



China Civil Aviation Report

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中国必将掀起体验飞行的浪潮

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2013 年亚洲公务航空会议与展览会

The 2013 Asian Business Aviation Conference & Exhibition

2013年的公务航空盛会将于4月16至18日在中国上海举行。这是亚洲最大规模的公务航空展示活动，预计又将掀起一阵公务航空的高潮。

中国公务航空的发展起步很晚势头也很弱，基本是由海南航空旗下1995年成立的Deer Jet一家公司所扮演的独角戏。随着中国经济的不断发展，亚太经合会（APEC）、奥运会、上海世博会等国际大型活动的举行，大批国际知名人士、富商大贾、政府官员的来访让中国政府不得不对公务机的申请程序予以简化，国营企业与私企的快速成长也对使用公务机进行商务旅行的需求有所助长。在运营条件逐步合理化，需求持续旺盛的衬托下，可想而知，公务航空的发展势必持续看好，目前正在以每年25%的成长率往前推进。至2012年底，已经有50家公司获得民航局的认可，经营公务航空类别的运营，还有50家公司正在审批中。

中国中央政府的城市化政策以及中国民航局大力发展支线航空、国有企业走出去的国家政策，都是确保公务航空持续升温的保障。

中国近30年的经济发展过程中，处处可以看到来得快来得猛的产业，公务航空也将循着这个模式快速发展。认识和了解这个市场、这个客户、这个文化也许是你决定是否加入这个行列的首要课程。

The 2013 Asian Business Aviation Conference & Exhibition, the largest business aviation event in the region, will be held on April 16-18th in Shanghai, China. When China entered the business aviation industry only 30 years ago, the original momentum was very weak, basically only Deer Jet, which was formed in 1995 as a division of Hainan Airlines. As China's economy continued to grow, and to attract international events such as APEC, the Olympic Games, and a World's Fair, to China, those events drew great numbers of business jets filled with rich and famous passengers, forcing China's government to simplify its own flight permit process. Meanwhile, passengers of fast growing state and privately owned enterprises, along with government representatives, have continued to boost the demands for fast and convenient business aviation aircraft. China has recently implemented a judicious operational environment policy on air travel. When one combines that policy with the growing market demands in business aviation, Chinese market analysts are certain to project a continued increase in China's business jet travel, which is currently maintaining a healthy annual rate of 25%.

The Civil Aviation Administration of China (CAAC) granted over 50 licenses to business aviation operators in 2012, with another 50 still in the pipeline. The central government's progressive urbanization policies, the program of the CAAC to create new regional aviation facilities, and the State's campaign of "reaching out", all contribute to the assurance of a continued growth in China's business aviation industry.

Before you consider whether this is the right time, and China is the right place for your business to expand, make certain that you fully understand the China's market, people and culture.



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李克强会见加拿大庞巴迪公司总裁兼首席执行官 VICE PREMIER KEQIANG LI MEETS WITH PRESIDENT OF BOMBARDIER INC.



国务院副总理李克强（现国务院总理）2月中旬在北京会见加拿大庞巴迪公司总裁兼首席执行官布多昂。

李克强说，中加同为亚太重要国家，近年来，双方合作领域越来越宽，共同利益越来越多，在大项目合作上取得突破，两国战略伙伴关系向前发展的基础更加坚实，对地区乃至世界的繁荣稳定也产生积极影响。

李克强指出，中国正在推动产业转型升级，而加拿大制造业、高科技产业和服务业发达。中方愿同加方一道，提供公平竞争、更加便利的投资兴业环境，鼓励两国企业按商业原则加强长期合作，实现互利发展，并共同开拓第三方市场。

In mid February, Keqiang Li, Vice Premier (now Premier) of the State Council, and Pierre Beaudoin, President and CEO of Bombardier Inc., met in Beijing.

Mr. Li said that both China and Canada were considered to be important factors in regards to Asia Pacific. In recent years, the cooperation between those two countries has shown steady growth, and there have been positive breakthroughs on large projects between the two, which have created increased mutual benefits to both China and Canada. The firm foundation between the two countries has been growing stronger through a strategic partnership, which has been positive not only for Asia Pacific, but for the entire world.

Mr. Li emphasized the fact that China has been giving impetus to the transformation and upgrading of its industries, just as Canada has been developed in its manufacturing sector, its high-tech industry, and its service industries. Mr. Li also confirmed China's eagerness to cooperate with Canada by offering favorable investment opportunities, featuring fair competition, and providing a greater convenience when joining partnerships in the booming industries of China. He encouraged the two Countries to expand their long-term cooperation in conjunction with judicial commercial principles, so as to continue achieving mutual benefits and developments to both countries. Mr. Li said that China is also willing to explore a third-party market with Canada.

Mr. Beaudoin said that he was confident in the future developments of the

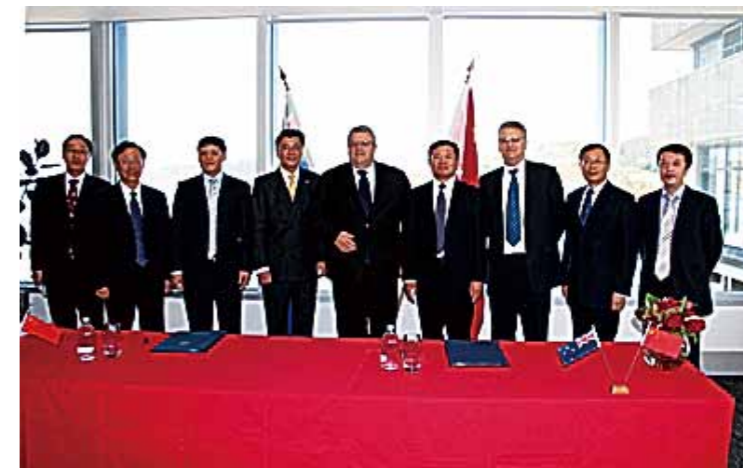
布多昂表示对中国市场未来发展充满信心，希望在交通设备研发、制造和管理等方面深化与中方合作。

贸促会会长万季飞，外交部副部长张志军，商务部国际贸易谈判代表兼副部长高虎城等会见时在座。

China markets. He hoped to deepen the cooperation with China in research and development, in manufacturing, and in the management of transportation facilities.

Other attendees of this meeting included Mr. Jifei Wan, Chairman of the China Council for the Promotion of International Trade (CCPIT), Mr. Zhijun Zhang, Vice Minister of Ministry of Foreign Affairs, and Mr. Hucheng Gao, China International Trade Representative (ministerial level) and Vice Minister of Commerce of PRC.

李健访问新西兰和澳大利亚 Deputy Minister of the CAAC Visits New Zealand and Australia



2012年12月中旬，民航局副局长李健率团访问新西兰和澳大利亚。访新期间，李健会见了新西兰运输部部长格里·布朗利，并与新西兰民航局局长格雷姆·哈里斯签署了《中国民用航空局和新西兰民用航空局有关设计批准、出口适航批准和设计批准证后活动的技术安排》，并向新西兰太平洋飞机制造公司颁发了PAC-750XL飞机型号认证。

访澳期间，李健与快达国际航空公司总裁西蒙·希奇、捷星航空公司总裁简·何得丽柯及墨尔本机场总裁克里斯·伍德拉夫就航空公司和机场安全管理系统建设，政府对航空公司和机场的安全监管等议题进行了深入交流。

In mid-December, 2012, Mr. Jian Li, deputy-administrator of the Civil Aviation Administration of China (CAAC) took a trip to visit New Zealand and Australia. During the visit to New Zealand, Li met with Mr. Gerry Brownlee, Minister for the Ministry of Transport of New Zealand and signed Technical Arrangements Regarding Design Approval, Output Airworthiness Approval and Other Related Activities Between the CAAC and the Civil Aviation Authority of New Zealand. During the meeting Mr. Graeme Harris, Director of Civil Aviation Authority of New Zealand, also issued the type validation certificate for the PAC-750XL to Pacific Aerospace Limited.

During the portion of the trip in Australia, Li met with Mr. Simon Hickey, CEO of Qantas International, Ms. Jayne Hrdlicka, CEO of Jetstar Airways Pty Ltd. and Mr. Chris Woodruff, CEO of the Australia Pacific Airports Corporation. Each party had a discussion and exchange regarding issues of the construction of the safety management systems for airlines and airports, safety supervision of governments to airlines and airports and other issues.



中国必将掀起体验飞行的浪潮

赵嘉国撰稿

在中国中央到地方，国企到民企，团体到个人都在热烈讨论通用航空的发展和未来。这个在中国尚未开发，具有千亿美元年产值的行业将要在像旭日东升一样缓缓升起。全国上下个个磨拳擦掌，卷起袖子准备大干一场。想盖航空产业园的开始圈地，想要搞飞机制造的开始与外国签约，想弄运营的开始购买飞机，想搞培训的开始申请证照，好不热闹。但通用航空发展所需要的空域却迟迟因为无法得知的原因不能及时发挥应有的推波助澜功效，姗姗来迟，只闻楼梯声不见人下来。

目前全国仅有少数试点地区拥有了极有限的空域可供使用，在本场飞行勉强可行，但若转场则有困难。许多人对这样的现象感到困惑和不满，认为没有足够空域就不能发展通用航空，这个论调在某些时空背景下是有道理的，但相对的也是没有道理的。严格的说来，美国这个通用航空最发达的国家，其通用航空的产业也是在有限空域下发展出来的。

中国尚未具备通用航空产业的条件和资质但对于某些航空的词汇却已经叫的震天贾响，诸如固定基地运营商 Fixed-Base Operator (FBO)，有人甚至于进一步扩大定义为飞机4S店，但却鲜少有人了解FBO的来源与原始功能。在一战末期1918年，美国退役空军飞行员驾驶着除役的飞行器，往来乡村小镇，载着当地居民在空中体验飞行，或做空中飞行表演(当时被称为空中马戏团)收取少许费用作为维生之用。那些替飞机与飞行员提供服务与维修的技术人员停留在当地替不断来访的飞机和飞行员服务，在1926年新法规法令的要求下最后就成了机场的固定维修后勤单位。在2009年的普查报告里显示美国共有3,138家FBO。

这些微小的空域在美国广大群众向往体验飞行的簇拥和拥抱下竟然发生了无比的能量，创造了大量的飞行需求和成果，使得美国航空产业得以奠定良好的基础，拥有众多的航空爱好者，卓越的技术人员

和有理想抱负的飞机制造商。这一切的一切来自于那一个狭小而局限的空域，一个小镇，一群有飞行热情的老百姓，展开了美国这百年的航空大业。

在我们感叹空域没有完全开放，转场越野飞行没有能够轻易取得的时候，我们要想想我们在本场的飞行上是否已经充分的利用了？我们有没有把通用航空的草根性与广大群众挂钩起来？有没有提供老百姓体验飞行的机会？有没有让平民大众接近航空，认识航空从而参与航空。

我有理由相信中国现在就有大量的人有意体验飞行，有意学习飞行，更有人愿意投入飞行事业翱翔蓝天。虽然中国目前无法自由惬意的随意飞行，体验航空的乐趣，但不代表这些人不会到海外地区饱尝飞行的乐趣与快感。最近我接触了许多这类的航空爱好者前来美国体验各种飞行器的驾驭和操作，在美国飞行教练的陪同下任意飞行尽享自由飞翔的乐趣与刺激。



只要中国改善本场飞行的申请程序和审批时间，体验飞行将可为中国的通用航空带来无与伦比的动力与能量，使中国通用航空能如同其他航空先进国家一样由下而上的健康发展，为飞行培训机构，飞机制造商，和航空产业园的正常运营与发展打下良好的基础和保障。



《通用航空发展专项资金管理暂行办法》颁布 Interim Regulation on Administration of Special Fund for Developing General Aviation Has Been Issued



近几年，中国通用航空的发展一直处于上升阶段。为进一步促进通用航空的发展，充分发挥通用航空对国民经济和社会发展的服务和支撑作用，2012年12月中旬，民航局、财政部联合印发的《通用航空发展专项资金管理暂行办法》正式颁布实施。通用航空发展专项资金将用于通用航空作业补贴、通航飞行员培训补贴以及完善通用航空设施设备等方面。

In recent years, China's general aviation industry has been steadily on the rise. To further advance the development of the general aviation industry in China in order to continue to support China's economic and social developments, the CAAC and the Ministry of Finance of the PRC jointly issued and implemented the Interim Regulation on Administration of Special Fund for Developing General Aviation (the Interim Regulation) in the middle of December of 2012. The special fund for developing the general aviation industry (the special fund) will be used as subsidies for general aviation operations, pilot training and improving general aviation facilities and equipment.

通用航空发展专项资金管理暂行办法 Interim Regulation on Administration of Special Fund for Developing General Aviation

第一章 总则

Chapter I General Principle

第一条 为支持我国通用航空发展，促进国家民航业整体繁荣，充分发挥通用航空对国民经济和

Article I. To support the development of China's general aviation industry and the prosperity of China's entire civil aviation industry and

社会发展的服务和支撑作用，根据《民航发展基金征收使用管理暂行办法》（财综〔2012〕17号）和财政预算管理相关规定，制定本办法。

第二条 通用航空发展专项资金是中央财政从民航发展基金中安排的，用于支持通用航空企业（以下简称“通航企业”）开展通用航空作业、通用航空飞行员培训，以及完善通用航空设施设备等方面的专项资金。

第三条 通用航空发展专项资金安排遵循加强引导、鼓励生产、突出重点、均衡发展和公开、公正、透明的原则。

provide full assistance to China's economy and society, the Interim Regulation on Administration of Special Fund for Developing General Aviation (the "Interim Regulation") is drawn up based on the Civil Aviation Development Fund Tentative Procedures and related rules of financial budget administration.

Article II. The special fund is appropriated from the central finances of the Civil Aviation Development Fund to support general aviation enterprises' operating general aviation operations, general aviation pilot training and to improve the facilities and equipment of the general aviation industry.

Article III. The special fund will be used in accordance to the principles of strengthening guidance, encouraging production, prioritizing key areas, balanced development and openness, justice and transparency.

第二章 支持范围和标准 Chapter II Use and Standards of the Fund

第四条 在中国境内登记注册，持有通用航空经营许可证和运行合格证的通航企业，均可申请通用航空发展专项资金。

第五条 从事以下四类作业的，可以申请通用航空作业补贴：

（一）服务于农林牧渔的飞行作业，包括：农林飞机播种、空中施肥、空中喷洒植物生长调节剂、空中除草、防治农林业病虫害、草原灭鼠、防治卫生害虫、航空护林、渔业飞行、人工影响天气等；

（二）服务于工业的飞行作业，包括：石油服务、电力作业、航空摄影、航空物探、海洋监测、气象探测、空中巡查等；

（三）服务于社会事业的飞行作业，包括：医疗救护、科学实验、地质勘探、城市消防等；

（四）承担国家应急救援任务的应急救援飞行作业（已有国家其他资金补偿渠道的，仅对低于本办法规定标准部分予以补贴）。

第六条 通航企业开展通航作业，按不同机型、不同起飞全重、不同作业类别，执行不同的补贴标准。作业时间以作业区内实际生产作业小时为准，调机时间不计算在内。

Article IV. All Enterprises with a General Aviation Air Operator's Certificate or an Air Operator Certificate registered in China can apply for the fund.

Article V. Enterprises engaged in the following operations, can apply for general aviation operation subsidies:

1) Flight operations serving agriculture, including aerial sowing, fertilizing, spraying plant growth regulators, weeding, prevention and treatment of plant diseases and insect pests, grassland deratization, prevention and treatment of sanitary insect pests, forest protection as well as fishery and weather modification;

2) Flight operations serving the industry, including petroleum exploration, power operations, aerial photography, geophysical prospecting, ocean supervision, meteorological observation, aerial inspection, etc.;

3) Flight operations serving social undertakings, including medial rescues and aid, scientific experiments, geological surveys, urban fire fighting, etc.;

4) Flight operations for national emergency rescues (in case of flights compensated by other funds, only the portion less than the standards of this fund can be subsidized by this fund).

Article VI. Enterprises engaged in different operations will be subsidized in accordance to different subsidy standards, which are related to the type of aircraft, the total take-off weight and the types of operations. Only real operational hours are calculated into the operational hours, which means that hours spent in debugging the aircraft is not calculated.

通用航空飞行作业补贴标准 General Aviation Flight Operation Subsidy Standards

单位: 元 / 飞行小时 Unit: yuan / flight hour

机型划分 (起飞全重) Aircraft Classification (by total take off weight)	农林牧渔作业 Agricultural Flight Operations	工业作业 Industrial Flight Operations			社会事业作业 Social Flight Operations	应急救援作业 Emergency Rescue Flight Operations
		石油服务 Petroleum Exploration Flights	电力作业 Power Flight Operations	航空摄影、航空物探、海洋监测、气象探测、空中巡查等 Aerial Photography, Geophysical ocean supervision, meteorological observation, aerial inspection, etc.		
固定翼 Fixed-Wing Aircraft						
2吨以下 Lower Than 2 Tons	2100	---	---	300	300	2800
2 (含) - 5.5 吨 2 (included) to 5.5 Tons	3800	300	---	400	400	5200
5.5 (含) - 8 吨 5.5 (included) to 8 Tons	6800	500	---	1500	600	19000
8 吨以上 Over 8 Tons	---	---	---	---	---	70000
旋翼 Rotary-Wing Aircraft						
2吨以下 Lower Than 2 Tons	1400	300	300	300	300	6000
2 (含) - 4 吨 2 (included) to 4 Tons	4400	400	400	1200	600	23000
4 (含) - 8 吨 4 (included) to 8 Tons	8200	600	600	2000	1500	40000
8 (含) - 13 吨 8 (included) to 13 Tons	11000	1000	1000	3000	2500	60000
13 吨及以上 Over 13 Tons	1800	2000	---	4500	400	78000
无动力航空器 Unpowered Aircraft	≤200					

第七条 为鼓励通航企业淘汰老旧航空器, 并减少行业垄断, 通用航空作业补贴标准按以下情况, 进行上浮或下浮调整:

(一) 对通航企业使用机龄较短航空器的, 补贴标准上浮。其中: 使用5年及以下机龄的固定翼或旋翼航空器开展作业, 补贴标准上浮10%; 使用5年以上10年及以下机龄的固定翼或旋翼航空器开展作业, 补贴标准上浮5%。

(二) 对通航企业为关联方提供作业服务的, 补贴标准下浮。其中: 通航企业从各关联方取得收入累计占其收入总额70%及以上的, 其为关联方提供的作业补贴标准下浮50%; 通航企业从各关联方取得收入累计占其收入总额30% (含) - 70%的, 其为关联方提供的作业补贴标准下浮20%。

(三) 对不能分机型统计作业时间的, 按同类机型最低补贴标准补贴; 对难以划分类别的飞行作业, 按照相近类别作业标准补贴。

第八条 为加快通用航空飞行员队伍建设, 对在补贴年度内完成飞行员初始培训 (不含改装培训和复训) 且取得商照的通航企业 (除公务机公司), 按单个商照不超过12万元给予补贴。通航企业已获补贴的执照对应的飞行员, 自补贴发放年度起从事通航飞行不得少于5年。

第九条 对通航企业购置、更新和改造投资额在30万元及以上的作业设备、安全设备的补贴标准执行有关固定资产管理规定, 单个项目补贴不超过100万元。

Article VII. To encourage general aviation enterprises to replace old aircraft and to reduce industry monopolies, the subsidy standards may be adjusted in case of the following situations:

1) Enterprises using aircraft with shorter ages, will enjoy higher subsidy standards. Specifically speaking, enterprises using fixed-wing aircraft or rotary-wing aircraft with a life of shorter than 5 years, the subsidy standards will be increased by 10%; enterprises using fixed-wing aircraft or rotary-wing aircraft with a life between 5 and 10 years, the subsidy standards will be increased by 5%.

2) Enterprises providing services to affiliated parties, will receive lower subsidy standards. Specifically speaking, enterprises receiving 70% or more of their income from their affiliated parties, the subsidy standards will be reduced by 50%; incomes of enterprises receiving 30% - 70% (not included) from their affiliated parties, the subsidy standards will be reduced by 20%.

3) If the operation hours cannot be calculated by type of aircraft, enterprises will be subsidized in accordance to the lowest subsidy standards of the same type aircraft. If the flight operations cannot be classified, enterprises will be subsidized in accordance to the subsidy standards of similar operations.

Article VIII. To accelerate training of general aviation pilots, each general aviation enterprise (business aircraft operation enterprises not included) that has completed pilot preliminary trainings (aircraft modification trainings and refresher trainings not included) and whose pilots have been issued commercial pilot certificates, will be subsidized with no more than 120 thousand yuan per certificate. The subsidized general aviation enterprise's corresponding pilot who has been issued the commercial pilot certificate will have to go into general aviation flights for no fewer than 5 years from the year the enterprise is subsidized.

Article IX. The related fixed-asset management provisions will be applied as the subsidy standards for enterprises' investments of over 300 thousand yuan in purchasing, upgrading and remolding of operation equipment and security equipment. A single project will be subsidized with no more than 1 million yuan.

第三章 资金申请、审核和下达

Chapter III Fund Application, Examination and Allocation

第十条 通航企业应于每年7月底前, 向企业注册地的民航地区管理局申报上年7月1日至本年6月30日期间内飞行作业量、飞行员培训以及设备购置、更新和改造完成情况。具体申报材料由民航局另行制定。

第十一条 民航地区管理局收到通航企业申报材料后, 提出初审意见, 并于每年8月底前汇总上报民航局复核。民航局将审核后的项目在民航局政府网站公示10天, 各方无异议

Article X. General Aviation enterprises should submit the flight operation amounts, data of pilot trainings and equipment purchasing, upgrading and remolding to the regional administration of the location they have registered in. Required specific declaration materials will be drawn up by the CAAC.

Article XI. When regional administrations of the CAAC receive the declaration materials, they should put forward their opinions and gather all these declaration materials and then report to the CAAC. The CAAC will display the examined and approved projects for ten days. If no objections, the projects will be included in the budget of the next Civil Aviation Development Fund and to

后纳入下一年度民航发展基金预算，按规定程序报批。涉及固定资产投资的设备补贴，按照固定资产投资审批程序办理。

第十二条 通用航空发展专项资金支付管理按照财政国库管理制度有关规定执行。

第十三条 通航企业收到通用航空发展专项资金后，按相关规定进行会计处理。

receive written replies in accordance with certain procedures. The subsidies to equipment related to fixed asset investments should be applied for in line with the screening procedure of fixed asset investments.

Article XII. The disbursement of the special fund will be managed in accordance with the management system of the treasury division of the Ministry of Finance of the PRC.

Article XIII. When the general aviation enterprises receive the special fund, the special fund should be handled by the accountants before and after use.

第四章 监督管理

Chapter VI Supervision and Management

第十四条 通航企业对提交申请材料的真实性负责，并要配合民航局、财政部的相关审核和检查。

第十五条 通航企业进入破产清算程序，被吊销营业执照、经营许可证，或按规定年检不合格的，中央财政将暂缓或停止安排该企业当年通用航空发展专项资金。自飞行员执照培训补贴发放年度起5年内不能持续从事通航飞行的（因飞行员自身健康原因或所在企业无法继续经营等特殊情形除外），一经查实，民航局、财政部将追回已发放的补贴，并且在下一年度不予受理该飞行员所在企业的飞行员执照培训补贴申请。

第十六条 对违反国家法律、行政法规和有关规定，弄虚作假，虚报以及截留、挪用、骗取通用航空发展专项资金的单位和个人，按照《财政违法行为处罚处分条例》（国务院令 第427号）及相关有关法律、法规予以处理。

Article XIV. The general aviation enterprises should be responsible for the authenticity of the materials and should work with the CAAC and the Ministry of Finance of the PRC to examine and check the materials.

Article XV. General aviation enterprises that have been in the bankruptcy proceedings, or have been revoked business licenses or the operator's certificate, or have not passed the annual inspection, the central financing will defer or stop the special fund to the concerning general aviation enterprises. The pilots that have been subsidized the special funds cannot continually conduct general aviation flights in five years (those who have health reasons or work for enterprises that cannot continue to run are not included), once checked or verified, will be relieved of the special funds by the CAAC or the Ministry of Finance of the PRC and the subsidy application for the pilot license of the general aviation company's pilot will be turned down.

Article XVI. Any enterprise or person that breaks the law, the administrative regulations & rules or relative provisions, or resorts to deceptions for or intercept, embezzle or cheat for the special fund, will be subjected to the law in respect of the Penalty Ordinance for Financial Illegal Actions.

第五章 附则

Chapter V Supplementary Articles

第十七条 本办法由民航局、财政部负责解释。

第十八条 本办法相关专业术语解释见《通用航空经营许可管理规定》（中国民用航空总局令 第176号）。

第十九条 本办法自发布之日起施行。

Article XVII. The power of interpretation of the Interim Regulation is owned by the CAAC and the Ministry of Finance of the PRC.

Article XVIII. For the related jargon interpretation of the Interim Regulation, please refer to the General Aviation Business License Management Administration.

Article XIX. The Interim Regulation shall come into effect as of the date of promulgation.

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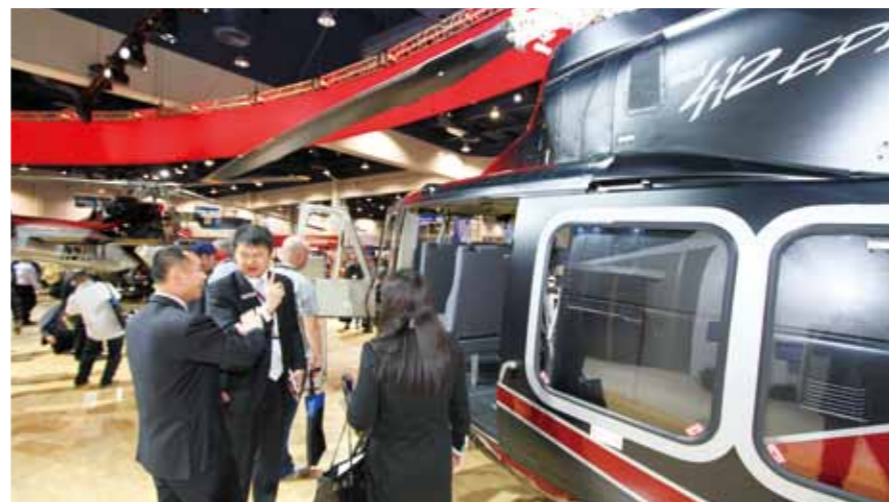


2013 年国际直升机博览会 (Heli-Expo2013) 于美国当地时间 2013 年 3 月 4 日至 7 日在美国的拉斯维加斯盛大举行，期间论坛及研讨会于 3 月 4 日举行，3 月 5 日至 7 日展厅开放。

作为全世界最专业、规模最大的直升机商业展会，此次展会吸引了全球 36 家赞助商、60 多架直升机、736 家展商、20,393 名观众（观众人数连续六年增长），再次成为世界上最大的直升机展暨博览会。占地面积突破 1 万平方英尺，达成 6.2 亿美元的直升机销售订单。

主流直升机厂商及运营商，如贝尔、欧直、西科斯基、阿古斯塔、麦道等主流直升机厂商在展会上全力出击。其中，西科斯基 S-76D 直升机在该展会上揭开了面纱，并且 Bristow Group 签约购买 26 架西科斯基直升机。贝尔直升机公司则在本次展会上达成了 50 架直升机的订单。而欧直的收获更大，总共达成了 69 架直升机销售订单，机型覆盖从单引擎 AS350 到 11

吨重的 EC225。同时，欧直还借此本届直升机的机会，发布了其直升机系列的新成员：双引擎多用途中型直升机 EC135 T3/P3，还收到了其 3 个启动用户的订单。展会上，其他展商和赞助商都获得了其相应商业利益。



美国国际直升机协会简介

美国国际直升机协会 (Helicopter Association International, 简称 HAI) 每年举办 HELI-EXPO, 该展会是国际直升机人士见面、交流和谈生意的绝佳机会。早在 2006 年, HELI-EXPO 的参会人数就创下了 16,629 人的记录。

美国国际直升机协会 (Helicopter Association International) 总部位于美国佛吉尼亚州亚历山德里亚市。该协会于 1948 年 9 月在美国加利福尼亚州波本克 (Burbank, California, USA) 成立, 起初名为直升机会议 (Helicopter Council), 为展现其国际性, 后改名为美国国际直升机协会 (Helicopter Association International, 简称 HAI)。

HAI 旨在为其会员在运营中提供服务, 通过扩展直升机的用途, 同时可以增进安全、提高专业性和经济型来扩大国际直升机界。经过 60 多年的发展, 现在 HAI 拥有 70 多个国家的超过 3,000 名会员。现在协会会员每年约有 5,000 架直升机飞行约 230 万小时。

“ 看到展会现场火热的直升机交易, 你就知道在国际上直升机乃至通用航空有多么发达! 我不禁感觉到, 中国通用航空的发展离不开国际直升机的发展, 国际直升机的发展也需要中国的参与。HELI-EXPO 也希望有越来越多中国直升机产业厂商、运营商及服务商等的参加, 共同推动中国直升机产业的发展。
HELI-EXPO 2014 将于明年 2 月 24-27 日在美国加利福尼亚州阿纳翰市举行, 欢迎参加! ”



2012 年民航空管系统运行品质提升综述

CHINA'S AIR TRAFFIC IMPROVEMENTS OF 2012

2012 年, 飞行起降架次同比增长 9%, 我国民航空管系统, 又实现了一个安全年。空管系统全年共保障各类飞行起降 714 万架次, 空管原因事故征候万架次为 0.0014, 远低于民航局规定的万架次 0.10 的安全目标; 流量原因造成的航班延误占总延误的 25.02%, 同比下降 2.1%

2012 年, 全年空管系统安全保障各类专机和重要飞行共计 3406 架次; 空管系统设备正常率达到 99.99%, 完好率达到 99.87%; 重要天气机场预报准确率为 85.87%, 气象观测错情率为万分之 0.05, 京沪穗数值预报系统顺利投入业务化使用; 妥善处理劫机、恐怖威胁、机械故障等返航备降航班 900 余起; 空管设备国产化工作得到推进, 装备公司和数据公司 ADS-B 地面站设备获得使用许可。

2012 年, 空管系统调整了广州白云机场等 12 个大型繁忙机场空域结构, 日增起降时刻 1200 多个, 通过排堵保畅和优化飞行程序等措施, 全年累计缩短飞行距离 1400 万公里, 减少二氧化碳排放约 24 万吨, 节省燃油成本约 5.4 亿元, 临时航线使用效率明显提高。

2012 年, 国家六部委联合下发了《关于加强军民航空管工程前期工作和建设管理工作的通知》, 民航局和财政部专门下发了《民航基础设施建设项目前期工作费管理暂行办法》, 对加快空管系统基本建设步伐起到了积极作用。

2012 年, 空管系统针对繁忙航路 G212、A461、A593 以及西安、成都、大连等繁忙地区开展排堵保畅专项工作, 并制定了北京、上海、广州、深圳等七大机场的航班运行放行原则, 有效缓解了这些地区的空中拥堵状况。

北京、上海、广州三地机场, 三大区管中心分别实现了相关航路和机场的协同放行。航班平均延误时间和 2 小时以上延误次数明显减少。首都机场放行正常率提高了 6%, 出港航班平均滑行时间缩短 6 分

The number of flight sorties in China showed a 9% growth during the year 2012, while logging another excellent safety year in the Civil Aviation Industry for the performance of its Air Traffic Management Team (ATM), and processing a total of 7.14 million sorties during that year. The incidents to flight sorties that were caused by the ATM during the year 2012 were 0.0014 per 10,000 sorties, which is much better than the 0.10 level accepted by the Civil Aviation Administration of China (CAAC). Among all flight delays, 25.02% were caused by flight and flow control; down 2.1% from the previous year.

China's ATM Team successfully supported 3,406 sorties during the year 2012, which included numerous types of aircraft, and high value flights. They achieved an on time flight rate of 99.99%, and a rate of 99.87% for sound control. The accuracy of the weather forecasts reported to airports reached a level of almost 86%, while the incorrect track record of weather and meteorological observations reached 0.05 per 10 thousand. The numerical weather prediction system (NWP) became successfully operational in Beijing, Shanghai, and Guangzhou. There were over 900 flights that were forced to be diverted as a result of hijacks, terrorist threats, and mechanical failures, and then subsequently handled with professional safety. The work of localized production of Air Traffic Management equipment was accelerated. The ADS-B ground station developed by China's two state enterprises received its certification to become operational.

In 2012, the ATM departments adjusted the airspace structures of 12 major airports, which included Guangzhou Baiyun International, increasing more than 1,200 landing times. By curbing air traffic congestion, clearing the airways, and optimizing flight procedures, flight distances have been shortened by 14 million km, carbon dioxide emissions were reduced by 240 thousand tons, 5.4 million yuan of fuel costs were saved, and the usage of temporary flight routes were enhanced.

In 2012, China's six ministries and commissions jointly issued a notice necessary on enhancing the preliminary work and construction management task toward the completion of the ATM's Military and Civil Aviation project; while the CAAC and the Ministry of Finance jointly issued Interim Measures to the Administration of Finance toward the preliminary construction work on the most important facilities of Civil Aviation, which were both important approvals regarding the basic construction of the ATM system.

During the year 2012, Departments of the ATM curbed air traffic congestion for airways at G212, A461, and A593; the busiest regions of Xi'an, Chengdu, and Dalian, along with several others, which cleared those flight routes. The ATM also implemented new operation principles for seven airports located in Beijing, Shanghai, Guangzhou and Shenzhen, which efficiently relieved air congestion in those regions.

Airports in Beijing, Shanghai, and Guangzhou, along with three major regional control centers, have recently implemented the collaborative release mechanism for those airways and airports. That has significantly reduced the average delay

钟; 广州白云机场航班平均滑行时间缩短 2.4 分钟, 出港航班关舱门后平均等待时间缩短 8 分钟。

同时, 空管系统灵活使用航路航线和飞行高度层工作取得突破性进展, 航空公司首次可以在计划阶段选择临时班机航线; 8400 米以上的高度层可供民航灵活使用; 前 30 位机场可灵活选择主、备或临时航路航线。

此外, 空管系统全面推行航空情报最新资料讲解服务机制, 主动建立专门数据库和网站, 对外航发布班机航线走向; 完成 WGS-84 坐标测量后续工作; 继续推进航空情报服务 (AIS) 向航空情报管理 (AIM) 的过渡。

民航局空管局在 2012 年系统规划各类空域, 积极引导空域资源优化配置, 组织完成了 83 个繁忙管制扇区的容量评估, 并制定了全国管制扇区规划; 在对 15 个国际机场实施 PBN 运行后, 又完成了 17 个国际机场的 PBN 程序设计; 完成了北京新机场预可研阶段空域规划方案与仿真评估、南苑机场扩容增量等专项工作。

2012 年全年, 空管系统先后开展了 A461 (京广) 航路复线改造、G212 (京昆) 航路分流、A593 (京沪) 航路北端单向航线、B215 航路优化等骨干航路调整, 航路通行能力显著提升, 其中, 京广复线改造使京广航路湖南以北航段飞行流量降低了约 6%; G212 航路排堵保畅使昆明至北京方向航班正点率提升了 22%, 重庆至北京方向航班正点率提升了 33%。昆明、济南、郑州等地的空域结构也做了大幅调整, 缓解了飞行矛盾。其中, 济南地区空域结构优化方案预计可满足未来 5 年~10 年的空域运行需求。同时, 民航局空管局先后完成了西安、郑州、长沙、武汉和厦门 5 个机场的进离场航线分流, 并缩小了南昌和合肥进近管制区的雷达管制间隔。

此外, 民航局空管局在全系统内继续推进高空空域整合。北京区管部分接管郑州高空管制服务, 首次实现了北京、广州、上海三大区管中心的无缝隙高空空域对接。

time and relieved the status of delays of more than two hours. The current release time of flights from Beijing has improved by 6%, and the average taxiing time for outbound flights has been reduced by 6 minutes. The average taxiing time for flights at Guangzhou Baiyun International Airport has been reduced by 2.4 minutes, and the average waiting time after the flight door at the airport is closed has been reduced by 8 minutes.

There has also been a breakthrough in the development and usage of flexibility for airways, airlines, and flight levels. Each airline is permitted to use a temporary airway during the planning stage. The Civil Aviation Community is allowed to use flight levels above 8,400 meters, and the top 30 airports are now authorized the flexibility of using main, spare, or temporary airways and runways.

Furthermore, the ATM departments have been fully implementing the mechanism of interpretation of the newest aeronautical information by initiating a special database and website, for the purpose of releasing the trends of all flights. The ATM departments have also fulfilled the follow-up work after the WGS-84 co-ordinates had been measured, and have been accelerating the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM).

The Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) has created a systematic plan to classify the numerous varieties of airspace in China, and to aggressively guide the optimal allocation of the Nation's airspace resources. The ATMB organized and finished the capacity evaluation for 83 of the Nation's busy control sectors, and then created a program to improve those sectors. The ATMB implemented the PBN for China's 15 International Airports, and then finished the programming for the implementation of the PBN for 17 of China's International Airports. The ATMB not only accomplished the task of the airspace plan, the simulation, and the evaluation stage of the pre-feasibility study of the new Beijing Airport, they fulfilled the arduous task of expanding the capacity, and increasing the volume of the Beijing Nanyuan Airport.

The ATM departments successively implemented numerous adjustments to all of its major airways, including re-generation of construction at the A461, bypassing of the G212, conversion into one direction of the north end of the A593, and optimization of B215, greatly clearing each of those airways, and improving the capacity capability for a much greater volume of air traffic. Re-generation of construction on A461 reduced the flight volume north of Hunan by 6%, bypassing G212 increased flight regularity by 22%, and flight count between Chongqing and Beijing jumped by 33%. The airspace structures of Kunming, Jinan, and Zhengzhou, were judiciously adjusted, drastically relieving those areas of flight conflicts. The airspace optimization program should qualify Jinan capable of meeting its operation requirements in the next five to ten years. In addition to all of those improvements, the CAAC/ATMB successfully bypassed the approach/departure flights of five International Airports, including Xi'an Xianyang, Zhengzhou Xinzheng, Changsha Huanghua, Wuhan Tianhe, and Xiamen Gaoqi. The CAAC/ATMB has reduced the intervals of radar control between the approach areas of Nanchang, and Hefei.

Overall, the CAAC/ATMB has accelerated the high-altitude airspace integration within the entire General Aviation Community. The Beijing Area Control Center has assumed the control duties of the Zhengzhou area. Consequently, for the first time, the responsibility of high-altitude airspace is now completely under the Area Control Centers of Beijing, Guangzhou, and Shanghai.

沪机场公务机 2012 年度出入境数量创新高 Shanghai Airports Experience Historic High Volume in Business Jet Air Traffic



2012 年上海两大机场（上海浦东国际机场、上海虹桥国际机场）公务机出入境班次多达 1780 架次，较 2011 年同比增加近 13.1%，同比 2009 年同比增加近 92.2%，创近七年来的最高值。乘坐“空中的士”出行的旅客达 13131 人次，选择公务机出行已成为登陆上海口岸最便捷的方式之一。

2012 年，两大国际机场公务机航班量排名第一的是来自美国的公务机，达到 609 架次，占总航班量的 34.2%，其次是来自港澳台地区的公务机，航班量为 346 架次。公务机数量大幅增加的重要原因是上海建设国际金融中心步伐加快，国际各大公务机公司纷纷在上海建立第二总部，2012 年上半年全球四大公务航空会展之一、亚洲最重量级的公务航空展览——2012 亚洲公务航空会议暨展览会（ABACE）在上海虹桥国际机场开幕，吸引参展商超过 150 家，还有 F1 世界锦标赛在上海举办也引起公务机扎堆出入上海两大国际机场。

Shanghai's two Airports, Pudong International, and Hongqiao International, experienced a new historic high in business jet traffic during the year 2012, as 1,780 business jets flew in and out of those two International Airports during that year. That number of business jets represents an increase of just over 13% from the year 2011, and just over 92% from the year 2009. Passengers have considered business jets to be one of the most convenient means to Shanghai. More than 13,000 business jet passengers took advantage of Air Taxi convenience to fly into and out of Shanghai during the year 2012.

United States business executives ranked first in the number of business jet flights to and from Shanghai, with more than 600 business jet flights originating from the United States, representing just over 34% of the total business jets flying in and out of Pudong and Hongqiao. Business jets with flights originating in Hong Kong, Macau, and Taiwan, recorded a respectable second at Shanghai, scoring a total count of 346 business jet flights. Shanghai's leaders have accelerated their goal of developing Shanghai into an International Financial Center. As a positive sign regarding Shanghai's acceleration objective, most International Business Jet Corporations have established a second headquarters in Shanghai. Several recent events at Shanghai have contributed to the dramatic increase in the number of business jets utilizing Shanghai's two International Airports. Within the first six months of 2012, the Asian Business Aviation Conference & Exhibition (ABACE), one of only four Worldwide Air Exhibitions and considered to be Asia's largest Air Exhibition, was held at Shanghai Hongqiao International, and drew more than 150 exhibitors and a countless number of attendees. Many business jets, filled with Indy Car Race Drivers, their crews, and avid Indy racing fans, were drawn to Shanghai Airports in 2012 for the purpose of attending the Formula One World Championship, which was also held in Shanghai. Shanghai's International Airports are definitely creating their own impact on the business jet era.

民航通用航空维修委员会成立庆典在飞院举行 Ceremony for the Establishment of the General Aviation Maintenance Committee of CAMAC is Held at the Civil Aviation Flight University of China

来自国内外通用航空界的 90 余名嘉宾聚会中国民航飞行学院，共同见证中国民航维修协会通用航空维修委员会（简称“通航维修委员会”）成立。以成立大会为契机，各通用航空单位围绕“发展、合作、共赢”主题，交流经验、展开对话，共谋我国通航维修发展。

通用航空维修委员会是中国民用航空维修协会下设的专业分支机构，于今年 5 月获民政部批准成立。本次成立庆典暨高峰论坛由中国民航维修协会主办，中国民航飞行学院承办，民航局飞标司副司长周凯旋、中国民航飞行学院院长郑孝雍、民航西南管理局副局长王坚、中国民航飞行学院副校长吴旭勇等出席。中航国际、东方公务航空、亚联公务机公司、西林凤腾等近 50 家企事业单位参加会议。

据中国民航维修协会常务理事、通用航空维修委员会负责人吴旭勇介绍，飞行学院将着力打造民航通用航空器维修基地，与各维修单位展开广泛合作，进行航材集中采购、电话排障等探索。

当天上午，还举行了通航维修高峰论坛。论坛的主题是“发展、合作、共赢”，来自中国民航飞行学院、青岛九天飞行学院、中航材西南有限公司、西林凤腾通航有限公司的嘉宾，代表分别作了主题发言。

More than 90 people from the general aviation industry, both foreign and domestic, gathered at the Civil Aviation Flight University of China to celebrate the establishment of the General Aviation Maintenance Committee of the CAMAC. Taking this establishment ceremony as an opportunity and the idea of "development, cooperation and mutual benefits" as the theme, all of the attendees had opened dialogue and exchanged experiences with each other in order to pursue the further development of the general aviation maintenance industry in China.

The General Aviation Maintenance Committee of the CAMAC is a professional branch of the Civil Aviation Maintenance Association of China and was approved by the Ministry of Civil Affairs of the People's Republic of China in May of 2012. The Establishment Ceremony and Summit Forum of the General Aviation Maintenance Committee of the CAMAC was hosted by the CAMAC and undertaken by the Civil Aviation Flight University of China. Kaixuan Zhou, deputy director of the Flight Standards Department of the CAAC, Xiaoyong Zheng, principle of the Civil Aviation Flight University of China, Jian Wang, deputy administrator of the CAAC Southwest Regional Administration and Xuyong Wu, deputy principle of the Civil Aviation Flight University of China all attended the ceremony and summit forum. A total of 50 enterprises and institutional organizations, including AVIC International, China Eastern Airlines Executive Air, Asia United Business Aviation Limited and Sichuan Xilin-Fengteng General Aviation were also in attendance at this ceremony.

Xuyong Wu explained to the attendees that the Civil Aviation Flight University of China would strive to build a general aviation aircraft maintenance base and implement broad cooperation with those aircraft maintenance companies, carry out centralized purchases of aviation supplies and over-the-phone troubleshooting.

On the morning of the day of the ceremony, a general aviation maintenance summit forum was also held. The theme of the forum was "development, cooperation and mutual benefits". Representatives of the Civil Aviation Flight University of China, Qingdao Jiutian International Flight Academy, CAS Southwest Branch Company, Sichuan Xilin-Fengteng General Aviation Co., Ltd. all addressed keynote speeches.



Magnaghi Aeronautica S.p.A.

专业的飞机起落架系统和通航飞机制造公司



公司介绍

Magnaghi 航空公司隶属 INVESCO 集团旗下，1936 年成立于意大利那不勒斯。业务覆盖了飞行器起落架全领域作业。75 年的专业经验使得 Magnaghi 航空公司成为飞行器起落架领域的绝对专家，完全有能力胜任军方及民用的固定翼和直升机相关项目，可为支线飞机、商业喷气式飞机、直升机以及军用飞机提供强大的技术与资源支持。Magnaghi 航空公司不变的追求是持续发展自身的专业技能、开发新的科技，为飞行器制造商提供支持，努力成为业内领先的起落架和液压元件制造商。

Company

Magnaghi Aeronautica S.p.A., a company of the aerospace field set up in 1936 in Naples, which is part of the INVESCO Group. Magnaghi Aeronautica S.p.A. is involved in all aspects of landing gear, starting from the design to development, right through to the manufacture of fully integrated systems for several types of aircraft and helicopter. With 70 years of solid experience in manufacture and design of landing gears and hydraulic components, the company is fully able to take on demanding collaborative roles in military and civil projects for fixed and rotating-wing aircraft. Through the years Magnaghi Aeronautica has built its Know-how and to day the company can offer the powerful skills and resources as specialist in landing gear system with large experience on a range of aircraft from regional jet to business jet, helicopters, military aircrafts. The constant attention to preserve and develop all the in-house professional skills, and to the research of new technologies to anticipate the needs of aircraft manufacturers, is the company commitment to be one of the leading of landing gears and hydraulic components manufacturers.

资质和证书

ISO9001—2004 和 EN9100 系统反应了 Magnaghi 公司对产品质量和客户满意度的重视。公司授权员工可以在生产过程中确定并矫正工作方法、简化工作流程。公司拥有众多计算机控制的精密测量工具，以保证每一个零部件经过绝对精准的测量之后被安装在最终的产品上。Magnaghi 航空公司的两大主要产品是：液压元件系统等飞行器部件和 Sky Arrow 飞机。

Quality and Certifications

Magnaghi approach to Quality is not only about compliance but it is also in line with company policy of continuous improvement. The acquired Certifications ISO 9001-2004 and EN 9100 reflect the company-wide emphasis on Total Quality and Customer Satisfaction. Employees are empowered to identify and implement corrective actions at the aim to simplify the process fulfilling quality and design requirements. Precise measuring instruments, including many computer-controlled tools, guarantee the correct measurement of dimensions for each single component which will be assembled to make up the final product. The two main products of Magnaghi are: aircraft equipments and Sky Arrow Aircraft.



飞行器部件

Magnaghi 航空公司提供整体起落架、液压元件系统以及多种飞行器设备，如：

Aircraft equipments

Magnaghi Aeronautica S.p.A. is capable of providing integrated landing gears, hydraulic systems and various aircraft equipments , such as :



- Main and nose landing gears 主起落架和前起落架
- Locks 锁定器
- Telescopic Stay 伸缩固定器
- Actuators 制动器
- Deck lock system 机舱固定装置
- Hydraulic devices 液压装置
- Ferry fuel tanks 备用油箱



Sky Arrow 飞机

在意大利最大航空集团 Magnaghi 航空公司的支持下，造型优雅且极富现代气息的 Sky Arrow 飞



机再次回到了航空爱好者身边。Sky Arrow 飞机采用前后座布局方式，造型流畅、操作简易、安全性高。

Sky Arrow 飞机的一大亮点即是可被残疾飞行员操作。1998 年，80 岁的“Sky Arrow 之父” Furio Lauri 博士与另外两名残疾飞行员——来自英国的 Tim Ellison 和来自德国的 Reinhold Gumperlein 驾驶三架特别为残疾人改装的 Sky Arrows 飞机，从罗马起飞前往阿拉曼（埃及）参与二战的纪念仪式。此次飞行除了纪念性的目的外，他们用实际行动证明了 Sky Arrow 飞机适合于残疾人的特性，提高了意大利前后编排座位飞机的海外知名度。

Sky Arrow Aircraft

Backed by new owning company Magnaghi Aeronautica, one of the largest Italian aerospace groups, the sleek and stylish Sky Arrow is again available to aviation enthusiasts! It is a tandem seating aircraft with high security and easy to fly.

One of the blight spot of Sky Arrow is adaptability to disabled pilots. It was the year 1998, in Italy, when a formation of three Sky Arrows modified for disabled pilotage took off from Rome, bound to El Alamein (Egypt), with the objective of taking part to the scheduled commemoration ceremonies of one of WWII's bloodiest battle. On that occasion Sky Arrow's "father", 80 years old Dr. Furio Lauri, led the formation and had General Umberto Rocca onboard. Both of them disabled, not in their green years and awarded the Italian equivalent of the Medal of Honor. Two other disabled pilots, British Tim Ellison and German Reinhold Gumperlein, were flying the other two Sky Arrows. Beyond the commemorative purposes, such a

small-big enterprise stressed the Sky Arrow's adaptability to disabled pilots, boosting the overseas diffusion of the Italian tandem seating aircraft.

Charles Stites, who is a freelance aviation journalist for several publications established Able Flight in 2006. It means to help the disabled young people to become completely independent and allow them to regain self-esteem and self-trust during the process to achieve a flight license. Since 2009 Able Flight has been collaborating with Lafayette's Purdue University in Indiana. To give you an idea of the college dimensions, its aeronautics branch is attended by 600 students out of a campus population of 30,000. The organization has its own airport, with a flight school and a fleet of 27 aircraft. As an aviation journalist, making the most of his personal

Charles Stites 先生是一名自由航空记者，经由一个英国故事的启发，于 2006 年创立 Able Flight 基金会，意在协助残疾人从学习飞行的过程中重获自信，而适用于残疾飞行员的 Sky Arrow 飞机自然成了 Able Flight 基金会的首选。2009 年开始，Able Flight 基金会与拉法叶城普渡大学合作为残疾年轻人提供飞行培训，培训机构拥有自己的机场，飞行学院以及一个拥有 27 架飞机的机队。通过自身的职业人脉资源，Charles Stites 先生与业内公司沟通，最终获得庞巴迪公司、巴西航空公司、Universal 和 Sennheiser 等公司赞助学员学习期间的飞机票费用及在普渡大学的住宿费用，基金会还获得了好莱坞影星摩根·弗里曼的支持。

在 2012 年的 EAA 飞来者大会中，全球唯一的断臂飞行员 Jessica Cox 与其他六位年轻的残疾飞行员驾驶飞机，翱翔在 Oshkosh，证明了他们卓越的能力。随后在 EAA 飞来者大会的“Wings Ceremony”环节分享了他们的飞行事迹以及在 Able Flight 基金会的资助下获得飞行员执照的历程。他们的故事极大的鼓舞着当今社会的年轻残疾人。

在被问及管理 Able Flight 基金会六年间最大的满足是什么时候，Charles Stites 毫不迟疑的说：“最满足的时刻是当我看到了残疾孩子成为飞行员后，他们父母眼神时的感觉。”



relationships with several aircraft manufacturers and avionics companies, made a first funding round. He got the support from major aviation companies such as Bombardier, Embraer, Universal and Sennheiser which are among the sponsors paying for the scholarships, including the students' airline tickets and their lodging at the Purdue University. He also got the support comes from individuals, such as actor and private pilot Morgan Freeman.

The showcase at the AirVenture 2012, where wings were pinned on six fresh pilots, with an exceptional testimonial, Jessica Cox, world's only armless pilot. Everyone on last July at Oshkosh could introduce the "Wings Ceremony", by announcing the six names of the young disabled individuals who achieved their Sport Pilot flight license thanks to the scholarships allocated by Able Flight. Jessica's story is a self-esteem booster for the physically disabled people who have to cope with this increasingly competitive world.

Charles Stites has no doubt when he is asked what his greatest satisfaction has been during these six years at the helm of Able Flight: "it's a feeling I have each time I look into those parents' eyes, when their child has become a pilot".



飞机数据 About the aircraft

实际的

- 100% composite airframe
- 100% 复合材料机身
- Tandem seating and side sticks
- 纵排座位和侧边控制杆
- Pushing configuration and wrap-around canopy
- 优秀的配置和环绕式座舱盖
- long life, no corrosion issues
- 使用寿命长，没有锈蚀问题
- outstanding comfort
- 极度的舒适体验
- unparalleled outside visibility
- 无与伦比的能见度



Law Enforcement 执法
 Patrol 侦查
 Pollution Monitoring 监测
 Environmental Research 环境研究
 Thermal imaging 热导影像
 Electronic News Gathering 电子新闻采访

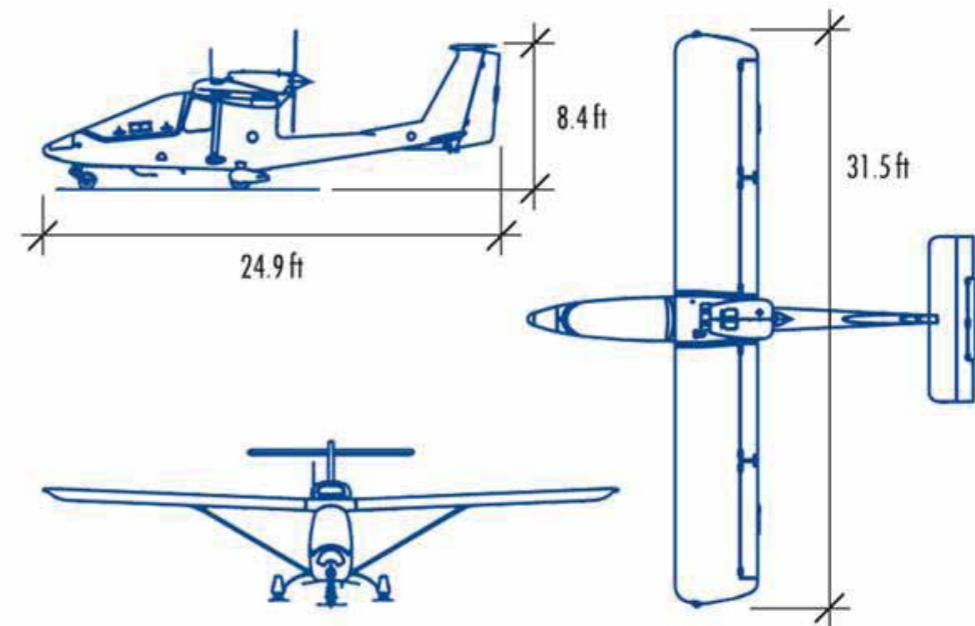
改善后

- New wing fuel tanks
- 新型机翼油箱
- New aerodynamics
- 新型气体力学设计
- New state-of-the-art avionics
- 最先进的航电设备
- +65% endurance (over 600 NM range)
- 新增 65% 续航时间 (600 海里之外)
- Better cruise, climb performance
- 更好的续航、爬升性能
- Less workload, more situational awareness
- 容易操控和掌握飞行状况

飞机规格 Configurations

动力装置 POWERPLANT

发动机 ENGINE	ROTAX 912ULS 98hp (73.5 KW) @ 5,800 rpm
螺旋桨 PROPELLER	3 blades, fround adjustable pitch



技术规格 SPECIFICATIONS

长 LENGTH	24.9 ft (7.6m)
高 HEIGHT	8.4 ft (2.6m)
翼展 WING SPAN	31.5 ft (9.7m)
机翼面积 WING AREA	145 sq ft (13.5 平方米)
座位 SEATS	2, tandem configuration
标准自重 STANDARD EMPTY WEIGHT	840 lbs (380 kg)
最大起飞重量 MAX TAKE OFF WEIGHT	1,320 lbs (599 kg)
最大燃油容量 MAX FUEL CAPACITY	29.5 gals
燃油规格 FUEL SPECIFICATION	Mogas MON 91 otc, Unleaded or Avgas 100LL

飞机性能 PERFORMANCE

极限速度 NEVER EXCEED SPEED(VNE)	132 kts (152 MPH-244 km/h)
最大速度 MAXIMUM SPEED	115 kts(132 MPH-213 km/h)
巡航速度 CRUISE SPEED(@75% power, 5,000ft)	108 kts(124 MPH-200 km/h)
失速速度 STALL SPEED (Full Flaps)	388 kts(44 MPH-68 km/h)
爬升率 RATE OF CLIMB	1,100 fpm (5.6 m/s)
起飞滑跑 TAKE OFF ROLL	470 ft (143 m)
起飞距离 TAKE OFF DISTANCE (over 50 ft obstacle)	890 ft (270 m)
着陆滑跑 LANDING ROLL	360 ft (110 m)
着陆距离 LANDING DISTANCE (over 50 ft obstacle)	660 ft (201 m)
飞行高度 SERVICE CEILING	13,500 ft (4,100 m)
耗油量 FUEL CONSUMPTION(@75% power)	4.9 gals/h (18.5lt/h)
续航时间 ENDURANCE(@75% power, no reserve)	6h05'
最大航程 MAX RANGE(@75 power, no reserve)	600 NM (1,100 km)

贵州仁怀机场获批

Guizhou Renhuai Airport Gets Approval for Construction

2011年4月，仁怀机场建设项目重新启动。2012年10月底，国家发改委通过《仁怀机场预可研报告》同意新建贵州仁怀民用机场。2012年12月，国务院审定通过同意新建贵州仁怀民用机场，机场预期将在2015年6月前建成试飞。

该机场的主要建设内容为：一条2000多米的跑道，项目总投资13.83亿元。仁怀市宣传部方面表示，仁怀民用机场将于2012年12月下旬开工。相关方面称，机场争取在2015年6月前建成试飞。

仁怀民用机场建设工程是贵州省委、省政府确定的2012年重点建设工程。建设仁怀机场是完善综合交通体系，推动区域经济发展、加快茅台集团又好又快发展的重要举措。

In April of 2011, the construction of Guizhou Renhuai Airport (Renhuai Airport) was re-launched. At the end of October of 2012, the NDRC approved the Pre-Feasibility Study Report for Renhuai Airport to license the construction of Renhuai Airport. In December of 2012, the State Council examined the construction of Guizhou Renhuai Airport and then approved this project. The airport is expected to be completed and begin flight tests before June of 2015.

The main construction item is a runway of more than 2,000 meters long. The total investment of this project is 1.383 billion yuan. The Department of Publicity of Renhuai stated that Renhuai Airport was estimated to begin construction in late December of 2012. A related organization stated that the airport was expected to be completed and put into flight test before June of 2015.

The construction project of Renhuai Airport is a key project to be put into construction in 2012, as determined by the Guizhou Provincial Committee of the CPC and the Guizhou Government. It is an important measure to construct Renhuai Airport in order to improve the integrative transportation network, push regional economic development and advance the fast and steady development of Kweichow Moutai Group.

湖南常德机场新航站楼扩建工程开工

The Changde Airport Expansion Project Begins

2012年12月中旬，常德桃花源机场扩建工程新航站楼正式开工。该工程项目以2020年为目标建设年，新建航站楼、站前广场、飞行区站坪等工程，新征用地493亩。工程竣工后，机场等级将由4C级升级为4D级，到2020年旅客吞吐量将达220万人次，并开通国际航线。

常德桃花源机场是湖南省内三大机场之一，现已开通北京、上海、广州、深圳、海口、昆明等航线，2011年旅客吞吐量为32万多人次，已连续5年旅客吞吐量增幅达到25%。机场改扩建工程被列入湖南省“十二五”重点建设项目和民航局“十二五”规划建设项目。桃花源机场升级后，对提高常德的知名度和影响力，建设区域中心城市、交通枢纽城市和生态宜居城市等都产生巨大的推动作用。

In mid-December of 2012, Changde Taohuayuan Airport's construction project, the construction of a new terminal, kicked off. The project takes the year of 2020 as its target year for completion. A new terminal, a before-terminal square, an aircraft movement area and more will all be built. A newly expropriated land of 493 mu has been granted for this project. When the project is completed, the airport code will rise to 4D from 4C. By 2020, the passenger throughput will be 2.2 million person-time and international flights will be opened.

Changde Taohuayuan Airport is one of Hunan's three largest airports. Currently, flights to Beijing, Shanghai, Guangzhou, Shenzhen, Haikou, Kunming and other flight routes have all been in operation. In 2011, the passenger throughput was over 320 thousand person-time. This airport has maintained a passenger throughput increase rate of 25% consecutively for 5 years. The expansion project of Changde Taohuayuan Airport has been included as a part of Hunan's Key Construction Projects During the Twelfth Five-Year Plan Period and as a part of the CAAC's planned projects during the Five-Year Plan period. When the Changde Taohuayuan Airport is completed and put into operation, it will increase Changde's publicity and recognition and upgrade Changde into a regional central city and a transportation hub.

深圳机场 T3 航站楼主体工程和 GTC 通过验收

T3 and GTC Projects at Shenzhen Airport Pass the Completion and Acceptance Inspection



2012年12月下旬，深圳机场 T3 航站楼主体工程及 GTC（交通中心）工程顺利通过深圳市建筑工程质量监察总站的竣工验收。

深圳机场扩建工程 T3 航站楼外形酷似学名叫蝠鲼的“大飞鱼”形象，T3 航站楼工程占地 19.5 万平方米，总建筑面积 45.1 万平方米，地下二层、地上四层（局部五层），由航站楼主楼和十字指廊组成。

GTC（交通中心）工程总建筑面积 5.79 万平方米，建筑占地面积 2.4 万平方米，建筑总高度为 27 米。GTC 为地上三层建筑，部分地下为地铁，首层为停车库、设备用房等，二层、三层则为公共空间和商业区。GTC 东西两侧与商务区及停车场相邻，北侧为 T3 航站楼，南侧为规划中的航空城，承担着连接地上、地面和地下各类交通设施的功能，是连接 T3 航站楼与航空城、轨道交通的多元化交通核心。

In late December of 2012, the projects for the main part of the T3 terminal and the ground transport center (GTC) passed the completion and acceptance inspection conducted by the Shenzhen Construction Engineering Quality Supervision Station.

The T3 terminal of Shenzhen Airport's expansion project has an external shape like the manta ray, an aquatic animal with the scientific name, Mobula. The T3 terminal take up an area of 195 thousand square meters and the total floor space is 451 thousand square meters. The T3 terminal has two floors underground and four floors over-ground (five floors in some sections) and is made up of a main building and a cross shaped boarding lounge.

With a height of 27 meters, the GTC takes up a total area of 57.9 thousand square meters, among which the floor space is 24 thousand square meters. The GTC has 3 floors above ground. Some underground sections of the GTC are for the subway. The first floor is used as a garage and for equipment and facilities; the second floor is used as public space and the third is used as commercial area. The eastern and western ends of the GTC are next to the business region and the parking lot, with the T3 to the north and the planned aviation park to its south. It connects the underground, ground and above ground transportation facilities, the T3 and the planned aviation park with the subway.



萧山机场第二国内航站楼和第二跑道正式启用 Domestic T2 and Runway II at Xiaoshan Airport Put into Use

2012年12月底，杭州萧山国际机场第二国内航站楼正式启用，机场第二条跑道也同步启用。由此，萧山机场将迈入“双跑道时代”。

新航站楼，位于第一国内航站楼北侧，总面积17万平方米，相当于现有的第一国内航站楼和国际航站楼之和，使得机场航站楼面积达到37万平方米，是原先的3.7倍；机坪面积达到90万平方米，是原先的2.6倍；停机位数量、值机柜台数量和安检通道数量分别是原先的3.7倍、3.1倍和2.4倍，能满足年旅客吞吐量3300万人次、货邮吞吐量80.5万吨、航班起降量26万架次的保障需求。

第二跑道在机场北侧，与南侧的第一跑道平行，东西走向。既为第一跑道“减负”，有效改善跑道资源紧张状况，更能为整个萧山机场提速，提高飞机起降效率。

第二国内航站楼设有廊桥机位31个，加上此前两个航站楼的18个廊桥，整个机场的廊桥机位增加到49个。第二国内航站楼前的地面停车场，和第二国内航站楼同步启用，共设有430个小车位、185个大巴车位，将大大缓解停车压力。新航站楼和新跑道启用后，萧山机场成为全国为数不多的“双跑道、多航站楼”运行的机场之一。整体安全运行和服务保障能力，大大提升，这将吸引更多的航空公司增开航线。

At the end of December of 2012, the second domestic terminal (Domestic T2) and the second runway (Runway II) at Hangzhou Xiaoshan International Airport (Xiaoshan Airport) were both put into use. From then on, Xiaoshan Airport has stepped into the Two-Runway era.

The new terminal is to the north of the first domestic terminal and has a total area of 170 thousand square meters. The size of the new second terminal is the sum of the total area of the first domestic terminal and the original international terminal, making the total area of the terminals in Xiaoshan Airport reach 370 thousand square meters, 3.7 times of that of the original area. The total area of the apron has reached 900 thousand square meters, 2.6 times of that of the original apron. The amount of the gate positions, check-in counters and security check channels are respectively 3.7 times, 3.1 times and 2.4 times of the original amounts. Now the airport can accommodate an annual passenger throughput of 33 million person-time, a cargo and mail throughput of 805 thousand tons and a flight TOL amount of 260 thousand sorties.

Runway II is in the northern section of the airport, parallel to Runway I and runs from east to west. Runway II can not only relieve Runway I from the burden of TOL to alleviate the strain on runway resources, but can also speed up the whole Xiaoshan Airport and improve the aircraft TOL efficiency.

The domestic T2 has 31 frontal aircraft stands. There were 18 frontal aircraft stands originally. Now the amount of frontal aircraft stands at Xiaoshan Airport has reached 49. The parking lot in front of T2 is put into operation together with T2. There are 430 parking lots for cars and 185 parking lots for buses, which will greatly relieve vehicles from the burden of parking. The operation of the new terminal and the new runway makes Xiaoshan Airport become one of the few airports that have two runways and more than one terminal. The entire safety operation and service support capacities of Xiaoshan Airport will also be improved, which will attract more and more airlines to open routes to and from Xiaoshan Airport.

中央财政下达3.79亿 用于扶持广西机场建设 Central Government Grants 379 Million Yuan to Support the Construction of Airports in Guangxi

近日，财政部下达广西民航发展基金3.79亿元用于广西机场建设和设备、设施改造，其中3.26亿元重点支持了南宁吴圩国际机场新航站区及配套设施工程建设。加强广西航空运输能力，构建出海出边国际大通道立体交通网络，对于加速广西的对外开放，促进广西与东盟国家之间的交

The Ministry of Finance of the PRC has granted 379 million yuan to Guangxi's Civil Aviation Development Fund in order to support the construction of airports in Guangxi, as well as the re-construction and upgrading of facilities and equipment of airports in Guangxi. Among the 379 million yuan, 326 million yuan will be budgeted to focus on supporting the construction of the new terminal area and supporting facilities of Nanning Wuxu International Airport. To strengthen the air transportation capabilities of Guangxi and to create an integrated transportation system as an

流与合作，加快中国—东盟自由贸易区建设具有重大的战略意义。

目前，广西空客流量已经突破1500万人次，中央财政补助资金将加快加大广西机场建设，有力促进广西航空事业的发展。

international portal for traveling at home and abroad, is of great strategic significance to the advancement of the opening up of Guangxi. This will also boost the level of exchanges and cooperation between China and the ASEAN as well as accelerate the construction of the China and ASEAN Free Trade Area (CAFTA).

Currently, the passenger throughput of Guangxi in 2012 has accelerated to 15 million person-time. The granted fund by the central government will speed up and enlarge the construction of airports in Guangxi and greatly boost Guangxi's development in the aviation industry.

沙县机场各工程全面动工 计划2014年通航 Comprehensive Construction of Shaxian Airport Kicks off, Expected to be Operational in 2014



沙县民用机场2010年11月举行开工典礼，并正式开工。今年1月，沙县机场各工程全面动工。

福建沙县机场位于福建省三明地区沙县境内。近期总投资25亿元，飞行区技术指标等级为4C级，新建一条跑道长2600米、宽45米。工程建设期约4年，力争2014年建成通航，拟开通沙县至北京、上海、广州、深圳、福州、厦门、南昌、成都、沈阳等城市的航线。

沙县机场远期定位为中型机场，设计目标年为2040年。设计飞行区技术指标等级为4D级，跑道向东北方向可延长至2800米以上。年旅客吞吐量240万人次、货邮27000吨，设计飞行区技术指标等级为4D级，跑道向东北方向可延长至2800米以上，可起降波音757、767系列等D类机型，可直飞国内主要城市、港澳地区、东南亚国家。

沙县机场是完善海峡西岸经济区空港布局，推进三明综合交通枢纽的重要项目。

The commencement ceremony for the civil use Shaxian Airport was held in October of 2010 and the construction of the airport was also officially started. In January of 2013, Shaxian Airport was put into comprehensive construction.

The Shaxian Airport is located in the county of Shaxian, in the city of Sanming, in the Fujian province. The recent investment in the airport is 2.5 billion yuan. The aircraft movement area code is 4C. The runway to be constructed will be 2,600 meters long and 45 meters wide. The construction time of the project is approximately 4 years. The airport is expected to be operational sometime in 2014. Flights from Shaxian to Beijing, Shanghai, Guangzhou, Shenzhen, Fuzhou, Xiamen, Nanchang, Chengdu, Shenyang and other cities are currently planned to be opened.

The airport is planned to be a medium sized airport and the aircraft movement area code will be upgraded to 4D in the future. The runway could be extended to over 2,800 meters long to the northeast. The complete construction plan for this airport takes the year of 2040 as its target year of completion. By 2040, the airport will be capable of accommodating an annual passenger throughput and cargo and mail throughput of 2.4 million person-time and 27 thousand tons and takeoffs and landings of Boeing 757 and 767 and other category D aircraft. By 2040, flights from the Sha county to main domestic cities, Hong Kong and Macau and countries in Southeast Asia are expected to be available.

The Shaxian Airport is a key project for improving the airport layout of the economy zone west of the Taiwan Strait and advancing the construction of the integrative transportation network in Sanming.



Fairbanks and Alaska Aerofuel: The Clear Choice for International Corporate Jets to/From Asia

费尔班克斯机场和阿拉斯加航油 ——亚洲公务机进出阿拉斯加的明智之选

美国阿拉斯加州的费尔班克斯一度仅得到少数人关注，但现在却迅速成为飞往中国的美国公务机返回美国和亚洲公务机入境美国的热门港口。在仅仅几年的时间里，费尔班克斯机场保障的公务机数量已经从每月的几架，跃升为现在平均占据从阿拉斯加入境美国公务机的 20%。

它拥有新铺就的 11,800 英尺长的一流主跑道（配备仪表着陆系统），该跑道上配备了新科技的照明系统，值得一提的是，它还拥有出租车照明系统。由于费尔班克斯冬天严寒，该机场 10 年前曾经因为天气原因关闭了仅仅 26 分钟，然而自那次之后，该机场从未关闭，保持常年不间断运营。

Once overlooked except by a select few, Fairbanks is now rapidly becoming the desirable entry port by not only US corporate jets returning from China, but also for flight departments based in Asia. In just a few years, Fairbanks has grown from accommodating a few corporate jets a month to now handling, on average, over 20% of the entire corporate jet market entering the US through Alaska.

Its top rated, recently resurfaced, 11,800' main runway (ILS) has new technology lighting, and also boasts a new taxi-lighting system. The airport consistently remains open throughout the dead of winter, with its last weather closure approximately only twenty-six minutes more than ten years ago.

Fairbanks sits in the basin of an extremely large valley. There is no hindrance of natural conditions, such as large bodies of water. The closest mountain range is about one hundred miles away, preventing climate interference and allowing for a smooth approach and climb-out. Corporate jets and other major aircraft periodically have to divert to the calmer winter conditions of Fairbanks, as its drier winter climate lacks the meteorological conditions that often shut down other airports in Alaska.



费尔班克斯位于一个很大的山谷盆地，不受自然条件（如大型水域）的限制。最近的山脉约 100 英里远，挡住了的气流干扰对飞机起降的影响，使得飞机可以平稳进近和爬升。阿拉斯加其他机场冬天的天气条件经常不适于飞机起降，而费尔班克斯的冬季气象比较稳定，适合飞机起降，因此原本计划飞往阿拉斯加其他机场的公务机和其他大型飞机经常需要在这里转场。

冬季的费尔班克斯比阿拉斯加州其他城市更为严寒，但从其天气的历史记录看来，其更突出的特点是干燥，原因是这里的降雪量较少。与大多数人见到的阿拉斯加州其他地方所产生的印象不同，费尔班克斯年平均降雪量仅有 3.5 英尺，春天和夏天的则是温暖。

有些人已经发现费尔班克斯的天气条件非常适宜飞机起降，而有些人则是初次发现他们需要在这里转场，国际航班却很快认识到费尔班克斯的机场不能只做转场用，而应该成为他们在阿拉斯加州起降的明智首选。

费尔班克斯机场是一个非常适合公务机起降的机场，因为它能够保障从塞斯纳 172 这样的小飞机到俄罗斯安-225 这样的重型军用运输机等各种飞机，甚至它还很适合起降国际货运飞机和商用技术停降。对于公务航空而言，最大的便利是这里有个固定运营基地（FBO）——阿拉斯加航油（Alaska Aerofuel），这里有美国海关与移民部门驻阿拉斯加的唯一办公室。这大大方便了阿拉斯加航油全天候保障载着国外客人飞来的国外飞机——乘客只需走下舷梯，通过 FBO 的安检门即可。客人完全不必花几分钟转弯去将飞机飞到其他地方，不用排队等待其他飞机（例如货机），也不用将飞机熄火后再将飞机拖到服务点和国际航站楼之间。阿拉斯加航油提供一站式服务。

Fairbanks' unique winter weather is colder, but historically drier, with a low amount of snowfall. Far different from the imagery most think of when visualizing Alaska, Fairbanks averages a mere 3.5' of snowfall per year. The Spring and Summer are mild-to-warm.

Whether it is those who have already discovered the more aviation-friendly weather conditions, or those who find themselves having to divert to Fairbanks for the first time, international flight departments quickly realize the many reasons why this airport should not just be considered as a divert, but as their first, clear choice.

Fairbanks is a corporate-jet friendly airport with the ability to handle a wide variety of aircraft from a Cessna 172 to the Antonov AN-225, making it also suitable for international cargo and commercial tech-stops. For corporate aviation, one of its greatest conveniences is found in the FBO, Alaska Aerofuel, which houses Alaska's only on-site US Customs & Immigration office located inside an FBO. This conveniently allows Alaska Aerofuel to process foreign originating flights with foreign nationals 24/7 -just steps off the ramp and through the door of the FBO. This shaves off several minutes to any turn and eliminates any surprise waits by other aircraft (such as cargo) or having to shut-down and/or move the aircraft between service points and an international terminal. At Alaska Aerofuel, all services are conducted in one location.

The handling of your aircraft is lead by a knowledgeable ramp crew, many with extensive Arctic aviation backgrounds where leadership personnel apply their more than twenty years of experience turning jets in unique conditions. The support ramp crew consists of many with an average of ten years of experience, assuring that some of the most skilled ramp crew that Alaska has to offer handles your aircraft with the highest safety standards. The average international tech-stop at Alaska Aerofuel is 35-minutes from a touchdown to rollout.





您的飞机由经验丰富的地面服务组来管理，这些人员大 都具备 Arctic 航空背景，领导人员拥有 20 年在特殊环境里将 飞机停靠和管理的经验。地面支持工作人员由大多数拥有 10 年 工作经验的人员组成，这是阿拉斯基一定会提供的，保证 了一些技术高超的服务人员可以按照最高的安全要求管理您 的飞机。一次在阿拉斯加航油的技术性停降，从着地到转飞 平均耗时 35 分钟。

随着不断增多的来自中国的飞机不断在这里起降，阿拉 斯加航油不但在安全、快速、有效保障中国机组人员和乘 客方面大有长进，而且还尽心竭力使中国机组和乘客在这里 享有宾至如归的舒适感。一下飞机，中国机组和乘客就会看 到福、禄、寿三个财神，这三个财神是祝福公务航空的吉祥话。 阿拉斯加航油一直都为亚洲乘客提供几种亚洲语的美国入境 卡表格，协助不讲英语的乘客通过海关和移民程序。

客户服务代表在提醒即将到来的飞机遵守美国农业和海 关与移民法规以避免不必要的麻烦时以便他们对美国入境程 序更熟悉时十分积极。然而，再次提醒遵守这些法规往往成 了机组的工作，然而别担心，阿拉斯加航油在这里协助您， 使您的入境和处境迅速、顺利、舒适。

With the ever-increasing number of entries of China based aircraft, Alaska Aerofuel has taken great strides to accommodate not only a safe, fast, efficient turn of the aircraft, but has also taken great care and interest to ensure that Chinese crews and passengers have the familiar comforts of home. Upon entry, one may notice the three Choi San/Fu Lu Shou celebrating the prosperity that is generated through corporate aviation. Alaska Aerofuel always has a supply of the required I-94 Custom forms available in several Asian languages to assist non-English speaking passengers when going through the Customs & Immigration process.

The Customer Service Representatives are proactive at informing all incoming jets to follow US Agriculture and Customs & Immigration regulations to avoid any mishaps as they become more accustomed to the US entry process. Ultimately, it is up to the flight crew to be aware of these regulations, but Alaska Aerofuel is there to assist in making entry and departure quick, compliant, and comfortable.

Alaska Aerofuel has also procured authentic Chinese catering

阿拉斯加航油提供正宗的中国餐饮——不是“美国式 的中国餐饮”，是中国客人认得并且喜欢的餐饮。餐饮承 办者是祖籍是中国福州的移民，他们提供中英双语的菜单 来协助机舱乘务员来提供更多熟悉的机上菜单选择。餐饮 商很在询问乘客是从中国具体哪里来的十分体贴，以便根 据乘客的不同喜好准备地方特色的肉类食品。

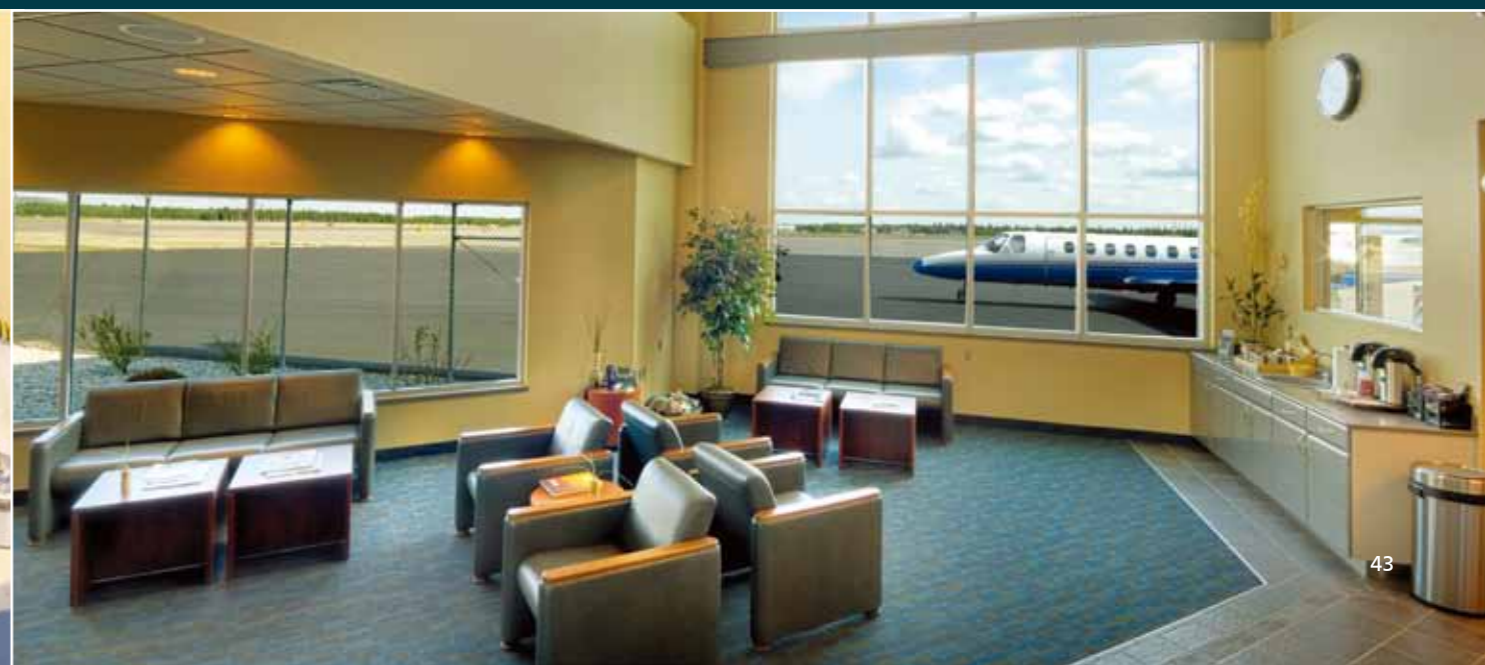
如果您打算在费尔班克斯过夜或者在这里变换机组， 您将会发现非常方便，这里一天到晚都不停地有来自西雅 图的航班。这里有免费的机组人员用车，还有出租汽车， 就在固定运营基地的旁边。旁边甚至有一个旅馆，为了尽 量使中国客人休息得更舒适，预留了第八层专供中国客人 使用，宾馆还为第八层提供了最好的服务设施。

现场海关、良好的天候、一流的服务、中国味餐饮以 及阿拉斯加航油提供的平均耗时 35 分钟的公务机技术性 停降为您打造了真正的“快速过站”，而这些仅仅是您选 择费尔班克斯机场和阿拉斯加航油的一小部分理由，实际 上有更多的理由使得这里是来往亚洲公务机的技术性停降 的明智选择。

– not “Americanized” Chinese food, but the foods that Chinese clientele will recognize and enjoy. The caterer, originally from Fuzhou Province, provides a bilingual menu to assist Cabin Attendants in providing more familiar on-board menu selections. The caterer is thoughtful to inquire as to what part of China the passengers are from to adjust recipes for more regional-style preparation of meals.

If you are doing an RON or crew-swap in Fairbanks, you will find many conveniences such as daily non-stop flights from Seattle into Fairbanks. There are complimentary crew cars and rental cars located right at the FBO. There is even a hotel that makes every effort to comfort its Chinese visitors by making sure they have rooms on the eighth floor with the best amenities offered by the hotel.

On-site Customs, consistent weather, excellent services, Chinese catering, and Alaska Aerofuel’s corporate jet tech-stop average of 35-minutes – the true definition of a “quick turn” – these are just some of the few, but very important reasons why Fairbanks, and Alaska Aerofuel, are the clear choice for international tech-stops to/from Asia.



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张家口军民合用机场通过行业验收

Zhangjiakou Civil and Military Airport Passes the Industrial Examination and Appraisal



1月，中国民用航空华北地区管理局在张家口市组织召开了张家口军民合用机场工程行业验收大会，经过行业验收专业组的现场验收及讨论研究，张家口军民合用机场顺利通过行业验收，标志着向实现通航又迈进了一大步。

张家口军民合用机场位于市区东南约10公里处的高新区姚家庄镇，规划定位为国内支线机场，按民航4C级标准建设，使用机型以CRJ200、ERJ145等B类飞机和ARJ21、ERJ190、新舟60等C类飞机为主，兼顾起降波音737、空中客车A320等同类型飞机。建设项目包括航站楼、航管楼、货运站、综合办公楼、综合工作用房及停车场等；配套建设空管、通信、导航、气象、助航灯光、供电、给排水、消防等相关辅助生产设施，工程总投资约4.2亿元。

针对验收过程行业验收专业组提出的意见，张家口市相关部门负责人表示，下一步将按照整改意见要求，瞄准一流标准，进一步查漏补缺，努力把机场建设各项工作做实、做精、做到位，确保机场早日投入运营。

For the purpose of approving the Zhangjiakou Civil and Military Airport Project, the CAAC North China Regional Administration organized a conference in January, and then held an on-site industrial examination and appraisal of that facility. Afterward, the study produced by the inspection team was discussed, and the future of the project was approved, which had been a major requirement for that Airport project to continue.

The Zhangjiakou Civil and Military Airport is located at the Yaojiazhuang township of the Zhangjiakou High & New Technology Industries Development Zone, about 10 km away from and southeast of Zhangjiakou. The airport is planned to be a domestic regional airport and will be built in accordance to the 4C standards so as to accommodate the category B aircraft, such as the CRJ200 and the ERJ145 aircraft. The category C aircraft such as ARJ21, ERJ190 and Modern Ark 60 aircraft and the landing & takeoff requirements of aircraft such as Boeing 737, Airbus A320 will also be given consideration to. The to-be-built items include a terminal, an air traffic management building, a cargo station, an integrated office building, integrative work houses and a parking lot and supporting facilities for air traffic control, communication, navigation, meteorology, navigation lighting, power supply, water supply and drainage, fire fighting, etc., will also be prepared. The total investment is 420 million CNY.

The persons in charge of this project from the relative department of Zhangjiakou said that next they would work in accordance to the industrial inspection team's advice for rectifying and improving the project. They will work on the project according to the top-grade standards, locate and make up all deficiencies, make sure all the tasks done solid, precise and sound, so that the airport can be put into operation early.

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容易，快速，可多人使用

河北致远通用航空公司获得运行合格证 AIR OPERATOR CERTIFICATE ISSUED TO HEBEI ZHIYUAN GA

1月中旬,河北致远通用航空公司运行合格证颁发及开飞仪式在邯郸机场举行,民航河北监管局局长李增永为公司颁发运行合格证。

该公司是秦皇岛市首家正规民营企业投资的综合性通用航空公司,也是河北省乃至华北地区第一家完全按照民航第141部标准开展筹建的甲类通用航空公司。该公司以邯郸机场、北戴河机场、黄金海岸通用机场作为飞行基地。目前,邯郸机场飞行基地已准备就绪,5名飞行教员、5名机务维修人员、3名空中管制人员均已到位。12架教练机和1架公务机已完成订购,其中4架钻石DA40教练机、1架钻石D42双发飞机和1架塞斯纳172R螺旋桨机已入驻邯郸飞行基地交付使用。

An Air Operator Certificate Issuing and Commencement Ceremony was held at the Handan Airport in mid-January in honor of the Hebei Zhiyuan General Aviation Company. Zengyong Li, the administrator of the Hebei Administration of Work Safety, personally issued the certificate.

Hebei Zhiyuan General Aviation Company is the first non-state company to be invested in the city of Qinhuangdao, in the Hebei Province, or even around the North China Region, and is registered as a Category I General Aviation Company, formed completely in accordance with Part 141 of the CCAR's Pilot Schools Certification Regulations. Hebei Zhiyuan has accepted as the base of its operational responsibilities, the following airports: Handan, Beidaihe, and Qinhuangdao Gold Coast. Handan Airport already has 5 flight instructors, 5 aircraft maintenance workers, and 3 air traffic management workers trained and ready in preparation of its opening. The company ordered 12 trainer aircraft, and 1 corporate jet, of which 4 DA40 trainers, 1 twin-engine DA42, and 1 Cessna 172R propeller-driven aircraft have already been delivered to the Handan Airport.



陕西安康机场迁建工程获批 ANKANG AIRPORT RE-LOCATION APPROVED

安康机场迁建工程领导小组办公室已经收到国家有关部门联合下达的《关于同意迁建陕西安康机场的批复》,这标志着安康机场的迁建工作取得了重大突破,同时也正式拉开安康新机场建设序幕。

安康机场迁建项目是国家“十二五”重点建设项目,更是该市2012年十大重点建设项目之一。

该项目场址位于安康市汉滨区五里镇附近,机场性质为国内

The office responsible for implementing the project of re-locating the Shaanxi Ankang Airport received an official reply of approval, marking a breakthrough in that process, and for putting into motion the steps necessary to carry out that project.

The re-location of Ankang Airport is among the major projects listed in the 12th National Five-Year Plan, and one of

支线机场,总投资为14.3亿元;飞行区按4C等级标准设计,新建一条长2600米的跑道,宽度为45米。航站区按满足2020年旅客吞吐量为30万人次、货邮吞吐量750吨的目标设计,航站楼5500平方米、站坪机位6个;配套建设通信、导航、气象、供电、供水、供油、消防救援等辅助生产设施。机场建成后实行军民合用,权属归军方,其中,民航站区权属归地方。原安康机场关闭,交由地方政府规划使用。新机场由地方经营管理,民航局实行行业管理。

Ankang's top ten key projects to be launched in the year 2012.

This new airport project will be located near the Wuli Township of the Hanbin district of Ankang, and is designated to become a domestic regional airport. A cost of 1.43 billion yuan will be invested to create an aircraft movement area designed in accordance with the 4C standards. This airport will have a new runway 2,600 meters long and 45 meters wide. The planned terminal area is designed to accommodate the requirements of 300 thousand air passengers, and 750 tons of mail and cargo by the year 2020. The terminal will consume an area of 5,500 square meters. There will be 6 new gate positions once the new apron has been completed. The supporting facilities that will be required for communications, navigation, meteorology work, power supply, water supply, fuel supply, fire fighting, and rescue, will all be created. Once completed, this airport will be used as a military-civil airport, with the military administering their area, and the local government administering the civil aviation use area. The original Ankang Airport will be boarded up, and all future plans for that facility shall be determined to the benefit of the local government. The new airport shall also be managed and operated by the local government, while the industrial management of that airport shall be left up to the Civil Aviation Administration of China (CAAC).

运12飞机预投产量翻一番 目前已售出180余架 180 Y-12 AIRCRAFT SOLD, PRODUCTION PLAN DOUBLED



The sale of 14 Y-12 series aircraft in the year 2012 hit a new annual record. The Y-12 is independently developed by the Harbin Aircraft Industry Co. Ltd., a division of the Aviation Industry Corporation of China.

The Y-12 series aircraft were first produced in the 1980s. It is China's first multi-purpose light aircraft strictly produced within the requirements of international airworthiness regulations. After 30 years experience in the development, the multiple configurations are considered to be among the great positive features of the Y-12 series.

As China released policies intended to boost its general aviation industry, executives of Harbin had the foresight to sense new trends in the general aviation market, while also increasing their marketing efforts. Furthermore, the company took full advantage of various meetings and aircraft exhibitions, by attending, and then making presentations to promote the popularity of the Y-12 series aircraft, in the hopes of attracting new potential buyers.

As one of China's earliest and most exported aircraft, the Y-12 series aircraft have been exported to over 20 countries and regions. A total of 180 Y-12 aircraft have been sold to Chinese and overseas buyers.

2012年,中国航空工业集团公司(简称“中航工业”)哈尔滨飞机工业集团有限责任公司(简称“哈飞”)自主研发生产的运12系列飞机销售创下14架机的历史新高。

运12系列飞机诞生于上世纪80年代初,是我国第一款严格按国际适航条例研制的轻型多用途飞机。经过近30年的发展,运12系列已形成一机多型、系列发展的良好态势。

随着我国加快通用航空产业发展等相关政策的出台,哈飞敏锐地察觉到市场的新动态,主动出击,加大营销力度。另外,哈飞充分利用各级展会,加大宣传力度,扩大运12系列飞机的知名度,吸引潜在用户。

作为我国出口最早、出口量最大的机型,运12系列飞机已外销20余个国家和地区,国内外共售出180余架机。

广东斥资 350 亿扩建广州、湛江、惠州、韶关 4 座机场 Guangdong to Furnish 35 Billion Yuan to Expand Its Four Airports

广东省机场管理集团在未来 3 年，将斥资 350 亿元人民币（下同）扩建广州、湛江、惠州和韶关机场。其中广州白云国际机场将投资逾 188 亿元建第三条跑道、二号航站楼和 100 个机位站坪等，预期该机场第三条跑道明年可建成启用，到 2015 年，白云机场国际航线将可达到 130 条左右，“看齐”香港国际机场。

据《广东省综合交通运输体系发展“十二五”规划》，将完善以广州白云机场为国际复合型门户枢纽，深圳宝安机场为区域性枢纽机场，其他支线机场为补充的全省民用机场布局。同时，加快支线机场、白云机场和宝安机场城际、城市轨道交通接入工程的建设，揭阳潮汕机场配套完善公路客运和公交站场，并研究迁建湛江机场。目前，白云机场扩建工程场地平整项目、二号航站楼站坪工程临时北进场道路工程均已相继通过验收。

据广东省机场集团估算，在第三跑道启用后，现有的东跑道高峰小时航班起降架次预计会提升 40%。建筑面积达 60 万平方米的二号航站楼将大打“中转牌”，助力白云机场的国际枢纽建设；而且将通过广佛环线与佛山西站、广州北站、广州南站相衔接，甚至贵州、广西等内陆航空客流也都将实现与白云机场的便捷联系，使得白云机场对内陆航空市场的辐射力大为增强。

Within the next three years, the Guangdong Airport Management Corporation has made plans to furnish 35 billion CNY to expand the following airports: Guangzhou Baiyun International, Zhanjiang, Huizhou Pingtan, and Shaoguan. The construction of a third runway, a second terminal, and an apron with 100 new gate positions at Guangzhou Baiyun International will account for 18.8 billion yuan. It is predicted that the third runway will be completed and made operational sometime next year, and the number of international flights from and into Guangzhou Baiyun International has been predicted to reach 130 by the year 2015, matching the number of flights at Hong Kong International Airport.

As stated in the Guangdong Provincial 12th Five-Year Plan for Improving the Integrated Transportation System, Guangdong will improve its civil airport layout plan, by converting Guangzhou Baiyun International into an integrated International Portal Airport, Shenzhen Bao'an International into a regional hub, and designating all other airports as supplementary. Meanwhile, the intercity railways and urban railways will be constructed to make way for increased access to all regional airports, Guangzhou Baiyun International, and also Bao'an International. Additional plans are underway for the construction of highways and bus stations for the purpose of improving automobile and bus passenger transportation, as well as for the purpose of complementing the Jieyang Chaoshan Airport. A study will also be carried out for the re-location of Zhanjiang Airport. The projects for the site formation and road for the temporary north entrance to that airport apron have already successively passed examination and appraisal.

According to the estimations of the Guangdong Airport Management Corporation, when the third runway of Guangzhou Baiyun International finally becomes operational, the volume of the existing east runway during peak hours will be increased by about 40%, and the building area of the second terminal will be approximately 600 thousand square meters, making that terminal more functional as a transfer station, and turning that airport into an International Hub. That same Management Corporation also intends to connect that airport with both the Foshanxi, and the Guangzhoubei and Guangzhounan railway stations, by way of the Guangzhou-Foshan Loop. Even potential inland passengers from such Provinces as Guizhou and Guangxi will have an established connection to Guangzhou Baiyun International, which should greatly enhance the radial scope of that airport's air transportation market.

桂林两江国际机场 A380 停机坪项目通过竣工验收 Guilin Liangjiang International Project Passes Inspection

2013 年 3 月上旬，广西机场集团公司组织对桂林两江国际机场 A380 机型停机坪项目的场道和灯光工程进行了竣工验收。此次竣工验收分为工程汇报、现场检查 and 验收总结三部分，验收委员会经过现场查验和资料核对，一致认为，A380 停机坪的场道、灯光等工程符合设计要求、预算控制较好、建设质量达标，工程评定为合格，准予通过竣工验收。下一步将积极向民航局申请行业验收，争取早日投入使用。

A380 停机坪项目的验收合格，标志着桂林两江国际机场 A380 机型备降场扩建工程的所有建设项目全部完工，使得桂林机场具备了起降世界上最大型客机—空中客车 A380 飞机的保障条件，极大地提升了桂林机场运输保障能力，为桂林国际旅游胜地建设工作奠定了基础。

In early March, the Guangxi Airport Management Group Co., Ltd. organized and carried out the final acceptance inspection for the roads and lighting system of the A380 apron in the Guilin Liangjiang International Airport. The inspection was divided into three parts; the engineering report, the on-site inspection, and the inspection summary. After completing the on-site inspection, the examination, and the data verification, the Inspection Commission made the determination that the roads, and the lighting system of the A380 apron, met with the design requirements, well within budget, and with high quality standards, causing the Commission to give the mark of “qualified” and passing the project with final acceptance. Officials want to make this airport fully operational as soon as possible, and will now request the required Industrial Examination and Appraisal necessary to final approval of its opening.

When the Commission places its final mark of “Qualified,” that signals the completion of the expansion of the A380 alternative landing field project, enabling that airport to accommodate landings and takeoffs of the A380, the world's largest aircraft, which also lays the foundation for Guilin's goal of becoming an International Resort.

重庆巫山神女峰机场获批 将建 2600 米长跑道 New Chongqing Shennvfeng Airport Approved

重庆计划在三峡库区腹地地带巫山县建设神女峰机场，这一项目目前已获得国家立项批复。

巫山神女峰机场将建成 4C 支线机场，建一条长 2600 米的跑道，航站区按满足 2020 年旅客吞吐量 28 万人次、货邮吞吐量 1200 吨的目标设计，航站楼 3500 平方米，机位 4 个，可起降波音系列民用飞机以及直升机、小型救灾飞机等。建成之后，从主城坐飞机到巫山只需要不到 2 小时的时间，且将与周边的张家界、九寨沟等旅游机场实现通航。

The Chongqing Government has made plans to construct the Shennvfeng Airport in Wushan County, which lies at the central zone of the Sanxia Reservoir Area of Chongqing. This plan has already been approved by the related National Department.

The Wushan Shennvfeng Airport will be constructed in accordance with 4C standards. The airport design includes a runway that will be 2,600 meters long, a 3500 square meter terminal area large enough to process up to 280 thousand air passengers, and 1,200 tons of mail and cargo. The apron will include 4 new gate positions. This new airport is projected to have the capability of accommodating the Boeing series of civil aircraft and helicopters, as well as the smaller relief aircraft. When completed, air passengers will be able to fly from Chongqing to Wushan in less than 2 hours, and new flights will be opened up between Zhangjiajie International Airport, and Jiuzhai-Huanglong Airport.

杭州国际机场正式进入“双跑道”运行时代

HANGZHOU XIAOSHAN INTERNATIONAL AIRPORT ENTERS THE DUAL-RUNWAY ERA

1月上旬，杭州萧山国际机场正式进入“双跑道”运行时代。第二跑道长3400米，宽60米，飞行区等级为4F，可以起降世界上最大的民航客机空中客车A380。

双跑道的投入运行，使得机场整体运行保障能力发生了质的飞跃，是机场发展水平提升的一个重要标志。杭州萧山国际机场由此成为华东第三、国内第十家具备双跑道运行能力的机场。第二跑道的启用可以显著提高机场高峰小时运行容量。

杭州机场双跑道为远距离平行跑道，间距1920米，目前采用隔离平行运行模式。隔离平行运行模式最大的特点是两条跑道一条用于起飞另一条用于降落，即“一起一降”模式。

隔离平行运行模式有利于分离进离场航线，减少飞行冲突，但还没有完全发挥远距离平行跑道最大运行容量。杭州机场将在运行满一年以后启动双跑道独立平行仪表进近研究，尽快实现两条跑道可同时进行起飞和降落，进一步提升双跑道运行容量，提升机场运行效率。

In early January, Hangzhou International Airport entered the dual-runway era when its new second runway was completed north of the original runway, and subsequently put into flight operation. The new runway is 3,400 meters long, and 60 meters wide, advancing their aircraft movement area reference code to 4F, which now allows Hangzhou Xiaoshan International the ability to accommodate the Airbus A380, the world's largest Civil Aviation Aircraft.

That new second runway is a quantum leap for Hangzhou International, and represents an important symbol of their development and guarantee capability, making it only the third airport in east China, and the tenth nationwide, capable of dual-runway operations. That additional second runway is expected to significantly increase the flight volume of the airport, especially during peak hours.

The two runways run parallel to each other, separated by a distance of 1,920 meters, and offer a dual operation mode with one sometimes being used for landings, and the other sometimes for takeoffs.

Although the new dual runway operation, compared to the old single runway operation, has been a tremendous improvement in reducing flight conflicts at Hangzhou International, the current practice of changing those two runways back and forth for takeoff and landing purposes, according to the mercy of the wind, has limited the maximum capability of the new dual-runway system at Hangzhou Airport. Officials intend to launch a study of the independent instrument approach system for the too long distance runways a year later, with the two runways both used as takeoffs and landings. Only then will the dual-runway flight volume of Hangzhou International be even more significantly increased to its maximum capability, and the entire operation and safety level of that airport even further improved.

西安咸阳国际机场双跑道混合运行正式实施

Two Runways at Xianyang Airport Put into Mixed-Dual Operation



2012年12月中旬，西安咸阳国际机场双跑道混合运行正式实施，此举标志着咸阳机场两条跑道可以同时独立起降航班。

咸阳机场二期工程于2012年5月正式投运，为确保投运初期安全平稳运行，机场采用了两条跑道一起一降的隔离运行模式。随着咸阳机场空地运行保障能力的不断提高，航空器在南北飞行区间滑行时间长、航班正常率较低成为制约咸阳机场运行保障率的瓶颈。为有效提高航班量，减少航班延误，尽可能发挥双跑道优势，按照《西安咸阳国际机场平行跑道同时仪表运行管制保障方案》安排，2012年10月在民航西北地区管理局的统一指挥下，咸阳机场南、北两条跑道进行了两起一降、两降一起、双起双降等混合运行模式的试飞工作，取得了圆满成功。试飞完成后，咸阳机场和西北空管局联合行文向民航局提交了《关于西安咸阳国际机场实施平行跑道同时仪表运行的请示》，并于2012年12月得到了民航局的同意批复。

In mid-December of 2012, the runways at Xi'an Xianyang International Airport (Xianyang Airport) officially began mixed-dual operation, which means the two runways at Xianyang Airport can now independently accommodate takeoffs and landings of flights.

The Xianyang Airport's phase II project was put into operation in May of 2012. To guarantee safe and steady operation of Xianyang Airport during the initial stage while Runway II was being put into operation, one runway was used for the landings of flights and the other was used for takeoffs of flights. The flight support capability of Xianyang Airport grew continuously. Aircraft had to travel long distance between the two runways before taking off, which led to a lower flight regularity rate and restricted the operational support rate of Xianyang Airport. To efficiently improve the flight volume, reduce flight delays and make full use of the two runways, according to the Control & Insurance Plan for Mixed-Dual Operation of Two Parallel Runways Navigated by Instruments at Xi'an Xianyang International Airport and under the unified conduct of the Northwest Regional Administration of the CAAC, Runway I and Runway II at Xianyang Airport were put into trial operation for Mixed-Dual usage. The first operational trial model is to utilize one runway for landings and two for takeoffs; the second operational trial model is to use one for takeoffs and two for landings and the third operational trial model is using both two for landings and takeoffs. The trial operations for all three models were successful. After the successful trials of the three operational models, Xianyang Airport and the Northwest ATMB jointly handed in the Referendum on the Mixed-Dual Operation of Two Parallel Runways Navigated by Instruments at Xi'an Xianyang International Airport and received an approval from the CAAC in December of 2012.

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Brunet Aircraft 公司的 AscendantJet 项目 将在中国大放异彩

Introduction of Brunet Aircraft, LLC's AscendantJet Program

Brunet Aircraft 公司的 AscendantJet 项目将要在中国的轻型飞机市场脱颖而出。AscendantJet 概念设计的初衷就是有效并高效地满足喷气机飞行训练、拥有飞机的飞行员培训、包租飞机、飞行救援和飞行监测等需求。该项目研制的第一批飞机计划承载四到五个人和较大的负载。它的巡航速度超过 400 节，巡航距离是 1250 海里。AscendantJet 项目设计时需要进行如下考虑：速度、效能、尖端成熟的技术、可维护性、可衍生扩展性等，囊括了一个成功的飞机制造项目所应具备的一切关键因素。在过去的 10 年里，Brunet 飞机公司悄无声息地而游刃有余引领了超轻型飞机概念的设计和发展。如今，AscendantJet 项目组已经完成了设计阶段的如下几步：初步设计报告、系统集成设计、风洞模型构建、风洞测试和报告、负载报告。下一阶段需要做的工作包括详细结构设计。我们诚挚地邀请您了解我们的 AscendantJet 概念，也欢迎您考虑成为这个项目的一员，这个项目组不仅在经济型的超轻型飞机制造方面拥有世界领先的经验，还将在这个项目上不懈努力。

这个设计采用了顶尖的成熟技术，这是该项目的一个重要特征。历史已经证明，最成功的飞机项目都充分采用成熟的技术，因为开发新的技术需要高昂的费用。AscendantJet 项目也是为了满足将来人们对各种衍生扩展飞机的不断需求。在项目确立之初，我们进行了仔细周全的工程验证，确立了 AscendantJet 项目的这个重要要素。能够高效制造衍生扩展的飞机也是一个成功飞机项目的要素。AscendantJet 项目成立伊始，就是奔着成功去的。

A program that is coming to light in the China market is Brunet Aircraft, LLC's AscendantJet program. The AscendantJet concept was derived to meet the demands of the jet training, owner pilot, charter on demand, air ambulance and surveillance markets effectively and efficiently. The first variant is designed to carry four or five persons and a large amount of load. It has a cruise speed in excess of 400 knots and a range of 1250 NM. The AscendantJet's design: speed, efficiency, highest level of validated technologies, maintainability and derivative aircraft encompasses everything that is critical to a successful aircraft manufacturing program. For the past decade, Brunet Aircraft, LLC has led the development and design of the very light jet concept comfortably and quietly. To date, the AscendantJet team has completed the following steps in the design: preliminary design reports, systems integration design, fabrication of wind tunnel model, wind tunnel tests and report, and loads reports. The next phase in the development includes detailed structure design. We invite you to take a look at the AscendantJet concept and consider becoming a part of a team that not only leads the world in the experience required to create an affordable very light jet program; but who also have the relentless focus to do so.

The design uses the highest level of validated technologies. This is an important attribute. History has shown that the most successful aircraft programs take full advantage of validated technologies due to the high cost of developing new technologies. The AscendantJet is also designed to meet future growth with a family of larger derivative aircraft. This important factor is attained through careful and thoughtful engineering during the early development phases of the program. The ability to produce derivative aircraft efficiently is also an important factor in a successful aircraft program. The AscendantJet has been designed for success from its beginning.

功能、特征和属性

我们的 AscendantJet 项目的特征是，制造碳纤维机身、金属机翼、加舱压的下单翼飞机，这些飞机可承载四到五个人并能运载大量的行李和其他物品。它将依照 FAR part 23 申请认证。在项目成立之初，AscendantJet 项目计划制造单驾驶座或双驾驶座的飞机，以满足喷气机飞行训练和飞机租赁的市场需求。制造成的飞机的必须系统简单、易于使用与维护，这是设计时强制要求的，而最重要的就是飞机对维护保养的要求不高。制造成的飞机起降速度较低则使得飞机在较小机场也能运行。AscendantJet 项目的飞机拥有最适宜的航程——1250 海里，其最大巡航速度则是 440 节。

Brunet Aircraft 公司对未来的计划是：私人喷气机系列。从制造每架飞机第一天起，AscendantJet 项目就通过出色设计，为每架飞机未来可能的衍生扩充预留了空间。周密细致的计划和市场调查，决定了在哪些市场来投放这些衍生型号飞机。AscendantJet 项目瞄准的是长久的成功。我们已经在使用 FJ33 发动机设计了拥有四到六个座位的飞机模型。这种能够在原型的基础上开发出扩充型机的方法，被很多成功的飞机项目采用，如单发赛斯纳、比奇富豪、巴伦、空中女王和空中中国王、赛斯纳奖状以及波音 737、747、777、787 等等。飞机制造商在原始概念的基础上设计出衍生扩充型机的能力，对一个项目成功的财务状况发挥着至关重要的作用。

我们的 AscendantJet 项目来源于对传统的前沿科技的开发，Brunet Aircraft 公司采用了任何可用的成熟的前沿技术。在设计飞机时，采用的软件是业界领先的飞机设计分析软件 (Advanced Aircraft Analysis)。在制造零件，比如制造风洞模型时，采用都是前沿技术。在整个 AscendantJet 项目的研发过程中，科技扮演了不可或缺的角色。

客户利益

AscendantJet 项目制造的飞机除了可以成为该级别最快的喷气机之外，其价格也不高，效率却很好，保障费用也可以接受。

价格不高

AscendantJet 项目制造的飞机所有的衍生扩充机型都是在客户可接受的价格范围内制造的。现代科技和制造技术的发展显著降低了飞机的价格。

高效能

AscendantJet 项目的飞机能够达到涡轮风扇飞机从未达到过的高效能，而运营和保障费用显著降低。



Functionality, Features and Attributes

The AscendantJet features a carbon fibre fuselage, metal wing, pressurized, low wing monoplane with provisions for four or five persons and suitable allowance for luggage and optional equipment. It will be certified in accordance with FAR part 23. From inception, the AscendantJet has been designed to operate as a single pilot airplane or a two pilot airplane to meet the demands of the jet training market and charter. Systems simplicity and ease of access are imperative in the design. Also foremost is a low maintenance requirement. Low takeoff and landing speeds will permit operation at small airports. The AscendantJet has an optimum range of 1250 nautical miles and a maximum cruise speed of 440 knots.



The vision of the future for Brunet Aircraft, LLC is a family of personal jets. Many derivatives of the AscendantJet are possible based on an excellent design with growth versions built into it from day one. Careful planning and market research will determine where best to fit these variants in the market. The AscendantJet is designed to have long term success. Four and six seat models have been designed around the FJ33 engine. This method of being able to bring out derivatives of the initial model has been followed by many a successful aircraft programs including: single engine Cessna, Beechcraft Bonanza, Barron, Queen Air and King Air, Cessna Citation, Boeing 737, 747, 777, 787 and others. The ability of a manufacturer to design derivative aircraft from an initial concept has played a vital role to the financial success of the programs.

The AscendantJet series has been developed with leading edge

保障费用低

稳定性好，便于维护——AscendantJet 项目的飞机为降低保障费用和容易升级两项指标设立了新的标准，比活塞双发飞机和轻型涡轮螺旋桨飞机更容易升级。

AscendantJet 项目由财资管理师 Scott Brunet 先生带头。Scott Brunet 先生是 Brunet 飞机公司的创建者和经理。25 前年一天他前往自家的机械修理店工作的路上，萌动了研发高效能私人喷气机的念头。当观察了当地的市区机场后，他发现自己很想弄清楚为什么大机场有很多大型飞机，而小机场则几乎连小的喷气机都没有。这使他萌发了让个人能够更高效地旅行的同时支持通用航空的想法。



作为一个成年人，Brunet 先生将他的事业重心放在学习全面的制造、研发、设计和企业管理等与飞机相关的知识。他以设计、研发和制造用于运输的专业工具开始了自己的事业。Brunet 先生可以用高效率的制造流程技术为消费者生产优质产品，他知道自己也可以同样地将这个能力用于自己的喷气机设计。

然后，Brunet 先生将自己的事业转向了房地产，这使他可以培养和提升自己的商业技能，并且充分掌握工程管理的技巧。他的成功来源于在设计中对高效和简单的追求、提前完成工作和对每个工程中每个细节的精益求精。

technologies rooted in tradition. Brunet Aircraft, LLC is using the highest level of validated technologies available. The Advanced Aircraft Analysis software being used is the leading Aircraft design software. Leading edge technologies will be utilized to manufacture parts such as they were used to manufacture the wind tunnel model. Technology has played a vital role throughout the development of the AscendantJet.

Customer Benefits

In addition to being the fastest jet in its class, the AscendantJet will also be affordable, efficient and supportable.

Affordable

All variants of the AscendantJet will be produced within their target cost range. Modern development and manufacturing techniques will drastically reduce acquisition costs.

Efficient

The AscendantJet will reach new efficiencies previously unheard of in turbofan operated aircraft. Operation and support costs are dramatically reduced.

Supportable

Reliability and maintainability – AscendantJet sets new standards for both, enabling lower support costs and easier upgrades than the piston twins and light turbo props being replaced.

The AscendantJet program has been spearheaded by Scott Brunet, ATP. Scott Brunet, ATP is the founder and Manager of Brunet Aircraft, LLC. His desire to develop an efficient personal jet began 25 years ago on the way to work in his family's machine shop. While observing the local municipal airport, he found himself wondering why a big airport had many large jets; but the small airports seemed to have a sparse amount of little jets. This seeded the vision to enable individuals to

travel more effectively while supporting General Aviation.

As an adult, Mr. Brunet focused his career around understanding all aspects of manufacturing, development, design and business management. He started his career in design, development and manufacturing of specialty tooling for the transportation industry. Utilizing lean manufacturing techniques to produce quality products to the consumer; Mr. Brunet knew that he could apply this same principle in his jet design.

Mr. Brunet's career then turned to real estate development; which allowed him to develop and cultivate his business skills and gain a thorough understanding of project management. His success came from his drive for efficiency, simplicity in design, completing ahead of schedule and an unwavering commitment to every step of each project.

在房地产业获得成功之后，Brunet 先生开始遵从自己对航空的热爱，和世界领先的航空工程师合作，将飞机带到自己的生活中。从理念到设计以及整个过程中的每个细节，Brunet 都领导着整个 AscendantJet 项目团队。

Brunet 先生对于制造一款更好、价格更低廉的飞机充满激情，这推动着这个项目飞机的方方面面的进展，这一点也是该项目的飞机在市场具有突出竞争力的原因。Brunet 先生对通用航空的热忱、投入和出色的财务管理确保了项目组会对每一个细节精确监控，而这一切的付出，将会得到应有的回报。

Brunet 先生在南卡罗来纳州的克莱姆森大学 (Clemson University) 和福尔曼大学 (Furman University) 相继学习过机械工程及工商管理，获得了理学学士学位。

Brunet 先生是威奇托航空俱乐部 (Wichita Aero Club) 的创办会员，也是 AOPA 和 NBAA 的积极分子。他还是个非常活跃的飞行员，拥有单发和多发飞机商业飞行员仪表等级驾照和航线运输飞行员驾照。

Brunet 先生目前和他的妻子特雷西亚及儿子伊桑居住在美国佛罗里达州圣彼得斯堡。业余时间，Brunet 先生会和家人享受飞行，划皮艇，戴水肺潜水，登山等。

AscendantJet 项目由世界领先的工程师在美国堪萨斯州威奇托市开发出来。从项目理念建立起，首席动力学家便是 Jan Roskam 博士。Jan Roskam 博士拥有美国堪萨斯州劳伦斯市的堪萨斯大学航空航天工程 Deane E. Ackers 杰出教授名誉。他是《飞机飞行动力学与自动飞行控制系统》(共 2 章)和《飞机设计》(共 8 章)教学课程的作者，他还与 C. Edward Lan 博士联合编写了一章名为《飞机空气动力学及其性能》的课文。这些课程被美国和其他国家的 50 多所大学和航空航天公司使用。而且，他还曾经撰写(或联合撰写)过 150 多篇论文、文章和技术报告。Roskam 博士是美国航空航天学会 (American Institute of Aeronautics and Astronautics, 简称 AIAA) 的研究员、美国汽车工程师协会 (Society of Automotive Engineers, SAE) 研究员，还是英国皇家航空学学会 (Royal



After success in real estate development, Mr. Brunet followed his passion for aviation and partnered up with the world's leading aeronautical engineers to bring his jet to life. Mr. Brunet has been the team lead on the Ascendant Jet from an idea through design and in every step of the process.

Mr. Brunet's passion to deliver a better, less expensive aircraft that stands above its competition has driven every facet of the Ascendant Jet

program. The approach of fiscal responsibility, integrity and commitment to General Aviation has ensured that every detail has been carefully monitored; resulting in a project that like his others in the past; will pay for itself.

Mr. Brunet received a Bachelor of Science Degree after studying Mechanical Engineering and Business Administration from Clemson University and Furman University in South Carolina.

Mr. Brunet is a founding member of Wichita Aero Club, and an active member of AOPA and NBAA. He is an active pilot who holds a Commercial pilot Airplane single and multi engine ratings as well as his Airline Transport Pilot certificate.

Scott Brunet currently lives in St Petersburg, Florida with his wife Tricia and their Son Ethan. When not working, Mr. Brunet spends his time with his family and enjoying flying, kayaking, scuba diving and mountaineering.

The AscendantJet has been developed by the world's leading engineers in Wichita, Kansas, USA. The lead aerodynamicist from conception has been Dr. Jan Roskam. Dr. Roskam holds the Dean E. Ackers Distinguished Professorship in Aerospace Engineering at The University of Kansas in Lawrence, Kansas. He is the author of a two-volume text called: Airplane Flight Dynamics and Automatic Flight Controls and an eight volume text called: Airplane Design. He has co-authored (with Dr. C. Edward Lan) a text called: Airplane Aerodynamics and Performance. These texts are used by more than fifty universities and by aerospace companies in the U.S. and abroad. In addition he has authored or coauthored over 150 papers, articles and technical reports. Dr. Roskam is a Fellow in the AIAA (American Institute of Aeronautics and Astronautics) and a Fellow in the SAE (Society of Automotive Engineers) as well as an Associate Fellow in the Royal Aeronautical Society (England). Before joining K.U. in 1967, Dr. Roskam had twelve years of experience working for Aviolanda Aircraft Co. (in The Netherlands), for Cessna Aircraft Co. (in Wichita, Kansas) and for The Boeing Company (in Wichita, Kansas and in Seattle, Washington). He received his MSAE (1954) from the Delft University of Technology (The

Aeronautical Society) 的助理研究员。在 1967 年进入堪萨斯大学之前, Roskam 博士已经拥有 12 年在航空领域工作的经验, 先后在 Aviolanda Aircraft Co. 飞机公司(荷兰)、赛斯纳飞机公司(美国堪萨斯州威奇托市)、波音公司(美国堪萨斯州威奇托市、华盛顿州西雅图市)等。1954 年, 他获得了荷兰代尔夫特理工大学(Delft University of Technology) 航空工程硕士学位(MSAE), 1965 年, 他获得了西雅图华盛顿大学(The University of Washington) 航空航天哲学博士学位。在成立 DARcorporation 公司之前, Roskam 博士是美国和欧洲一些公司的顾问, 他还是美国国家航空航天局(NASA)、美国空军(USAF)、美国国防先进研究项目局(DARPA) 的顾问。Roskam 博士曾经积极参与以下飞机的设计和研发: Aviolanda AT-21、赛斯纳 T-37, 波音 TFX 设计、波音 SST 设计、庞巴迪里尔 25、35/36、55 飞机模型、赛斯纳奖状 I、SIAI Marchetti S-211 和比亚乔 180-Avanti 等。Roskam 博士在 SIAI Marchetti S-211 飞机和比亚乔 180-Avanti 飞机项目中负责低速和跨音速风洞项目。1991 年, Roskam 博士成立了 DARcorporation 公司。目前, Roskam 博士在 AscendantJet 项目中负责技术指导。

Brunet Aircraft 公司已经完成 AscendantJet 项目的风洞实验。由 Roskam 博士带头的航空动力学测试已经完成了 20%。结果显示 AscendantJet 项目符合 FAA 和 CAAC 所要求的操作特性。测试在美国华盛顿州西雅图市的华盛顿大学的航空实验室进行, 为期 3 周, 紧接着又在这里进行了为期 2 周的实验。华盛顿大学的航空实验室在成功进行飞机开发和测试方面拥有悠久的历史。

超轻型飞机在宽广的通用航空市场里将会继续发展。AscendantJet 项目就是为分享这个市场不断增长的份额而开展, 它已经准备好了。

问题 风险

Brunet Aircraft 公司和 AscendantJet 项目所面对的问题和风险都是可控的。最大的问题是需要筹集更多的资金来完成这个项目。没有充足的资金, 这个项目就无法进行。其他问题则是整个通用航空产业的整体表现与能力。通用航空业的发展和经济的发展是同步的。也就是说, 当经济比较强劲的时候, 飞机销售情况也很好; 如果经济不景气, 飞机销售也会跟着下滑。AscendantJet 项目以长远的目光来看待这个行业, 决心渡过任何经济衰退。其他风险包括 FAA 向用户收取费用, 如果 FAA 真的收取用户费, 那对整个通用航空业而言都是负面消息。但对最轻的喷气机而言, 还是有些利好的, 因为飞机重量也是这笔费用多寡的一个考量。AscendantJet 项目的保险费尽管还可以接受和控制, 但对这个项目和其客户也将是一个问题。对于这个变动的因素, 飞行员培训和体验飞行将扮演重要角色来决定这个可变因素。

无论如何, 这些问题和风险都是可控的。Brunet Aircraft 飞机公司认为自己正好处在私人飞机革新的关口。这次革新

(Netherlands) and his Ph.D. in Aeronautics and Astronautics (1965) from The University of Washington (Seattle). Before founding DARcorporation, Dr. Roskam was a consultant to companies in the USA and in Europe and also served as a consultant to NASA, USAF and DARPA. Dr. Roskam has been actively involved in the design and development of the following aircraft: Aviolanda AT-21, Cessna T-37, Boeing TFX design, Boeing SST design, Learjet Models 25, 35/36 and 55, Cessna Citation I, SIAI Marchetti S-211 and Piaggio 180-Avanti. Dr. Jan Roskam managed the low speed and transonic speed wind tunnel programs for the SIAI Marchetti S-211 and Piaggio 180-Avanti. In 1991 Dr. Jan Roskam established DARcorporation. He supervises the technical aspects for the AscendantJet.

Brunet Aircraft, LLC has completed wind tunnel testing on the AscendantJet program. Aerodynamic testing was completed on a 20% scale model led by Dr. Jan Roskam. The results show that the AscendantJet has FAA and CAAC certifiable handling characteristics. The tests were held over a three week entry at the University of Washington Aero Lab (UWAL) in Seattle, WA USA followed by a two week entry again at University of Washington Aero Lab. The UWAL laboratory has a long history in successful aircraft development and testing.

The Very Light Jet segment will continue to grow as a part of the larger general aviation market. The AscendantJet program is designed and poised to take advantage of the growth in this market segment.

Issues/Risks

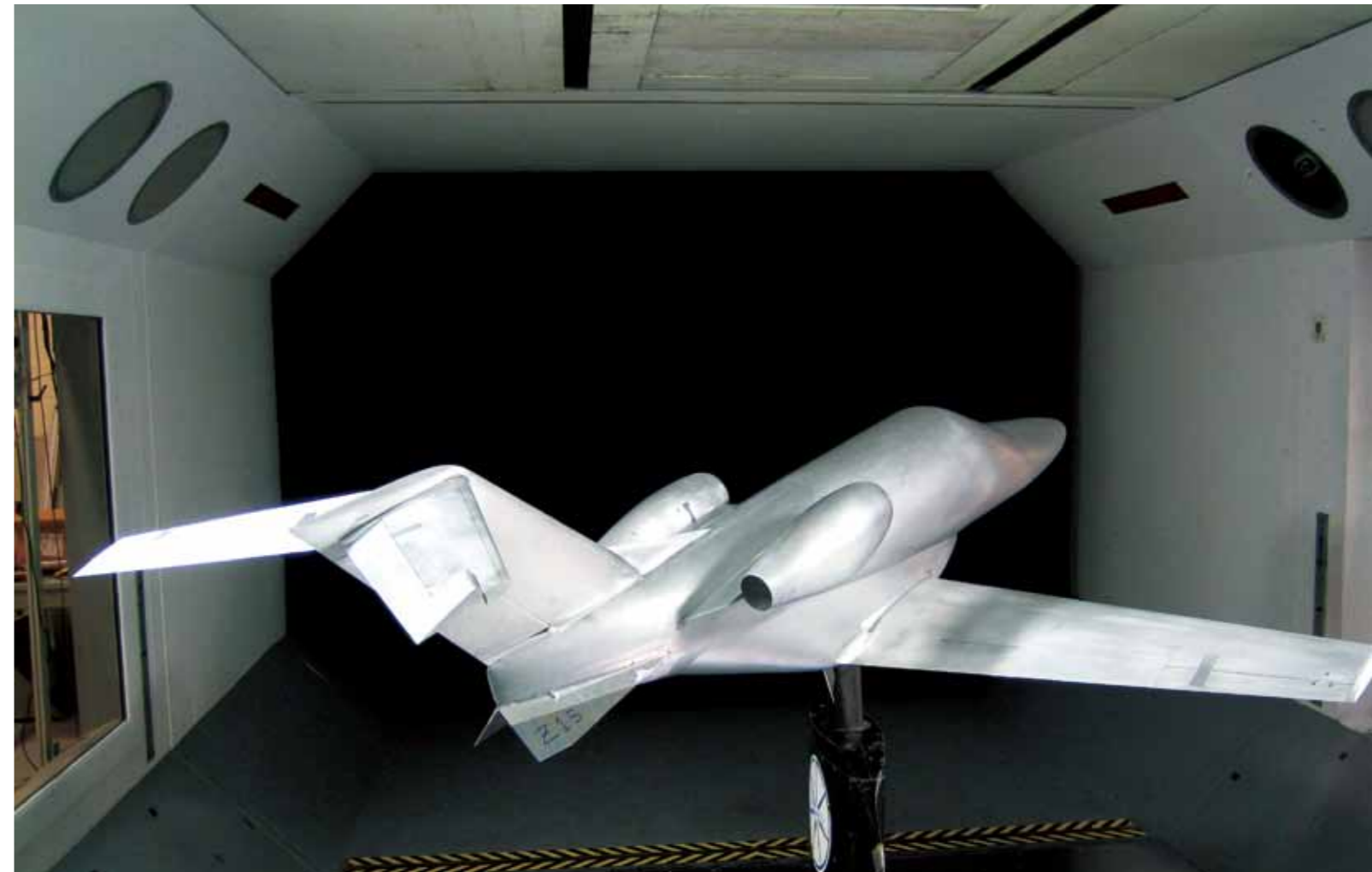
The issues and risks that face Brunet Aircraft and the development of the AscendantJet are manageable. The key issue is raising enough capital to complete the job. Without sufficient capital the program will not be able to be completed. Other issues include the general aviation industry's strength as a whole. The strength of the general aviation industry historically has been in synch with the economy. That is to say when the economy is going strong so are airplane sales and when the economy turns south so do airplane sales. Ascendant is taking the long term perspective on the industry and is prepared to weather any downturns. Other risks include the adoption of user fees by the FAA. If this happens it will be a negative for the general aviation industry as a whole. There will be some advantage to being among the lightest jets available since one driver of these fees will likely be the weight of the aircraft. Insurance for the AscendantJet and her customers will be an issue although it will be available and manageable. Pilot training and experience will play key parts to this variable.

The issues and risks to the program are manageable.

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Brunet Aircraft, LLC feels that we are just now on the cusp of the personal jet revolution. This revolution will enable individuals and businesses to meet their travel requirements with a convenience previously unheard of or for a fraction of the cost. More and more individuals and businesses will use the personal jet as time goes on.

有意参与此项目的个人与机构可以与 **Scott Brunet 先生联系**
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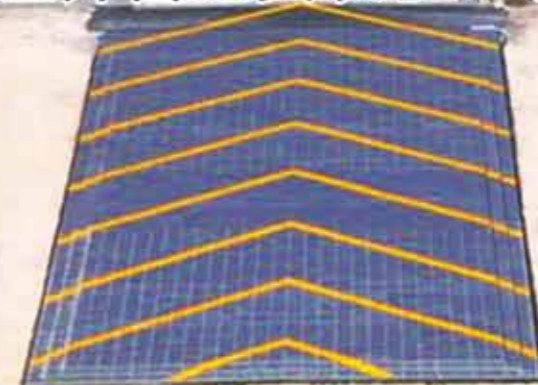
- Peter Horton, Director of Airports, Key West Int'l Airport, FL, Nov. 2011

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



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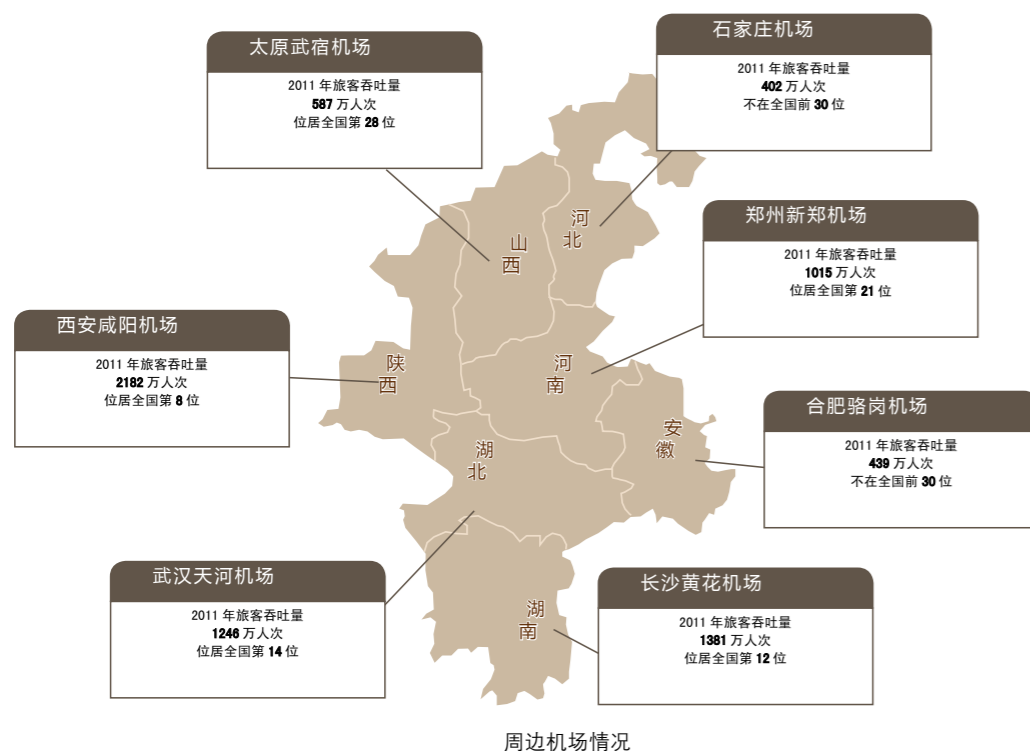


Photos courtesy of Key West International Airport

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郑州机场二期工程开工

Zhengzhou Airport Begins Phase II of Construction



2012年12月中旬，郑州新郑国际机场（简称“郑州机场”）举行了二期工程开工典礼，标志着郑州机场二期工程正式开工建设，河南省省委书记卢展工、省长郭庚茂以及济南军区、民航局、中国民用航空中南局等相关部门领导出席开工典礼，并为工程开工奠基。郑州机场二期工程以2020年为目标年，设计年旅客吞吐量为2900万人次、货邮吞吐量50万吨、飞机起降量23.6万架次。

郑州机场二期工程主要建设内容包括：新建建筑面积为31万平方米的二号航站楼（T2），77个机位的站坪（其中近机位48个、远机位29个）、4个机位的货机坪、6个机位的除冰坪；新建3600米×60米的第二跑道和滑行道系统，飞行区指标为4F，在南飞行区的既有平行滑行道北侧新建第二平行滑行道；配套建设空管工程、供油工程，及其他相关生产生活设施和公用设施；建设工期为3.5年，工程投资额约为154亿元。在二期工程规划中，充分借鉴国内外大型机场的先进经验，按照建设综合交通体系的原则，同步建设机场综合交通换乘中心，设立中原城市群城际枢纽站，引入高速铁路、城际铁路、城市轨道交通、

Regional Administration all attended the ceremony and together they laid the foundation stone for the project. The Zhengzhou Airport's phase II construction project takes the year of 2020 as its target year of completion. The planned annual passenger throughput, cargo and mail throughput and flight take-off and landing amount is approximately 29 million person-time, 500 thousand tons and 236 thousand sorties.

The main construction items include: a second terminal of 310 thousand square meters, a ramp with 77 aircraft stands (including 48 frontal stands and 29 remote aircraft stands), a tarmac for freight use with 4 aircraft slots, a de-icing pad with 6 aircraft slots and a 3,600*60-square-meter runway with a taxiway. The aircraft movement area reference code is planned to be 4F. A second taxiway that is parallel to the runway will also be constructed to the north of the original taxiway. Complementary facilities for ATM, fuel supply, work and living and public use will all be constructed. The project is expected to take 3.5 years and the investment is 15.4 billion yuan. During the construction of the phase II project, past experience of large domestic and foreign airports will be fully utilized. The phase II project was planned with the idea of upgrading Zhengzhou Airport as an integrated transportation system. Construction of an integrative transportation transfer center in the airport will occur

In mid-December of 2012, Zhengzhou Xinzheng International Airport (Zhengzhou Airport) held a commencement ceremony for its phase II project, which signified the formal beginning of the second phase of construction at Zhengzhou Airport. Mr. Zhangong Lu, Secretary of the Henan Provincial Committee of the CPC, Mr. Gengmao Guo, Governor of Henan province, as well as officers from the PLA Jinan Military Area Command, the CAAC, and the CAAC

高速公路等多种交通运输方式。建成后，郑州机场将成为具备空陆联运条件，实现客运“零距离换乘”和货运“无缝衔接”的现代综合交通枢纽。

simultaneously. An inter-city junction station for the Zhongyuan city cluster will be built. A number of transportation means, such as high-speed rails, intercity rails, urban subways and highways, etc., will also be introduced. When all is completed, an integrated air-ground transportation network, with zero-distance transfer and seamless connections for cargo transportation will all be available at Zhengzhou Airport.

新疆首家航院获颁民用航空器驾驶员学校合格证 Xinjiang's First Flight Institute Has Received the Civil Aviation Pilot School Certificate

新疆天翔航空学院2012年12月中旬获得我国民用航空器驾驶员学校合格证，跻身于全国8家获此殊荣的航院系列，这也是新疆首个获得这一证书的航空院校。

中国民用航空新疆管理局（简称“新疆局”）局长许浩为天翔航院颁发了证书。他表示，天翔航院是全国从办学伊始到取得运营资格时间最短的一家航院，标志着新疆航空飞行技能人才的培养进入了新阶段。

成立于2010年的新疆天翔航院，经过两年的飞行训练运营，学院已经累计安全飞行9000多小时，培养飞行学员87名，拥有各型飞机14架。航院与春秋航空公司、首都航空公司、沈阳中一太客公务机公司等多家航空公司签订了飞行学员培训就业协议。

位于亚欧大陆中心区域的新疆，是我国通往西亚和欧洲的枢纽。近年来，新疆航空事业发展迅猛，对飞行人才的需求也急剧增长，拓展民航人才发展渠道成为当务之急。

In mid-December of 2012, the Xinjiang Tianxiang Aviation College was issued the Civil Aviation Pilot School Certificate and became one of the eight flight institutes that have obtained this certificate.

It was Hao Xu who issued the certificate to this institute. Xu stated that the Xinjiang Tianxiang Aviation College achieved this certificate in the shortest period of time since its establishment, and now Xinjiang has entered into a new stage in educating and training aviation flight talent.

Established in 2010 and after operating flight training for two years, the institute has operated 9,000 hours of safe flights, trained 87 students and now owns 14 aircraft of many types. The Xinjiang Tianxiang Aviation College has signed pilot training contracts with Spring Airlines, Beijing Capital Airlines, First Mandarin Business Aviation Co., Ltd., and other airlines.

Xinjiang, located in the central region of Eurasia, is the hub that connects China with West Asia and Europe. In recent years, the aviation industry has been developing fast in Xinjiang, which has created a dire need of talented pilots and other related professionals and the first urgent problem for Xinjiang now is to expand the channels for cultivating aviation talents.

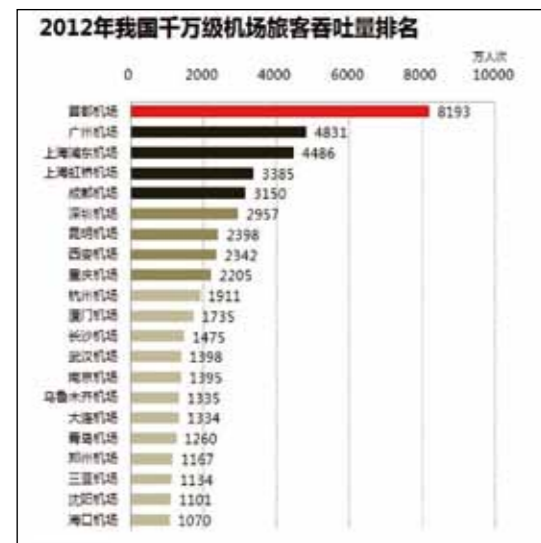
2012 年我国千万级机场旅客吞吐量统计 2012 CHINA AIRPORTS WITH OVER 10 MILLION PASSENGERS PER YEAR

我国各大机场 2012 年年度运输数据陆续公布。北京首都国际机场旅客吞吐量在 2012 年达到 8192.9 万人次，位居全球第二。此外，2012 年，我国“千万级机场俱乐部”成员保持去年的 21 家。其中 9 家机场旅客吞吐量突破了 2000 万人次，相比 2011 年，增加了 1 家；成都双流国际机场旅客吞吐量在 2012 年突破 3000 万人次，达到 3150 万人次，成为我国中西部唯一进入“3000 万级机场俱乐部”的机场。

The air transportation data of China's major airports has been released for the year 2012, showing the count at Beijing Capital International with almost 82 million air passengers, ranking that airport second internationally. During that same period, the number of China's airports in the "10-Million-Annual-Passenger club" category remained at 21, recording no change from the previous year. However, the number of airports in the 20 million category increased from 8 to 9 during the year 2012. The Chengdu Shuangliu International Airport recorded a passenger count of 31.5 million, making it west and central China's only airport in the "30-Million-Annual-Passenger-club" category.

The growth rate of China's 21 airports in the category of "The Club" (10 million plus annual air passengers), recorded a combined average of 9.1% during the year 2012. Among those 21 airports, Ürümqi Diwopu International recorded the highest increase at 20.5%, moving its ranking to 17th, up from 15th. The annual growth rates of the following International Airports, including Zhengzhou Xinzheng, Chongqing Jiangbei, Wuhan Tianhe, Dalian Zhoushuizi, Xi'an Xianyang, and Xiamen Gaoqi, all exceeded 10%. Zhengzhou Xinzheng International also improved its status by moving up 3 positions from 18th to 21st in passenger growth rate.

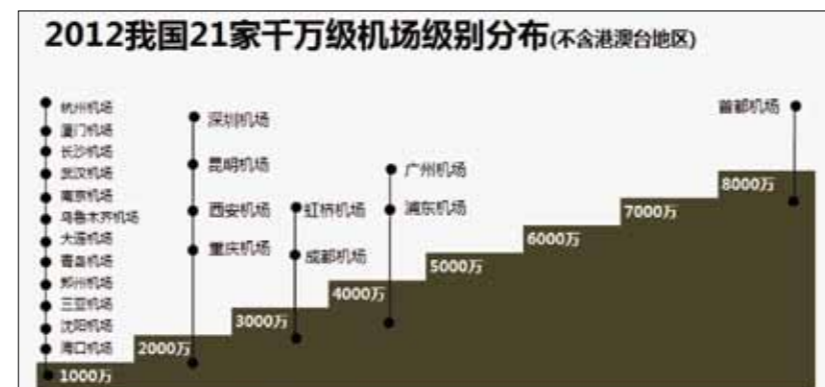
We can observe from the diagram that, in the year 2012, 12 of China's International airports in "The Club", including Hangzhou Xiaoshan, Xiamen Gaoqi, Changsha Huanghua, Wuhan Tianhe, Nanjing Lukou, Ürümqi Diwopu, Dalian Zhoushuizi, Qingdao Liuting, Zhengzhou Xinzheng, Sanya Phoenix, Shenyang Taoxian, and Haikou Meilan, recorded air passenger counts between 10 million and 20 million, 4 International airports, including Shenzhen Bao'an, Kunming Changshui, Xi'an Xianyang, and Chongqing Jiangbei, recorded counts between 20 million and 30 million, Shanghai Hongqiao Int'l, and Chengdu Shuangliu Int'l, recorded between 30 million



2012 年我国千万级机场旅客吞吐量排名
Diagram displaying the order of China's airports that recorded a passenger count of not less than 10 million passengers during the year 2012.

2012 年，我国 21 家千万级机场旅客吞吐量同比增长速度平均为 9.1%。其中，乌鲁木齐地窝堡国际机场增速居全国 21 个大型机场首位，达到 20.5%，其在前 21 家机场排名也由 2011 年第 17 名提升至 15 名；此外，郑州机场、重庆机场、武汉机场、大连机场、西安机场、厦门机场增速也超过了 10 个百分点，郑州机场在前 21 家机场排名中较 2011 年上升 3 位，由 2011 年的第 21 名升至 18 名。

2012 年，在我国“千万机场俱乐部”梯形分布中，旅客吞吐量在 1000 万人次至 2000 万人次之间的依次为：杭州机场、厦门机场、长沙机场、武汉机场、南京机场、乌鲁木齐机场、大连机场、青岛机场、郑州机场、三亚机场、沈阳机场、海口机场；旅客吞吐量在 2000 万人次至 3000 万人次之间的有深圳机场、长水机场、西安机场、重庆机场；吞



2012 我国 21 家千万级机场级别分布 (不含港澳台地区)
Ladder diagram of China's 21 airports with a passenger count of not less than 10 million

吐出 3000 万人次至 4000 万人次之间的有上海虹桥机场和成都机场；旅客吞吐量在 4000 万人次至 5000 万人次之间的有广州机场和上海浦东机场；首都机场旅客吞吐量超过 8000 万人次，达到 8192.9 万人次。

and 40 million, while Guangzhou Baiyun, and Shanghai Pudong, recorded between 40 and 50 million. Beijing Capital Int'l remains at the top of "The Club" list, and the only airport with over 80 million annual air passengers, having recorded almost 82 million during the year 2012.

机场 Name of Airport	旅客吞吐量 (万人次) Passenger count			排名 Order		
	2012年	2011年	2012同比增长 Annual growth rate	2012年	2011年	排名升降 Up or down
北京首都国际机场 Beijing Capital Int'l	8192.90	7867.45	4.1%	1	1	-
广州白云国际机场 Guangzhou Baiyun Int'l	4831.47	4504.03	7.3%	2	2	-
上海浦东国际机场 Shanghai Pudong Int'l	4485.72	4144.77	8.2%	3	3	-
上海虹桥国际机场 Shanghai Hongqiao Int'l	3385.12	3311.24	2.2%	4	4	-
成都双流国际机场 Chengdu Shuangliu Int'l	3150.00	2907.37	8.3%	5	5	-
深圳宝安国际机场 Shenzhen Bao'an Int'l	2956.88	2824.57	4.7%	6	6	-
昆明长水国际机场 (含巫家坝机场) Kunming Changshui (Wujiaba) Int'l	2398.26	2227.01	7.7%	7	7	-
西安咸阳国际机场 Xi'an Xianyang Int'l	2342.09	2116.31	10.7%	8	8	-
重庆江北国际机场 Chongqing Jiangbei Int'l	2205.00	1905.27	15.7%	9	9	-
杭州萧山国际机场 (预) Hangzhou Xiaoshan Int'l (predicted)	1911.00	1751.22	9.1%	10	10	-
厦门高崎国际机场 Xiamen Gaoqi Int'l	1735.41	1575.71	10.1%	11	11	-
长沙黄花国际机场 Changsha Huanghua Int'l	1475.00	1368.47	7.8%	12	12	-
武汉天河国际机场 Wuhan Tianhe Int'l	1398.00	1246.20	12.2%	13	14	+1
南京禄口国际机场 (预) Nanjing Lukou Int'l	1395.00	1307.41	6.7%	14	13	-1
乌鲁木齐地窝堡国际机场 Ürümqi Diwopu Int'l	1334.70	1107.86	20.5%	15	17	+2
大连国际机场 Dalian Int'l	1333.70	1201.21	11.0%	16	15	-1
青岛流亭国际机场 Qingdao Liuting Int'l	1260.00	1171.64	7.5%	17	16	-1
郑州新郑国际机场 Zhengzhou Xinzheng Int'l	1167.36	1015.01	15.0%	18	21	+3
三亚凤凰国际机场 Sanya Phoenix Int'l	1134.34	1036.18	9.5%	19	18	-1
沈阳桃仙国际机场 Shenyang Taoxian Int'l	1101.20	1023.12	7.6%	20	19	-1
海口美兰国际机场 Haikou Meilan Int'l	1069.67	1016.78	5.2%	21	20	-1

中国通航新政策出台 航空器引进有望提速

EASIER AIRCRAFT INTRODUCTIONS EXPECTED AFTER CAAC RELEASES NEW POLICIES

中国民用航空局 (Civil Aviation Administration of China, 简称“民航局”) 修订印发的《引进通用航空器管理暂行办法》的通知已于 2012 年 12 月下发到各通航相关企业, 新办法规定, 只要通过各地区民航管理局审批, 国内买家即可引进航空器, 此前这一审批权只能由民航最高主管部门中国民航局掌握。

业内行业人士认为该《引进通用航空器管理暂行办法》, 有 4 大亮点:

- 1、一般通用航空器引进只要地区管理局备案;
- 2、任何自然人可以申请引进任何航空器, 包括公务机;
- 3、一般航空器转让不再买方办理批文, 公务机除外;
- 4、符合要求的需要在 10 个工作日内出结果。

新政策很给力, 通航发展还有一个非常重要的关键点那就是空域改革, 民用航空飞行高度一般在 6000 米以上, 低空空域指的是 1000 米以下的飞行区域。在 2009 年的全国低空空域管理改革研讨会上, 有关方面提出将 1000 米以下的空域分为 3 类: 管制空域、监视空域、报告空域。从 2013 年起, 航空管制将放松, 低空空域开放的力度将在全国铺开, 湖北等中南地区 5 省 37 片空域将开放。这对通航对整个中国经济的发展都具有重要的意义。

国家空管委主任朱时才表示, 从 2013 年开始, 将在全国范围逐步推开低空空域管理改革, 逐步形成政府监管、行业指导、市场化运作、全国一体化的低空空域运行管理和服务保障体系。



The revised Interim Measures Regarding the Administration of the Introduction of General Aviation Aircraft was released by the Civil Aviation Administration of China ("CAAC"), and has subsequently been issued to each of the General Aviation related enterprises. According to the regulation, domestic buyers are permitted to introduce aircraft if examined and endorsed by the corresponding regional administration departments. It is well-known however, that even before the examination and approval, the final authority on the introduction of the aircraft is up to the CAAC.

Some professionals involved in this industry believe there are four parts within this new regulation that attract attention:

1. When introducing a General Aircraft, the applicant just need to record that action with the Regional Administration Department.
2. A Natural person can make an application to introduce any aircraft, including a business jet.
3. Prospective buyers of aircraft are no longer required to apply for an approval when transferring his own aircraft, unless the aircraft is a new one.
4. The authority is required to give a written reply within 10 working days after receiving a properly qualified aircraft introduction plan.

This new policy is very exciting! While the key point in the development of general aviation is airspace reform, the altitude of airspace used by civil aviation is generally above 6 km high, and the low-altitude airspace refers to that which is lower than 1 km high. At the seminar on the reform of the nation's low-altitude airspace, some authorities proposed the airspace lower less than 1 km be divided into three parts: airspace which is under control, airspace which is under surveillance, and those areas where aircraft

按照空管委的决策部署, 中国低空空域管理改革试点目前已经扩大到整个东北地区、中南地区, 以及唐山、西安、青岛、杭州、宁波、昆明、重庆等地, 即“两大区、七小区”。经过两年多的改革试点和经验积累, 未来中国通航将展开更为全面和力度更大的发展步伐。

can fly freely after reporting their flight plans in advance. Great significance to the development of the whole economy of the nation is being credited to the fact that, the air traffic control toward General Aviation will be slackened beginning in the year 2013, and the new dimension of opening up the low-altitude airspace will be implemented all over the nation, within 37 areas of airspace, in 5 different provinces, including the projected opening of Hubei.

Mr. Shicai Zhu, the director-general of the State Air Traffic Control Commission, has stated that, beginning with the year 2013, the low-altitude airspace reform will be brought into practice within the entire nation. Furthermore, a market-oriented operation will gradually be formed, featuring an integrated security system regarding the care and administration of low-altitude airspace, with oversight from the government, and guidance from the community of the General Aviation Industry.

According to the decisions, and the arrangements made by the State Air Traffic Control Commission, experimental sites for China's low-altitude airspace have been expanded throughout Northeast China, Central-Southern China, and include Tangshan, Xi'an, Qingdao, Hangzhou, Ningbo, Kunming, Chongqing, along with several other communities. After having implemented the new low altitude policy within those experimental sites for over two years, those sites have become commonly referred to as "the two large regions, and the seven small regions." This experiment has allowed China's Aviation Officials to gain a vast amount of experience regarding the reform and administration of its low-altitude airspace, causing many Aviation experts to believe they will harvest even more experience in the future, while further developing its General Aviation, and expanding its comprehensive dimensions of airspace.



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Innovation drives excellence at DFW Fire Training Research Center

达拉斯-沃思堡国际机场消防培训中心：创新创造卓越

Technology and sustainability boost training program

科技与稳定性为其消防培训项目扬名

达拉斯-沃思堡国际机场是如何建成国际最先进的消防培训中心中心的呢？是通过综合采用最新的、科学的消防研究成果和令人赞叹的教育技术。

一切的一切，从我们充满未来感的触摸屏教室到我们业界领先的培训模拟器，能把培训体验生动地带到学员的生活中，使得学员深深记住。

“正因为我们尊重技术，所以我们不随便‘添加’技术。” DFW 消防主管 Brian McKinney 说，“相反，当我们 2012 年整修消防培训中心时，我们把学生和他们学习的需求放在了首位。我们考虑了什么工具会最有效地增强他们的体验，并战略性地增加了科技投入，这样可以使学习过程产生显著效果。”

达拉斯-沃思堡国际机场消防培训中心是世界上少有的可以提供 5,000 平方英尺燃料溢出燃烧救援培训场地的机场，燃料可以是环境友好型的碳氢燃料，例如丙烷燃料。

实地培训和模拟培训的区别在哪里？区别在于，进行实地碳氢燃料救援培训时，消防队员需要面对喷气机燃料燃烧时真实、实时的火苗蔓延、焰色反应以及相应的热度。然而，就像所有自然的火一样，这些培训情景是无法重复的。而这一点恰恰是电脑模拟碳氢燃料（如丙烷）燃烧救援培训的优势，因为这样的情景模拟可以无限次重复。

“大多数培训项目只能提供一种情景，不是这一种就是那一种，” McKinney 说，“而且都有此种彼种的优劣势。我们能够为学生提供这两种培训课程，是我们的优势。”

消防工具上的凹痕设计可以让学生手持工具进行消防培训，而且它是一个 3D 流体燃料消防培训器。

达拉斯-沃思堡国际机场消防研究培训中心的教室不仅提供世界上最高级的消防培训设备，还是世界上所有型号的教室中最高级的。通过每个学生座位上的触摸屏显示的信息，教师带领学生开展身临其境的活动、数字仿真模拟和交互式问答。

DFW Airport — How did DFW Airport establish the most advanced fire-training center in the world? By combining the latest science-based fire research with stunning educational technology.

Everything — from our futuristic touch-screen classroom to our industry-leading training simulators — is designed to bring the training experience to life, memorably and dynamically.

“We didn't add technology for technology's sakes,” said DFW Fire Chief Brian McKinney. “Instead, when we renovated the center in 2012, we kept our students and their learning needs at the core. We considered what tools will best improve their experience and strategically added technology that had a significant improvement to the learning process.”

The DFW FTRC is now one of the few centers worldwide to provide a 5,000-square-foot fuel spill burn area that burns both environmentally-friendly

hydrocarbon fuel and propane.

The difference? By training with hydrocarbon fuel, firefighters receive real-time flame spread, flame reaction and the appropriate heat for a jet fuel burn. However, like all natural fires, these training scenarios

cannot be repeated. That's the advantage to a computerized propane burn, which can be repeated again and again.

“Most training programs offer one or the other,” McKinney said. “And both have their advantages and disadvantages. The ability to run both types of training means our students receive an advantage.”

The pit's design allows for hand-line firefighting and features 3-D running fuel fire trainers.

The DFW FTRC's classroom deliver not only the most advanced firefighting education facility in the world, but also one of the most advanced classrooms of any type, anywhere. Instructors lead students through immersive activities, digital simulations, and interactive quizzes accessed via touch-screen displays at each student's seat.





DFW Fire Training Research Center offers 达拉斯－沃思堡国际机场消防培训

Online classrooms connect students worldwide to best practices, realistic training and more
在线课程连接世界各地的学生，提供最好的练习、真实的培训等。

在达拉斯－沃思堡国际机场消防培训中心，消防员接受真实的现场培训。然而，在花费 2600 万美元整修之后，现在世界各地的机场和市政消防队员只需点击鼠标，便可以从热情主动的消防培训师那里接受同样的量身定制的培训课程。

达拉斯－沃思堡国际机场将很快开始提供其 21 种在线班次中的 5 种以上的班次，包括美国消防规范 (National Fire Protection Association, 简称 NFPA) 1003 标准课程、48 小时的飞机救援消防车 (Aircraft Rescue Fire Fighting Trucks, 简称 ARFF) 基础课程和美国联邦航空条例 (Federal Aviation Regulations, 简称 FAR) 139 标准培训课程。获得在线培训课程授权后，市政和机场消防部门可以省去时间和旅途费用，使得预算不再紧张，但仍然可以接受最先进的指导和教育。

“我们的学员来自世界各地，所以我们要和他们保持联系。通过提供在线课程，我们把达拉斯－沃思堡国际机场的课程提供了时间和预算有限的学员和部门。”

DFW Airport — At Dallas/Fort Worth International Airport Fire Training Research Center, fire fighters receive realistic, hands on training. But thanks to a \$26 million renovation, now airport and municipal fire fighters from around the globe are just a mouse click away from receiving the same customized curriculum from active firefighter instructors.

The DFW FTRC will soon begin offering more than 5 of its 21 classes online, including NFPA 1003 compliant, 48 hour Basic ARFF and FAR 139 compliant training course. Gaining mandated training online allows municipal and airport firefighting departments to stretch tight budgets and reduce time off and travel expenses while still receiving state-of-the-art instruction and education.

“Our students are part of a global community, so we want to reach out to them globally. By offering online classes, we

global classroom 研究中心提供全球性教室

达拉斯－沃思堡国际机场消防主任 Brian McKinney 说，“我们提供高品质的课程、讲师和交互式的体验，但是省去了差旅费。这就是 21 世纪的消防培训，达拉斯－沃思堡国际机场消防培训中心引领着这个行业。”

消防培训研究中心的客户群组成十分丰富，包括国内和国际的，学生来自私人 and 政府部门。到目前为止，拥有来自 24 国家和 29 个美国州的超过 15,000 名学员接受达拉斯－沃思堡国际机场的消防培训。

达拉斯－沃思堡国际机场消防培训中心预计最早于 2013 年 4 月 1 日按期上线其网络课程。

在机场消防培训中心的培训课程和远程培训课程已经开始报名。

extend the DFW FTRC's reach to students and departments limited by time and budgets,” said DFW Fire Chief Brian McKinney. “We retain the high-quality curriculum, the instructors and the interactive experience, but we remove the logistical challenges. This is fire training of the 21st century, and DFW FTRC is leading the way.”

The FTRC serves a diverse domestic and international customer base with students from both private and governmental agencies. To date, more than 15,000 students from 24 countries and 29 US states have trained at DFW.

The FTRC is currently on schedule to provide its on-line classes as early as April 1, 2013.

On campus and Classes delivered at your location are now enrolling. Visit dfwairport.com/firetraining for more information or to sign up for a class today.

请访问 dfwairport.com/firetraining 了解更多信息并即时注册

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- 高科技的训练教室设施。
- 拥有世界领先的最新科技与产品测试的研究设施。
- 所有DFW机场消防训练研究中心认证教官都是在职消防队员
- 可提供多种语言的培训



DFW国际机场消防训练研究中心为您提供独一无二的，收费优惠的培训。我们位于DFW国际机场，居于交通便利的美国中心地带，加上我们完善的网上教程，可以为您节省大量的时间和费用。

DFW国际机场消防训练研究中心将于2013年初隆重开幕。有关详情请浏览我们的网站 www.dfwairport.com/firetraining



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2012 年民航经济运行主要特点

MAJOR 2012 PERFORMANCE FEATURES OF CHINA'S CIVIL AVIATION ECONOMY

根据初步统计结果，2012 年，民航经济运行特点如下：

(一) 总周转量增长稳中趋缓



2012 年 12 月份，民航运输总周转量为 51.70 亿吨公里，环比减少 0.9%，环比增速较上月回升 1 个百分点，自 9 月份以来环比负增长的势头有所减弱；同比增长 9.0%，同比增速较上月提升 0.8 个百分点，为 3 月份以来最高。从航线结构来看，国内、港澳台、国际航线分别同比增长 11.1%、9.1%、4.8%。

2012 年第四季度民航运输总周转量同比增长 7.1%，总周转量整体继续保持较快增长势头。

2012 年 1 月 -12 月民航运输总周转量累计为 608.2 亿吨公里，同比增长 6.1%，与上年相比增速有所放缓。

(二) 客运市场保持较快增长势头

2012 年 12 月份，航空旅客运输量为 2563.2 万人次，环比减少 0.8%，同比增长 11.4%。从航线结构来看，国内（含港澳台）和国际航线旅客运



According to preliminary Civil Aviation data, the following appears to be the primary features of China's performance in the 2012 Aviation Industry:

I. The total air transportation count grew steadily, while moving up more slowly.

China's total Civil Aviation throughput count was recorded at 5.17 billion ton-kilometers for December of 2012, showing a slightly negative growth rate of -0.9%, compared to that of November 2012, but up one percentage point compared to that of the previous month. Since September of 2012, the sequence of the negative growth trend had decreased somewhat. The growth rate of air transportation volume of December 2012 was 9.0%, which was the highest since March of 2012, with a 0.8 percentage point plus than that of last month. Overall, within the structure of all of China's airlines, the Domestic, the Hong Kong, Macau, and Taiwan airlines, along with the International Airlines, each of those categories experienced an annual growth rate of 11.1%, 9.1%, and 4.8% respectively during the year 2012.

In the fourth quarter of 2012, the total air transportation count of China received an annual growth rate of 7.1%, while maintaining a relatively rapid growth.

The total count of China's Civil Aviation transportation during the period from January through December of 2012 was nearly 61 billion ton-kilometers, up just over 6% from 2011, but with a slightly slower rate of growth.

II. The growth trend of passengers using civil aviation continues to remain relatively high.

During the month of December 2012, the air passenger count reached almost 25.6 million people who had been processed through airports, down 0.8% from November, but realizing an annual growth rate of 11.4%. In terms of the airline structure, the air passenger count for domestic airlines, including the total passengers processed through Hong Kong, Macau, and Taiwan Airlines, reached 23.76 million for the month (including that of the Hong Kong, Macau and Taiwan airlines being 711 thousand), representing an overall growth rate of 11.8%, with that of Hong Kong, Macau and Taiwan registering in at 9.6%; and the air passenger count for international airlines reached 1.87 million for the year, representing a growth rate of 6.8%.

The rate of air passenger growth during the fourth quarter of 2012 was almost 9% above the fourth quarter of 2011, with a 1.3 percentage points minus from that of the fourth quarter of 2011.

The total air passengers processed from January through December of 2012 was 319 million, registering a 9.2% growth rate over the previous year. The fact that the air passenger count for the month of August had surpassed 30 million has become quite a topic of conversation within the Airline

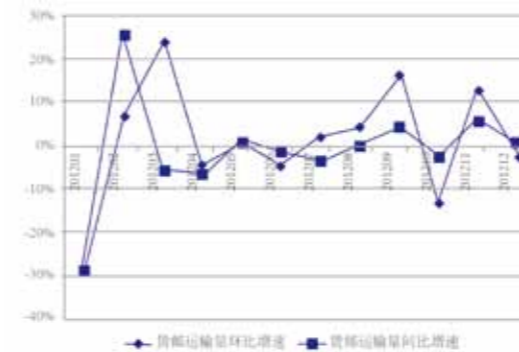
Industry. In terms of the airline structure, the total passengers processed of domestic airlines (including that of Hong Kong, Macau and Taiwan) and international airlines were respectively 296 million person-time (among which 8.287 million person-time belonged to Hong Kong, Macau and Taiwan) and 23.254 million person-time, with respective growth rates being 9.0% (including that of Hong Kong, Macau and Taiwan being 9.7%) and 10.7%.

2012 年第四季度旅客运输量同比增长 8.9%，增速较上年同期回落 1.3 个百分点。

2012 年 1 月 -12 月民航旅客运输量累计为 3.19 亿人次，同比增长 9.2%。其中，8 月份单月突破 3000 万人次大关。从航线结构来看，国内（含港澳台）和国际航线旅客运输量累计分别为 2.96 亿人次（其中港澳台 828.7 万人次）和 2325.4 万人次，同比分别增长 9.0%（其中港澳台 9.7%）和 10.7%。

(三) 货运市场持续低迷

2012 年 12 月份，航空货邮运输量为 50 万吨，环比减少 2.7%，同比增长 0.2%，同比虽连



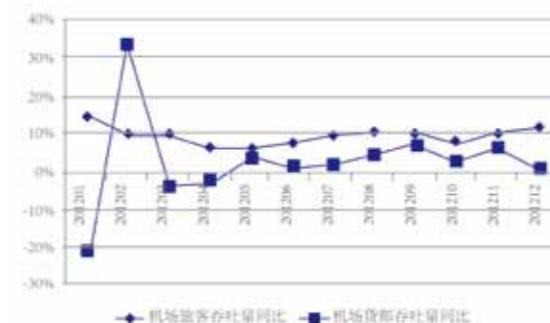
续 2 个月保持正增长，但增幅较上月下降明显，回落 5.5 个百分点。从航线结构来看，国内（含港澳台）和国际航线分别同比增长 2.3%（其中港澳台 14.6%）和 -5.2%。

2012 年第四季度航空货运市场同比增长 1.0%，是 2012 年各季度的最高增速。

1 月 -12 月，航空货邮运输量累计为 541.6 万吨，同比减少 2.0%，较去年同期降低 1 个百分点。从航线结构来看，国内（含港澳台）、国际航线分别同比增长 2.5%（其中港澳台 -3.4%）和 -11.7%。

(四) 机场旅客吞吐量保持较快增长，货邮吞吐量稳中有升

2012 年 12 月份，全国机场完成旅客吞吐量 5459.3 万人次，同比增长 11.55%。1 月 -12



Industry. In terms of the airline structure, the total passengers processed of domestic airlines (including that of Hong Kong, Macau and Taiwan) and international airlines were respectively 296 million person-time (among which 8.287 million person-time belonged to Hong Kong, Macau and Taiwan) and 23.254 million person-time, with respective growth rates being 9.0% (including that of Hong Kong, Macau and Taiwan being 9.7%) and 10.7%.

III. The current overall cargo transportation market seems to be remaining in a downturn, but showing a slight upturn by the end of 2012.

The Air Transportation Departments processed 500 thousand tons of Cargo and Mail during December of 2012, down 2.7% from the previous month, but recording a slight 0.2% growth from December of 2011. There was a positive growth rate for both November and December of 2012 over those same two months from the year 2011, while the growth rate of December of 2012 compared to December of 2011 was low obviously low, with 5.5 percentage points down than that of November of 2012.

In terms of the airline structure, the growth rate of the cargo and mail throughputs of domestic airlines (including that of Hong Kong, Macau and Taiwan) compared to the same month of last year was 2.3% (including that of Hong Kong, Macau and Taiwan being 14.6%), and that of the international airlines was -5.2%.

The air cargo and mail transportation market for the fourth quarter of 2012 recorded an annual growth rate of 1%, the highest quarterly growth rate for the year.

During the period from January to December of 2012, the total air cargo and mail transportation was 5.4 million tons, with a negative 2% growth rate from the same month of the previous year, and the negative 2% growth rate was down one percentage point from that of the month of last year. In terms of the airline structure, the growth rate of domestic airlines (including that of Hong Kong, Macau and Taiwan) compared to the same period of last year was 2.5% (including that of Hong Kong, Macau and Taiwan being -3.4%) and that of the international airlines was -11.7%.

IV. The passenger count through airports maintained a relatively rapid growth, and the amount of cargo and mail that was processed held a steady growth.

The total passenger transportation of the nation's airports during December of 2012 was nearly 55 million, representing a growth rate of 11.55% from the same month of 2011. The total passenger count from January through December of 2012 was 679 million, representing an annual growth rate of 9.5%, which was down 0.5 percentage points from that of the same period of the previous year. The top five provinces on the 2012 accumulated annual passenger growth list were Inner Mongolia at 32.20%, Qinghai at 31.07%, Gansu at 22.04%,

月累计完成 6.79 亿人次，同比增长 9.5%，较上年同期降低 0.5 个百分点。旅客吞吐量累计同比增速排名前 5 位的省份是：内蒙古 32.20%、青海 31.07%、甘肃 22.04%、新疆 21.44%、西藏 21.00%。

2012 年 12 月份，全国机场完成货邮吞吐量 108.1 万吨，同比增长 0.57%。1 月—12 月累计完成 1198.5 万吨，同比增长 3.35%，较上年同期提高 0.85 个百分点。货邮吞吐量累计同比增速排名前 5 位的省区是：河南 46.29%、西藏 35.95%、青海 33.74%、内蒙古 30.19%、新疆 22.98%。

（五）航班运输效益保持较高水平

2012 年 12 月份，正班客座率为 79.4%，正班载运率为 72.9%，均处于较高水平。12 月正班客座率高于上年同期 0.8 个百分点，正班载运率高于上年同期 1.9 个百分点。但从 2012 年下半年趋势看，两项指标呈下滑趋势。

2012 年全年正班客座率为 81.3%，较去年同期降低 0.5 个百分点；正班载运率为 72.4%，较去年同期增加 0.4 个百分点。

2012 年 12 月份，飞机日利用率为 8.8 小时，为 2012 年以来的最低值。2012 年全年飞机日利用率为 9.2 小时。其中，大中型飞机 9.7 小时，小型飞机 4.7 小时，均与去年同期基本持平。

Xinjiang at 21.44% and Tibet at 21%.

The total cargo and mail transported through the nation's airports during December of 2012 was over 1 million tons, 0.57% higher than the same month of last year. The total for the entire year of 2012 was just under 12 million tons, with an annual growth rate of 3.35%, which was 0.85 percentage points higher than that of last year. The top five Provinces on the accumulated annual cargo and mail growth list for 2012 were Henan at 46%, Tibet at 36%, Qinghai at 34%, Inner Mongolia at 30%, and Xinjiang at 23%.

V. The level of benefits offered in flight transportation has remained relatively high.

Although scheduled airline flight capacity for 2012 ended with a 1.9% increase over the year 2011, the rate of growth was trending downward toward the end of that year. The numbers were relatively high for the month of December, 2012, with 79.4% of maximum passenger capacity (0.8 percentage points above the previous year), and a 72.9% of maximum load capacity (1.9 percentage points above the previous year).

The passenger load factor of scheduled flights was 81.3%, 0.5 percent points less than that of last year and the load factor of scheduled flights was 72.4%, 0.4 percent points higher than that of last year.

The average daily logging per aircraft flight-time during the month of December, 2012 was 8.8 hours, which represented the lowest hours logged since the beginning of 2012. The average flight-time logged for the entire year was 9.2 hours of flight time, with large and medium aircraft logging in at 9.7 hours, and small aircraft logging in at 4.7 hours.

贵宾室、行李提取厅、行李分拣库、办公及设备用房、商业、消防控制室及安保中心等，二层建筑面积 4042.9 平方米，主要布置应急救护室、安检区、候机区、贵宾安检区等；新建航站楼设 3 个登机廊桥。同时，本期向南侧扩建站坪，面积为 15573 平方米 (2B5C)，扩建后，站坪机位数由 5 个 (2B3C) 增加到 7 个 (2B5C)。其中 4 个 C 类机位位于扩建站坪，在新建站坪西南侧和南侧设 3.5 米宽道肩，面积为 1001 平方米；拆除原有站坪与扩建站坪连接处的道肩 450 平方米。该工程于 2012 年 8 月底完工，已经分别通过了竣工验收、行业验收和中国民用航空内蒙古安全监督管理局复检。

junction security control, the power supply, the General Plot Plan and the area for disposition of special vehicles. The total construction area of the new terminal covers almost 11.6 thousand square meters. The first floor alone covers approximately 7.5 thousand square meters of the construction area, and contains a welcoming and seeing-off area, a ticket area, a VIP area, a baggage claim and sorting area, an official affair and equipment building, fire fighting building, and a safety and security center. With a construction area of 4 thousand square meters, the second floor contains an emergency aids room, a security inspection area, a waiting area, a VIP security inspection area. Three gallery bridges were equipped for the new terminal. In this phase, the new apron was constructed in the south area of the airport. The total area of the aprons is now almost 15.6 thousand square meters, representing an increase from 5 (two category B gate positions and three category C gate positions) to 7 (two category B gate positions and five category C gate positions). 4 Category C aprons are located near the newly constructed part. A shoulder of 3.5 meters wide was constructed in the south and southwest ends of the newly constructed apron area, with a total area of 1,001 meters. The 450-square-meter shoulder between the old apron area and the new apron area was removed. The project was completed in August of 2012, and has already passed the project and industrial completion and acceptance inspections, for the CAAC's Inner Mongolia Administration of Civil Aviation Security.

通辽机场 3 号航站楼通过批复 正式投入使用

Terminal III of Tongliao Airport is now in Operation after receiving a written approval

元月中旬，通辽机场收到了 2013 年第一喜讯——通辽机场航站区改扩建工程整改项目已基本落实完成，新航站楼及机坪可开放使用，这标志着通辽机场新航站楼经过 34 天平稳试运行后，正式开放投入使用。

2012 年，通辽市政府投资 18167.13 万元启动了通辽机场航站区改扩建工程。工程按照 2025 年旅客吞吐量 120 万人次设计，主要建设内容包括：飞行区工程、航站楼工程、道口安全控制工程、供电工程、总图工程和特种车配置等 11 个部分。其中，新建航站楼总建筑面积 11579 平方米，一层建筑面积 7536.1 平方米，主要布置迎送厅、售票厅、

Officials at the Tongliao Airport received good news in mid-January of 2013, when they learned that the reconstruction and extension project of the terminal area had already been basically completed, signifying that the new terminal and apron area could become operational after 34 days of the smooth success of a trial operation.

During the year 2012, the Tongliao municipal government invested nearly 182 million yuan to launch the reconstruction and extension project of that airports terminal area, which was implemented due to an expected annual passenger count of 1.2 million people by the year 2025.

There are 11 segments to the main construction plan, which include the aircraft movement area, the terminal, the runway

海南博鳌机场可行性研究报告获批 预计上半年动工 FEASIBILITY REPORTS APPROVED FOR NEW BOAO AIRPORT

国家发改委于近日批复了琼海博鳌民用机场可行性研究报告，预计今年上半年破土动工，2015 年底建成通航。

该项目建设总投资 11.27 亿元，其中民航局将安排民航发展基金 3.74 亿元，国家发改委安排中央预算内资金 2.56 亿元。目前，博鳌机场总体规划已通过评估，设计工作加快推进。

该机场性质为国内支线机场，本期工程按满足 2020 年旅客吞吐量 48 万人次、货邮吞吐量 1440 吨的目标设计，将建 1 条长 2600 米的跑道，9000 平方米的航站楼，26 个机位的站坪，可起降波音 737-800 和空中客车 A320 等机型。

The National Development and Reform Commission (NDRC) approved the feasibility reports for the new Qionghai Boao Civil Airport. Construction was planned to begin during the first half of 2013, and predicted to be completed by the end of 2015, when that new airport is expected to become fully operational.

The total cost of this new airport project is calculated to be 1.127 billion yuan. Of that figure, the Civil Aviation Development Fund, deployed through the CAAC, committed to investing 374 million yuan, and The Central Government committed to deploying funds of 256 million yuan from their budget fund. The general plan of the airport has already passed the related evaluation, and the design task has been accelerated.

The new airport has been designated to become a domestic regional airport. The first phase of this project will be carried out based upon a projected annual passenger count of 480 thousand, together with a projected 1,440 tons of mail and cargo by the year 2020. Once completed, there will be one 2600-meter-long runway, a 9,000-square-meter terminal, an apron with 26 gate positions, and a facility designed to accommodate the Boeing 737-800, and the Airbus A320.

安吉通航产业基地项目正式签约

GA INDUSTRIAL BASE PROJECT RECEIVES SIGNED CONTRACT

安吉县政府已经与浙江中青国际航空俱乐部有限公司正式签约，在天子湖畔建设安吉通用航空产业基地项目。

安吉通用航空产业基地项目位于安吉县天子湖镇摩天水库南侧，总建设用地约700亩，项目总投资13.2亿人民币。安吉县天子湖镇相关负责人表示，投资方在取得土地的一个月内就将动工建设飞行区等配套设施。建设工期约一年半。

一期项目今年即将动工，投资3.2亿人民币。将首先建设包括飞行跑道1000米×120米、航站楼、停机坪、机库、航空俱乐部会所、私人飞行驾照培训中心、驻场企业商务楼等在内的项目内容。

二期会建设飞行器组装生产、厂房、4S航空飞行器展销中心、机库、青少年航空知识教育展览馆、通航物流中心等项目内容。

The government of Anji county signed a contract with the Zhejiang Zhongqing Air Club for the purpose of establishing the Anji GA industrial base alongside the Tianzi lake.

The Anji GA Industrial base project will be located south of the Motian reservoir at the Tianzihu township of Anji county. It will consume an area of 700 mu, and the investment is projected to cost 320 million Yuan. The official in charge of the Tianzihu township stated that, within the same month that the land had been acquired, the investor had already begun the construction of the aircraft movement area, and the supporting facilities. It is predicted to be completed in approximately 18 months.

Phase I of this 320-million-Yuan Anji GA Industrial project was planned to begin within the first year after approval. A 1,000 meters long, and 120 meters wide runway will be constructed, along with a terminal, an apron, a hangar, an aviation club chamber, a private flight license training center, an on-site enterprise business building, and several additional facilities, will be all be included in phase I construction.

Phase II is planned to include an aircraft assembling and manufacturing garage, a factory building, a 4S aircraft exhibition and sales center, a hangar, an aeronautical knowledge popularization hall for teenagers, a GA logistic center, and some additional facilities.

南方航空护林总站江川直升机场建设项目获批

JIANGCHUAN HELIPORT Project at the

AERIAL FORESTRY PROTECTION Station of Southern China Gets Approved

近日，国家林业局正式批复了南方航空护林总站江川直升机场暨南方森林航空消防训练基地建设项目，总投资2600余万元，将在云南省玉溪市江川县划拨征用150亩土地，配套建设直升机起降坪、停机坪、通信指挥塔台、航油库，以及训练基地教学楼、学员住宿楼、食堂、索滑降训练塔、体能训练场等基础设施，并配置飞行指挥设备、气象设备、业务保障设备、夜航保障设备、航空灭火设备、业务培训设备、办公生活设备、安全监测设备等。

项目建成后，将使滇中地区的重点林区和重点火险区纳入航空灭火覆盖范围，同时，将从根本上解决南方森林航空消防业务人员专业培训和训练的问题，建立人才培养和提高的长效机制，进一步提高森林航空消防各类专业技术人员的综合素质，推动南方森林航空消防事业又好又快发展。

The State Forestry Administration (SFA) has officially approved the Jiangchuan Heliport project at the Aerial Forestry Protection Station of Southern China, and the Aerial Forestry Fire-Fighting Training Base. Those two projects are expected to cost an investment of 26 million CNY, and occupy a total of 150 mu of land. All necessary support facilities will be constructed, including a flight platform for helicopters, tarmac, communication and control tower, fuel depot, training building, dormitory for flight students, dining hall, cable-sliding training tower, and a physical training field. All of the necessary equipment for flight control, meteorology, operation support, night flight operation, aerial fire-fighting, operation training, general office, and safety supervision will also be supplied.

When completed, the forests, and the region suffering the greatest fire danger in Central Yunnan, will be protected within the aerial fire-fighting range of the new Jiangchuan Heliport. In addition, the professional cultivation and training of business personnel in the Aerial Forestry Protection Agency will also be accomplished. A long-term program will then be created to train additional forestry personnel in the skills of forestry protection, and to improve the overall quality of the forestry protection industry of Southern China.

中国民航 134 个小机场 2013 年获补贴 5.24 亿元

CHINA'S SMALL AIRPORTS RECEIVE SUBSIDIES

中国民航局近日公布了2013年民航小机场补贴方案，拟对国内134个小机场共实施补贴5.24亿元，补贴资金来自民航发展基金。

据该方案，此次涉及补贴的小机场共134个，各机场补贴金额为213万—724万元不等。其中，最高为九寨黄龙机场，补贴724万元，最低为长海大长山岛机场，补贴213万元。

有统计数据显示，全国超过80%的机场处于亏损状态，由于中小机场的航班客货量难以得到保证，亏损情况更为严重。业内人士认为，支线机场亏损的主要原因是航线航班布局不合理和航空公司运力投放不足。目前，国内机场的收入主要依靠收取停机费、起降费 and 廊桥费等，但中小机场从航空公司获得的收益，甚至比不上机场给航空公司的航线补贴。

对于支线机场亏损的解决办法，民航局局长李家祥曾对媒体表示，主要是要加大补贴力度，一方面靠当地政府的补贴扶持，另一方面是民航局的补贴。

据统计，“十一五”期间，民航局给予机场补贴合计138亿元，其中中小机场补贴达到51亿元（中西部地区机场补贴额占70%以上）。

The Civil Aviation Administration of China has released the content of its 2013 program, reflecting subsidies of 524 million CNY to be allocated to small civil aviation airports, which will be dispersed from the Civil Aviation Development Fund.

In accordance with that program, a total of 134 small airports are expected to benefit from this National Government subsidy. These airports will receive a subsidy between 2.13 to 7.24 million CNY. Jiuzhai-Huanglong will receive the highest subsidy of 7.24 million CNY and Changhai Airport is scheduled to receive the lowest, 2.13 million Yuan..

According to recorded aviation data, over 80% of China's airports are in the red. Small and medium sized airports have not been able to attract the necessary quantity of passengers, cargo, and mail, to make them profitable, which is making their negative financial situation even worse. The primary revenue of these domestic airports comes from the fees charged for aircraft parking, landing and takeoff, and gallery bridge use; and yet, the money small and medium sized airports receive from those fees is even less than the money they pay to subsidize the airlines.

Mr. Jiexiang Li, minister of CAAC, told the media that the best method of reversing their negative financial status is to increase the subsidies to those small domestic airport facilities, some of which should come from the local governments, and some from the CAAC.

Other data related to airports during the period of the 11th National Five-Year Plan, reflects the CAAC allocating a total of 13.8 billion Yuan in subsidies to airports throughout China, . Among the 13.8 billion yuan, 5.1 billion (of which 70% was allocated to airports located in central and west China) was allocated to small and medium sized airports.



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享受美国自由飞行的乐趣，体验各类通用航空飞行器（包括中国制造的初教6飞机），住山中别墅，游太浩湖（Lake Tahoe），逛雷诺赌城（Reno），探幽淘金小镇，遍访百年古迹，这是一个充满欧洲游客的著名观光胜地 - 北加州内华达市（Nevada City）。

营地占地 4 英亩位于美国旧金山以北 3 个小时车程，260 平米 4 房 3 厅 3 卫浴度假屋，无线网络和卫星电视，可供家庭或团队使用。可安排所有接待和旅游活动，让您尽情享受大自然和飞行的乐趣与体验。

在体验飞行之余更可探索美国通用航空的发展历史，规模与现状，通航机场运营和通航业者的经营之道。有兴趣者更可探讨中国通用航空的未来发展趋势，投资选项和参与模式。

这是一个集体飞行，通航顾问咨询和观光旅游的活动。认识欧美通用航空试验飞行和飞行热情的草根性，体会美国成熟的通用航空产业，寻觅中国低空开放后的种种商机。同时徜徉在大自然中用宁静的环境洗涤你疲惫的身心，让你回国后又有高昂的斗志与精神继续拼搏。

当然，还少不了购物，逛酒庄，品尝美食，浏览艺廊，看现场表演音乐喜剧.....

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