



China Civil Aviation Report

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霍克太平洋为中国公务航空设定新的标杆

中国公务航空的发展在强劲的经济成长推动下，以及商业运输航空基础设施建设如机场和航管的完善下得到快速的发展与茁壮。目前共有167个商业运输机场可提供由涡轮螺旋桨到波音喷气式公务机的起降，地面服务和供油。但很遗憾的仅有极少数的机场能提供国际公务机相关海关，边防和检疫等服务，更别说提供过境公务机检查和维修的能力，直到上海霍克太平洋商务航空中心的成立。

这对公务航空使用人和运营者来说是个非常好的消息，因为公务航空在中国仍然是一个比较新的航空旅行方式，国内的业者还在摸索服务国际旅客的需求与标准。我们明白中国的商业运输航空在国家的全力参与推动下得到长足的进步，所有航空公司，机场，航管，地服和航油都是由政府经营，提供统一标准的服务。但当我们谈到个性化要求程度极高的公务航空时，商业运输航空统一的标准服务就无法满足公务航空的基本要求了。

上海霍克太平洋商务航空中心的成立不但满足了国际公务航空客户前来中国所需要的各种服务，同时标杆了国际公务航空的服务要求与规范。在中国快速发展公务航空的初期就引进国际高端的服务标准，将来国际公务航空的使用人和运营者到访中国时就不会发生许多外国人在中国所遇到的文化差异震撼感了。

Hawker Pacific Sets the Bar for FBO's in China

Business aviation in China is moving fast due to China's economic growth and strategically planned and located infrastructure such as airports and air traffic control centers. Currently there are 167 airports that can accommodate many different types of business aviation aircraft from the turboprop to the BBJ, with capability of ground support and fuel supply. But only a handful of the airports have facilities that can entertain international flights with immigration, customs and quarantine services. Also, none of these airports can provide regular aircraft checkups and maintenance services until Hawker Pacific recently opened their fully functioning FBO in Shanghai.

This is great news for all business aviation users and operators, since this is a brand new style of air travel that was not available in China before, and it was difficult for local service providers to provide services that meet with the international standards and requirements. As we know, China's civil aviation suddenly jumped into the second ranked aviation nation in the world in very short time, and that was due to full government involvement, as all airlines, airports, ATC, ground support and fuel supply were all owned and operated by the government. But when it comes to business aviation, a standard service that is designed as a one-size-fits-all simply defeats the purpose of Business Aviation.

Hawker Pacific's FBO in Shanghai is not only helping to serve the passenger and aircraft to meet their needs, but is also demonstrating to all the other local FBOs and service providers in the future the level of the international standard and quality service. With first class international service standards introduced to China while China is still in the process of building their business aviation industry, you can be assured that the general service standards will be much closer to your expectations without too much of the culture shock that you will most likely encounter in other areas while visiting China.



Francis Chao 赵嘉国
Publisher 发行人

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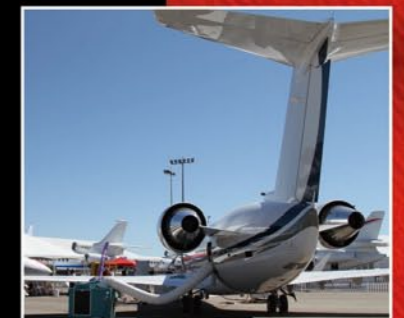
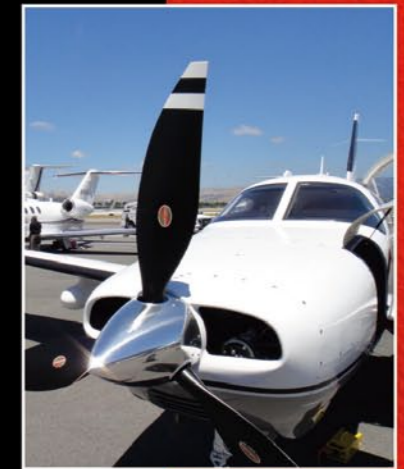
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NBAA

介绍美国公务机协会

The history of the NBAA starts back in the Spring of 1946, with the meeting of a small group of men in the Wings Club, located in the no longer standing Biltmore Hotel in New York City. On May 17th, 1946, a group of 13 people informally met at the Wings Club, and the reason for the meeting of these men was so that they could take a good look at the state of air-transport from their point of view. What they saw regarding the state of air transportation at that point was both very encouraging and very discouraging to them at the same time. What they had seen was a resurgence of commercial, business, and personal flying, which was definitely a good sight to see, yet what was discouraging to them was the sight of the regulatory agencies proposing drastic and even potentially detrimental measures in an attempt to cope with the air traffic control problems of the time.

The small group of aviation enthusiasts who had gathered together at the Wings Club understood that any attempt to modify the air space of the time would result in a disadvantage for business aviation, as that was the only segment of the air operations industry that had not yet been organized. They understood the need to form an organization with the mission of promoting and protecting the interests of business aircraft operators. That informal meeting at the Wings Club that day planted the seed for the creation of an organization dedicated to promoting and protecting the business aviation sector.

1946年春天，一小群人在纽约Biltmore酒店Wings俱乐部的一次集会，揭开了美国NBAA年会暨公务机展的历史。如今，该酒店已不复存在。集会的确切时间是1946年5月17日。那天，为了以他们自己的视角来更好地观察和审视航空运输的状况，13人在Biltmore酒店Wings俱乐部进行了一次非正式的集会。在他们看来，当时航空运输业的状况对于他们来说，有非常令人鼓舞的一面，也有非常令人泄气的一面。他们看到了商业飞行、公务飞行和私人飞行复兴的迹象，这无疑好的景象；而不好的景象是，当时监管机构采取严厉甚至有潜在危害的方式来进行航空运输管制。

这一群聚在Wings俱乐部的航空爱好者清楚，当时任何试图划设空域的举动，都会对公务航空造成不利影响，因为公务航空是所有航空活动中唯一尚未被统一管理的一块领域。他们认识到，需要成立一个组织，来加强保护公务飞机运营人的利益。那天，在Wings俱乐部的一次非正式集会，为成立专门组织来加强和保卫公务航空，播下了种子。

集会之后，Palmer J. (Bud) Lathrop先生，Bristol Myers公司当时的副总裁，联系了众多公司



After that meeting, Mr. Palmer J. (Bud) Lathrop, the vice president of Bristol Myers, contacted the presidents of numerous companies and invited them to be represented at a meeting scheduled for November 21st, 1946. At that meeting, a total of sixteen companies were represented in person and the Corporation Aircraft Owners Association was provisionally launched. On February 17th, 1947, a meeting of incorporators and members was assembled in New York to establish the organization permanently as a not-for-profit corporation. The first annual meeting of the organization was held at the Biltmore Hotel in room 101, on September 24th, 1947. In February of 1951, the organization decided to move its headquarters from New York to Washington D.C., in an effort to work more closely with the Civil Aeronautics Administration regarding the wartime priorities of aircraft parts, supplies and equipment.

By 1953, the organization understood the need to change their name to something more representative of their national scope and ever more diverse group of members. At a special meeting held on June 26th, 1953, at the Wings Club in New York City, it became the National Business Aircraft Association. In 1988, the Association was reincorporated in the District of Columbia, and in 1997, at the time of its 50th anniversary, the Association officially changed its name to the National Business Aviation Association (NBAA), to reflect its ongoing commitment to serve the needs of the entire business aviation community.

的总裁，邀请他们参加1946年11月21日举行的会议。1946年11月21日的会议，共有16家公司的负责人亲自参加，会议临时成立了企业飞机拥有者协会 (Corporation Aircraft Owners Association)。1947年2月17日，协会的成立者和会员集合在纽约，决定将该组织永久地改为非营利性组织。1947年9月24日，该组织的第一次年会在Biltmore酒店的101房间举行。1951年初，美国民用航空管理局 (Civil Aeronautics Administration) 优先支持战争时所需的飞机零部件等物资和设备。为了更紧密地配合民用航空管理局的工作，1951年2月，协会决定将其总部从纽约迁往华盛顿。

到了1953年，该组织意识到有必要将名字改变一下的需要，以便更能凸显其全国性的视野和吸纳更多成员的特征。1953年6月26日，在纽约Wings俱乐部举行的一个特别会议上，其名字改为美国公务机协会 (National Business Aircraft Association)。1988年，在哥伦比亚特区，该协会再次经历合并；1997年，在其成立50周年之际，该协会正式将其名字改为美国公务航空协会 (National Business Aviation Association, 现简称NBAA)，以反映其一贯为整个公务航空界服务的宗旨。

Today the National Business Aviation Association is a non-profit, nonpartisan industry organization that represents over 8,000 companies and provides more than 100 products and services to the business aviation community. The current head of the NBAA is Ed Bolen, who became the President of the organization in 2004. The organization is led by an 18-member Board of Directors, a team of experienced senior executives and the continuing guidance provided by a network of Standing Committees and Strategic Focus Teams. The goal of the NBAA today is still the same as it was over 50 years ago, which is to promote and create an environment that fosters the growth of business aviation not only in the United States, but all around the world. The annual meeting and convention which started back in 1947, has now grown into something that is regarded as the largest civil aviation trade show in the world.

Business aviation in the United States accounts for more than 1.2 million manufacturing and services jobs. Business aviation is a part of the much larger General Aviation Industry which accounts for more than \$150 Billion dollars of the U.S. Economy each year, and contributes positively in the United States balance of trade. In 2000, Civil Aviation as a whole contributed to over \$900 Billion to the United States economy and has created over 11 million jobs. That \$900 billion accounted for at least 9% of the United States total gross domestic product. Of this drastic contribution to the economy by civil aviation, 1 out of every 9 dollars was contributed by General Aviation. Business Aviation generated 80% of the total contributions of General Aviation to the United States economy.

Not only does Business Aviation contribute to a large portion of the United States economy, but it is also the lifeline for thousands of small communities. In the United States, there are 5,000 public use airports, yet fewer than 500 of these airports have commercial airlines in service. This means that Business Aviation is sometimes the best or only form of transportation available to reach these smaller communities and rural areas. Business jets can utilize smaller GA airports that commercial aircraft simply cannot use.

While Business Aviation may be considered the economic lifeline of thousands of small communities, it sometimes becomes an actual lifeline to areas in crisis. During a crisis when other means of transporting essential aid, such as food, water, medical supplies, medical specialists, and other necessary assistance is unavailable, General Aviation, which includes business aviation, becomes literally, life savers. According to the General

现在美国公务航空协会是一个无党派的非营利性行业性组织，它代表超过8,000家公司的利益，并提供超过100种公务航空使用的商品和服务。现任NBAA总裁是Ed Bolen先生，他从2004年起担任总裁一职。该组织由18名经验丰富的高级主管组成的董事会领导，并由其常设委员会和战略发展团队成员提供持续性指导。现在，NBAA跟50年前是一样的，即促进全美国公务航空乃至全世界公务航空的发展并为其发展创造一个有利的环境。始于1947年的年会和例会，在某种意义上，已经发展成了一个世界范围内最大的民用航空贸易展。

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

Aviation Manufacturers Association, more than 15,000 flights were made in one recent year in support of missions for humanitarian purposes. Business Aircraft are able to provide such humanitarian aid due to them being flexible, nimble machines. These aircraft have the ability to operate with short notice into outlying airports with small runways (and sometimes even unpaved) or even onto roads. They are uniquely suited to provide first response capabilities to natural disasters and other emergencies. The fact that Business Aircraft are typically much larger than most General Aviation Aircraft, it allows them to carry more cargo and passengers to and from the areas of need.

With all the great contributions that Business Aviation brings to both the local and national economy, as well as its abilities to play a critical role in providing humanitarian aid to areas affected by disaster, one may ask, what role does business aviation actually play in business? While the general public may assume that the use of business jets is simply a status symbol, the reasoning behind the use of business jets is actually quite practical. According to statistics from the NBAA website, 85% of the companies that use business airplanes are actually small to mid sized business, and only a tiny fraction of the users of business airplanes are Fortune 500 companies. For all the same reasons why business aviation is so suited for providing humanitarian aid and creating an economic lifeline to smaller rural areas, is the same reasons why business aviation helps companies to increase productivity and reduce costs. Business jets are a fast, flexible, safe, secure and cost effective means of travel to almost all destinations across the country, as well as around the world. Business aircraft travel also allows for continued productivity due to the ability to continuously conduct business while en-route to the destination. Also with many smaller communities located hours away by car from the nearest commercial airline, business aviation sometimes becomes the best, if not, the only way to reach these smaller communities and rural areas. These business aircraft can utilize the smaller GA airports that commercial aircraft simply cannot. The flexibility of business aircraft also allows for a more flexible travel schedule, which allows travel to multiple destinations and then returning back home, all in one trip. This saves business the expenses of hotel rooms, rental cars, meals, and other expenses that come along with a longer travel time. As stated by Ed Bolen, in an article entitled "Business Aviation Makes Sense", "Simply stated, a business airplane allows companies to do more, in less time, and often at less cost than other forms of transportation alternatives. Most people

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。而且，公务飞机通常比一般的通用飞机大，这使得它们可以将更多的货物或乘客运出或者送达有需要的地区。

既然公务航空可以给地方经济和全国经济贡献这么多，而且它还在灾区的人道主义救助中有那么大的作用，人们会问，公务航空在商业中有什么贡献呢？尽管公众会认为使用公务喷气机只是个人身份和社会地位的象征，然而，使用公务机有非常明智的道理却是毋庸置疑的。根据NBAA网站公布的数据，使用公务机的公司，85%都是中小型企业，只有一小部分公务机的使用者是世界财富500强公司。就像公务航空很适合提供人道主义救助而且是农村地区的经济命脉一样，公务航空可以帮助公司提高效率并降低成本。公务机是到达全国各地甚至世界各地的高效、灵活、安全、稳妥、低成本的交通方式。公务飞机还可以提供连续生产，因为在到达目的地的途中，人们可以在飞机上继续开展业务。如果一些小社区距离最近的商业航空机场有几个小时车程，在到达这些小社区所能使用的交通方式中，公务航空有时候即使不是唯一的也是最好的。因为公务飞机可以利用小的通用机场，而商业飞机却不能。公务飞机的灵活性还可以使人们更加灵活地安排行程表，人们可以到达多个目的地然后返回，总共只要一个来回。如果行程较长，还可以为企业节省大笔宾馆住宿费、租车费、餐费和其他费用。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、最低的成本做得更多。多数人认为，效率、灵活性和可靠性是管理良好的公司的特性。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。由于公务航空的诸多优点，这一点就不足为奇了。”



recognize that productivity, flexibility and dependability are attributes of well managed companies. They are also the benefits of Business Aviation.” Ed Bolen also goes on to state, “Given the benefits of Business Aviation, it is not surprising that studies show that companies using their own airplanes as a solution for some of their transportation challenges consistently generate more value for their shareholders than companies in the same industry that do not use business aviation.”

With all the benefits that Business Aviation has brought to the United States economy, as well as to the many businesses in the United States that use Business Aviation, it is no wonder why China is seeing a soar in the Business Aviation industry. With a steady annual GDP growth rate of approximately 10%, China is starting to see a drastic rise in the amount of business aircraft in the country. It is estimated that within 10 years, China will have approximately 600 Business Jets delivered into the China market, and by 2020, they would have 1000 Business Aircraft of all types in the market. One main factor for the boom of Business Aviation in China is due to the fact

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個主要原因是，公务航空在中国还处于婴儿时期。

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的发展。Ed Bolen说：“NBAA认识到了亚洲地区对于将来世界公务航空发展的重要性，而且（我们）将会继续和我们的展商以及亚洲公务

that Business Aviation is still in its infancy stages in China.

The NBAA recognizes that this is an important time for the development of China's Business Aviation industry and in maintaining with the mission and goal of the NBAA to promote Business Aviation not only domestically, but around the world, is working hard to help out the development of the Business Aviation sector in China. According to Ed Bolen, “NBAA recognizes the importance of the Asian region to the future of Business Aviation, and [we] will continue to work very closely with our Exhibitors and colleagues at the Asian Business Aviation Association (ASBAA)

to promote the growth of Business Aviation in that part of the world.” The NBAA will be working very closely with the ASBAA to jointly sponsor the 12th annual Asian Business Aviation Conference & Exhibition (ABACE) taking place in Shanghai between March 27-29th of 2012. Along with co-sponsoring the ABACE event in Shanghai, the NBAA has also been actively promoting China's Business Aviation at home in the United States as well.

This year, for the first time in the history of the annual NBAA trade show, was the presence of the China Pavilion. The China Pavilion is a collaborative effort between the China Civil Aviation Report and Capital Jet Co., Ltd., with support by the Commerce Department of the U.S. Embassy in Beijing. The mission of the China Pavilion is to bridge the gap between China and it's international counterparts. To provide answers to questions from the international community regarding China's current state of aviation and to provide assistance to international businesses looking to enter the China market. With much support from the NBAA, the China Pavilion made quite the first impression at the 64th Annual Meeting and Convention.

Along with the co-sponsoring of the ABACE event in Shanghai, as well as the introduction of the China Pavilion to the NBAA's Annual Meeting and Convention, the organization is also involved heavily in Europe as the co-host of the European Business Aviation Convention and Exhibition (EBACE) along with the European Business Aviation Association (EBAA). This just shows that more than 64 years after that initial meeting in the Wings Club in the Biltmore Hotel, the seed that was planted that day, has fully blossomed into a tree that has branched out and now reaches all over the world. The vision of those men, to create an organization to promote and protect the interests of business aircraft operators, seems to have been brought into fruition and is not only being kept alive today by the current board of directors, but is thriving and continuously growing. Through the years, the NBAA still maintains the same principal as it did over half a century ago, which is, “promoting the aviation interests of organizations utilizing general aviation aircraft for business purposes in the United States and worldwide.”

航空协会（ASBAA）的同事密切配合，推动世界公务航空的在亚洲的增长。”NBAA将和亚洲公务航空协会紧密合作，联合赞助2012年3月27日-29日在上海召开的第十二届亚洲商务航空会议及展览会。除了联合赞助上海的第十二届亚洲商务航空会议及展览会以外，NBAA也在美国本土积极地推动中国公务航空的发展。

今年，中国馆第一次出现在NBAA年会及公务机展上。这次，中国馆由《民航报导》和首都公务机有限公司协力组织，其时，得到了美国驻北京大使馆商务处的支持。中国馆的任务是在中国公务航空和国际公务航空业之间搭建起沟通的桥梁、回答国际公务航空业者关于中国航空现状的问题并为希望进入中国的国际航空业者提供协助。在NBAA的大力支持下，中国馆在第64届的NBAA年会暨公务机展上的首次亮相十分成功。

除了联合赞助在上海召开的第十二届亚洲商务航空会议及展览会和帮助引进中国馆参加NBAA年会暨公务机展，NBAA还积极参与推动欧洲的公务航空发展，与欧洲公务航空协会（EBAA）联合举办欧洲公务航空年会暨公务机展（EBACE）。这些充分证明了，64年前在Biltmore酒店的Wings俱乐部播下的种子，如今已经开枝散叶，长成了茂盛的大树，延伸到了世界各地。当时那几个人的期望和宗旨——成立组织，促进并保护公务航空业者的利益——如今似乎已经收获了果实。现在，这个果实不仅被当前董事会保持着生机，而且正在蓬勃发展并不断生长。经过多年的发展，就像它半个世纪以前那样，NBAA始终保持着同样的原则，“在全美国和世界各地，推动将通用飞机用于商业用途的机构和航空业者的利益”。

The China Pavilion makes its first showing at the 64th Annual NBAA Meeting and Convention

中国馆首次亮相美国NBAA年会暨公务机展



The China Pavilion made its first appearance ever during the 64th Annual NBAA Meeting and Convention. The China Pavilion is a joint venture between Beijing Capital Jet Company Limited, the China Civil Aviation Report, and the commerce department of the U.S. Embassy in Beijing. Representatives from all three parties involved with the China Pavilion were in attendance at the NBAA trade show. Beijing Capital Jet Company Limited. (Capital Jet for short) sent a small delegation over to the convention center in Las Vegas, Nevada, to check out the event. The delegation from Capital Jet consisted of 5 members and was headed by their General Manager, Mr. Zhao Qijiang. Also at the China Pavilion were staff members from Uniworld LLC, the parent company of the China Civil Aviation Report, as well as Mr. Landon Loomis, who was the official from the commerce department of the U.S. Embassy in Beijing. The China Pavilion also received much support and assistance from the NBAA organization itself, especially from the President, Mr. Ed Bolen.

The role of the China Pavilion is to bridge the gap between China and the world, as the main goal of the China Pavilion is to provide assistance to businesses who are interested in entering the China market. The China Pavilion also provided information regarding the current state of aviation, especially civil aviation, in China, as well as answered any inquires people may have had regarding aviation or business in China.

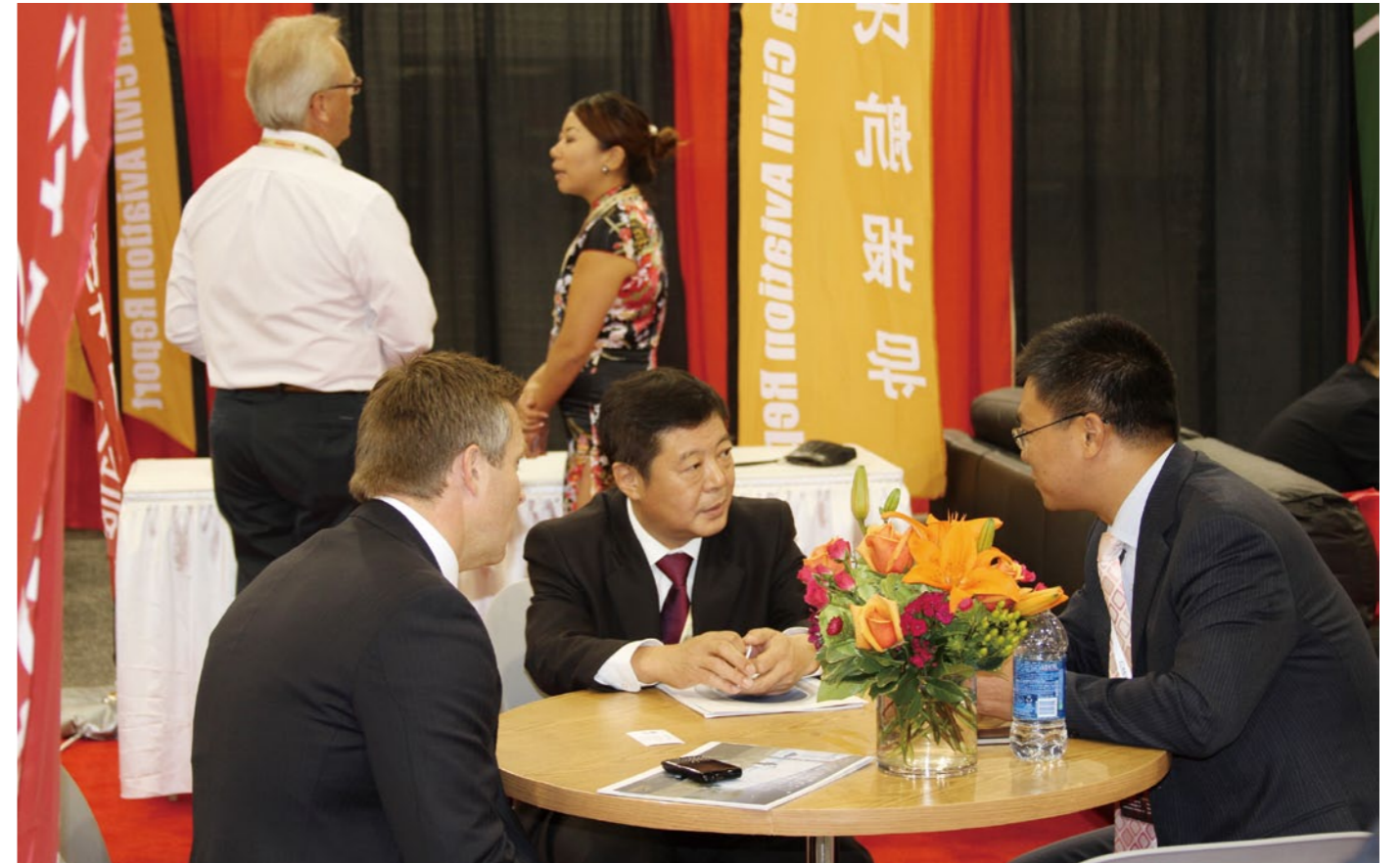
The China Pavilion held a press conference on the first day of the event to inform the attendees regarding China's current aviation situation and to inform the attendees regarding Capital Jet's interest in finding the appropriate teaming partners. The press conference was hosted by Mr. Francis Chao, the publisher of the China Civil Aviation Report, with Mr. Zhao speaking on behalf of Capital Jet in explaining their desire and needs.

在今年举办的第64届美国NBAA年会暨公务机展上，由北京首都公务机有限公司（简称首都公务机）、民航报导和美国驻华大使馆商务处联合组建的中国馆首次亮相，三方参与组建中国馆的代表也都在参加了该公务机展。首都公务机派出了一个代表团，前往这次活动的举办地内华达州的拉斯维加斯市全程参加该活动。该代表团由其总经理赵啟江先生带领，共5名团员。除此之外，中国馆的成员还包括美国世兴公司（《民航报导》的母公司）的员工和美国驻华大使馆的商务官员陆一鸣先生。中国馆还得到了NBAA主办方，特别是NBAA总裁Ed Bolen先生的支持和协助。

中国馆此次参加NBAA公务机展的主要目的是在中国和世界之间架起一座桥梁，协助对中国航空市场感兴趣的外国企业进入中国。中国馆还将中国航空现状，尤其是中国民用航空的现状，带到了NBAA公务机展上。同时，对各来访者提出的有关中国航空业的问题，中国馆工作人员都予以认真解答。

在NBAA公务机展的首日，中国馆举行了一个新闻发布会，向来访者介绍了中国航空市场现状，并宣布首都公务机寻找合适的国外合作伙伴的消息。该发布会由《民航报导》的发行人赵嘉国先生主持。会上，赵啟江先生代表首都公务机介绍了其公司寻找国外合作伙伴的意愿和需求。

首都公务机是提供全服务项目的固定基地运营



Capital Jet is a full service FBO located at Beijing International Airport, with its office just slightly west of Terminal 3. The company offers professional business aviation ground services and claims over 80% of the domestic market share. Capital Jet Co. Ltd, was incorporated back in May of 2000, and was established as a joint venture between the Capital Airports Holding Company (CAH), China Aviation Oil Holding Company and Beijing Tongda Air Service. The main clients for Capital Jet are typically heads of state, high level government officials, global Fortune 500 companies and business celebrities both from home and abroad. Capital Jet has its own designated special-purpose parking apron, a VIP lounge, and provides its own in-house customs, immigration, and quarantine services for visiting crew and personnel.

What Capital Jet is looking for, are international counterparts to form teaming partnerships with, so that they may expand their range of services and strengthen their capabilities in planning, operating, and managing business aviation in China. Right now, Capital Jet Co., Ltd has some issues with the carrying out of some high technological content services regarding business jet maintenance. This is why Capital Jet is looking for teaming partnerships to help them expand their range of services, and to be able to provide a more complete experience for their customers.

The China Pavilion provided the perfect platform for Capital Jet to get their message out to the international community, as well as a comfortable

商，基地在北京首都国际机场（简称首都机场），办公地点就在首都机场3号航站楼的偏西侧。该公司提供专业的公务航空地面服务，其市场份额占当地公务航空市场的80%。2000年5月，首都公务机由首都机场集团公司、中国航空油料集团公司和北京通达航空服务部合资成立。首都公务机的服务对象主要包括国家元首、高层政府官员以及国内外商界名流，服务领域遍布全球财富五百强企业。公司拥有专用的停机坪、贵宾休息室和独立的海关、边防、安检等配套设施，为客户提供专业服务。

首都公务机要寻找的是可以建立合作伙伴关系的国际合作对象，以便可以扩展其服务范围并巩固其在中国公务航空市场的计划、运营和管理业务。中国政府将某些公务航空运营服务交给了首都公务机，指定这些业务为首都公务机的专属经营领域。一方面，这很好地保障了公司的业务；另一方面，也造成了公司拓展经营范围的能力不足。比如，在维修方面，涉及技术含量较高的公务机服务项目很难自行开展。这就是现在首都公务机寻找合作伙伴的原因，他们希望找到合适的合作伙伴帮助其拓展经营范围，以便有能力为客户提供更加全面的服务体验。



area for all visitors to relax and discuss business amongst each other. After the press conference that was held on the first day, the China Pavilion received a consistent amount of traffic to the booth for the remainder of the event. Mr. Chao was the host of the China Pavilion and was bombarded with inquires regarding China and the aviation market for the remainder of the event. The amount of interest in China was so immense, that after a while, reservations had to be taken to ensure that Mr. Chao would be able to answer the questions of those who had repeatedly returned to the pavilion only to find him consistently busy answering other people's inquiries.

By the end of the trade show, Mr. Chao had nearly lost his voice from answering so many questions, every issue of the China Civil Aviation Report had been taken by visitors who have stopped by the booth, and the delegates from Capital Jet were exhausted and ready to go home, so I think it's safe to say that the China Pavilion had made a huge impact in its first year at NBAA. It seems that China is the center of attention for many of the players in the aviation industry, and with an economy that is growing by high rate each year with no foreseeable slowdown; it seems that China will continue to be a hot topic in aviation for years to come. With the amount of traffic and interest in the China Pavilion this year, all the members of the China Pavilion have high hopes to be able to have a permanent presence at NBAA in the years to come.

中国馆为首都公务机在国际范围内发出寻找合作伙伴的信息提供了一个完美平台，也为所有的来访者放松和洽谈生意提供了一个舒适空间。新闻发布会过后，继续参观NBAA的客人源源不断地来访中国馆。《民航报导》的发行人赵嘉国先生被各位来访者团团围住，不停地回答着有关中国和中国航空市场的各种问题。参观者对中国的兴趣是如此浓厚，很长时间内，只看见赵嘉国先生持续不停地忙于回答提问。

这次展会结束之际，由于回答太多问题，赵嘉国先生几乎失声了。中国馆上的《民航报导》杂志被前来参观和洽谈的人们全部拿去了。首都公务机的代表也筋疲力尽，做好了回国的准备。因此，说中国馆在本届NBAA公务机展上产生了巨大影响，是不容置疑的。似乎中国已经成为全球航空业界人士关注的中心，并且，在中国经济以高年增长率持续发展且在可预见的时期内不会停下来的形势下，在未来数年内，也许中国仍将是全球航空业界的热门话题。今年，如此多的人以如此强烈的热情关注中国馆，使得中国馆的所有成员都对以后每年继续参加NBAA公务机展抱有以很高期望。

Business Aviation: Facilitating Growth

公务航空：企业发展的助推器

In today's world, the use of business aircraft is a vital tool for success. Around the globe, the most respected companies utilize business aircraft to accomplish their goals and expand their businesses. In fact, a study conducted in the US in 2009 showed that the average annual earnings of the S&P 500 companies that use business aircraft grew 434% faster than the average annual earnings of the companies that did not use business aircraft. While there is no guarantee that using business aircraft will bring exactly these results, there are definite reasons why business aircraft often go together with success.

What are some of the reasons that companies use business aircraft, and what are the benefits they realize?

While no two companies are exactly alike and their reasons for using aircraft are not exactly alike, many benefits can be realized by using business aircraft. Some of the reasons cited by companies that currently use business aircraft include (but are not limited to) the following:

- Greater productivity---Management is able to accomplish more in less time. With business aircraft key decision-makers can travel between many offices, factories, and/or corporate locations, as well as visit clients, suppliers, and undertake many meetings without having to wait on airline schedules.
- Handling unexpected problems---In any large enterprise unexpected problems can arise from time to time. Using business aviation can mean that someone can get out to handle the situation as soon as possible, before it affects the business adversely.
- Confidentiality---A key benefit is that when business management travels to and from meetings, they can prepare beforehand, or discuss the situation afterwards on the business aircraft knowing that no one else is listening in on their conversation. This is very important when strategizing for a meeting or discussing confidential issues. Traveling by business aircraft provides unparalleled privacy.
- Demonstrating confidence---When management arrives at their destination aboard the company's business aircraft, the client can see right away that the company is confident in its ability to perform. To suppliers it can indicate that the company is a company they want to do business with. Making an investment in business aircraft indicates to others that the company is focused on achievement and getting things done.

当今世界，使用公务机已成为通往成功之路的重要工具。纵观全球，大多数备受尊重的企业都使用公务机来完成他们的目标并拓展业务机会。事实上，2009年一项对美国标普500家上市公司的研究案例显示，使用公务机的企业的年均盈利增长速度较不使用公务机的企业高出达434%。虽然无法确保使用公务机可带来如此确切的成效，但“公务机”与“成功”如影随形确是确凿的事实。

企业使用公务机的部分原因以及他们认为公务机可以带来的效益是什么？

没有两家公司是完全相同的，他们使用公务机的理由也各有不同。通过使用公务机，他们认识到公务机给企业带来的效益。当前使用公务机的企业使用公务机的原因包括有（不局限于）：

- 更强大的生产力—企业管理人员可以在更短的时间内达成更多的任务。使用公务机可使企业决策者更加自如的往返于多个办公室、工厂等工作地点以约见客户、供应商并出席会议等，而不必焦急的等待航班。
- 处理突发情况—任何一家大企业都偶尔会出现特殊情况。使用公务航空则意味着有人能够以最快速度出发，在企业利益受损前掌控局面。
- 私密性—公务航空的一个主要益处是企业管理人员可在参加会议途中提早进行准备，或在会议后，在没有旁人的情况下与同行探讨商机。私密性空间对制定会议策略以及讨论公司机密事宜是非常重要的。
- 自信心的体现—当企业管理人员乘坐公务机抵达目的地时，他的客户立即就会感受到这家公司对自己的执行力非常有信心。对于供应商而言，使用公务机可以表明他们希望与所拜访的公司合作。在其他看来，一家企业投资购买公务机，是其专注于达成目标和完成任务的体现。
- 对商业机遇的快速响应—很多时候，最好的商机往往都是突然出现的。公务机可为企业管理人员提供快速应对此种商机的能力。当企业的管理

▪ Responding to opportunities---Many times, the best opportunities are the ones that arise suddenly. A business aircraft can provide management with the ability to respond quickly to opportunities that arise; while at one meeting, an opportunity somewhere else may arise and management can rapidly change its plans without having to succumb to pre-established airline schedules.

Do only companies in certain industries use business aircraft?

Companies in nearly every industry use business aircraft. Companies that are growing and need to reach their facilities, suppliers and/or clients, whether domestically or in locations abroad, find that using business aircraft enables them to grow faster and respond more quickly---often faster than a competitor that does not use business aircraft. This is true for companies in retail and wholesale businesses, for companies involved in mining or technology, for companies involved in medicine or manufacturing.... companies in nearly every industry can benefit from using business aircraft.

And individuals that own or manage many businesses find that using business aircraft enables them to manage their companies, and their lives, more efficiently.

How can I know if using business aircraft is right for my business?

Every company, every enterprise has a unique set of factors to consider with respect to the needs and potential uses of an aircraft. For some, it is important to be able to travel long distances and rest while traveling. For others, there are many sites to visit that are located only a few hundred kilometers from each other. Others, still, may need to travel frequently back and forth from the same few locations, but meetings often run late and airline schedules are difficult to work with. Still other companies may have only the occasional need for the benefits that business aircraft can provide.

If your business is growing and you are finding yourself and others in your enterprise traveling constantly, it may be time to consider using business aircraft. There are many different types of business aircraft available, and there are also a number of options available for using business aircraft. It is possible to charter business aircraft, buy shares of an aircraft, or buy an entire aircraft, which you can have complete control over.

For the past twenty-five years, Avicor Aviation Inc., an international aviation consulting firm with clients around the world has specialized in assisting companies and individuals in making the right business aircraft choices. Avicor works with each company or individual on a consulting basis to determine first whether it is most suitable to charter, own shares, or own an entire aircraft. If a decision is made to own shares or an entire aircraft, then a thorough process is utilized to determine which of the several hundred available types of business aircraft is best suited to the needs and budget of the company or individual. Finally, Avicor assists with the entire



人员正在某个会议中时，别处可能会出现一个商机。此时，他们可立即更改行程计划而不必屈从于预先订好的航班日程。

仅是某个特定商业领域内的公司在使用公务机么？

使用公务机的企业几乎涵盖了每一个商业领域。那些持续发展并需要抵达并接触其工厂、供应商和客户的公司，无论是本土公司或是海外公司，都发现使用公务机可以加快他们的业务发展和反应速度---他们经常要比不使用公务机的竞争对手们更加迅速。这一点符合零售、批发业，采矿、技术类，以及医药和制造业相关领域公司的情况。几乎每个领域的公司都可以从使用公务机中获益。

同样，拥有或是需要管理多种生意的个人发现使用公务机使他们能够更加高效的处理公司事务及个人生活。

我怎样才能了解使用公务机对于我的生意来说是个正确的选择？

每家公司和企业考虑自身对于公务机的需求和潜在使用量的因素各有不同。对某些公司来说，能够进行长途飞行且旅行中可以很好的休息是十分重



aircraft purchasing process, including making sure that the aircraft is properly registered and insured, assisting with hiring flight crew and making on-going maintenance arrangements as needed.

As the range of available aircraft is wide and the needs of each client are different, it is important to make an informed decision when it comes to business aircraft. Aircraft can be an expensive investment and operating aircraft not suited to your needs and budget can be both costly and frustrating. In the same manner that acquiring a new business, establishing a new factory, or making other major business decisions, it is wise to seek knowledgeable and experienced counsel when making decisions about business aircraft.

Lillian Tamm is Vice President of Avicor Aviation Inc. and has been involved in business aviation for nearly three decades. She is an aircraft and aviation business appraiser, and provides aviation market research and advisory services. Avicor Aviation serves corporations, financial institutions, high-net-worth individuals, governments, and companies within the aviation industry around the world. For more information visit www.avicoraviation.com. To contact Lillian Tamm directly, email her at Ltamm@avicoraviation.com.



要的。有些公司需要频繁的飞往许多地方，但每个站点之间仅数百公里之遥。另有一些公司需要频繁的往返于某几个固定地点，但他们的会议经常不能按时结束以至于很难配合航班时间。也有一些公司仅是偶尔需要使用公务机。

如果您的企业在不断发展并且您发现自己和公司的其他人需要经常旅行，这也许就到了开始考虑使用公务机的合适时机了。有很多种不同型号的公务机可供选择，同时如何使用公务机也有多种不同的选择。您可以选择租赁公务机、购买共享公务机份额或是直接购买一架仅供自己使用的公务机。

过去的25年，国际航空顾问公司 Avicor Aviation公司专注于协助企业和个人选择公务机，其客户已遍布全球。Avicor Aviation公司为企业和个人提供顾问咨询服务以协助他们先确定租赁、购买份额或是拥有完整的公务机这三种形式哪个最为自身的需求。如果客户一旦决定购买份额或是完整的公务机，Avicor Aviation公司随后将会运用一套周密的方案来协助企业或个人买家从数百种机型中挑选出最为符合其使用需求和资金预算的公务机。最后，Avicor Aviation公司将协助买家处理整套的公务机购买流程，包括确认公务机经过注册和保险；协助买家雇佣机组人员并根据需要提供持续的飞机维修安排。

由于可供选择的飞行器种类繁多且客户的需求各异，所以飞行器被作为公务机使用前，如何明智地进行选型是非常重要的。购买飞行器是非常昂贵的投资，如果没能选择适合自身需求和预算的飞行器运营模式，那么无疑会造成买家的资金浪费和巨大的挫败感。同样的道理，和定位一项新的业务模式、筹建新工厂或是进行商业决策前需要做的事情一样，在购买公务机时获取相关知识并得到有经验的顾问咨询是非常明智的选择。

Lillian Tamm女士是Avicor Aviation公司的副总裁，已从事公务航空领域相关工作近30年时间。她是飞行器和航空业务估价师，提供航空市场调研和咨询服务。Avicor Aviation公司为航空业内的企业、金融机构、高资产人士、政府部门等提供服务，客户遍及全球各地。如需了解更多有关于Avicor Aviation公司的信息，请访问www.avicoraviation.com。亦可发送邮件至Ltamm@avicoraviation.com，直接联系Lillian Tamm女士。



LEKTRO多用途飞机牵引车! A LEKTRO for Every Purpose!

LEKTRO公司自1945年以来，一直致力于电瓶车的创新与研发。

1967年，LEKTRO公司制造了世界上第一台无拖杆飞机牵引车，当时成为Airporter。现在，LEKTRO公司正在全世界范围内改变着地服人员的飞机牵引方式。

LEKTRO公司的全系列产品已证实比传统飞机牵引车更有效、更安全、更可靠和更通用。全金属机身与高品质工艺，可保证每台Lektro牵引车更持久耐用。

自1967年创新研制出无拖杆牵引车以来，LEKTRO公司一直在世界无拖杆飞机牵引车领域保持其先进性。让我们来分享一下，LEKTRO飞机牵引车与众不同之处。

再没有堆积如山的各式飞机牵引拖杆
LEKTRO飞机牵引车工作效率更高
LEKTRO飞机牵引车绿色环保，零排放
维修故障率低
世界上最通用的无拖杆飞机牵引车为您提供高效的飞机牵引服务!

可为您的飞机牵引车量身定制专色喷漆!
安全永远第一!

无论何种机型与重量级别的小型飞机，LEKTRO飞

LEKTRO has been pioneering innovative battery-driven vehicles since 1945.

In 1967, LEKTRO built the world's first towbarless ground support vehicle, called the Airporter. Today, LEKTRO is changing the way ground crews all over the world handle aircraft.

The LEKTRO line has proven to be more efficient, safer, more reliable, and infinitely more versatile than conventional aircraft tugs. And, with the all-steel construction and quality craftsmanship, it is guaranteed each LEKTRO tow tractor is built to last.

Since inventing the towbarless concept in 1967, LEKTRO has remained the world's leading manufacturer of towbarless aircraft towing vehicles. Let us share with you just a few of the attributes that constitute The LEKTRO Difference.

- No more "towbar graveyard"
- LEKTRO works less to do more
- LEKTRO won't contribute to the growing airport "smog" problem
- Less maintenance means more savings
- The World's Most Versatile Towbarless Tug can be made even more effective for YOU!
- Share our colors or show your own!
- Safety is always first in our minds

机牵引车前置鼻轮支架可以提供单一支撑点。这样可以减少转向极限损伤，从根本上消除对飞机造成折裂损伤，并为LEKTRO

Regardless of the type or weight class of your aircraft, with the nosewheel cradled at the front of the tug, LEKTRO eliminates all but one pivot point. This reduces turn limit damage, virtually eliminates jackknifing and gives the LEKTRO its renowned maneuverability. Greater control, greater confidence, greater profits. In many cases, the length of a LEKTRO aircraft pushback tractor is less than the length of a towbar alone. This gives operators greater control in confined areas and allows for tighter hangar stacking capabilities, easily maximizing your hangar's capacity and increasing your return on investment. The LEKTRO towbarless aircraft towing vehicle can also be used to raise the nose of a plane, dropping the tail of the aircraft and moving it into a hangar that would otherwise be too small.

LEKTRO towing capacity ranges from single engine trainers to Boeing 737 (180,000 lbs.) The next model currently in design will be capable of handling up to 250,000 lbs.

There are a number of series of LEKTRO for different handling capacities to meet various customer needs. They are AP86, AP87, AP87X, AP88, AP89 series lining up from small to big.

LEKTRO aircraft towing vehicles serve a wide range of customers around the world, i.e. airports, corporate flight departments, airlines, FBOs, government agencies, aircraft manufacturers and etc..

There are nearly 3,000 LEKTROs in operation, working in almost every industrialized country in the world. And, at LEKTRO, we maintain customer records and parts information on every LEKTRO ever sold.

赢得了优越的可操作性的美誉。更易操控、更加便捷、更加实用。在许多情况下，一台LEKTRO飞机牵引车的整机长度不会长于一根拖杆的长度。这就使得操作者能够在狭小空间内更易操控，并增加了在有限机库空间内停放更多飞机的能力，并轻易地将机库空间率用率做了最大化地利用，从而加快了投资回报率。LEKTRO无拖杆飞机牵引车还能够采用抬升飞机前鼻、压低飞机尾翼的方式将飞机移入对其而言相当小的机库空间内。

LEKTRO牵引能力适用范围从单发教练机到波音737级飞机(180,000磅)。最新设计机型的能力将高达250,000磅。

LEKTRO公司设计了多种系列飞机牵引车适用于不同拖拽能力，满足不同客户的需要。他们自小到大批列分别为AP86, AP87, AP87X, AP88和AP89系列。

LEKTRO飞机牵引车在全世界范围内拥有广泛的客户群，他们包括：各大机场、公务机飞行部门、航空公司、FBO（固定公务机运行基地）、政府部门、飞机制造商等等。

目前，共有近3,000台LEKTRO飞机牵引车在全世界范围内使用。在LEKTRO公司，我们仍保留着每台售出飞机牵引车的客户资料与备件信息。



欲知更多LEKTRO飞机牵引车信息，请浏览www.lektro.com了解各机型详情。
To learn more about LEKTRO, please visit www.lektro.com for detailed information of each tug!

Experimental Aircraft Encourages Innovation 实验飞机鼓励创新



In the United States, a category of aircraft was created that allowed for individuals to design and build their own aircraft. This has shaped both the Experimental category, and to a large degree, the present certified aircraft category as well.

The drive to come up with innovative, creative, and cutting edge aeronautical designs started at the beginnings of aviation and has continued ever since. Last year there were more Experimental single engine aircraft sold in the US than certified single engine aircraft.¹

Part of the reason for the larger sales of Experimental aircraft appears to be the lower cost of this type of aircraft. Certified aircraft go through many years of very costly review by a national aviation authority. When a company decides to upgrade their aircraft in any significant way, a new review is completed, which again takes considerable time and funding to accomplish. This type of review and financial investment leads to aircraft being marketed for higher prices, which has resulted in limiting overall aircraft sales.

For this reason, most certified aircraft have not typically kept up with advances in technology, aerodynamics, propulsion or fabrication methods. For example, it was not until several years ago that certified aircraft began to include digital instrumentation in the cockpit. The increase in revisions to certified aircraft in recent years is largely a result of the competition from Experimental aircraft.

The latest in aerodynamics, materials, and propulsion has historically been tested and proven in the Experimental aircraft category, where people

在美国，创建了一个新的飞机类型，允许个人设计与制造自己的飞机。这就形成了实验飞机的类别，并且从更广泛地程度而言，也形成了目前的认证飞机的类别。

具有创新性、创造性和先进的航空设计为一体的风气，发源于航空业之初，并由此承袭至今。去年，实验性单发飞机比认证单发飞机在美国的销量更高。¹

实验飞机大量销售的原因之一看起来似乎是其成本较低。认证飞机需要通过国家航空当局的多年高成本的认证程序。当某家公司一旦决定显著提升某个机型的性能，就需重新完成一套认证程序，为此就将再次耗费大量的时间与资金。型号认证与资金投入使其上市售价更高，由此造成了有限的整体飞机销售数量的结果。

因此，大量认证飞机通常不再保持其技术、空气动力学、推动系统或制造工艺方面的及时更新。例如，直至几年以前，认证飞机才在驾驶舱内使用数字化仪表设备。近年来，认证飞机再认证数量的增加很大程度上也是由于实验飞机竞争所造成的结果。

航空动力学、材料学和推进系统的最新成果都已经在实验飞机上得以测试与验证。人们可以利用



are free to try new things and test new methods more easily. It is this type of innovative freedom that has led to the first use of fiberglass, carbon fiber, digital aviation instruments, and many other elements that are now considered commonplace.

Much of what you find in mainstream use in the latest General Aviation aircraft, including the aircraft of Cirrus, came first from Experimental aviation.² Even Boeing is now using carbon fiber for most parts in their new Dreamliner commercial aircraft. This would never have come about if not for the work done by creative designers in Experimental aircraft.

With proper instruction, it has been found that very airworthy vehicles can be built by amateur builders. Failure of the aircraft is a relatively small percentage of the causes of accidents in General Aviation, including the Experimental category. The largest cause of accidents (51%) of Experimental aircraft are due to pilot error. Mechanical faults count for 23% of all Experimental aircraft accidents.³

Safety in aviation is always very important. This is why there is a mandatory 40 hours of limited flight for any newly built Experimental aircraft, even if it is the 7,000th aircraft of that type built. That way, if there is a problem with the vehicle, the pilot is kept within the vicinity of one airport so that he can quickly return to the airport for an emergency landing. Once the 40 hours of limited flight is done, the pilot is allowed to fly to other airports and destinations, having proven that the vehicle is capable of continued safe flight.

Experimental aircraft have been leading the way in innovation for decades, and will continue to do so into the future. If the US did not have this class of aircraft, it is certain that aircraft design would come to a standstill.

To build a thriving General Aviation community, it takes the combined efforts of airport authorities, airstrips available for use, adequate aircraft repair facilities, pilot training facilities, certified aircraft, and Experimental aircraft. Although Experimental aircraft cannot be used for commercial purposes in the US, some countries do allow this. Certainly, throughout the US and around the world, Experimental aircraft are used as transportation by businessmen to provide better service, reduce time spent traveling, and conduct business in a more professional manner. A prosperous future for aviation will be ensured by including Experimental category aircraft.

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实验飞机更方便地自由尝试各种新事物与新方式。这种创新自由的方式引领着人们第一次使用了玻璃纤维、碳纤维、数字航空仪表，以及如今被视为平常的众多其他要素。

你所发现的众多新星主流通航飞机，包括西锐飞机，都首先来自于实验性航空。²甚至波音公司的新型梦想商用飞机的大多数部件均为碳纤维。若没有那些创造性设计师将其使用在实验飞机上，这都不可能发生。

经由正确的指导，不难发现，非常适航的飞机也可以由飞机爱好者们制造出来。通航事故中，只有相当小的比例是由于飞机故障所造成的。造成实验飞机事故的原因（51%）是由于飞行员失误。机械故障则占试验飞机事故原因的23%。³

航空安全一直以来都非常重要。这就是为什么任何一架全新实验飞机都强制执行40小时的有限飞行，即使是该机型的第7000架，也必须遵循该规定。由此，如果飞机出现故障，可以确保飞行员在机场附近，并可紧急迫降返场。一旦40小时的有限飞行完成，飞行员可以飞往其他机场和目的地，由此已验证飞机具备了持续安全飞行的能力。

试验飞机在近几十年以来一直引领创新，并且将一如既往地持续下去。如果美国没有这类飞机，那么，可以肯定的就是，飞机设计就会停滞不前。

要构建一个繁荣的通航社会，就需要集合机场当局、跑道可用性、足够的飞机维修设施、飞行员培训设施、认证飞机与试验飞机等各方面之力。尽管实验飞机在美国不能用于商业用途，而某些国家则允许。当然，在美国和全世界，商人们将实验飞机用于运输，以便提供更好的服务，降低差旅时间成本，更加专业地执行商业行为。一个欣欣向荣的航空未来必将包括实验性飞机。

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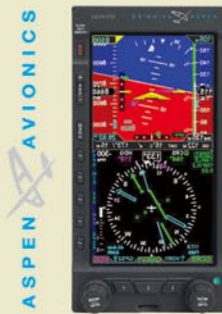
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Anhui Dinghong General Aviation Passes the Approval Examination for Operation 安徽鼎宏通用航空公司顺利通过运行合格审定



In September, an issuing ceremony was held in the city of Hefei, in the Anhui Province, to commemorate the issuing of the Commercial Air Operator Certificate of CCAR-91 by the CAAC's East China Regional Administration. Leaders from the CAAC's East China Regional Administration, the CAAC's Anhui Security Administration Bureau, the People's Government of Anhui Province and the People's Government of Hefei all attended this ceremony.

Under the guidance of the CAAC's East China Regional Administration, the CAAC's Anhui Security Administration Bureau acted in close cooperation with Anhui Dinghong General Aviation Co., Ltd.. After five months of examinations and approval tasks, including the pre-application, the formal application, the document examination and the verification inspection, all in accordance to the CCAR-91 OPERATION SPECIFICATIONS, the approval examination for the operation of Anhui Dinghong General Aviation Co., Ltd. had finally been completed. Anhui Dinghong General Aviation Co., Ltd. had finally gained the Commercial Air Operator Certificate, and was permitted to operate legally.

On behalf of the CAAC's East China Regional Administration, Tang Weibin, the deputy administrator of the CAAC's East China Regional Administration, signed the safety responsibility agreement with Anhui Dinghong General Aviation Co., Ltd.. Zhuang Mingguo, the director-general of the CAAC's Anhui Security Administration Bureau, was the one to issue the CCAR-91 OPERATION SPECIFICATIONS to Anhui Dinghong General Aviation Co., Ltd..



9月，中国民用航空华东地区管理局（简称“华东局”）向安徽鼎宏通用航空有限公司颁发CCAR-91部《商业非运输航空运营人运行合格证》仪式在合肥举行，华东局、中国民用航空安徽安全监管局（简称“安徽监管局”）、安徽省政府和合肥市政府的领导出席了仪式。

在华东局的指导下，安徽监管局同公司方密切配合、通力协作，严格按照规章要求，认真把握审定标准，历时5个近月，先后经过了预先申请、正式申请、文件审查、验证检查等审定工作程序后，完成了对安徽省首家通用航空公司—鼎宏通用航空有限公司CCAR-91部的运行合格审定，该公司取得了商业非运输航空运营人运行合格证，获准正式合法运行。

华东局副局长唐伟斌代表华东局向安徽鼎宏通用航空有限公司颁证并签署了安全协议，安徽监管局局长庄明国颁发了CCAR-91部商业非运输航空运营人《运行规范》。

The Domestic AC313 Helicopter Sets a New Record in Ceiling Altitude 国产AC313直升机创升限新纪录



2010年3月，AC313大型民用直升机在江西景德镇首飞成功

In September, at the Qinghai Gonghe Airport, the large, 13 tons civil helicopter, AC313, reached a new domestic record by flying up 8,000 meters above sea level. Among all domestic helicopters in China, the AC313 had set a new record in ceiling altitude.

The chief pilot of the AC313 Xu Chaoliang said, "That the AC313 flies to 8,000 meters above the sea level tells us that the fuel system, the oil system, the hydraulic pressure system, the avionics system and others can all meet the specific requirements of flight in the plateau area. The performance and reliability of the AC313 has been testified in the 8,000 meters height and this lays a foundation for determining the flight envelope."

The AC313 was jointly researched and developed by units owned by the Aviation Industry Corporation of China, that is, Changhe Aircraft Industries Group Co., Ltd., AVIC China Helicopter Research and Development Institute and others. The AC313 is the first large civil transport helicopter researched and developed completely according to the demands and process in the newest airworthiness regulations of CCAR-29-R1 and it fills in the gap of no large civil helicopter in China.

The analysis and judgement of the overall design plan of the AC313 was finished in the end of 2008; the research prototype was finished in December of 2009 and the AC313 made its successful maiden flight in March, 2010.

9月，13吨级大型民用直升机AC313在青海共和机场飞到海拔8000米高度，创造国内直升机升限新纪录。

“直升机飞到8000米高度，证明其燃油、滑油、液压以及航电等各系统能够满足高原飞行的特殊要求，AC313直升机的性能和工作可靠性在8000米高度得到充分检验，为今后确定飞行包线奠定了基础。”AC313型号总师徐朝梁说。

AC313直升机由中航工业旗下的昌飞公司、六二所等单位共同研制，是我国第一个完全按照最新适航条例规定的要求和程序进行研制的大型民用运输型直升机，填补了我国大型民用直升机的空白。

AC313于2008年年底完成总体设计方案评审，2009年12月完成科研样机试制，2010年3月实现首飞。

Mainland China Issues its First Business Aircraft Maintenance Organization Certificate to a Third Party 大陆首颁第三方公务机维修许可证



In December, the Shanghai Hawker Pacific Business Aviation Service Center obtained a Maintenance Organization Certificate from the CAAC's East China Regional Administration. This certificate is the first one in Mainland China issued to a third party and its recipient is the Business Aviation Base at Shanghai Hongqiao International Airport operated by the Shanghai Hawker Pacific Business Aviation Service Center. The base owns a professional maintenance team and can offer maintenance services to more than 40 business aircraft a year.

The Shanghai Hawker Pacific Business Aviation Service Center, a joint venture between the Shanghai Airport Authority and the Hong Kong based Hawker Pacific Airservices Limited, is responsible for the operation and management of the Business Aviation Base at the Shanghai Hongqiao International Airport. The Shanghai Hawker Pacific Business Aviation Service Center, authorized by the Shanghai Airport Authority, takes over the implementation of centralized management by specialized departments of the business aircraft ground handling services at Shanghai's two large airports and its main business are FBO and MRO.

In recent years, as China's economy grows rapidly, China's business aviation market is ushering unprecedented development opportunities and the business aviation industry is flourishing as never seen before. From January to October this year, the take-off and landing volume at Shanghai's two large airports is nearly 2,900 sorties, accounting for 1/3 of the whole country's, which is an increased rate of approximately 25% compared to the same period



11月，上海霍克太平洋公务航空地面服务有限公司获得了民航华东地区管理局颁发的中国内地第一张独立的第三方公务机维修许可证。其经营的上海虹桥国际机场公务机基地成为内地首家获颁该证的单位。基地拥有一支专业维修队伍，预计每年可维修40多架公务机。

上海霍克太平洋公务航空地面服务有限公司由上海机场集团和香港霍克太平洋航空服务有限公司合资组建，负责上海虹桥国际机场公务机基地的运营和管理。合资公司由上海机场集团授权，接手实施上海两大机场的公务机地面保障业务的归口管理，主营业务为公务机固定基地运营服务（FBO）和公务机维修业务（MRO）。

of time last year. According to the incomplete statistics, by the end of last year, there were more than 100 registered business aircraft in mainland China. It is estimated that in the next 10 years, the market scale of China's business aircraft will reach 14 billion US dollars and will need approximately 400 or so business aircraft. These business aircraft, in operation or to be in operation, badly need a maintenance base that can offer facilitation services. The Business Aviation Base at Shanghai Hongqiao International Airport obtaining a Maintenance Organization Certificate fills in the void of no business aircraft maintenance units in mainland China.

According to Jing Yiming, vice president of Shanghai Airport Authority and chairman of Shanghai Hawker Pacific Business Aviation Service Center, the Business Aviation Base at Shanghai Hongqiao International Airport, invested to be set up by the Shanghai Airport Authority, began its business in April of last year. In the Business Aviation Base at Shanghai Hongqiao International Airport, there is a terminal of 3,100 square meters, a hangar of 4,000 square meters and an attached building used for aircraft maintenance with nearly 2,000 square meters and a dedicated parking apron, a dedicated maintenance team and it has been authorized as an official maintenance center by the Hawker Beechcraft Corporation based in the US.

近年来，随着中国经济的持续高速发展，中国公务航空市场也迎来了前所未有的发展机遇，公务航空业务空前繁荣。今年1至10月，上海两大机场公务航班起降量近2900架次，占全国的1/3，同比增长约25%。据不完全统计，至去年年底，国内注册公务机已超过100架。预计未来10年，中国公务机市场的规模将达140亿美元，需要公务机数量在400架左右。这些已经投运或即将起飞的公务机，迫切需要一个能提供便利服务的维修基地。上海公务机基地获颁公务机维修资格，打破了中国大陆公务机维修领域的空白，也正是契合了这样的大市场背景。

据上海机场集团副总裁、上海霍克太平洋公务航空地面服务公司董事长景逸鸣介绍，由上海机场集团投资建设的上海公务机基地去年4月正式投运，拥有3100平方米候机楼、4000平方米机库、近2000平方米维修用附楼以及专用停机坪和专业维修队伍，已获得美国豪客比奇公司的授权维修中心资质。

Anhui Medical University Builds Their First Helipad for Emergency Response 安徽医大首建应急救护直升机坪

After two years of construction and installation of related facilities, the first helipad of Anhui Provincial Hospital was completed at the First Affiliated Hospital of Anhui Medical University not too long ago and has passed the acceptance test. Now the helipad is capable of accommodating a helicopter for emergency and rescue use.

The helipad is set up at the First Affiliated Hospital of Anhui Medical University on the roof of the Surgery Department's Emergency Building, which is 101.37 meters high. This is Anhui province's first helipad for helicopter emergency and rescue by a medical institution and is ranked as Anhui province's first air medical emergency center by the Ministry of Health of the People's Republic of China.

The helipad is of 1,060 square meters with a control room of 80 square meters. There are dedicated channels and elevators between the helipad and the operating room so that patients can be delivered to the operating room within 5 minutes. The property management staff has received uniformed training and can offer navigation for helicopters within 24 hours.

经过两年时间的施工及相关设备的安装，前段时间，安徽省医院首个直升机停机坪在安徽医科大学第一附属医院正式建成，并一次性通过验收，目前已具备应急、急救时直升机停靠的条件，为抢救生命提供了一条“空中的绿色通道”。

该直升机停机坪建在安徽医科大学第一附属医院新建外科急诊楼屋顶101.37米标高位置，是安徽省第一所医疗机构设置的直升机应急、急救停靠站，被卫生部拟列为安徽省首批空中急救中心。

停机坪面积约1060平方米，控制机房约80平方米。从停机坪到手术室，有专用通道和电梯，5分钟内，病人就可以送达。医院急诊楼物业人员已经接受了统一培训，24小时内，可为飞机降落导航。

CAAC's East China Regional Administration Issues the Certificate of CCAR-135 to Nanshan Jet 华东局向南山公务机公司颁CCAR-135部证书



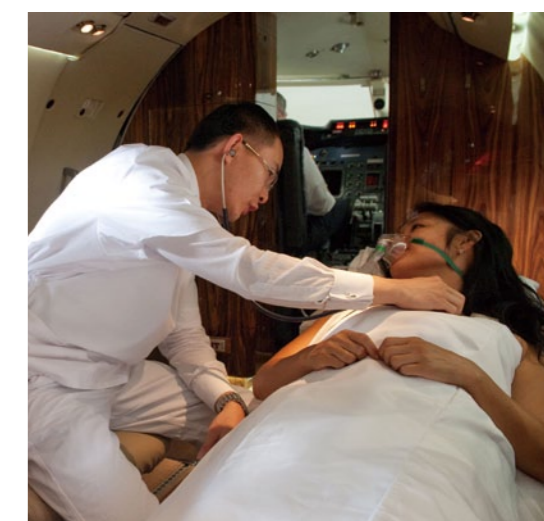
In November, a ceremony to issue the CCAR-135 Certificate to Nanshan Jet Co., Ltd. (Nanshan Jet for short) was held at the Crowne Plaza Hotel & Resort. With the presence of officials from the CAAC East China Regional Administration, the Shandong Administration of Civil Aviation Security, the Air Force of the CPLA, and the People's Liberation Army, Navy and other related governmental departments, as well as businessmen and many members of the mainstream media, Nanshan Jet has officially received the CCAR-135, issued by the East China Regional Administration. After Nanshan Jet introduced its first luxurious Gulfstream 450, the achievement of the CCAR-135 OPERATIONS SPECIFICATIONS is another event of landmark significance, which means that Nanshan Jet is officially qualified to do business legally.

The achievement of the certificate of the CCAR-135 OPERATIONS SPECIFICATIONS signifies that Nanshan Jet is officially qualified to operate business charter services. The Nanshan Group had introduced two top business aircraft, that is, the Challenger 605 and the Global Express XRS. Now the luxurious Gulfstream 450 has also been introduced. Next year, brand new high-end business jets, the Gulfstream 450 and the Gulfstream 550 will also be introduced. By the year 2013, the amount of business aircraft, all brand new and top of its class, owned by Nanshan Jet will amount to 7. By then, Nanshan Jet will become a strong competitor in mainland China's business aircraft charter market.

11月，南山公务机有限公司（简称“南山公务机公司”）CCAR-135部颁证仪式在烟台南山皇冠假日酒店隆重举行，在中国民用航空华东地区管理局（简称“华东局”）、中国民用航空山东安全监督管理局、空军、海军、政府领导、商界人士和多家主流媒体的见证下，南山公务机公司正式取得华东局颁发的CCAR-135部运行合格证书。这是自南山公务机公司依靠自身能力引进第一架豪华湾流450飞机后，又一件具有里程碑意义的重大事件，标志着南山公务机公司正式具备了合法运营资格。

《运行合格证》的颁发标志着南山公务机公司正式拥有了商务包机资格。目前南山集团已经到位了挑战者605和环球快车XRS顶级公务机，至此，南山公务机公司又刚刚引进了一架豪华湾流450飞机，到明年，全新的湾流450和湾流550等高端公务机将陆续引进。到2013年，南山公务机公司的公务机数量将达到7架，全部是全新的高端机型。届时，南山公务机公司将成为中国包机市场的有力竞争者。

WorldEx Aviation Introduces First ICU to Mainland China 联旺亚盛首度引进国内中远程空中ICU



In August, mainland China's first Learjet 60, an intermediate and long-range air ambulance invested and introduced by the WorldEx Aviation (Beijing) Co., Ltd. (WorldEx Aviation for short), landed slowly at Tianjin Binhai International Airport. As mainland China's first enterprise to operate air ambulance and executive charters, WorldEx Aviation is a first class general aviation company that has achieved a CCAR-135 Certificate. In 2011, WorldEx Aviation is expected to introduce two intermediate and long-range air ambulances. The other air ambulance is to be introduced by the end of 2011. After that, WorldEx Aviation will enter into a brand new development stage.

This introduced intermediate and long-range air ambulance, a Learjet 60, is a twin-turboprop fixed-wing jet produced by Bombardier Inc.. According to the advanced international standards of air ambulances, WorldEx Aviation gave the Learjet 60 a permanent refitting. The Learjet 60 is equipped with the LifePort life-support system. If the oxygen supply is consumed at 15 liters a minute, the air ambulance can constantly supply oxygen for 7.6 hours, which allows it to meet the oxygen consuming needs of many seriously ill patients when transferring them in a medium or long range, which makes this Learjet 60 a real air intensive care unit (ICU).

8月，国内首架由联旺亚盛通用航空（北京）有限公司投资引进的里尔60型中远程空中救护车，徐徐降落在天津滨海国际机场。作为中国首家运营专业空中救护车和公务包机的甲类135部通用航空公司，联旺亚盛预计于2011年引进两架中远程空中救护车，另一架将于今年年底完成引进。届时，联旺亚盛将步入全新的历史发展阶段。

此架里尔60型中远程空中救护车，是由庞巴迪公司生产的双涡轮固定翼喷气机。联旺亚盛按照国际领先空中救护车标准进行了永久性改装，配备LifePort生命支持系统，以每分钟15升的流量计算，可持续供氧7.6小时，完全满足各类危重病患在中远程转运期间的用氧需求，是真正意义上的空中ICU。

Shandong BinAo Aircraft Industries Signs Sales Order for 43 DA40 Aircraft 山东滨奥飞机制造公司DA40飞机签43架订单



In October, at the GA fellowship society which was held during the 2011 China International General Aviation Convention in Xi'an, in the Shaanxi province, Shandong BinAo Aircraft Industries Co., Ltd. (Shandong BinAo Aircraft Industries) signed two orders respectively with Xinjiang Tianxiang Aviation College and Anhui Sky-Aviation International Flight Academy Co., Ltd. (Anhui Sky-Aviation International Flight Academy), for the total sales of 43 DA40 aircraft.

Shandong BinAo Aircraft Industries, a Sino-foreign joint venture, is a general aircraft manufacturer. Shandong BinAo Aircraft Industries obtained their manufacturing license in 2008, and is the only full-aircraft manufacturer of general aviation aircraft that received approval approved by the EASA among China's general aircraft manufacturing industry, as well as the only general aircraft manufacturer whose aircraft body is made of composite materials, and also the only general aircraft manufacturer that has received the proper permits to sell its aircraft all over the world and has filled in the void of fixed-wing aircraft with 2 to 4 seats with the aircraft body created fully from composite materials. To this day, 167 DA40 aircraft have been sold both at home and abroad.

The Anhui Sky-Aviation International Flight Academy was built upon the approval of the CAAC's East Regional Administration. With its headquarters in Hefei and its flight training base in Fuyang, it is Anhui province's first flight training school to be engaged in private pilot training as well as commercial pilot training and has received the CCAR Part 141 Pilot Schools Certification Regulations. Anhui Sky-Aviation International Flight Academy has introduced

10月，在西安通航大会开幕第一天，山东滨奥飞机制造公司与新疆天翔航空学院、安徽蓝天国际飞行学院在通用航空联谊会上签订共计43架DA40型飞机采购协议。

山东滨奥飞机制造有限公司，是一家中外合资的通用飞机制造商，总投资3亿元人民币，2008年获得了欧洲航空安全局颁发的生产许可证，是中国通用航空制造业唯一获得EASA认证的全机飞机制造商，唯一中外合资生产复合材料机体的飞机制造公司，国内唯一拿到了产品销往世界各地许可证的通用航空制造企业，唯一填补通用航空2-4座固定翼全复合材料机体航空器制造的企业，目前向国内外累计销售飞机167架。

安徽蓝天国际飞行学院有限责任公司（简称“蓝天飞院”），是经中国民航华东地区管理局（简称“华东管理局”）批准筹建，安徽省首家从事私用和商用飞行驾驶执照培训的CCAR-141部飞行学校，总部位于安徽合肥，飞行训练基地设在飞行条件优良的安徽阜阳。蓝天飞院引进国际先进的训练飞机30余架，机型包括DA40型、DA20-C1型单发飞机和DA42型多发飞机等。

30 advanced trainer aircraft, including the DA40, the single-engine DA20-C1 aircraft, the multi-engine DA42 aircraft and others.

The single-engine DA40 aircraft has been adopted by the Civil Aviation University of China, Hainan Aviation Academy Co., Ltd., Erdos General Aviation Co., Ltd., Beidahuang General Aviation Company and Xi'an Jinsheng General Aviation Co., Ltd. as their trainer aircraft. The sales of the DA40 makes up 80% of the sales of single-engine trainer aircraft in the recent three years. The DA40 has been the most popular single-engine trainer aircraft as indicated by its rate of sales.

中国民航大学、海南航空学校有限公司、鄂尔多斯通用航空有限公司、北大荒通用航空以及西安金胜通用航空有限公司均采购DA40作为其单发教练机，占据最近三年单发教练机销售份额的80%以上，滨奥生产的DA40型飞机已经成为国内最畅销、最受欢迎的单发教练机。

Liaoning Monitors Its Territorial Waters and Islands with Unmanned Aircraft for the First Time 辽宁省首次启用无人机监测海域海岛

Since November, 2011, Liaoning province has started to use pilot monitoring in its territorial waters and islands monitoring job. This is the first time that a coastal province in mainland China has monitored its waters by use of unmanned aircraft.

Fang Chaohui, director of the Liaoning Provincial Dynamic Surveillance & Monitoring Center, said that after the pilots aerial photography, comprehensive monitoring will cover its 150 thousand square kilometers territorial waters and 506 offshore islands, so that the marine economy can be maintained to realize a sustained and sound development. It is reported that the Department of Ocean and Fisheries of Liaoning Province has approved and initiated a project for aerial photography by unmanned aircraft. It is expected that next year, 10 million yuan will be invested into this project.

"In the past, we would monitor our territorial waters and islands by taking satellite shots or manually measuring on the spot," Fang Chaohui said. Comparing to the two methods, monitoring by use of unmanned planes has obvious advantages. For example, since the unmanned plane is flexible and easy to land and take off, a large-scale cartography project, with small areas of high resolution, taken at low-altitude airspace could be easily mapped. Moreover, when using the unmanned planes to monitor waters or islands, there is a technical advantage, that is, the high efficiency of achieving the remote sensing data, so that intensive monitoring can be implemented against key waters, coastal lines, islands and reefs.

Fang Chaohui said regarding monitoring land surface by unmanned planes, that airspace monitoring and monitoring by law enforcement vessels at sea will also be implemented, so that a three-dimensional monitoring system will be established. Therefore, a regional planning project which uses a large area of sea or is difficult to conduct monitoring on the spot can be effectively monitored by unmanned aircraft. Thus the cases of illegal activities on the sea will be fewer. Furthermore, monitoring by unmanned aircraft can also provide information and data support for marine functional zoning, sea coast protection, exploration and planning.

从11月下旬开始，辽宁省启用无人机对海域海岛进行试点监测。这也是中国沿海省份首次利用无人机开展海域监测。

辽宁省海域动态监视监测中心主任方朝辉说，通过试点航拍，今后将逐渐覆盖全省15余万平方公里海域和506个近海海岛实施全面监控，确保海洋经济持续健康发展。据悉，辽宁省海洋与渔业厅已对无人机监测航拍予以立项，明年有望投资1000万元推进这项工作开展。

“以往对海域和海岛的监测，大都通过卫星拍摄和人工实地测量。”方朝辉说，与前两种方式相比，无人机优点明显。例如，机动灵活、易于起降、低空大比例尺制图、小区域高分辨率，以及遥感数据获取效率高等技术优势，还可针对重点水域、岸线、海岛（礁）等进行重点和大频次监测。

方朝辉说，今后将在陆地监测基础上，逐步实现无人机航空监测、海上执法船监测三位一体的立体监测，特别是对一些难以实地监测或用海面积较大的区域规划用海项目进行有效监控，减少违法违规用海现象的发生，还将为海洋功能区划、海岸保护与利用规划等提供信息和数据支撑。

Zhuhai Helicopter Introduces Its Second S92 Helicopter 南航珠直引进第二架S92直升机



In November, after continuously flying for 48 days, the S92 helicopter, with the registration number B-7116, landed finally at the Zhuhai city. This S92, a larger helicopter, is the second one purchased by the Zhuhai Helicopter Company, CSA (Zhuhai Helicopter for short). It will be used in offshore oil and gas exploration and mining.

Last year, Zhuhai Helicopter successfully introduced the first S92 helicopter, so their capability of offering services for ocean energy development, emergency and disaster relief and rescue has been largely strengthened. In addition, Zhuhai Helicopter's good operation records and experiences in finishing the VIP flight have also highly enhanced its popularity. This year, backed greatly by China Southern Airlines Company Limited, Zhuhai Helicopter has introduced another S92 large helicopter, which means Zhuhai Helicopter's flight ability to offer services for deep-water oil exploration has been further enhanced and Zhuhai Helicopter has stepped into the rank as an internationally competitive general aviation enterprises.



11月，编号为B-7116的S92直升机在海上经历了48天长途“旅行”后，终于落户珠海，成为中国南方航空股份有限公司（简称“南航”）珠海直升机分公司的第二架S92大型直升机。该飞机今后主要用于海上石油、天然气的勘探开采。

珠直去年成功引进第一架S92直升机，大大增强了他们为海上能源开发和抢险救灾、紧急救助提供服务的能力，而其良好的运行记录以及多次圆满完成VIP飞行经历，更大大提升了珠直知名度。今年，在南航的大力支持下，珠直再次引进一架S92大型直升机，标志着珠直深海上石油勘探飞行服务保障能力进一步加强，并迈入了具有国际竞争力的通用航空企业行列。



Wuhan Helicopter Signs a Contract with Eurocopter China to Purchase 3 Helicopters 欧直中国与武汉直升机签署购买3架直升机合同

In November, the Wuhan Helicopter General Aviation Co., Ltd. (Wuhan Helicopter for short) held a signing ceremony with Eurocopter China Co., Ltd. (Eurocopter China for short) in Wuhan, the capital of Hubei province, to buy two AS350 B3e helicopters and one EC120 B helicopter, which will be used in general aviation tasks. The EC120 B is a light helicopter with a single engine.

The honored guests present at the signing ceremony includes Nathalie Kosciusko-Morizet, the current Minister for Ecology, Sustainable Development, Transport and Housing of France, Mr Thierry Mariani, Minister of State Transport of France, Li Hongzhong, the Secretary of the Hubei Provincial Party Committee, Wang Guosheng, the Governor of Hubei province and Tang Liangzhi, the mayor of Wuhan city.

The EC120 B is a light helicopter specially designed for flexibility. It can be fixed with different units to meet different requirements. In the development process of the EC 120, China has played a vital role. Since 1997, the fuselage structure parts of the EC120 have been produced in Harbin, China and are delivered to France for final assembling. Up to now, Eurocopter has delivered 680 EC120 B helicopters to its global clients and this model of helicopter has flown for more than 1 million hours.

In addition to this purchase contract, Eurocopter China and Wuhan Helicopter has also confirmed on a cooperation agreement to jointly develop general aviation business so as to better support their new customers within their regions.

11月，武汉直升机通用航空有限公司（简称“武汉直升机”）与欧直中国在湖北省武汉市举行了签约仪式，订购两架AS350 B3e直升机和一架EC120 B轻型单发直升机，用以执行通航任务。

参加签约仪式的嘉宾包括法国生态、可持续发展、运输及住房部部长娜塔丽舒斯科-莫里采，法国交通部部长蒂埃里马里亚尼，湖北省委书记李鸿忠，湖北省省长王国生，武汉市委书记阮成发以及武汉市市长唐良智。

EC120 B是一款为灵活执行任务而设计的轻型飞机。可通过便捷安装多种选装设备来满足不同任务需求。在EC120的发展中，中国起到了关键的作用。自1997年起，EC120就一直在哈尔滨生产机身结构，并送到法国进行最后的组装。迄今为止，欧直已经向全球客户交付了超过680架EC120 B直升机，该机型的累计飞行超过100万飞行小时。

除此采购合同之外，欧直中国与武汉直升机还确定了合作协议，共同发展通用航空业务，从而更好地支持区域内的新客户。

Xinzhou General Aviation Gained the Commercial Air Operator's Certificate 新洲通用航空获商业非运输航空运营人合格证

After 22 months of carrying out the examination & approval procedure, including inspecting the initial application, the formal application, the inspection of documents and conducting the appropriate validation & checks, in August of this year, the CAAC's East China Regional Administration finally issued the Commercial Air Operator's Certificate to Xinzhou General Aviation Co., Ltd. in the Zhejiang province.

Thus, the Xinzhou General Aviation Co., Ltd. has passed the CCAR-91 OPERATIONS SPECIFICATIONS and has gained the Commercial Air Operator's Certificate. After the issuing ceremony, Xinzhou General Aviation Co., Ltd. signed the safety and responsibility agreement with the CAAC's East China Regional Administration.

8月，在历经22个月，经过了预先申请、正式申请、文件审查、验证检查等审定工作程序后，中国民用航空华东地区管理局向浙江新洲通用航空有限公司颁发《商业非运输航空运营人运行合格证》。

至此，浙江新洲通用航空有限公司通过了CCAR-91部运行合格审定，取得了商业非运输航空运营人运行合格证。办证后，浙江新洲通用航空有限公司与民航华东地区管理局签订了安全责任书。



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Eurocopter's Helicopter Aviation Training Base Was Settled in Guanghan 欧洲直升机航空培训维修基地落户广汉

In November, Eurocopter China Co., Ltd. (Eurocopter China Co.), Sichuan Sanxing General Aviation Co., Ltd. (Sichuan Sanxing General Aviation for short), Sichuan Xilin Fengteng Co., Ltd. (Sichuan Xilin Fengteng for short) and Guanghan Municipal People's Government signed a contract to construct the first Eurocopter Maintenance base, a maintenance personnel training base, and a pilot training base in order to jointly create a west China aviation park.

Mainland China's only college that trains civil aviation pilots, the Civil Aviation Flight University of China, is located in Guanghan city. In respect to civil aviation pilot training and aircraft maintenance and repair, the Civil Aviation Flight University of China (CAFUC for short) has advantages in personnel and technology. The general aviation training and maintenance base project in the contract, will introduce Eurocopter's advanced equipment by private financing, and making use of the personnel and technology of the CAFUC, it will further develop Guanghan's general aviation industry.

Sichuan Xilin Fengteng will cooperate with Sichuan Sanxing General Aviation, completely owed by the CAFUC, to create a mainland China helicopter training base to promote mainland China's helicopter training market and the general aviation business.

11月，法国欧洲直升机（中国）公司、四川三星通航公司、四川西林凤腾公司、广汉市政府4方签订协议，打造西部地区首个欧洲直升机维修基地、维修人员实习基地、飞行员培训基地，并共同打造中国西部航空产业园。

广汉拥有全国唯一一所培养民航飞行员的高等院校——中国民航飞行学院，在民航飞行员训练培训、飞行器维护修理等方面具有人才和技术优势。当天签约的通用航空培训及维修基地项目，将依靠民间资金引入欧直公司的先进设备，结合飞行学院的人才和技术优势，进一步发展壮大广汉通用航空产业。

凤腾公司将与中国民航飞行学院旗下的全资子公司——四川三星通用航空合作，打造中国直升机培训基地，开拓中国直升机飞行员培训市场和通用航空业务。

Chinese Armed Police Orders 16 Z-8 Helicopters 中国武警部队向昌飞订购16架直8

A ceremony regarding the Chinese Armed Police ordering 16 Z-8 helicopters was held in Beijing. This purchase contract was jointly signed by the Chinese Armed Police, the army aviation unit of the Headquarters of PLA General Staff and the Changhe Aircraft Industries Group Co., Ltd..

Ever since the Z-8 made its first appearance in mainland China's 60th Anniversary National Day Parade and the 60th Anniversary Parade of the establishment of the Marine Corps, as well as its assistance during the Wenchuan

日前，武警部队16架直8直升机采购合同签订仪式在北京举行。此次采购合同由武警部队、总参陆航部与中航工业昌飞三方共同签订。

随着直8在60周年国庆阅兵、海军成立60周年阅兵、“5·12”汶川地震救灾、索马里护航、首届天津国际直升机博览会等一系

earthquake, the Somalia Escort, the China Helicopter Exposition in Tianjin and other important events, the outstanding flight performance and wide practicability and suitability of the helicopter has gained more and more attention and recognition. Last year, the Changhe Aircraft Industries Group Co., Ltd. delivered 8 Z-8 helicopters to the Chinese Armed Police. Now the Chinese Armed Police has ordered 16 more Z-8 helicopters, which has further supported the significance of the helicopter market.

The Changhe Aircraft Industries Group Co., Ltd. was set up about 40 years ago. Now the Changhe Aircraft Industries Group Co., Ltd. can produce up to 100 helicopters a year and is a major enterprise in the Chinese aviation market. The Z-8, Z-11 and the AC series civil helicopters have been used for national defense, armed policing and the assisting in the country's national economic development.

列重大事件中的精彩亮相，直8直升机卓越的飞行性能和广泛的实用性与适应能力越来越受到世人的关注与认可。继去年昌飞向武警部队交付8架直8直升机后，今年再获16架订单，进一步证明了昌飞在直升机市场上的重要地位。

昌飞建业40年来，已形成年产百架直升机的批产能力，是中国航空工业骨干企业。由昌飞生产的直8、直11和AC系列民用直升机等现已被广泛应用于国防、公安、武警和国民经济建设领域。

Yunnan YingAn Airlines Signs a Letter of Intent to Purchase 26 Aircraft With Cessna Aircraft 云南英安航空与Cessna公司签订26架赛斯纳飞机购买意向书



In October, at the 2011 China International General Aviation Convention held in Xi'an, Yunnan YingAn Airlines Co., Ltd. (YingAn Airlines for short), together with Yunnan Changji Investment, signed a letter of intent with the Cessna Aircraft Company, based in the U.S., to purchase 26 Cessna aircraft, which includes 20 208B Grand Caravan aircraft, 3 Citation XLS+ aircraft, 2 Citation CJ4 aircraft and 1 Citation X aircraft.

Yunnan YingAn Airlines is an airline engaged in general aviation, commercial transport and public flights. Ms. Li Guiying, chairman of YingAn Airlines stated that the 20 208 B Grand Caravan aircraft that they will buy will be used for air transport commuting in the west and northeast areas of China.

10月，在西安召开的中国国际通航大会上，云南英安航空携手云南长基投资与美国赛斯纳飞机公司在绿地笔克国际会展中心签订了26架赛斯纳飞机购买意向书，其中包括20架凯旋号208B飞机、3架奖状XLS+飞机、2架奖状CJ4飞机和1架奖状超十飞机。

云南英安航空是集通用航空，商业运输，公共飞行于一体的综合航空公司，董事长黎桂英女士表示，此次订购20架208B飞机将主要用于西部和东北地区通勤航空的开展。

Cessna's Caravan Aircraft Flew to Xi'an and Was Delivered to Its Buyer 一架赛斯纳凯旋号飞机飞抵西安成功交付客户




10月，一架全新的赛斯纳凯旋号208B飞机（注册号为B-9468）平缓降落到西安咸阳国际机场，交付给中国客户。

该飞机的购买者为上海豪海通用航空有限公司，此架凯旋号飞机是豪海购买的第9架凯旋号。豪海将共运营10架凯旋号飞机，用于航拍、物探、通勤客运、货运、跳伞等业务。

赛斯纳凯旋号（Caravan）单发涡桨多用途飞机，航空摄影测绘业务上，凯旋飞机不仅具有足够的承载能力，和7620米的升限，以及超级飞行稳定性和定位精度，更具有低运营及维护成本。

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2011年4月13日到16日，公司参加了在德国腓特烈港举办的世界上最富盛名的航空博览会之一—2011航空博览会（AERO 2011）。

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技术参数	
翼展	8.10米
长度	7.10米
最大重量	450 千克
空重	285千克
机翼面积	9.96 平米
失速	62公里/小时
最高速度	390公里/小时
巡航速度(75% 100 马力)	260 - 306公里/小时
起飞滑行和着陆距离	150米

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In October, a brand new Cessna Caravan 208B Aircraft with registration number B-9468, gently landed at Xi'an Xianyang International Airport and was officially delivered to its Chinese buyer.

The buyer of this aircraft is Shanghai Haohai General Aviation Co., Ltd. (hereinafter referred to as Haohai) and it is the 9th Cessna aircraft that Haohai has bought. Now, Haohai will operating 10 Cessna aircraft in the areas of aerial photography, geophysical prospecting, commuter transportation, cargo transportation, bailout and so on.

The Cessna Caravan aircraft is a multipurpose single-engine turboprop. In aerial photography, surveying and mapping, the Caravan aircraft is not only remarkable in its load bearing capabilities, but also with a maximum ceiling of 7,620 meters and its exceptional stability and high-precision location. It also manages to maintain much lower operational and maintenance expenses than other comparable aircraft.

Zhuhai Helicopter Signs an Aircraft Purchasing Contract with the Sikorsky Aircraft Corporation 珠直与西科斯基签署购机协议

In September, Zhuhai Helicopter Company of the CSA (hereinafter referred to as Zhuhai Helicopter) signed an aircraft purchasing contract with Sikorsky Aircraft Corporation at the Tianjin International Helicopter Expo in China to order two S-92 helicopters and one S-76C++ helicopter, which would be used in offshore oil activities.

Zhuhai Helicopter is the largest operator engaged in helicopter operations regarding offshore oil activities. Since 1984, Zhuhai Helicopter, by use of Sikorsky helicopters, has provided personnel transportation services for the China National Offshore Oil Corporation, Chevron Corporation, Exxon Mobil Corporation and other petroleum corporations both domestic and abroad. The S-76A helicopter purchased back in 1985 is still in service today. Currently, Zhuhai Helicopter possesses the biggest S-76 helicopter fleet in the Asia region. When the three newly purchased helicopters are delivered, Zhuhai will be in charge of 13 S-76 helicopters and 3 S-92 helicopters.



9月中国南方航空股份有限公司（简称南航）珠海直升机分公司与美国西科斯基飞机公司在首届中国天津国际直升机博览会上签署购机协议，订购两架S-92和一架S-76C++直升机，用于在南海地区的海上石油作业。

南航珠直是目前中国最大的海上石油作业直升机运营商之一，自1984年起，便开始使用西科斯基直升机为中海油、雪佛龙公司和埃克森美孚公司等多家中外石油公司提供人员运输服务。1985年购进的一架S-76A型直升机至今仍在珠直服务。目前，珠直拥有亚洲地区最大的S-76直升机机队，待这三架新购直升机交付使用后，珠直将执管13架S-76直升机和3架S-92直升机。

Hawker Beechcraft Appoints Shanghai Hawker Pacific as Its Global Authorized Service Center 豪客比奇指定上海霍克太平洋公务航空服务有限公司为其全球授权服务中心

In the first part of November, the Global Customer Support Department of the Hawker Beechcraft Corporation announced that they had appointed Shanghai Hawker Pacific as its first mainland China Authorized Service Center. This Authorized Service Center is located at Shanghai Hongqiao International Airport. Shanghai Hawker Pacific will offer effective and convenient service to the owners and operators of Hawker Beechcraft aircraft in the North Asia area.

As an Authorized Service Center of Hawker Beechcraft, Shanghai Hawker Pacific can offer product support services of many kinds, such as aircraft maintenance, inner structure adjustment, after sales support, engine MRO, the remodel and design of special mission aircraft, avionics parts and related services, parts and units sales. Shanghai Hawker Pacific owns many FBOs and aircraft maintenance facilities in the Asia Pacific region and the Middle East, covering Australia, Singapore, Malaysia, Philippines, Indonesia, the United Arab Emirates and New Zealand.

11月上旬，豪客比奇全球客户支持（GCS）宣布指定上海霍克太平洋公务航空服务中心为其首家位于中国大陆的授权服务中心（ASC）。该授权服务中心位于上海虹桥国际机场，上海霍克太平洋将为北亚地区豪客系列飞机的拥有者及运营方提供高效便捷的服务。

作为豪客比奇的授权服务中心，霍克太平洋可提供的产品支持服务包括飞机维护，内部结构调整，售后支持，发动机维护、修理及大修，特殊任务飞机的改装、设计，提供航空电子设备零件及其相关服务，销售配件及设备。霍克太平洋在亚太和中东地区拥有众多的固定运营基地（FBO）和飞机维护设施，覆盖澳大利亚、新加坡、马来西亚、菲律宾、印度尼西亚、阿拉伯联合酋长国和新西兰。

Mainland China: Capable of Conducting the Helicopter VTOL's Wind Tunnel Test

中国首次具备直升机垂直升降风洞试验能力

An institute in the Sichuan province succeeded in developing the helicopter vertical takeoff and landing (helicopter VTOL for short) test platform for the vertical $\Phi 5$ meters wind tunnel. This signifies that mainland China is now able to carry out the helicopter VTOL performance test. Previously there were no helicopter vertical descent test capabilities in mainland China. The successful development of the test platform also means that the test foundation of the complicated flow mechanism of the rotor wing has been established. This success will play a major part in determining a helicopter's "safety flight range".

To establish the helicopter VTOL test technology to match the $\Phi 5$ meters vertical wind tunnel, the institute launched the platform project back in 2008. The helicopter VTOL test technology is one of the wind tunnel tests that is indispensable in independent helicopter research. The research team completed the guiding test with a $\Phi 2$ meters rotor wing model, with axis of the rotor wing reaching a speed of 2,100 rs/m.

By doing the VTOL state simulation with a rotor model and rotor flow field display and other jobs, the research team resolved the problems in test-bed vibration, attitude angle accuracy control and so on. The guiding test results showed that this test-bed was reliable and had been up to expectations and some experimental results had been over foreign facilities of the same type.

This test-bed is mainly used in conducting VTOL range dynamic tests of the rotor wing model, and can undertake the type development's helicopter VTOL performance test and mechanism research test.

11月，驻川某所 $\Phi 5$ 米立式风洞直升机垂直升降试验台研制成功，标志着我国已具备承担直升机型号的垂直飞行性能试验能力，这填补了直升机垂直下降风洞试验的空白，建立了开展旋翼复杂流动机理研究的试验基础，对确定直升机的“安全飞行范围”起到重要作用。

为建立与 $\Phi 5$ 米立式风洞配套的直升机垂直升降试验技术，该所于2008年启动该试验台研制项目。直升机垂直升降试验技术是自主研制直升机不可缺少的风洞试验技术之一。课题组使用 $\Phi 2$ 米旋翼模型完成了引导性试验，旋翼轴转速达到2100转/分。

通过开展旋翼模型垂直升降状态模拟、旋翼流场显示等工作，课题组解决了试验台振动、姿态角精确控制等问题。引导性试验结果表明：该试验台运行可靠，达到预期技术指标，部分性能指标优于国外同类型设备。

该试验台主要用于开展旋翼模型的垂直升降带动力试验，能够承担型号研制中的直升机垂直升降性能试验及机理性研究试验。

The CAAC North China Regional Administration Completes the Certification Test for Miyun Huaxing Lianwang General Aviation Airport

华北局完成密云华星联旺通航机场使用许可审定

In November, the CAAC's North China Regional Administration smoothly completed the certification test for the Miyun Huaxing Lianwang General Aviation Airport (tentatively titled). Miyun Huaxing Lianwang General Aviation Airport will be the fourth general aviation airport based in Beijing and the ninth in North China.

The evaluation team listened to the report of the current situation and the development concepts of the airport and specially examined the airport manual. The evaluation team also conducted an on-site examination to view documents and

11月，中国民用航空华北地区管理局（简称“华北局”）顺利完成北京密云华星联旺通航机场（暂定名）使用许可审定。华星联旺通航机场即将正式成为北京的第四个通用机场，华北地区的第九个通用机场。

审定组听取了密云华星联旺通航机场（暂定名）关于整体现状和发展思路汇报，

materials, the facilities, equipments and the conformation and validation of the personnel of the airport. After examination, it was confirmed that the airport basically met related regulations and requirements and in principal, the evaluation team agreed the airport passed the certification in principal.

The evaluation team however, demanded that the airport need to resolve the problems found in the examination ASAP and when all were completed, the airport could then apply for re-examination from the authorities. The airport cannot go into service until it gets the related certificate.

重点就密云华星联旺通航机场（暂定名）提交的《机场使用手册》进行了审核，对机场的文件材料、设施设备、人员情况的符合性和有效性进行了现场核实。经审查，密云华星联旺通航机场（暂定名）基本符合相关规定要求，原则同意机场通过使用许可审定。

审定组要求机场抓紧整改使用许可审定中发现的问题，落实完成后报局方核查，取得使用许可证后开放使用。

The Shanghai Administration of Civil Aviation Security Completes the High Plateau Flight Route Verification for Deer Jet

上海监管局完成金鹿公务高原运行航线验证



Not long ago, the Shanghai Administration of Civil Aviation Security completed the high plateau flight route verification for Deer Jet's Hawker 800 aircraft's Chengdu – Lhasa flight route. It was the first time that the Shanghai Administration of Civil Aviation Security had completed the high plateau flight route verification for a general aviation unit in accordance to the CCAR-135.

This smooth verification means that Deer Jet has the capability of operating in accordance to the CCAR-135 OPERATIONS SPECIFICATIONS. Through this verification, the authorities have also received experience in supplementary examination of high plateau operation of a general aviation company operating in accordance to the CCAR-135.

日前，中国民用航空上海安全监督管理局（简称“上海监管局”）成功完成对金鹿公务航空有限公司（简称“金鹿公务航空”）豪客800型飞机成都——拉萨高原运行航线验证，这也是上海监管局第一次完成对按CCAR-135部运行的通用航空公司的高高原运行航线验证。

此次验证顺利完成表明上海金鹿公务航空已经获得了符合CCAR-135部规章要求的高高原运行能力。通过此次验证，局方也获得了对按CCAR-135部运行的通用航空公司高高原运行补充审定的实际经验，为今后推动我国通用航空发展和规范通航高高原运行补充审定工作有一定的指导意义。

The Public Security Bureau Police Air Force Formed in Guangxi Equiped an AW139 for Its Trial Flight

广西警务航空总队成立 装备AW139直升机首飞

The AW139 police helicopter made a successful trial flight in Nanning in the early part of November. During that day, the unveiling ceremony of the public flight fleet of the Guangxi Zhuang Autonomous Region Government, the police air force of the public security bureau of Guangxi Zhuang Autonomous Region and the AW139 helicopter trial flight were all celebrated in unison in Nanning, the Capital of Guangxi.

In September, 2010, after receiving approval from the Guangxi Zhuang Autonomous Region Government, the public security bureau of Guangxi Zhuang Autonomous Region decided to purchase the AW139 police use helicopter from Agusta Aviation Inc., an Italian based company. After effort for more than a year, the AW139 police use helicopter succeeded in its trial flight in Nanning. This indicates that the police use aviation level has made significant progress and the public security abilities to fight crime and maintain social stability have entered into the tri-dimensional era. The Guangxi public security's anti-terrorism abilities, immediate reaction time and integrated city emergency response will all be elevated. The AW139 police use helicopter, together with the A109E police use helicopter of the city of Nanning, will form the public flight fleet of the Guangxi Zhuang Autonomous Region Government and will conduct anti-terrorism, crisis and emergency handling, security patrols, emergency and disaster relief, aero-medical evacuation, government affair flights and so on. The fleet will also contribute its special abilities to maintain stability, improve the people's livelihood, help in the constructing of a "Peaceful and harmonious Guangxi", constructing Guangxi's "Premier Region" and building Nanning as a regional center and an international city.

The AW139 is designed and developed in this century. It is designed with the most advanced technology and weighs 6 tons. The body of the helicopter is constituted by the nose, the cockpit, the cabin and the tail boom. The rotor system is made up of 5 rotor wings and 4 tail rotors, equipped with two PT6C-67C engines. The maximum take-off weight is 6.8 tons. The maximum cruise speed is 309 km/h and the maximum ceiling is approximately 3,600 meters. The maximum cruising time is 3 hours and 54 minutes. The AW139 helicopter is equipped with the 350EP infrared photography system. Therefore, even in the night, it can take photos of objects moving at a high speed from a long distance away from the helicopter, target it and track it. With this infrared photography system, one can even clearly see the numbers and letters on a car's license plate.

11月上旬, AW139型警用直升机在南宁实现首飞。首飞当日, 广西壮族自治区人民政府公务飞行队、广西壮族自治区公安厅警务航空总队揭牌暨AW139型直升机首飞仪式在南宁隆重举行。

2010年9月, 经自治区人民政府同意, 自治区公安厅决定从意大利阿古斯特航空公司采购AW139型警用直升机。经过一年多的努力, 2011年11月, AW139型警用直升机在南宁实现首飞。这标志着广西警务航空水平实现了质的飞跃, 标志着广西公安机关打击犯罪、维护社会稳定的装备力量进入了陆、海、空一体化、全方位的时代。广西公安机关反恐处置和快速反应的能力, 城市应急联动水平和管理能力将得到进一步提高。AW139型警用直升机将和南宁市的A109E型警用直升机一起, 组成自治区人民政府公务飞行队, 共同为全区的反恐处突、治安巡逻、抢险救灾、事故救援、医疗救护、政务飞行等工作服务, 在维护稳定, 改善民生, 全面构建“平安广西”、“和谐广西”, 建设广西“首善之区”和区域性国际城市方面做出特有的贡献。

AW139直升机于21世纪问世, 采用最先进科技设计的6吨级中型直升机。机身分为机头、驾驶舱、客舱和尾梁四部分, 旋翼系统由5片旋翼和4片尾桨组成, 配置两台普惠PT6C-67C发动机。最大起飞重量6.8吨, 最大巡航速度为309公里/小时, 升限约3600米, 最大航时3小时54分钟。AW139型警用直升机配备了350EP红外摄像系统, 即便是黑夜, 也可对远距离的高速运动物体成像, 锁定跟踪, 运用这套摄影系统, 地面上5公里以外的汽车牌照号, 都清晰可见。

Zhuhai Airport Management and Netjets Aviation (Hong Kong) Signs a Contract

珠海机场与利捷公务航空(香港)公司签约



In November, Zhuhai Airport Management Co., Ltd. and Netjets Aviation (Hong Kong) Inc. (Netjets for short) signed a contract regarding the base airport cooperation project during the 2011 Zhuhai Aviation Industrial Park Investment Cooperation Conference.

The main articles in the contract are as follows. Netjets will make Zhuhai Sanzao Airport as its operation base and then work to receive the General Aviation Air Operator's Certificate from the CAAC's Central and Southern Regional Administration. Successively, after approval from the CAAC's Central and Southern Regional Administration, Netjets will conduct some general aviation projects and its own flight training business. In this stage, Zhuhai Saotao Airport shall provide aid in offices, hangars, aprons, airport information and other related support to Netjets.

Netjets Inc., an American based company, was established in 1964. Now it is the world's largest company engaged in private aircraft management and operation. It manages the largest private aircraft fleet that contains the most aircraft types and is doing business in America, Europe and the Middle East.

11月, 珠港机场管理有限公司与利捷公务航空(香港)有限公司(简称“利捷”)在2011年珠海航空产业园投资合作交流会上, 就基地机场合作项目进行了签约。

签约协议的主要内容为: 利捷以珠海三灶国际机场(简称“珠海机场”)作为营运基地向中国民用航空中南地区管理局(简称“中南管理局”)申请通用航空甲类公司经营资质, 在珠海机场开展经民航局批准的各类通用航空项目及其自身的训练飞行业务, 在办公场所、停机坪、机库、机场信息等方面珠海机场给予利捷支持, 所达成的双方共识。

美国利捷航空公司创立于1964年, 现为全球最大的私人飞机管理营运企业, 拥有830架私人飞机, 管理着最庞大和最多型号的机队, 业务遍布美国、欧洲和中东。



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