to solve the government deficit.

In addition, none was more vocal than the Save Kai Tak Campaign (SKTC) headed by volunteer flight instructor Francis Chin, a retired clinical specialist in cochlear implants, whose aim was to preserve 1,500 meters of the Kai Tak Runway for the development of aviation education and general aviation (GA), a seemingly new concept in Hong Kong.

The Campaign has been requesting that the Hong Kong government make GA developable and accessible to the public by preserving 1,500 meters of the runway of the old Kai Tak Airport for GA and pilot training.

Chin said he established the Save Kai Tak Campaign after retiring to Hong Kong in 2003 and finding that the former Kai Tak Airport was in a state of disarray and misuse.

“I was surprised to find that the Kai Tak Airport runway was wasted for five years (1998-2003). It was not allowed to be used by the local flying community for GA and pilot training, but was piled up with hills of dirt for land reclamation, leased for parking lots, cement works,



junkyards, and used car sales,” he said. “In fact, up to this day, while the Kai Tak re-development debate raged for the last 10 years (1998-2008), the Kai Tak Runway was misused and wasted as ever while our appeal to make better use of the still air-worthy Kai Tak Runway for GA and pilot training was totally ignored by the government.”

Chin aimed to make Kai Tak a place for GA because local GA and pilot training is not allowed at Chek Lap Kok Airport, while the Shek Kong PLA Military Airfield is closed to GA on weekdays and open for limited flying for only one local club on only specified Saturdays and Sundays. GA flying has the lowest priority in Shek Kong and is subject to immediate suspension on telephone notice about any military or government activity.

“Kai Tak is the easiest and the most cost-effective solution for GA,” said Chin, who opposes the idea of transforming Kai Tak Airport into a “concrete jungle” with residential skyscrapers and high-rise commercial property development structures.

“Rather than simply selling the land for erecting residential skyscrapers for fast money, we must preserve the Kai Tak Airport and Runway as the people’s asset, and successfully transform the district into a healthy green community and sustainable land-sea-air economy in our harbor,” he explained.



The Campaign participated actively in all stages of the public consultations held by the Hong Kong government and presented the only 3-dimensional land-sea-air re-development plan for Kai Tak, one that will transform the former airport into a vibrant community and sustainable economy with facilities for a metro park, sports, recreation, culture, heritage, amusement, aviation, marine, tourism, and green living.

The Campaign was particularly interested in convincing the Hong Kong government to preserve a 1,500-meter GA cross-country runway at Kai Tak, an aviation theme park (or light aviation center) complete with facilities for GA light aircraft and helicopter flying. There is also an aviation museum with the original Kai Tak Control Tower to commemorate Kai Tak's long service as an international airport.

Said Chin, "Although not many aviators were interested, after a year's effort, we

were able to convince several aviation groups to participate in the final Stage 3 of public consultation of the government Kai Tak Planning Review." However, it was too late.

"The die was cast because property and maritime cruise developers, various stock holders and government officials outnumbered the few participating aviators. The majority of non-aviators outvoted even the compromising proposal of a short 799-meter Class 2 GA runway at the last stage of public consultation," Chin said. The Planning Department then ruled out the runway in favor of a cruise terminal in the submission of its final plan to the Legislative Council. The runway proposal was doomed.

The Campaign presented its final plan to a special meeting of the Panel on Planning, Land Works of the Hong Kong Legislative Council held on January 25, 2006. The Campaign further suggested that the proposed 799-meter runway and the cruise terminal are not mutually exclusive and they can co-exist to form a land-sea-air transportation hub to enhance the economy of Hong Kong.

In November 2006, the Hong Kong Government officially published the final Kai Tak redevelopment plan. "The government adopted 90 percent of Save Kai Tak Campaign's land and sea suggestions and a heliport, except for the preservation of a 799-meter runway," said Chin. The government plan also sliced and re-zoned the present helicopter flying area to become the public entrance of the planned Metro Park and Olympic Complex.

"That means the end of any more flying in Kai Tak (including GA helicopters) when the Metro Park, the Olympic Stadium Complex and the cruise terminal are built by 2012," Chin said.

However, Chin is not giving up. Today, the Save Kai Tak Campaign is fighting for a place for GA helicopter flying and pilot training at the heliport planned at the tip of the Kai Tak runway.

Chin is also spearheading a campaign to promote aviation education and general aviation for young people in Hong Kong by helping schools to set up aviation education studies and aviation societies to expand their extra-curriculum to include aerospace education as well as the promotion of the Air Scouting Movement.

"The Save Kai Tak Campaign has accomplished much of its dream for a better and greener development of Kai Tak in lieu of the originally planned concrete jungle for the people of Hong Kong," he said. "And from the bitter lessons we learned from saving the Kai Tak Runway for GA, we have identified that the core of the problem is general aviation illiteracy and the importance of early aviation education. Few people in Hong Kong understand what general aviation is. We are now continuing our campaign to solve the general aviation illiteracy problem in Hong Kong by educating our younger generation from an early age through interesting and enjoyable Air Scouting and aviation society extra-curricular activities in schools," explained Chin.

He added that the Save Kai Tak Campaign is persevering in its goal to ask the Hong Kong government to allocate land in suitable places in Hong Kong for a short aircraft runway for the development of aviation education for the youth of Hong Kong.

Chin hopes that his dream of developing general aviation in Hong Kong will materialize soon.

*Please visit <http://savekaitak.freehostia.com> for details of the Save Kai Tak Campaign and its proposals.

钱耀昌太平绅士个人简介

钱耀昌太平绅士，一名退休的先驱耳蜗人工植入的“临床专家”，他是第一位在中国为病人进行了多通道人工耳蜗植入，他的通航飞行是在20世纪60年代在传奇性的启德机场开始的。分别只有55小时和61小时飞行记录的钱耀昌先生和他的兄弟钱耀宗先生成功的驾驶100匹马力的单引擎小型飞机由英国越洋飞抵香港，历时30天的跨国远距离飞行，创造了3个越野飞行的记录。20世纪70年代，当私人通航直升机飞行在香港禁飞的时候，他们克服香港当局官僚式的繁文缛节，在航空公司巨无霸客机旁边开创了香港首次持证私人旋翼通航飞行。他们持有的香港私人飞行员驾照号码分别是2号和3号（直升机和旋翼机）。

除了通航飞行，钱耀昌先生把大多数的空闲时间投入到促进航空教育和发展香港青少年航空组织的事业中，在香港，钱耀昌太平绅士被任命为第一位空童军首长。他推动针对所有大众的空童军运动并在空童军活动中建立了稳固的基础，以使在20世纪60年代仅有20个空童军团员的队伍扩展到今天5个分区上千人的队伍。

钱先生曾是香港航空幼军团最重要的指挥官（最高司令官），他在20世纪80年代在启德机场建立了永久的总部，建立的幼军官培训制度，通过加入一个由香港政府资助的慈善志愿机构，永久地解决了组织的财务问题。

目前，钱耀昌先生是航空活动委员会政策制定的主席，涉及到香港童军协会所有航空童军的活动。他是1661航空童军团的最高总司令，是香港航空俱乐部非常受欢迎的名誉教官，国际航空爱好者联盟主席，劝说香港政府为香港通用航空的运作和发展保护部分启德机场跑道运动的主席。

Biography of Mr. Francis Yiu Cheong CHIN, Q.S., J.P

Mr. Francis Yiu Cheong CHIN, Q.S., J.P., a retired pioneer "Clinical Specialist in Cochlear Implant" who switched-on the first "multi-channel cochlear implant" patient in China, started GA flying in the 1960s at the legendary Kai Tak Airport. With only 55 and 61 hours respectively in their logbooks, Francis and his brother Dominic successfully completed their "First 100-HP Single Engine England to Hong Kong Long Distance Cross-Country Flight" in 30 days and established three cross-country flying records. When private GA helicopter flying was prohibited in the 1970s, they overcame the bureaucrats and pioneered officially the first licenced private rotary wing GA flight in Hong Kong beside the airline jumbo jets; and they are holding licence number 2 and number 3 respectively of the Hong Kong Private Pilot's Licence (Helicopters and Gyroplanes).

Apart from GA flying, Francis devoted most of his free time to the promotion of aviation education and the development of youth aviation groups in Hong Kong where Francis was appointed the first Air Scout Commissioner. He opened up Air

Scouting to all and built a solid foundation for the Air Scout Movement to enabling it to expand from only one 20 Air Scout troop in the 1960s to 5 Regions of thousands to date.

Francis was the most important Commanding Officer (C-in-C) ever of the Hong Kong Air Cadet Corps who, in the 1980s, founded its permanent HQs. at Kai Tak Airport, established its officer training system as well as permanently solved its financial problems by consolidating it into a charitable voluntary agency funded by the Hong Kong Government.

Presently Francis is the Chairman of the policy-making Air Activity Committee looking after all Air Scout activities of the Scout Association of Hong Kong. He is the C-in-C of the 1661 Air Scout Group, an honorary and very popular flying instructor of the Hong Kong Aviation Club, President of the International Federation of Aviation Enthusiasts, and the Chairman of the Save Kai Tak Campaign lobbying the Hong Kong Government to preserve part of the Kai Tak Runway for General Aviation operation and Development in Hong Kong.



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CASARA

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搜寻和营救项目

A Unique Canadian Search And Rescue Program



加

拿大民用航空搜寻和营救协会是一个独特的联邦援助项目。该项目指导全体机组人员搜寻和营程序以及搜寻和营救（简称 SAR）的预防。加拿大军方和加拿大运输部共同资助了这个项目，让它们不断的提供必要的培训和维持安全标准。

这个项目在很多方面都是独一无二的，它在加拿大版图内的所有省都提供服务，志愿者的人数大约为2500。他们操作了超过300架的通航飞机，以工作时计算他们每年贡献了大约188,000小时。为了要让项目成功，它的成员必须建立它的信誉度并达到卓越的行为标准使它们在军方的搜寻和营救上可以被接受。

为了让军方能接受，该组织花了几年的时间来准备飞行安全和标准及运行，并且可以在从大西洋到太平洋的整个加拿大地域内均可提供服务，并且适应不同的飞行环境。利用熟悉当地地形，气候和其他对飞行隐忧的工作人员显而易见是很有价值的。

每个省有两名军方的专职人员，一个搜寻和营救的技术人员和军方的联络官员（联络该部队的上级单位），大多数的通航飞行是4座的固定翼飞机。机组人员由飞行员，领航员和两个航空观察员组成。在有些情况下，加拿大搜寻和营救项目（简称CASARA）的机组人员飞CC-130 Hercules或其他的机组人员经过训练的飞机。

CASARA在1986年四月成为一个正式的组织。但是全国范围内仍然有一些单位和区域进行个人的操作。运行的观念就是将所有的组织加以整合，并把他们置于同一个运行体系下，同时在搜寻和营救的战略地区内创建新的单位。这不仅使训练更有组织的进行也最终为搜寻和营救联合中心(JRCC)创造了更多的资源。

经由不同的谅解备忘录的签署，CASARA在国家，省和区域政府所涵盖的区域服务。

随着技能和信赖的提高，证明CASARA正在成为一个有价值的搜寻和营救的资产。每年我们都应邀派几个高级成员到加拿大军队学习主管课程，毕业后他们成为搜寻协调员（只有军队人员允许成为搜寻主管）。

CASARA的机组人员由JRCC分配任务，作为一个SAR的资产，他们在观念上被训练成一个前进基地。该单位也许比军方飞行中队飞机基地更接近需要搜寻的地域，所以CASARA机组成员可以便捷的使用当地的资源并建立一个SAR指挥中心，在军方搜寻机队到达事故地点时，已经为搜寻做好了所有的准备。

因为这是一个志愿者的组织，它有权力拒绝任务，但因当地的天气条件，成员个人问题或机械的故障而导致这种情况发生是非常少的。

CASARA的机组成员矢志不渝的不断提高电子引导和目视搜索的技能，另外，地面搜寻队伍可以非常接近紧急定位发射机(ELT)的求救信号。

有一点很重要，当你在组织志愿者的时候，你会发现你也有很多不同的技能可以运用。早一点认识到这点并且很好的利用这些技能是非常重要的。

CASARA很骄傲可以为加拿大的军方和飞行大众提供服务。

使那些需要的人能继续的存活下去。

The Canadian Civil Air Search and Rescue Association is a unique federally assisted program. The program instructs civilian aircrews in Search and Rescue procedures and SAR in SAR prevention. The Canadian Armed Forces and Transport Canada fund the program jointly. Their funding provides for ongoing training and the maintaining of standards and safety.

The program is unique in many ways; it is operational in all provinces and territories across Canada, the volunteers' number approximately 2,500. They operate over 300 G/A aircraft; in man-hours they contribute approximately 188,000 man-hours annually. For the program to be a success it was imperative that the membership establish its credibility and achieve a standard of excellence that made them acceptable to the Search and Rescue Community of the armed forces.

It took several years to prepare flight safety and standards and operations that were acceptable to the military and that could be standardized within all units/zones from the Atlantic to the Pacific and throughout the Canadian Arctic and this entails flying in various environments. It must be apparent the value utilizing flight crews who are familiar with the local terrain, weather and other hazards to flight.

Each province has two military personnel assigned to it, A Search and Rescue Technician (SARTECH) and military liaison officer (CLO who liaises with the unit's parent squadron). Most of the G/A flying is in four place high wing aircraft. The crew consists of Pilot, Navigator, and two spotters. There are instances where CASARA crews will fly with the CC-130 Hercules or on other aircraft and are trained in that crew position.



The Civil Air Search and Rescue Association (CASARA) became an official organization in April of 1986, however there were units and zones operating across the country as individual operations. The concept was to join all of these organization and place them under one umbrella and at the same time create new units in SAR Strategic areas. This not only enabled organized training but also eventually created a resource pool for the Joint Rescue Coordination centre (JRCC)

Though various Memorandums of Understanding CASARA now serves Federal, Provincial and regional governments.

As skill sets increased and trust and dependability proven CASARA has become a valuable SAR asset. Yearly we are invited to send several senior members the Canadian Forces Search Masters Course, upon graduation they become classed as Search Coordinators (only a military personnel are permitted to be Search Masters)

The CASARA crews are tasked by the JRCC and as a SAR asset they are trained in the forward base concept. The unit

may be located closer to the search area than the squadron aircraft, so conceivably the CASARA crews can quite easily use the local resources and set up a SAR HQ and be into the search all in preparation for the Rescue Squadron aircraft to arrive on scene

Because this is a volunteer organization it does have the right to refuse a tasking and on the rare occasion this does happen due to local weather conditions, crew issues or mechanical breakdowns.

CASARA crews constantly hone their skills on electronic homing as well as visual spotting techniques; in addition there are ground search teams who can home to close proximity of Emergency Locator Transmitters (ELT) signals.

It is important to realize that when dealing with volunteers, you also find that you have many different skills that become available to you. It is import to realize that early on and make good use of the skills available

CASARA proudly serves the Canadian Armed Forces and the aviation public that others may live.

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多尼尔水上飞机公司 在全美公务机协会 (NBAA) 上介绍SEASTAR DORNIER SEAPLANE COMPANY INTRODUCES THE SEASTAR AT NBAA

全复合14座的双6涡轮两栖螺旋桨水上飞机经FAA23部及EASA认证
All Composite 14 Seat Twin PT-6 Turboprop Amphibious Seaplane FAA Part 23 and EASA Certified

Conrado Dornier, 多尼尔飞机创建者Claude Dornier的孙子, 宣布了多尼尔水上飞机公司在美国的正式成立, 以生产, 销售和支持SEASTAR型水上飞机。

该公司是独立于所有多尼尔商务飞机之外的独立公司, 由整个Dornier家族拥有。在SEASTAR项目上公司投入了超过一亿五千万美元, 除了获得FAA 23部的认证, 也获得了EASA的认证。

德国设计, 美国制造的SEASTAR是全复合材料的飞行器, 在机翼上方有两具一前一后的Pratt & WhitneyPT6-135A发动机。宽大的348立方英尺的机舱可以容纳2个机组人员和6个乘客, 在高级配置中还有一个洗手间。在通常的配置中最多可容纳2个机组人员和12名乘客。行李舱宽大并且可以在飞行过程中轻松提取行李。此SEASTAR巡航为180节, 比典型的涡轮水上飞机快40-60节。

“我很骄傲继承了我的祖父和父亲的传统---多尼尔在过

去的100年里制造了1000多架水上飞机”, Claude Dornier主席说, “我非常激动把这个独一无二的产品引进到美国市场并在奥兰多NBAA会展上介绍美国公司的成立。”经认证的试飞机型是在上周由德国飞来参加NBAA静态展示的。

多尼尔水上飞机公司的首席执行官Joe Walker带领了一个业界领先的管理团队。“复合材料的机身, 机翼上的双发动机配置, 速度和机舱的尺寸对客户来说拥有突出的价值。该SEASTAR在未被触及的市场范围里重新订了标准。”他说。

这个广泛用途飞机的目标市场包括私营业主, 商业运营商以及政府机构。目前有4500架水上飞机在当今世界范围内服务, 其中超过500架是涡轮动力飞机。该公司预计将在10年内交付300至500架SEASTARS。

该SEASTARS所有复合材料的机身都是防漏水和腐蚀的, 是唯一可在海水中操作的飞机, 并且比改良的陆地飞机能在更高的风浪中运行。另外, 机翼的先后双发动机设置提供了一个超过任何一架单引擎或双引擎水上飞机的额外安全保障度。

工厂地址已经被锁定在美国的东南部, 最终地址的选择将会在2009年第一季度决定。公司每年将产生超过三亿美元的营业额并创造400-500个就业机会, 全面投产率为每年生产48架飞机。

在前两年产量的基础上, 飞机价格2008年将为五百五十万美元, 2008年以后将为六百万美元。所有的销售将由工厂直销, 供应商产品支持的讨论正在进行中。

从现在开始, 该公司正在接受订单和交货排序。多尼尔的董事会将在2009年的春天投票决定产品正式投放市场的日期。





October 5th, 2008 (Orlando, Florida) - Conrado Dornier, grandson of Dornier Aircraft founder Claude Dornier, announced today the formation of the Dornier Seaplane Company, which will manufacture, sell and support the SEASTAR in the United States.

The Company is independent of all other Dornier Aircraft businesses and is wholly owned by the Dornier family. The Company has invested over \$150M in the SEASTAR program and has obtained FAA Part 23 and EASA certification for the aircraft.

The German engineered, US manufactured SEASTAR is an all composite aircraft featuring two Pratt & Whitney PT6-135A engines mounted in-line above the wing. The large 348 cubic ft cabin seats 2 crew and 6 passengers and has a lavatory in an executive configuration. Up to 2 crew and 12 passengers can be accommodated in the commuter version. The large baggage compartment is fully accessible in flight. The SEASTAR cruises at 180 knots and is 40 to 60 knots faster than typical turbine floatplanes.

"I am proud to continue the legacy of my grandfather and my father - Dornier has built more than 1,000 seaplanes over the last 100 years" says Chairman Conrado Dornier "I am very excited to bring this unique product to the United States market and to launch our new company here at NBAA in Orlando." The certified demonstrator is at the NBAA Static Display after flying over from Germany last week.

Dornier Seaplane Company's CEO Joe Walker heads an industry leading management team. "The composite

airframe, the in-line twin engine configuration, speed and cabin size provide for an outstanding value to the customer. The SEASTAR resets the standard in an unserved market niche." he said.

Target markets for the highly versatile aircraft include private owners, commercial operators as well as government agencies. There are currently 4,500 seaplanes in service worldwide today of which more than 500 are turbine powered. The company expects to deliver 300 to 500 SEASTARS over a 10 year period.

The SEASTAR's all composite airframe is corrosion free, leak proof, the only practical solution in salt water environments and can operate in higher wind and waves than float-modified landplanes. Additionally, the in-line twin engine configuration provides an extra margin of safety during take-off over and above any other single or twin engine seaplane.

The factory site search has been narrowed to the Southeast US and the final site selection will be made by Q1 of 2009. The Company will generate over \$300M annually in revenue and create 400-500 jobs at its full production rate of 48 aircraft per year.

The aircraft price for the first two years of production will be \$5.5M in 2008 USD and \$6.0M in 2008 USD thereafter. All sales will be factory direct and discussions with product support vendors are ongoing.

Effective immediately, the Company is taking deposits for delivery positions. Dornier's board of directors will vote on the formal production launch in the spring of 2009.



(文首都公务机有限公司 张秀菊 邓玫 图王艳平)



首都机场停机坪上演公务机“秀”

Charter business jet ground support services during the Olympic Games



自8月5日进入奥运包机保障高峰以来，首都公务机有限公司已顺利、圆满地完成了奥运公务包机进港任务的保障工作；截止到8月8日，公务机实现了“奥运保障战役”的阶段性胜利，共接待包机 440 架次，接待 1100 余人次。

自首都公务机航站楼7月27日接待第一架包机以来，首都公务机有限公司受到了民航总局领导、集团公司和多家联检单位的高度关注；民航总局局长李家祥，副局长杨国庆、集团公司总经理张志忠、党组书记王家栋、股份公司总经理董志毅、机场公安分局局长蔚亚军、政委王士平以及检验检疫局、边防总局等联检单位各级领导，在百忙之中亲临公务机楼现场、考察、指导奥运包机保障的各项工作；公务机公司的领导班子24小时守护在公务机楼的各个环节，使各岗位工作人员信心倍增，完好的保障了公务飞行地面代理的服务工作。

当一架架精巧的“银燕”停满公务机坪，那各式各样、壮观、美丽的场面无不使人震撼和感动…“她们”秀美的机身，婷婷玉立在首都国际机场公务机坪；她们曾深深的品尝了公务机人的汗水，她们也曾被公务机人热情的服务和强悍的劳动而感动，她们敬慕着公务人，她们静静的仰望着公务机人，深深的祝福着公务机人，期盼着、等待着公务机人的到来，那奋战告别的日子即将到来…首都公务机人将一架一架地把你们送上蓝天。

On August 5th, during the peak time of charter operation for the Olympic Games, Capital Jet Company had already successfully performed the charter jet ground support operation. By the end of August 8th, 440 flights and 1,100 passengers had been served.

Since the arrival of the first flight on July 27th, the leadership from Minister Li Jiayang of the Civil Aviation Administration of China, Vice Minister Yang Guoqing, GM Zhang Zhizhong of BCIA Group, Party Secretary Wang Jiadong, GM Dong Zhiyi of BCIA company, Commissioner Wei Yajun of BCIA Public Security, Political Commissioner Wang Shiping and Directors of Quarantine and Border Control visited the facilities and showed their support in the preparation of the reception of the charter jets. BCIA Executives are taking turns on duty around the clock to ensure the best possible services.

When all businesses and charter jets line up, parked on the apron, it made a beautiful picture that never before happened in BCIA. At the closure of the Olympic Games, the special ground support offered to businesses and charter jets for the games have also come to an end.



百万航空公司

Million Air

关于百万航空公司

百万航空系列固定基地维修站（FBO）在为高消费阶层和私人航空服务上站在国际的前端。百万航空通过一个31个独立的特许经营的网络在美国、加拿大和加勒比海地区，普遍地提供通用航空的服务。百万航空联网公司，是百万航空名称和特许经营权的拥有者。

FBO本质上来说是为飞行器补给燃料的设施，它提供各种各样的航空相关的服务。在过去的五年里，许多国家级的FBO和一些大公司的连锁FBO在私人航空市场里寻求发展。这些公司意识到快速发展的私人航空机队但却只有有限的机场空间可以提供FBO的服务。

今天，一大批有财力的个人和公司正利用私人飞行取而代之面对不确定的，不方便的和有安全隐患的商业航空。预定交付的新飞机将更消耗FBO的容量和能力。这些发展大大的提高百万航空特许权的价值并给百万航空带来令人振奋的增长机会。

百万航空的故事

如果说航空旅行意味着乐趣和品味，那么起飞和到达应该是一个尊贵的体验，而不仅仅是进出一个候机楼。对那样的旅行者来说，仅有一个名字能提供他们绝好的飞行乐趣，它就是百万航空。

百万航空非常骄傲的延续了传统的设施和服务，始于大约在1930年开始的伟大跨越太平洋的飞船飞行。今天，31个分布美国和欧洲的百万航空再次创造了航空的黄金时代，把传统的热情和旧时代的魅力与高雅相结合。这个FBO的家庭成员一起参与了对品质和价值的承诺，提供广泛的航空服务来使旅行成为一次真正值得怀念的经历。

百万航空以给顾客提供完美无瑕的服务为宗旨。这一理念的实质是提供超过他们的预期以满足消费者各种需求，使他们的旅行成为真正令人享受的经历。你会发现我们的每一位业主都会在设施现场一直寻找方法使您的旅行成为一次有价值的经验。

从豪华沙漠度假圣地棕榈泉到巴哈马群岛的晶莹水域，从养牛大王的德克萨斯州到曼哈顿的摩天楼，从冰雪覆盖的盐湖城山区到新奥尔良的月牙海岸，我们邀请您来再次体验航空的魅力。来吧，成为百万航空俱乐部的一员！

About Million Air

The Million Air chain of fixed-base operations stands as the nation's premier provider of upscale, private aviation services. Million Air currently delivers general aviation services through a chain of 31 separate franchises strategically located across the United States, Canada and the Caribbean. Million Air Interlink, Inc. is the current owner of the Million Air name and franchising rights.

A Fixed-Base Operation (FBO) is essentially a refueling facility for aircraft that offers a variety of aviation-related services. The past five years have seen the purchase of many of the nation's leading FBOs and FBO chains by larger companies seeking growth in the private aviation market. These companies recognize the opportunities created by a rapidly expanding private aviation fleet and the limited airport space available for FBOs.

Today, a larger percentage of affluent individuals and companies are utilizing private aviation instead of facing the uncertainties, inconvenience and safety issues associated with commercial aviation. Scheduled new aircraft deliveries will further stretch the capacity of the nation's FBOs. These developments will dramatically enhance the value of the Million Air franchise and provide exciting growth opportunities for the Million Air chain.

The Million Air Story

If air travel is meant to be relished and savored, then departure and arrival points should be a majestic experience, not merely a terminal. For travelers of that persuasion, only one name evokes the pleasures of that golden era of aviation, that name is Million Air.

Million Air proudly continues the tradition of amenities and service that began with the great flying boats that spanned the Pacific in circa 1930. Today at 31 locations throughout the Americas and Europe Million Air recreates the golden age of aviation with old world charm and elegance combined with traditional hospitality. Together this family of FBO's share a commitment to quality and value, offering a wide array of aviation services created to make travel a truly memorable experience!

Million Air was founded on the principles of providing the impeccable customer service experience. The essence of this philosophy was to cater to the customer's every need, to exceed their expectations and make their travel experience truly enjoyable. You'll find that our owners are always present, on the premises, always seeking avenues to make your visit a rewarding experience.

From the posh desert resort of Palm Springs to the crystal waters of the Bahamas, from the cattle barons of Texas to the skyline of Manhattan, from the snow covered mountains of Salt Lake City to the crescent shores of New Orleans we invite you to experience once again the glamour that is aviation. Come be a member of the Million Air Club.

中信海直 拟购置十架直升机 拓展海上石油服务

COHC plans to purchase 10 new helicopters

为抢占直升机海上石油服务市场先机，中信海洋直升机股份有限公司拟投入8.97亿元，购置十架EC-155B1型直升机。

中信海直28日发布公告，称此次购机主要是为海上石油企业的石油勘探开发提供直升机飞行服务，以稳固和扩大公司海上石油业务的市场份额，确保公司在传统主营业务上的竞争优势，满足海洋石油开发勘探发展的需求。项目的目标市场包括国内的渤海海域、南海海域，以及缅甸、印尼、菲律宾等东南亚市场。

按照中信海直的计划，第一架飞机将于明年交付，之后每年交付2-4架，直至2012年全部交付完成。

In order to better accommodate the offshore drilling platform air transport business, the China Ocean Helicopter Company has planned to purchase 10 units of EC-155B1 helicopters, which is a 8.97 million RMB investment total.

COHC announced that the purchase is to maintain their competitiveness in the offshore oil drilling platform air transport business and to meet continued expanding market demands. The service area for the project includes Bohai Sea, China South Sea, Myanmar, Indonesia, the Philippines and other Southeast Asia markets.

According to COHC's planning, they expect to receive delivery of the first unit in 2009, with 2-4 units each year thereafter, and completing the delivery in 2012.

中美通用航空 应急救援经验交流会 在绵阳召开

U.S.-China GA meeting held in Mianyang

中美通用航空应急救援经验交流会在绵召开，来自美国ACP、杰普逊、西锐设计等公司的代表与中国民用航空局、各省市民航部门有关负责人一起，就通用航空应急救援情况作经验交流。民航局飞标司司长蒋怀宇、中国民用航空西南地区管理局副局长吕尔学、绵阳市副市长林新出席交流会。

蒋怀宇指出，“5·12”特大地震后，通用航空在抗震救灾中显示出无可替代的重要作用，今后通用航空参与应急救援，特别是使用直升机进行立体救援会成为一个趋势。希望通过这次经验交流，进一步完善我国通用航空应急保障机制。林新就美国航空行业、部门对我市抗震救灾作出的突出贡献向美国代表们表示衷心感谢。

中美代表就中国民航如何建立完善通用航空应急救援体系，以及通用航空对技术、环境的适应能力，机场当局对通用航空设备的要求等问题进行了交流探讨。

General aviation representatives from China and the U.S. met in Mianyang and exchanged their experiences on emergency air rescue. Members of the U.S.-China ACP (Aviation Cooperation Program), Jeppesen, Cirrus Design and CAAC representatives including Director General Jiang Huaiyu of the Airworthiness Department, Deputy Director General Lv Erxue of the Southwest Regional Administration, and Deputy Mayor of Mianyang City Lin Xin attended the meeting.

Director General Jiang mentioned that the functions and value of general aviation has been shown during the May 12th major earthquake. It will become a trend to utilize helicopters for vertical rescue operations more and more in the future. This meeting helped in the building of a better emergence response mechanism. Deputy Mayor Lin showed appreciation for the support provided by the U.S. aviation department and industries during the relief efforts after the quake.

During the meeting, both sides discussed the issues of how to better establish an emergency rescue infrastructure, the ability of general aviation to adapt on technical and environmental issues, and the readiness of airports for future GA operations.



奥地利欢迎航空接受来自328支持服务的全新喷气机

Welcome Air of Austria accepts brand new 328 Jet from 328 Support Services

照片说明

左：戴夫·杰克逊，328支持服务股份有限公司总经理；卡洛·沙利，首席执行官；雅各布·瑞勒，首席执行官，欢迎航空。

Photo caption:

Left: Dave Jackson, Managing Director 328 Support Services GmbH; Carlo Sari, CEO, Rotorcraft; Jakob Ringler, CEO, Welcome Air.

328支持服务股份有限公司这周正式移交了一架新造的多尼尔328喷气机给奥地利欢迎航空独自拥有，这架飞机完全是在德国奥伯法芬霍芬小村庄四年内由德国完成的。OE-HRJ，配有31个全皮的座位加上一个内置的行李舱门，本来是要交给中国海南航空的，但是从来没有交付。328支持一直在为此架飞机工作（序列号为3206），包括过去三个月外表面新喷的油漆，准备在这个月交付。它将在11月返回安装长程油箱，内部改装以使它有可以迅速改变的六个贵宾座位，同时也可改成足以承载五个担架的医疗飞行。

欢迎航空将利用飞机在包机及每日定期航班服务上，航程为因斯布鲁克到德国和斯堪的纳维亚半岛。它的定期航班，包机和商务贵宾服务的工作是对它非常重要的空中应急救援工作的补充。欢迎航空附属的蒂罗尔航空救助在过去的30年来一直是欧盟的空中救助的领导者并已经运输了来自各大洲的39,000名受伤乘客回到家。

其最新的飞机是由意大利的Rotorjet Group融资的，欢迎航空在意大利和瑞士的合作伙伴JetLife(医疗飞行)及JetCom(公务包机)也会使用同样的融资服务。

这架新多尼尔328喷气机加入我们的航队。328喷气机是个多面手，它结实并且非常适用于我们多种飞行活动的需要，”欢迎航空的总经理雅各布·瑞勒说。“它的机舱宽敞，在谈到营运成本的经济性今天的市场上真的没有另一架飞机可以与之相媲美”他补充到。

戴夫·杰克逊，328支持服务的总经理补充到：“我们非常高兴把编号为3026的飞机交付给欢迎航空，欢迎航空自1999年成立以来，一直是多尼尔328的顾客。3026是我们制造的328喷气机中最新出厂的，但是我们还有许多旧飞机的翻新和转换方案正在进行。该328喷气机现在被证明是非常受欢迎的机型，尤其是在最近经济困难的时期，”他说。

328 Support Services GmbH this week formally handed over a new-build Dornier 328 Jet to privately owned Welcome Air of Austria, the first all new aircraft to be completed at the Oberpfaffenhofen, Germany facility in four years. OE-HRJ, configured with 31 all-leather seats plus a baggage bay access door, was previously earmarked for Hainan Airlines of China, but was never delivered. 328 Support has been working on the aircraft (Serial No 3206), including new external paint for the past three months, ready for delivery this month. It will return in November to have long range fuel tanks fitted and the interior modified to feature six Quick Change VIP seats installed, plus a medivac option capable of holding up to five stretchers.

Welcome Air will utilise the aircraft for charter flights and on its regular daily scheduled services from Innsbruck to Germany and Scandinavia. Its scheduled and charter and business VIP activity is complemented by its important air ambulance work. Welcome Air subsidiary Tyrol Air Ambulance has been the EU's leading air ambulance for the past three decades and it has transported 39,000 injured passengers home from all continents.

Its latest aircraft has been financed by the Rotorjet Group of Italy and it will also be used for Welcome Air's partner companies in Italy and Switzerland – JetLife (for ambulance flights) and JetCom (for business charters).

“We are absolutely delighted to be adding this new Dornier 328Jet to our fleet. The 328 Jet is extremely versatile, rugged and just perfect for the various flying activities we perform,” said Welcome Air Managing Director Jakob Ringler. “Its cabin is generous and there really isn't another aircraft on the market today that is on a par when it comes to affordable operating costs too,” he added.

Dave Jackson, 328 Support Services Managing Director added: “We are very pleased to place Aircraft No 3026 with Welcome Air, which has been a Dornier 328 customer since its formation in 1999. It is one of the last of the new build 328s to leave our hangar, but we have a number of refurbishment and conversion programmes ongoing with used aircraft. The 328 is proving a very popular type right now, especially in these difficult economic times,” he said.



九天飞行学院

新购DA42飞机飞抵临沂基地

Giutian International Flight Academy
receives newly purchased DA42 trainer

9月22日青岛九天飞行学院订购的钻石DA42型双发飞机安全飞抵临沂机场九天飞行学院基地。DA42飞机是目前国际上理想的飞行训练教练机型之一。青岛九天飞行学院是经中国民航局批准成立的完成CCAR-141部审定的飞行学院。学院总部位于山东青岛，并以山东临沂机场为其主运行基地。

九天飞院在借鉴国际先进的飞行训练模式和理念基础上，根据中国民航的实际要求，并结合中国的具体现状，编写了经CAAC批准的各类训练课程。针对中国航空公司的具体需要和中国学员的实际情况，学院设置了私用驾驶员执照、飞机仪表等级、商用驾驶员执照、飞行教员执照和航线运输驾驶员理论等培训课程。

九天飞院采用中英文结合的教学模式，飞行教员绝大多数来自于西班牙、美国、新西兰、澳大利亚等国外的飞行训练机构，具有丰富的飞行经历和教育经验。

在训练设施设备方面，九天飞院选用了国际最通用的飞行训练机型CESSNA172和DA42开展飞行训练。

On September 22, Qingdao Jiutian International Flight Academy welcomed the arrival of their newly purchased DA42 trainer; it is one of the most suitable flight trainers on the market today. Jiutian is a CCAR-141 certified flight training academy, located in Qingdao of Shangdong Province, operating at Linyi Airport.

Jiutian's training programs are based on international training models and concepts, meeting the requirements of local needs and approved by CAAC. Classes include private pilot training, instrument flight training, commercial pilot training, flight instructor training and transport pilot training.

Both English and Chinese languages are used during the training with instructors coming from Spain, US, New Zealand and Australia equipped with rich flying and teaching experiences.

On the trainer, Jiutian uses DA42 and Cessna 172, both which are common for flight training purpose.



Photo 2 – L to R: CAN patient's son Steve Aja who is accompanying patient Jennifer Aja-Thresher on CAN's 30,000th patient flight are greeted by Liberty Mutual flight attendants Ginger Devlin and Suzy Santay.

照片 左至右：癌症患者的儿子Steve Aja和她本人 Jennifer Aja-Thresher受到利宝互助保险集团服务员Ginger Devlin and Suzy Santay的问候。

第三万人次癌症患者飞行 企业天使网络 肺癌患者飞往安德森医学博士诊所

30,000th Cancer Patient Flight For Corporate Angel Network Lung cancer patient flies to M.D. Anderson.

企业天使网络（CAN），是位于美国佐治亚州亚特兰大的公共慈善机构，通过使用一些公司和小公司飞机的空座椅，免费为癌症患者提供治疗的航空运送，在2008年10月15日，宣布了第三万名的癌症患者的飞行。利宝互助保险集团，自从1991年来就是CAN的支持者，载送一位54岁的肺癌患者Jennifer Aja-Thresher从亚特兰大飞往休斯敦安德森医学博士的癌症治疗中心，在那她将参与一个临床试验医疗中。

许多癌症患者受益于CAN的服务，如果没有CAN，他们也许不能接受他们所需要的特殊治疗。病人可以不花任何费用很舒适的飞行去治疗，免受搭载拥挤的商业航空而有可能被感染的风险，很放松的到达目的地。

“我们很骄傲能为CAN提供服务，因为它确实使癌症患者的生活变得更好一些。”利宝互助保险集团飞行部总经理John Cooney说。

Atlanta GA—October 15, 2008—Corporate Angel Network (CAN), the national public charity that provides free air transportation to treatment for cancer patients by using empty seats on corporate and fractional aircraft, today announced the flight of its 30,000th cancer patient. Liberty Mutual, a CAN supporter since 1991, flew Jennifer Aja-Thresher a 54 year old lung cancer patient from Atlanta to Houston's M.D. Anderson Cancer Center where she will participate in a clinical trial.

Many cancer patients benefit from Corporate Angel Network services who might not otherwise receive the specialized treatment they require. Patients fly to treatment in comfort, at no cost, and arrive relaxed and protected from the risk of infection associated with crowded commercial travel.

“We are proud to support Corporate Angel Network in the work it does making life a little better for people battling cancer.” said John Cooney, Director of Aviation for Liberty Mutual Insurance.

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DEVORE 航空 目视下滑斜度指示器

美国 Devore 航空公司成立于 1945 年，坐落在美国新墨西哥州 Albuquerque 市。Devore 是一家航空制造企业，拥有 50 多个有工程经验的员工和独一无二的制造能力与经验。是具有美国联邦航空局 (FAA) 指定的工程代表 (DER's) 和制造检查代表 (DMIR's) 作为维持促进项目进度与获得 FAA 认证资质的人员。Devore 拥有超过 200 个补充型号合格证 (STC's)，型号生产许可证 (TC's) 和由 FAA 发布的技术标准指令用在 Devore 研发制造新产品。众多其它的产品，包括航空的和其它方面的，也为多方面的顾客设计、发展和认证。

Devore 拥有一系列完成的外部照明产品，他们的商标之一 TEL-TAIL，尾翼垂直泛光灯照明系统，固定翼飞机和直升机都适用。对他们的直升机客户来说，有三个类型的灯，著名的 TEL-TAIL，正面识别灯 (FFRL)，机身或标识照明灯，以及主旋翼盘照明灯。这些照明系统中的每一种都在发光二极管 (LED) 引进航空领域时进行了改造。最新系列的 TEL-TAIL 照明系统将采用当今市场上最先进的 LED 技术。第一架采用这些新照明灯的直升机将为罗宾逊的 R-44，FFRL 和机身照明系统 (LOGO) 也将被安装的。Devore 今年也将再次展现来自奥古斯塔的 A109 和 A119 系列直升机和来自欧洲的带有 LED 系统的 AS350。

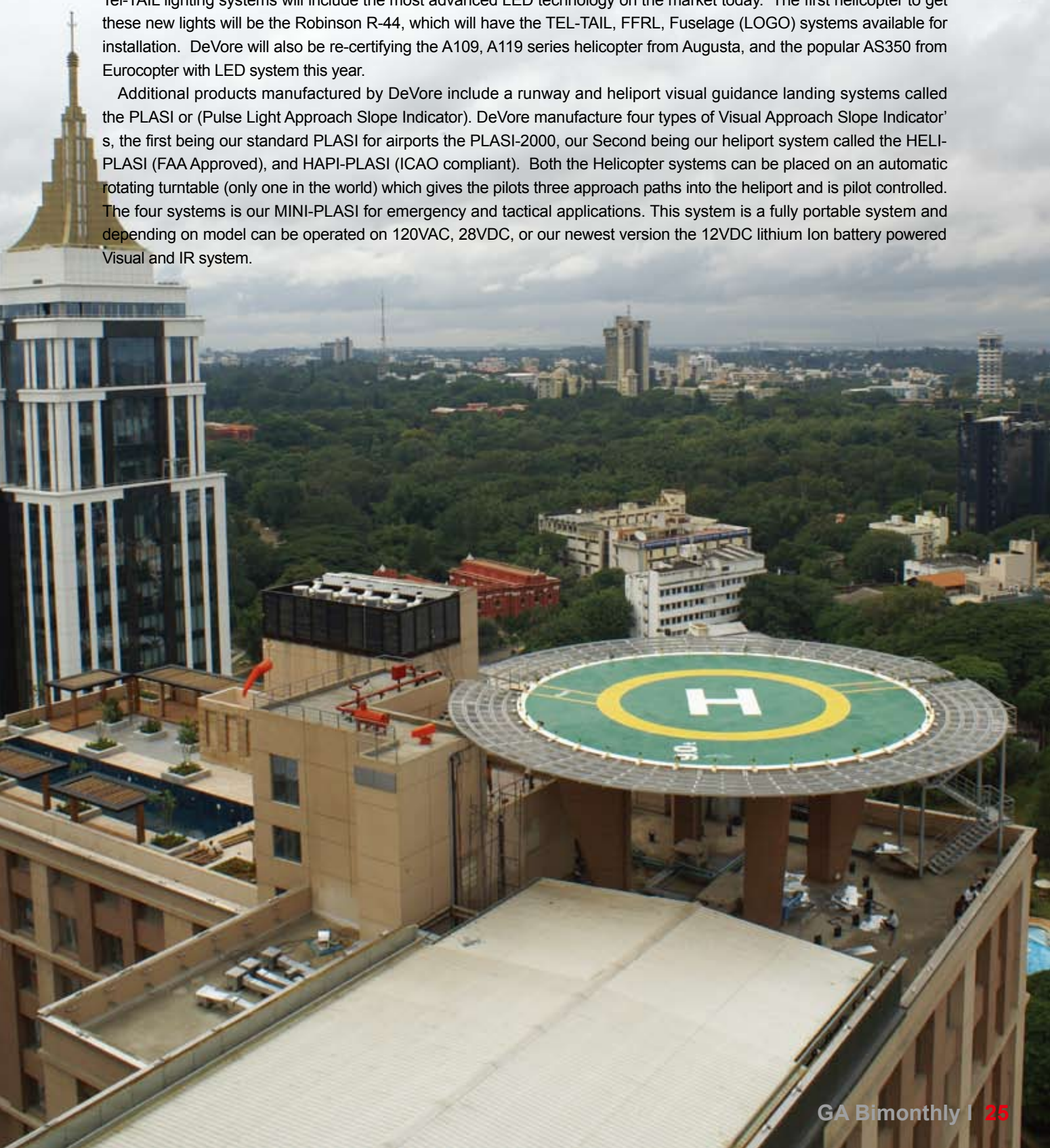
另外，由 Devore 制造的产品包括飞机跑道和叫做 PLASI 的直升机视觉引导着陆系统或（脉冲灯进场下滑道标志）。Devore 制造四种类型的目视进场下滑道灯光标志，第一种是标准的 PLASI 机场适用的 PLASI-2000，第二种是用在直升机系统中的叫做 HELI- PLASI (FAA 核准的)，和 HAPI-PLASI (国际民间航空组织 ICAO 认可的)。两种直升机系统都可以放置在一个自动旋转转盘上（世界上仅此一个），这是由飞行员在直升飞控制可提供三个进场路径机的系统。第四个系统是 MINI-PLASI，用在紧急情况和战术应用上。这个系统是一个完全的便携式模式，可在 120VAC 和 28VDC 上操作，或最新版本的 12VDC 锂离子电池供电的视觉和红外系统。

Devore Aviation Corporation of America was established in 1954 and is located in Albuquerque, New Mexico, USA. Devore is an aviation manufacturer with over 50 employees having extensive engineering and unique manufacturing capabilities and experience. FAA Designated Engineering Representatives (DER's) and FAA Designated Manufacturing Inspection Representatives (DMIR's) are maintained on staff to expedite project processing and approval for FAA certification. Devore owns more than 200 Supplemental Type Certificates (STC's), Type Certificates (TC's) and Technical Standards Orders (TSO's) issued by the FAA for Devore's developed and manufactured products. Numerous other products, both aviation or otherwise, have been designed, developed and certified for various customers. Our high quality production facility of over 30,000 square feet includes machining, electronics, sheet metal and composite fabrication, assembly and testing capabilities. Devore will continue to focus on the design, development, manufacture and marketing of unique products (primarily aviation-related) that

solve specific needs of customers.

Throughout the past two years, DeVore has aggressively pursued new development and technology projects so to provide our new and existing customers with greater performance lights at reduced costs. DeVore has a complete line of external lighting products which one of them is our trademark TEL-TAIL Vertical Tail Floodlighting systems for both Fixed Wing and Helicopters. For our Helicopter customers, we have three other types of light, our famous TEL-TAIL, our Forward Facing Recognition Lights (FFRL), Fuselage or LOGO Floodlights, and Main Rotor Disc lighting. Each one of these lighting systems is going through major changes since the introduction of LED's into the aviation industries. The newest line of Tel-TAIL lighting systems will include the most advanced LED technology on the market today. The first helicopter to get these new lights will be the Robinson R-44, which will have the TEL-TAIL, FFRL, Fuselage (LOGO) systems available for installation. DeVore will also be re-certifying the A109, A119 series helicopter from Augusta, and the popular AS350 from Eurocopter with LED system this year.

Additional products manufactured by DeVore include a runway and heliport visual guidance landing systems called the PLASI or (Pulse Light Approach Slope Indicator). DeVore manufacture four types of Visual Approach Slope Indicator's, the first being our standard PLASI for airports the PLASI-2000, our Second being our heliport system called the HELI-PLASI (FAA Approved), and HAPI-PLASI (ICAO compliant). Both the Helicopter systems can be placed on an automatic rotating turntable (only one in the world) which gives the pilots three approach paths into the heliport and is pilot controlled. The four systems is our MINI-PLASI for emergency and tactical applications. This system is a fully portable system and depending on model can be operated on 120VAC, 28VDC, or our newest version the 12VDC lithium Ion battery powered Visual and IR system.





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TracPlus delivers real-time global tracking, sensor monitoring, and analysis services to private, business, and government organizations worldwide. TracPlus is used by the New York Air National Guard and the US State Department, as well as at New Zealand's St John Ambulance Emergency Coordination Centre (ECC), and the Rescue Coordination Centre of New Zealand (RCCNZ).

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