



# China Civil Aviation Report 民航报导

季刊 | Volume 15, Issue 4  
Winter 2013  
www.ChinaCivilAviation.com

2013年NBAA年会暨公务机展：公务航空业的巨大成功  
NBAA Convention: a Resounding Success for the Business  
Aviation Industry

中国通用空域审批首次实行“负面清单”式管理  
China Loosens General Aviation Flight Restrictions

2014年我国民航基础建设计划投资780亿元  
China Plans to Invest 78 Billion Yuan on Its Civil Aviation Infrastructure  
Construction in 2014

2013年全国主要千万机场运输统计  
CHINA'S AIRPORTS WITH OVER 10 MILLION PASSENGERS PER YEAR IN 2013



## Airport Noise Monitoring and Mitigation Consulting Services

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

• 机场噪声  
监控系统设计规划

• 机场减噪降噪  
程序设计与实施



[www.UniworldChina.com/HMMH](http://www.UniworldChina.com/HMMH)  
Tel: 86-10-8559-0830



中国最具影响力的通用航空科普推广材料，2007年至今已发行四版本共40,000本，是中国通用航空快速发展的重要推手。

第五版将要在2014年三月出版，

# 让中国认识你！



联系电话010-8559-0830 联系电邮Info@UniworldUSA.com

第四版《什么是通用航空？》

下载地址<http://www.chinacivilaviation.com/general-aviation-book/chinese/>

## 体验飞行与实验飞行是通用航空发展的基石

十月份中国民航成立通用航空工作小组，十一月解放军总参颁布《通用航空飞行任务审批与管理规定》，这两个通航产业的动作让中国的通用航空由潜在市场转变为一个真实而可操作的市场与产业。中国通用航空的发展将高速向前迈进，与此同时，通用航空的科普教育必将以新的面孔与经营模式在全国基层展开。

发展通用航空所必需的创新、有效并符合国际航空发达国家成功经验的推广模式与工具必须立即引进并加以全面推广，以支撑新政策发展所需的基层草根性飞行热情与需求。由下而上的草根性飞行热情是全世界发展通用航空的唯一成功模式，在全球都被广泛接受并执行。

体验飞行与实验飞行正是草根性通用航空发展的最佳模式与路径，美国与欧洲的通用航空成就证明了这一观点与看法。中国航空的发展在数十年计划经济的国有、国营、国用的经营模式下于2008年成为世界第二大航空国。但通用航空的性质和功能与运输航空有本质上的不同，所以推广模式与方法必须解放思想，借重成功经验和路径。

中国目前通用航空试点空域为20公里直径、1000米以下，对于任何通航运营来说都是无法正常运转和生存的。尤其是这样小块空域不适合用来转场飞行，更让高性能通航飞机有志难伸。但美国20世纪初发展通用航空时也是利用这种空域来开展体验飞行，以普及社会大众对航空的热爱与向往，使之参与航空的学习和飞机购置，更进一步涉入飞行器与周边产品的生产与制造。

体验飞行就是用最简易的飞行器、以最能被社会接受的费用让大量社会人士体验飞行的乐趣与挑战，在没有或无法使用机场与飞行器时可利用飞行模拟器来进行。实验飞行是科学教育的最佳方式与工具，全世界有无数航空教育机构利用体验飞行与实验飞行来教导青少年S.T.E.M (Science- 科学, Technology- 技术, Engineering- 工程, Mathematics- 数学)，因为航空正好是这四个科技类别的融合与完全利用。

体验飞行与实验飞行将给中国通用航空产业带来维持生存所需的客户源与经费，同时带动科学教育的提升与推进，使中国青少年在能飞得更高、看得更远的成长环境中养成宽阔的胸襟和严格遵守法规与程序、追逐挑战、突破自我的品质，为中国的大国、强国梦培育尖兵与栋梁，并为商业航空及国防提供最大的飞行员保障与支撑。



Francis Chao 赵嘉国  
Publisher 发行人

[FrancisChao@UniworldUSA.com](mailto:FrancisChao@UniworldUSA.com)

Publisher 发行人  
Francis Chao 赵嘉国

Staff Writer/Editor 撰稿编辑  
Linda Gao 高瑞玲

Staff Writer 撰稿  
Vivian Chen 陈春桦

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

Staff Writer/Editor  
Alexander Lucas Bailey

Business Development Manager 业务发展经理  
Jack Zhang 张立国

To contact CCAR or subscribe to CCAR,  
please send your email to:

Info@ChinaCivilAviation.com

or visit:

www.ChinaCivilAviation.com

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

US\$95/Year (USA) US\$95/年 (美国本地)

US\$120/Year (International) US\$120/年 (国际)

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

# CONTENTS / 目录

- 12** 中国通用空域审批首次实行“负面清单”式管理  
China Loosens General Aviation Flight Restrictions
- 14** 2014年79家通航企业可获2.1亿元补贴  
79 GA Enterprises Will Receive Subsidies of 210 Million Yuan
- 18** 数字看民航2013  
China's Quickly-Developed Civil Aviation: Based on Data
- 21** 2014年我国民航基础设施建设计划投资780亿元  
China Plans to Invest 78 Billion Yuan on Its Civil Aviation Infrastructure Construction in 2014
- 22** 2013年NBAA年会暨公务机展: 公务航空业的巨大成功  
NBAA Convention a Resounding Success for the Business Aviation Industry
- 26** NBAA2013中国馆
- 30** 2013年全国主要千万机场运输统计  
CHINA'S AIRPORTS WITH OVER 10 MILLION PASSENGERS PER YEAR IN 2013
- 32** 发改委批准新建3座民用机场  
NDRC Approves the Construction of 3 New Civil Airports
- 33** 深圳机场扩建工程通过民航行业验收  
Shenzhen Airport's Expansion Project Passes Acceptance Inspection
- 34** 黑龙江抚远东极机场试飞成功  
Test Flight of the Fuyuan Dongji Airport Succeeds
- 35** 江西三清山机场规划获批  
Master Plan of the Shangrao Sanqingshan Airport Gains Approval
- 38** 武汉机场三期工程初步设计及总概算全面获批  
The Preliminary Design and the General Estimation of the Wuhan Airport's Phase III Expansion Project Gains Approval
- 39** 湖北神农架机场试飞成功  
Test Flight of the Shennongjia Airport Succeeds
- 39** 敦煌机场扩建项目正式启动  
Expansion of the Dunhuang Airport Kicks off
- 40** 温州机场总体规划获批 将建通用航空跑道  
General Plan of the Wenzhou Airport Gains Approval  
A Runway for GA Use Is to be Constructed
- 41** 内蒙古扎兰屯民用机场项目通过国家评估  
Zhalantun Airport Project Passes its Governmental Assessment
- 44** 中国民航 2013年10月份主要运输生产指标统计  
Performance of China's Civil Aviation Industry in October 2013
- 52** 亚太地区的企业均从公务航空中获益  
Companies across the Asia-Pacific Benefit from Business Aviation
- 56** 中国还缺少飞行员吗?  
Is China Facing a Shortage of Pilots?
- 60** 中国首个低空连续波测风雷达问世  
China Successfully Develops Its First Low-Altitude Wind Measuring Continuous-Wave Radar
- 60** 白云机场国际1号货站正式启用  
International Cargo Terminal No. 1 in the Baiyun Airport Opens
- 62** 国家发改委批准迁建新疆且末机场  
Re-location of the Qiemo Airport Gains Approval from the NDRC
- 64** 遂宁安居机场建设正式启动  
Construction of the Suining Anju Airport Kicks off
- 64** 荆门漳河机场改扩建预可研报告获通过  
Preliminary Feasibility Reports of Jingmen Zhanghe General Airport Gains Approval
- 65** 通化三源浦机场试飞成功  
Tonghua Sanyuanpu Airport Succeeds in Its Test Flight
- 66** 榆林机场站坪扩建工程顺利通过行业验收  
Expansion of the Tarmac Area in the Yulin Airport Passes Acceptance Inspection
- 66** 新建山东日照民用机场工程立项获批复  
Construction of Rizhao Airport Gains Approval
- 68** 山西省吕梁机场试飞成功  
Test Flight of Lvliang Airport in Shanxi Succeeds
- 68** 盐城机场机坪扩建工程通过验收  
Expansion of the Apron in the Yancheng Nanyang Airport Passes Acceptance Inspection
- 69** 柳州机场航站楼扩建工程可研报告正式获批  
Feasibility Report of the Expansion of the Terminal in the Liuzhou Bailian Airport Gains Approval
- 69** “民用机场应急救援培训基地”挂牌  
CAAC Emergency Response Training Base Established in China's Capital Airport
- 71** 阿拉善通勤航空试点正式启动  
Commuter Airports in the Alxa League in North China's Inner Mongolia Autonomous Region Are Commissioned
- 71** 乌兰巴托至中国二连浩特国际航线正式通航  
Flight Routing Between Mongolia's Ulan Bator and China's Erenhot Commissioned
- 72** 陕西汉中机场工程可行性研究报告获发改委批复  
FEASIBILITY REPORT OF THE SHAANXI HANZHONG AIRPORT PROJECT RECEIVES APPROVAL FROM THE NDRC
- 73** 温州机场新跑道通过行业验收  
New Runway in Wenzhou Airport Passes its Acceptance Inspection
- 73** 武夷山机场开始实施 RNP AR运行  
Wuyishan Airport Begins Operations with RNP AR Procedures
- 75** 美兰机场国际航站楼投用  
International Terminal in Meilan Airport Put Into Commission

**15** 65家通航企业2013年共获3.9亿元政策补贴  
China's 65 General Aviation Companies  
Receive 390 Million Yuan in  
Subsidies from CAAC in 2013



NBAA2013中国馆

**26**



**56**

中国还缺少飞行员吗?  
Is China Facing a Shortage of Pilots?



美兰机场国际航站楼投用  
International Terminal in Meilan Airport  
Put Into Commission

**75**



# Business Air™

市场目标：中国 | 买家的信息来源与卖家的发布渠道



## 关于Business Air

作为一个值得信赖的信息发布源，Business Air杂志自1991年开始通过有针对性、经济性的广告解决方案将公务飞机的买家与卖家信息有效地整合在一起。今天，Business Air杂志的服务已经进入了下一个阶段，即引入完整的多媒体宣传方案供客户选择。随着电子版杂志以及国际预订量的增加，Business Air杂志更能协助广告刊登者发展新兴市场。

Business Air杂志以月刊形式，在全球范围内发行。受众包括大型固定运营基地、大型公司的飞行部门，涵盖了首席飞行员、喷气式飞机和涡轮螺旋桨飞机所有者及运营商、代理商和经销商。广告刊登者从我们独家选定的高质量买家受众群体中获得广告效益。

[www.businessair.com](http://www.businessair.com)



是意想不到的地方，  
但超过您的想象

18,000平方英尺的温控机库  
12万平方英尺停机坪  
经验丰富的工作人员  
提供完善的FBO服务

## 费尔班克斯 明确的选择

为所有中途停靠飞机提供免费除冰服务

拥有阿拉斯加最好的冬季跑道条件



+1.907.474.0061 • FAX +1.907.474.0085

[www.alaskaerofuel.com](http://www.alaskaerofuel.com) • [jets@alaskaerofuel.com](mailto:jets@alaskaerofuel.com)

中国联系电话：86-10-8559-0830



亚洲商务航空协会会员



## 专为通用航空设计的 便携式增压器系统

主要用于填充或加油

- 机载氧气瓶
- 高跳低开伞降
- 轮胎
- 机翼支架
- 救生筏
- 救生滑梯

即使您的气源气压低于300磅/平方英寸

### 系统配件

- HIHPG4 配置有手把的防水箱（有轮）
- 配套手泵总成
- 高压空气控制（带有调节器和开关阀的5英尺软管）
- 氧气填充配件夹具（进口处的5英尺软管装有CGA-540接头；排放孔的5英寸软管装有过滤器、计量器、排放阀和CGA-540接头）



Model HIHPG4-29031

### 便捷式助推器

- 空气或手动模式3G-SS-20
- 轻便，仅有10磅
- 结构紧凑，仅12" x3" x3"
- 每分钟60转的空气消耗量小于4立方英尺



Model 3G-SS-20-0

(免费电话) **888-780-7867**

(电话) **818-407-3400** (传真) **818-407-3428**

中国联系电话: **86-10-8559-0830**

[www.hiigroup.com](http://www.hiigroup.com)

9201 Independence Ave., Chatsworth, CA 91311 USA



AIRCRAFT ACQUISITIONS, INC.



## BOMBARDIER GLOBAL 5000

庞巴迪环球 5000 公务机



- 2011年产庞巴迪环球5000公务机
- 由庞巴迪公司在加拿大蒙特利尔完成组装
- 总飞行时间为735小时
- 全面保固至2016年3月
- 飞机内饰至外观都几近全新
- 飞机内部装有华丽的四开橱柜（暗红色漆纹）和太平洋丝绸及羊毛地毯，装有16G机上沙发。
- 该飞机原本为中国运营预定（机上标识都是繁体中文和英文双语）
- 已备妥由美国出口该飞机
- 新型快速 Immarsat / Iridium 卫星宽带通信系统
- 罗罗公司的 MSP / 庞巴迪 SmartParts 发动机和辅助动力装置保养计划
- 增加起飞总重量至92,500磅达到5200海里航程
- 在交付前升级第三版航空电子设备
- 机载平视显示器
- 快速存取飞行数据记录器
- 机组测力系统及其他商业功能
- 装有柯林斯 ASXi Airshow 交互式移动地图系统及 Network Six-Pack、世界地图、日间 / 夜间显示等
- DVD 和 iPod/iPad 底座，双显示屏

机主代理人: Deborah Bew Liu  
Aircraft Acquisitions 公司  
美国北卡罗莱纳州 Durham 市邮局 389 信箱, 邮编 27702

电话号码 +1.919.683.2600; 传真 +1.919.680.0208  
接受中国普通话咨询  
[info@aircraft-acquisitions.com](mailto:info@aircraft-acquisitions.com) / [www.aircraft-acquisitions.com](http://www.aircraft-acquisitions.com)



AIRCRAFT ACQUISITIONS, INC.

*preflight redefined*

# 不要被注销了!

# CANCELLED!

FAA注册全球飞机

飞机经销商·制造商·经纪人

欧洲·拉美·亚洲·墨西哥

全球机主都能合法拥有美国FAA“N”字头飞机注册号

您可以在美国注册您的飞机!

适用于欧洲、亚洲飞机融资

避免与DGAC、EASA、CAA、FAA等发生注册矛盾。

使用政府认证的信任人!

## 飞机担保公司

美国怀俄明州授权法院认证信任人

美国电话: +1 281 445 7594

法国巴黎电话: +33 (0) 3 44 60 69 55

德国法兰克福电话: +49 (0) 173 66 222 99

东南亚新加坡电话: +65 96863777

请发电邮至agc@agcorp.com

或访问www.agcorp.com来联系我们的全球代表



THE GLOBAL STANDARD



中国联系电话: 86-10-8559-0830

25年守望, 只为提供给您经验、支持和认同

# 飞机排气管系统



## 发动机固定架·排气管零部件 风箱·废气阀门·消声器



# PlaneXhaust

飞机排气和航空焊接-美国 FAA 维修站 #Q6SR742J 号·美国佛罗里达州罗德岱堡市

免费电话: 866.312.4122 · 办公电话: 954.735.4412 · 传真: 954.739.5206 · [www.planexhaust.net](http://www.planexhaust.net) · [sales@planexhaust.net](mailto:sales@planexhaust.net)

中国联系电话: 010-8559-0830 或电邮: [Info@UniworldUSA.com](mailto:Info@UniworldUSA.com)

# www.businessair.com



Business Air杂志中有各类飞机求售，包括喷气式飞机、直升机、涡轮螺旋桨飞机以及轻型喷气式飞机。我们的厂商名录中列有飞行员所需要的从飞机经销商到航空器配件、维修等保证飞机维持在良好飞行条件的所需的航空服务信息。

# Business Air

800-247-2000 • [www.businessair.com](http://www.businessair.com) • [facebook.com/BusinessAir](https://facebook.com/BusinessAir)

不论您是买方或卖方，  
现在都可以在您的iPad上面找到最新的行业  
特定设备、组件、供应商以及服务。

想试试么？这非常简单：

1. 点击iPad主屏幕上的“App Store”图标
2. 在屏幕下方的“搜索”区域键入“Heartland Communications”并点击搜索
3. 选择Heartland app程序，点击“免费”按钮进行下载
4. App Store会提示您输入Apple ID。如果您没有Apple ID，请根据指引进行申请。您需要有Apple ID才能为iPad下载apps程序。
5. 您可看到iPad屏幕上新图标下方的下载状态条
6. 下载完成后，您即可进入新的app程序

您也可扫描如下二维码下载此app程序！



[www.hlipublishing.com](http://www.hlipublishing.com)



## 中国通用空域审批首次实行“负面清单”式管理 China Loosens General Aviation Flight Restrictions



中国民航局国防动员办公室主任孟平 11 月下旬在北京召开的《通用航空飞行任务审批与管理规定》有关会上说，中国首次对通用航空飞行任务审批实行“负面清单”式管理。

《通用航空飞行任务审批与管理规定》将于 12 月起实施。该《规定》第五条明确提出，除以下规定的九种情形外，其他通用航空任务一律不需申请和审批，但在飞行实施前，须按照国家飞行管制规定提出飞行计划申请，并说明任务性质。

仍然需要审批的飞行任务包括以下九种情况：

航空器进出中国陆地国界线、边境争议地区中方实际控制线或者外籍航空器飞入中国领空的（不含民用航空器沿国际航线飞行），由民用航空局商总参谋部、外交部审批。

航空器越过台湾海峡两岸飞行情报区分界线的（不含民用航空器沿国际航线飞行），由民用航空局商总参谋部、国务院台湾事务办公室审批；飞入香港、澳门地区的，须先通过相关渠道征得香港、澳门特别行政区政府有关部门同意。

航空器进入陆地国界线、边境争议地区实际控制线中方一侧 10 公里的（不含民用航空器沿国际

“China is to loosen its general aviation flight restrictions,” stated Mr. Ping Meng, Director of the CAAC National Defense Mobilization Office at the conference on the “Regulations on the Approval and Management of General Aviation Flight Operations” held in Beijing in late November.

The Regulations are expected to take effect Dec. 1. According to their guidelines, except for nine specified conditions that will still require official approval, most general aviation flights will only require the filing of a flight plan application and mission description.

Flights that still require official approval include:

Flights across China's territorial boundaries, disputed regions controlled by the PRC, and flights originating from foreign locations (excluding civil flights along international routes) into China's territory, should all be approved by the Civil Aviation Administration of China (CAAC), as well as the Headquarters of the General Staff of the P.L.A. (the Headquarters) and the Ministry of Foreign Affairs of the People's Republic of China (Ministry of Foreign Affairs).

Flights across the boundary of the Taiwan Strait FIR region (excluding civil flights along international routes) require operational approval from the CAAC as well as the Ministry of Foreign Affairs and the Taiwan Affairs Office of the State Council of the PRC; flights across Hong Kong and Macao's Airspaces require operational approval from Hong Kong's Civil Aviation

航线飞行），由民航地区管理局商所在军区审批；越过中国海上飞行情报区的（不含台湾海峡地区和沿国际航线飞行），由民航地区管理局商所在军区空军审批，报相关军区备案。进入上述地区或越过海上飞行情报区执行森林灭火、紧急救援等突发性任务的，由所在飞行管制分区指挥机构（航管中心）审批并报军区空军备案。

航空器进入空中禁区执行通用航空飞行任务，由民用航空局商总参谋部审批；进入空中危险区、空中限制区执行通用航空飞行任务，由民航地区管理局商军区空军或者海军舰队审批。

凡在中国从事涉及军事设施的航空摄影或者遥感物探飞行，其作业范围由民航地区管理局商相关军区审批；从事涉及重要政治、经济目标和地理信息资源的航空摄影或者遥感物探飞行，其作业范围由民航地区管理局商相关省、自治区、直辖市人民政府主管部门审批。

中国与相邻国家联合组织的跨越两国边境的航空摄影、遥感物探等通用航空飞行，由国土资源部商外交部、民用航空局、总参谋部提出意见，报国务院审批。

外籍航空器或者由外籍人员驾驶的中国航空器使用未对外开放的机场、空域、航线从事通用航空飞行，由民用航空局商总参谋部审批。

中央国家机关有关部门、地方人民政府和企业事业单位使用军用航空器进行航空摄影（测量）、遥感物探，以及使用总参谋部直属部队航空器或者使用军区所属航空器跨区从事通用航空飞行的，由总参谋部审批。使用军区所属航空器在辖区内进行其他通用航空飞行的，由相关军区审批；使用海军、空军所属航空器进行其他通用航空飞行的，由海军、空军或者海军舰队、军区空军审批。

国家组织重大活动等特殊情况下的通用航空飞行，按照国家和军队的有关规定要求审批。

Department and the Civil Aviation Authority of Macao SAR.

Flights 10 km into China's territory and the disputed regions that are controlled by the PRC (excluding the civil flights along international routes) require operational approval from the military department of the region where the corresponding CAAC's regional administration department is located; flights across the China's Oceanic Flight Information Region (excluding flights across the Taiwan Strait region and along international routes) also require operational approval mission from the CCAC's regional administration as well as the air force branch of the region where the CAAC's regional administration department is located and should file to the corresponding military department; flights entering the above regions or across China's Oceanic Flight Information Region for emergency incidents, such as forest fire fighting, should receive mission approval from the local flight control center and report to the corresponding air force unit of the military department.

GA flights operating in China's prohibited airspace should receive mission approval from the CAAC and the PLA Headquarters; GA flights operating in China's restricted airspace and hazardous areas also require mission approval from the region's civil aviation administration, the local air force or the corresponding naval fleet.

Flights for photographing military facilities or remote-sensing geophysical prospection should apply for access to the operational area from the CAAC's regional administration department as well as the corresponding military department; Flights for photographing important political and economic objects and geophysical resource prospection should also apply for access to the operational area from the CAAC's regional administration department and the local governmental entities.

Cross-boundary flights for photographing and geophysical prospection by China along with adjacent countries or regions should report to the Ministry of Land and Resources of the PRC, as well as the Ministry of Foreign Affairs of the PRC, the CAAC, and the Headquarter, and receive approval from the State Council of the PRC.

GA flights by foreigners or foreign aircraft flights into non-opened airports, airspace and air routes require operational approval from the CAAC as well as the Headquarters.

GA flights involving aerial photography, measuring, and remote-sensing geophysical prospection operated by central governmental departments, regional governmental departments, or enterprises using military aircraft, as well as cross-country flights operated by these entities using aircraft under the command of any armed force directly under the Headquarters or the aircraft of a PLA military area command require approval from the PLA headquarters. Other GA flights within a region where a PLA military area command is stationed should also receive operational approval from the PLA military area command. Other GA flights operated by aircraft of the People's Liberation Army Navy of the PRC or the People's Liberation Army Air Force of the PRC also require mission approval from the two or from the PLA naval fleet or the air force of the PLA military area command.

GA flights operating in special circumstances should proceed according to the related regulations of the central government and the General staff of the PLA.



## 2014年79家通航企业可获2.1亿元补贴

79 GA Enterprises Will Receive Subsidies of 210 Million Yuan in 2014



12月上旬，民航局官网公布《关于2014年通用航空专项资金使用方案的公示》。公示显示，民航局对符合条件的79家通航企业补贴2.1亿元。

民航局公示的“2013年通用航空专项资金使用方案”，对65家通航企业补贴总金额达3.9亿元。这意味着国家对通航企业的扶持政策开始落向实处，通用航空政策有望持续“给力”。

该补贴方案是基于去年12月出台的《通用航空发展专项资金管理暂行办法》，这也是国内首个针对通航产业的专项补贴政策。该办法明确，通用航空发展专项资金从民航发展基金中划拨，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。通航企业每年可申报一次，提供相关的证明材料如作业合同、飞行员培训合同等，由民航局审核后决定是否补贴。

通用航空是民用航空的重要组成部分。发展通用航空，对于扩大内需、提供基本航空服务、构建综合交通运输体系均具有重要意义。中国通用航空因基础薄弱、投入不足、关注不够等原因，现阶段严重落后于运输航空发展。

为支持通用航空发展，2012年12月，民航局会同财政部及时制定了《通用航空发展专项资金管理暂行办法》，每年从民航发展基金中安排资金，专项用于支持通航企业开展通航作业、飞行员培训，以及完善通航设施设备。

未来民航局将继续完善通用航空补贴政策，适时对现有办法进行补充与修订，充分发挥政策导向作用，从不同层面对通用航空进行引导和扶持，促进通用航空持续健康发展。

In early December, the Civil Aviation Administration of China (CAAC) released its subsidy policies for general aviation in 2014, which plan to provide subsidies amounting to 210 million yuan to 79 domestic general aviation (GA) companies.

In 2013, the CAAC provided subsidies amounting to 390 million yuan to 65 domestic GA companies. The second round of subsidies to China's GA companies shows that policies supporting the industry are being well implemented, and are poised for success.

This subsidy policy is based on the “Interim Regulation on the Administration of Special Funds for Developing General Aviation”, which is the first regulation on the development of the GA industry in China. The regulation specified that a special fund for developing GA shall be allocated from the Civil Aviation Development Fund, and shall be used to subsidize GA operations, GA pilot training and the setup of GA facilities and equipment. Each GA company can apply for its subsidy once a year by providing related testimonial material to the CAAC.

GA is an important component of civil aviation. It is of great importance to expanding domestic demands, providing basic aviation services, and constructing an integrated traffic and transportation system. Due to its weak foundation, sparse investments and lack of attention, China's GA industry falls far behind the development of the transportation aviation industry.

To support GA, in Dec. 2012, the CAAC, along with the Ministry of Finance of the PRC, formulated the “Interim Regulation on Administration of Special Fund for Developing General Aviation”, in which it is planned that a certain amount of funds be appropriated from the Civil Aviation Development Fund toward supporting GA companies that conduct GA operations such as pilot training and the setup of GA facilities and equipment.

The CAAC plans to continually improve its GA subsidy policy, supplementing and revising it in a timely manner, and developing its policy guidelines. The policies will guide and support GA at all levels, so as to promote the sustained and sound growth and progress of GA in China.



## 65家通航企业2013年共获3.9亿元政策补贴

China's 65 General Aviation Companies Receive 390 Million Yuan in Subsidies from CAAC in 2013

根据《通用航空发展专项资金管理暂行办法》，今年，民航局对符合条件的65家通航企业补贴3.9亿元，资金已于近期下达。通航补贴政策的落实，将有效缓解通航企业资金压力，提升企业经营积极性和活力，推动通航飞行队伍建设取得明显进展。

通用航空是民用航空的重要组成部分。发展通用航空，对于扩大内需、提供基本航空服务、构建综合交通运输体系均具有重要意义。我国通用航空因基础薄弱、投入不足、关注不够等原因，现阶段严重落后于运输航空发展。为支持通用航空发展，2012年12月，民航局会同财政部及时制定了《通用航空发展专项资金管理暂行办法》，每年从民航发展基金中安排资金，专项用于支持通航企业开展通航作业、飞行员培训，以及完善通航设施设备。

未来民航局将继续完善通用航空补贴政策，适时对现有办法进行补充与修订，充分发挥政策导向作用，从不同层面对通用航空进行引导和扶持，促进通用航空持续健康发展。

Recently, Civil Aviation Administration of China (CAAC) has released its subsidy policy for general aviation in 2013, which plans to provide subsidies amounting to 390 million yuan to 65 domestic general aviation companies this year. These subsidies will be effective in helping these general aviation companies cope with financial pressures, inspiring gumption and energy in the industry and promoting the substantial development of the nation's general aviation fleet.

General aviation, or GA, is an important component of civil aviation. As such, it is of great importance to develop general aviation to accommodate increasing domestic demands by providing basic aviation services and constructing a comprehensive transportation system. However, by looking at the weak foundation, sparse investment and lack of attention toward China's GA industry, it is obvious that it falls badly behind its commercial counterparts in the nation's aviation industry. In order to provide support to the general aviation industry, in December 2012 the Civil Aviation Administration of China (CAAC), together with the Ministry of Finance of the People's Republic of China, formulated the Interim Measures for the Management of the Special Fund for the General Aviation Development, a plan designed to allocate special funds from the Civil Aviation Development Fund to support the operations of general aviation enterprises, which include pilot training, maintenance of general facilities, and so on.

The CAAC will continue to improve upon the existing general aviation subsidy plan, and will frequently supplement and revise the policy to continually improve it over time. The CAAC will also provide guidance and support to different levels of GA operations to ensure the constant and healthy development of the industry.



# 飞机制造机会

## 想参与飞机生产制造吗?

由于国际航空的持续不景气和中国开放低空建设通用航空产业，通用航空飞机在中国生产制造成了热门的话题。近几年来中国的国营与私有企业相继在国际航空市场并购了欧美的飞机制造商，产生了极大的影响。各新老飞机公司纷纷探索争取中国合伙人与投资人，希望借重中国市场的开放与生产制造机会让该公司能在一蹶不振的航空产业里找到新的发展与希望。

中国的各类产业自改革开放以来生产制造就是 GDP 的主轴与重头戏，在制造方面一直获得地方政府的青睐与支持，大多数地方政府甚至于提供额外补助与支援以争取各类生产事业的落地与成长。在中国开放低空发展通用航空的当前，许多地方政府沿用这个概念与准则积极地争取航空制造相关企业进驻该地的通用航空产业园区，加上中央与地方为发展高科技及产业升级所作的政策与资金补助，使得飞机制造成为各地航空产业园的必要项目与规划。

由于美国世兴公司长期推广通用航空在中国的发展与建设，同时每年举办中国通用航空商务交流会与国际大型会展中国馆（EAA 飞来者大会与 NBAA 公务航空协会）与国际通用航空社会有长远良好的沟通与接触，国外各飞机制造设计公司纷纷委托世兴公司在中国寻找适当的合作伙伴或投资人以开拓中国和世界的市场。这些公司有生产运动型飞机、水陆两用飞机、超轻运动飞机、多功能通勤飞机等。合作的模式有收购、合资、代理、授权制造等各种方式，双方可按需要磋商与谈判。

有意加入飞机生产制造的企业与个人可以联系索取资料，本公司将协助与制造商沟通交流，探索合作，拓展中国乃至亚洲或全球通用航空市场的商机与可能性。为保障投资人与制造商的商业利益与隐私，所有联系与通信将采取保密形式进行，不作为公开信息披露。



## 美国世兴公司 联系方式为

电话：010-8559-0830，  
电子邮件：info@UniworlIdUSA.com



## 数字看民航 2013

### China's Quickly-Developed Civil Aviation: Based on Data

为期两天的2014年全国民航工作会议暨航空安全会议12月23日在北京开幕，会议回顾了2013年民航主要工作。下面让我们来看看2013年民航业引人注目的数字：

#### 46家运输航空公司

——全行业现有运输航空公司46家。按类别分：国有控股公司36家，民营和民营控股公司10家；全货运航空公司7家；中外合资航空公司13家；上市航空公司5家。

#### 5家筹建航空公司

——正在筹建和申请筹建的航空公司共9家。其中5家筹建（青岛航、瑞丽航、南航河南、宁夏货运和乌鲁木齐航），4家正在申请筹建（福州航、九元航、北京航、瑞锋航），部分航空公司申请设立分公司和扩大经营范围。

#### 193个颁证

——基本建设稳步推进，颁证运输机场达193个，比上年新增10个机场，其中新增的稻城机场为全球海拔最高的民用机场。

#### 3810架飞机

——全行业飞机达3810架（其中运输飞机2179架，比上年底增加174架；通用航空器1631架，比上年底增加233架）。

#### 92条新开国际航线

——2013年，国内航空公司新开国际航线92条，其中货运航线20条，外国航空公司新增中西



部定期国际航线19条。

#### 273亿元

——2013年全行业预计实现利润总额273亿，

The two-day long China's National Civil Aviation & Aviation Safety Conference was held in Beijing on Dec 23-24; the conference reviewed all the civil aviation related work completed in 2013. I will give you a bird's eye view into China's civil aviation industry through numerical data:

#### 46 Transport Airlines

There are total 46 air transportation airlines in China, among which there are 36 state-owned airlines, 10 privately owned or held airlines, 7 all-cargo airlines, 13 joint Sino-foreign airlines and 5 market-listed airlines.

#### 5 Upcoming Airlines

There are a total of 9 airlines that are being set up or are applying for approval for setup, among which there are 5 being set up now, including Qingdao Airlines Co Ltd, Ruili Airlines Co Ltd, China Southern Airlines Henan Co Ltd, Ningxia Cargo Airlines and Urumqi Airlines. There are 4 airlines that are applying for approval to setup: Fuzhou Airlines, Jiuyuan Airlines, and Ruifeng Airlines. In addition, some airline companies are applying for approval for the setup of subsidiaries or the widening of the range of their businesses.

#### 193 Certified Airports

The construction of the infrastructure for China's civil aviation industry is also proceeding smoothly. There are now 193 certified air transportation use airports in China, 10 more than last year, among which is the Daocheng Yading Airport, the world's highest civilian airport.

#### 3,810 aircraft

The number of China's civil aircraft has reached 3,810, among which 2,179 are transportation aircraft and 1,631 are GA aircraft, 174 and 233 more than last year, respectively.

#### 92 Newly Opened International Flight Routes

In 2013, China's airline companies opened a total of 92 international flights, among which 20 are cargo transportation flights and 19 are international flights from China's central and western regions.

#### RMB 27.3 Billion

In 2013, China's civil aviation industry is expected to achieve a total profit of 27.3 billion yuan, 7.7% lower than the 29.59 billion yuan achieved in 2012.

#### 20.36 Million Hours

Up to now, China's air transportation flights have managed a safe flight record of 20.36 million hours, with its fatal accident rate per million flights being 0.08 during the recent five years with the global average being 0.42 during the same period. In 2013, the flight incident factor caused by man-made factors was on the downtrend. In 2013, the flight time of China's air transportation industry increased by 11.7% compared to the previous year, and the fatal accident rate per million hours decreased by 38.5% compared

to last year. 2012年295.9亿元的利润总额有所下降，降幅7.7%。

#### 2036万小时

——截至目前，我国运输航空连续安全飞行超过2036万小时，近5年百万架次重大事故率的平均值为0.08，低于同期全球民航0.42的平均值，安全状况好于世界平均水平。2013年，人为责任原因导致事故征候呈继续下降趋势。截至目前，民航运输飞行小时数同比增加11.7%，人为原因事故征候万时率同比下降了38.5%。

#### 673亿吨公里

——预计2013年全年完成运输总周转量673亿吨公里，同比增长10%；旅客运输量3.54亿人，同比增长11%；货邮运输量557万吨，同比增长2%。2013年1-11月，民航旅客运输量累计同比增长11.0%，增速较去年同期提高2个百分点。全国机场旅客吞吐量较上年增长11.65%。东部较上年增长9.23%。全国机场货邮吞吐量较上年增长4.59%。

#### 632.5万小时

——1月~11月，全行业完成运输飞行632.5万小时，同比增长11.7%，未发生运输航空事故和空防事故。

#### 186家通用航空公司

to last year.

#### 67.3 billion ton-kilometer

It is predicted that by the end of 2013, the total throughput of China's entire air transportation industry will reach 67.3 billion ton-km, recording a 10% growth rate compared to that of last year. Among the total throughput, the passenger volume will reach 354 million and the cargo and mail volume will be 5.57 million tons, respectively recording a growth rate of 11% and 2% over the previous year. The cumulative passenger volume from January to November of this year has grown by 11.65% over the same period last year. The cumulative passenger volume handled by the airports in China's eastern region from January to November of this year has grown by 9.23%. The cargo and mail volume of all the airports during the same period has also grown by 4.59%.

#### 63.25 million hours

From January to November of this year, China's air transportation industry managed a safe flight record of 6.325 million hours, an increase of 11.7% over the previous year. During this period, there were no air transportation accidents or aviation safety incidents.

#### 186 GA Companies

By the end of November, 2013, there were 186 general aviation (GA) companies in China, among which 18 are engaged in business flights. There are 169 additional entities that have been approved to be set up as GA companies, among which 16 plan to operate business flights.

#### 10 New Regional Airports



池州九华山 2013年7月29日正式通航 摄影记者 詹俊、程昭

——截至2013年11月底，中国拥有通用航空公司186家，以公务飞行为主营业务的有18家。已批准筹建的通用航空公司169家，其中拟开展公务飞行的有16家。

#### 10个新支线机场

——2013年末，全国颁证运输机场达193个。具体分布：西部地区95个，东部地区49个，中部地区29个，东北地区20个。新增10个支线机场，（张家口、毕节、宜春、池州、甘南、稻城、凯里、阿拉善左旗、阿拉善右旗、阿拉善额济纳旗）。

#### 24个千万级机场

——2013年，预计全国旅客吞吐量超过1000万人次的机场将达到24个，比去年增加3个。24个机场吞吐量约占全国机场吞吐量的75%。

#### 34267名持照飞行员

——截至目前，全行业持有现行有效的驾驶执照飞行员34267人（其中中国籍人员32162人，外籍人员2105人），较去年年底增加2871人。运输航空公司飞行员达2.4万人，其中机长超过1万人。

#### 22.2万吨

——截至11月底，通过排堵保畅、航路截弯取直、增加临时航路和优化飞行程序，累计缩短飞行距离1320万公里，减少二氧化碳排放22.2万吨，节省燃油7万吨，节省燃油成本约4.8亿元。



By the year's end, the number of certified airports in China will reach 193, among which 95 airports are located in west China, 49 in east China, 29 in central China, and 20 in northeast China. 10 regional airports were newly built and commissioned in 2013. These airports are Zhangjiakou Ningyuan Airport, Bijie Feixiong Airport, Yichun Mingyueshan Airport, Chizhou Jiuhuashan Airport, Gannan Xiahe Airport, Daocheng Yading Airport, Kaili Huangping Airport and three commuter airports in the Alxa League in China's Inner Mongolia Autonomous Region.

#### 24 Airports With Over 10 Million Passengers

It is expected that in 2013, the number of China's airports that serve 10 million passengers will reach 24, 3 more than last year. It is predicted that the passengers of those 24 airports will take up 75% of all passengers in China's airports.

#### 34,267 Certified Pilots

By now, the number of certified pilots in China will have increased by 2,871 to 34,267, among which 32,162 are Chinese, and 2,105 are foreigners.

Among the 34,267 certified pilots, 24 thousand pilots are working in transport airlines and 10 thousand are captains.

#### 222 thousand tons

At the end of November of this year, by curbing air traffic congestion, strengthening existing air routes, opening up temporary air routes and optimizing flight procedures, flight distances have been shortened by 13.2 million km, reducing carbon dioxide emissions by 222 thousand tons, and saving 70 thousand tons of fuel, worth an estimated RMB 480 million.



## 2014年我国民航基础建设计划投资780亿元 China Plans to Invest 78 Billion Yuan on Its Civil Aviation Infrastructure Construction in 2014

12月下旬召开的2014年全国民航工作会议上，民航局方面提出了2014年民航发展预期指标：全行业运输总周转量748亿吨公里、旅客运输量3.9亿人次、货邮运输量587万吨，分别比上年增长11.1%、10.5%和5.3%，基础建设投资780亿元。

民航局方面指出，民航政府部门要与地方政府共同谋划临空产业、航空港经济实验区的发展，航空公司要借助航空经济拓展市场，机场布局和发展规划要与航空经济发展相协调；进一步完善航线网络，加快大型国际航空枢纽建设，以京津冀、长三角、珠三角等地区为重点，构建协同运行的机场群，增加中西部地区国际航线航班。

此外，民航局还指出，将通过深度整合运营资源、积极扶持低成本航空、大力发展绿色航空，增强市场竞争和抗风险能力。鼓励民航企业横向上加强改组和联营，纵向上实施价值链整合；在航线准入、航班时刻、服务价格上实行更为灵活的政策，鼓励大型骨干航空公司实施低成本战略。

At China's National Conference on Civil Aviation held in Beijing in late December, the Civil Aviation Administration of China (CAAC) proposed its predictions for China's civil aviation industry in the next year: the total throughput of the entire civil aviation industry is to be 74.8 billion ton-km, 390 million passengers, and 58.7 million tons of cargo and mail, with an annual growth rate of 11.1%, 10.5% and 5.3% respectively. In addition, 78 billion yuan is planned to be invested toward the construction of the infrastructure of the civil aviation industry.

The CAAC noted that civil aviation governmental sectors should work with regional governments to plan and direct the airport economy as well as experimental airport economic zones. In addition, airline companies should work with developments made in the aviation economy to better exploit their market. Airport layout and developmental plans should be coordinated with the direction of development in the aviation economy, and air route networks should be further improved in order to accelerate the construction of large international airport hubs. It is also necessary to construct a cooperative airport operation group focusing on the Beijing-Tianjin-Hebei region, the Yangtze River delta and the Pearl River delta, with more international flights added for the central and western regions of China.

In addition, the CAAC also pointed out that China aims to make its civil aviation industry more competitive and resilient by intensively integrating all levels of operational resources, actively supporting the development of low-cost air carriers and vigorously developing "Green Aviation". Civil Aviation enterprises are also encouraged to reorganize and start joint operations, and to integrate their price systems. The CAAC plans to establish more flexible policies for flight operation permission, flight scheduling and service prices. Larger airline companies are encouraged to implement low-cost strategies for their operations.



## NBAA Convention: a Resounding Success for the Business Aviation Industry

### 2013 年 NBAA 年会暨公务机展： 公务航空业的巨大成功

2013 年美国公务航空年会暨公务机展于美国当地时间 10 月 24 日圆满结束。为期 3 天的活动吸引了大量参展商、观众，大量参展商在活动期间宣传自己的产品和服务。

The National Business Aviation Association's (NBAA's) 2013 Business Aviation Convention & Exhibition (NBAA2013) concluded on October 24 th, marking three days filled with robust exhibitor and attendee participation, a number of news-making announcements from products and services providers, and other exciting show features. "Any way you look at it, this year's show was a success," said NBAA President

“不论从哪一方面看，今年的 NBAA 年会暨公务机展都是成功的。” NBAA 主席兼首席运营官 Ed Bolen 说，“参展商和参观者展现的活力和热情会告诉你，这个活动是国内国际最具价值的公务航空产业的活动。”

2013 年的 NBAA 年会暨公务机展于 2013 年 10 月 22-24 日在美国内华达州拉斯维加斯顺利举行，

and CEO Ed Bolen. “The energy and enthusiasm among exhibitors and attendees has demonstrated once again the tremendous value the industry continues to place on this event as a premier national and international business aviation venue.”

NBAA2013, which took place from Oct. 22 to 24, featured a packed show floor, with about 1,100 exhibitors displaying the latest products and services in two exhibit halls. A sold-out static display of aircraft at Henderson



布满展位和人流，2个展示厅，吸引了约1,100家展商展示自己的产品和服务。肯德森机场的静态展示位置也全部售罄，停满了大大小小各种类型的固定翼飞机共83架，而在拉斯维加斯会议中心的全新室内静态展示场内，则停放着12架轻型公务机和直升机。

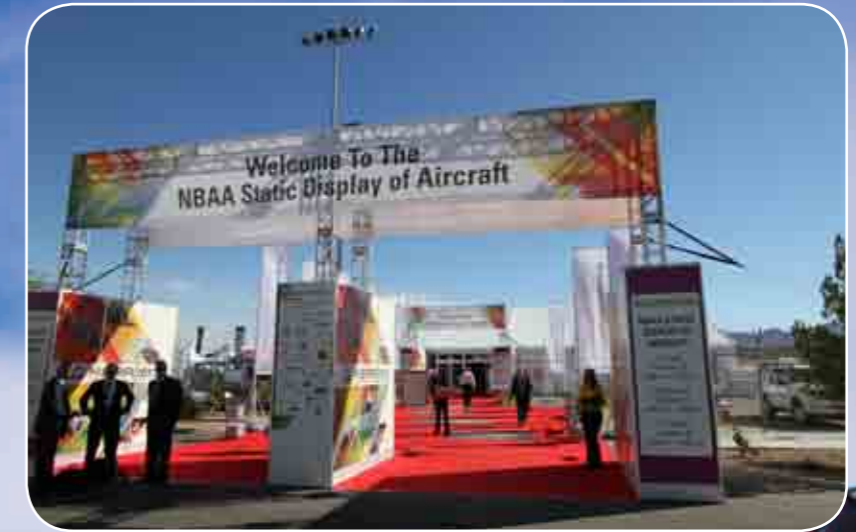
今年的展会共吸引了25,425名观众参加，包括来自美国50个州、世界90个国家的观众。

“就像活动展现出来的那样，今年公务航空界无限潜力、能量和进展依然可圈可点。”NBAA主席兼首席运营官Ed Bolen说。“我们很高兴看到今年活动中呈现出来的激情，我们也欢迎您期待2014年10月21-23日在美国佛罗里达州奥兰多举行的第67届美国NBAA年会暨公务机展。”

Executive Airport featured 83 fixed-wing aircraft of all types and sizes, while an all-new indoor static display of aircraft at the Las Vegas Convention Center featured 12 more light business airplanes and helicopters.

The show closed with 25,425 people in attendance, which included representation from all 50 U.S. states and more than 90 countries around the world.

“The business aviation community’s resilience and the resourcefulness was as much on display this year as ever,” Bolen said. “We are delighted by the excitement that surrounded this year’s Convention, and we are already looking forward to next year’s show in Orlando, FL, from Oct. 21 to 23, 2014,” Bolen concluded.





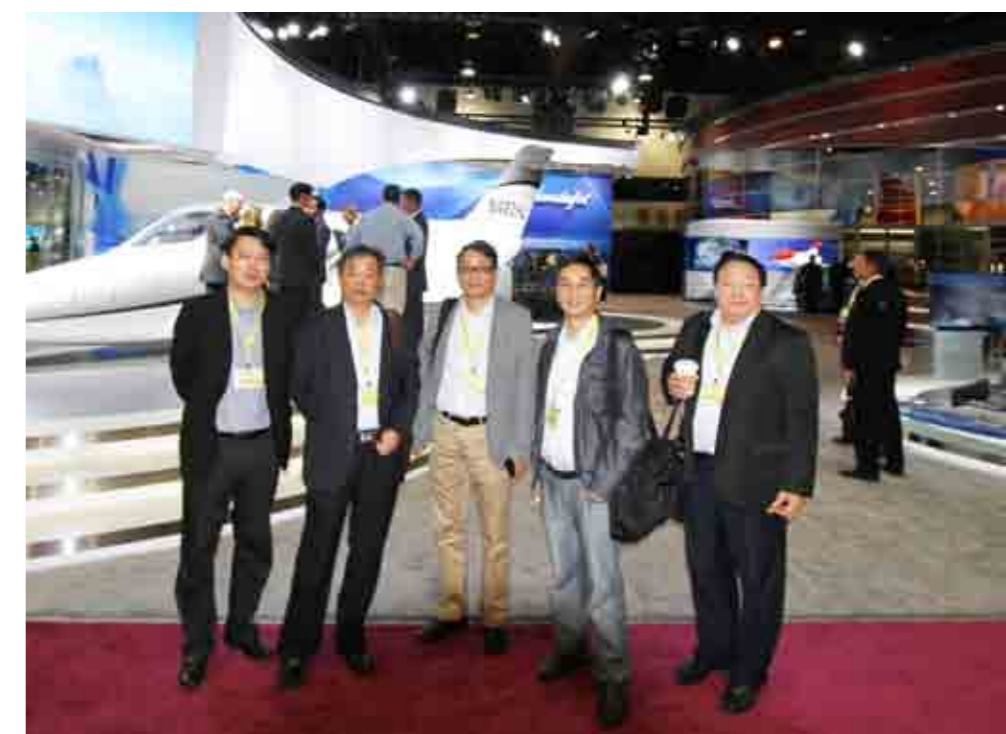
## NBAA 2013 中国馆

2013年美国公务航空协会年会暨飞机展期间《民航报导》杂志依惯例成立中国馆，协助国际公务航空人士认识了解中国公务航空的发展与市场前景，同时为国内通用航空业界包括地方政府提供与国际通用航空产业沟通交流的平台。

在中国通用航空法规逐步完善、运营环境不断宽松与政策支持不断给力的背景下，越来越多的地方政府与企业看重中国通用航空的发展前景，开始在着手规划并考察国际通用航空包括公务航空的发展趋势以及商务和投资机会。对于国际通用航空非常关注并于今年夏天在《民航报导》主持的EAA飞来者大会中国馆进行国际招商的广东道和集团由董事长周希俭率领公司高级主管前来展会考察投资机会与合作对象。该公司在国内直销领域颇有成就，已经形成强大的集团公司，对国内公务飞行本身就具有需求以提升强化公司运营绩效与行政效率。同时成功获利的直销业务使得公司对中国的低空开放的商机表示了强烈的兴趣与欲望。在展会期间，道和集团参观了许多公司展位并检视了许多公务机机型，对于公司未来的航空规划和执行有极大的助益与成效。



地方政府对通用航空以及公务航空的兴趣不亚于民间企业，江阴市代表团在高新技术产业开发区陶正贤副主任的率领下前来参加今年的盛会，一行人在展会期间对公务航空产业有了进一步的认识与理解。招商局王建强副局长更与展会许多展商包括世界知名公务机拖车公司LEKTRO沟通交流有关前往江阴考察并设厂生产电动无拖杆拖车的事宜。LEKTRO拖车是目前世界领先的公务机拖车制造商，在中国具有100%市场占有率。江阴代表团一行的收获有助于该市规划建设航空产业园区的项目以及研究如何能够支撑该园区及机场运营的基本需要。



# Gulf-Coast-Avionics™

## 南海岸航空电子设备公司

航空电子设备/航空仪表仪器/飞行员用品/维修保养/安装调试



[www.GCACHina.cn](http://www.GCACHina.cn)  
[www.GCA.aero](http://www.GCA.aero)

### 首个可以在中国以人民币采购交货的 航电设备零售商

您一站式的航空电子设备及飞行员用品专卖店



#### 航空电子设备维修

服务中心维修  
所有厂牌的航空电子设备



- 现场测试、大修和维修
- 原厂培训的维修技术人员
- 周转快速 - 大量零部件库存
- 6个月的产品保修期

#### 航空电子设备安装



南海岸航空电子设备公司获得领先的航空电子设备安装中心之一的声誉。我们提供高品质的电子设备安装服务以确保高顾客满意度。从无线电台到完整飞机面板，南海岸航空电子设备公司能满足您所有的安装需求。

中国购买联系电话：010-8559-0830

联系电邮：Info@UniworldUSA.com



## 2013 年全国主要千万机场运输统计 CHINA'S AIRPORTS WITH OVER 10 MILLION PASSENGERS PER YEAR IN 2013



China's National Conference on Civil Aviation, which was held in Beijing in late December, concluded that China had achieved a steady and relatively fast growth in its air transportation volume over 2013. The cumulative passenger volume from January to November of this year has grown by 11.65% over the same period of last year. More specifically, the cumulative passenger volume in Western China from January to November had grown by 17.09% over the same period of last year; Central China 11.43%; Northeast China 11.06% and Eastern China 9.23%. In 2013, 3 more airports, the Guiyang Longdongbao International Airport, the Harbin Taiping

2014 年全国民航工作会议暨航空安全工作会议于 2013 年 12 月下旬在北京召开。会议透露，2013 年，我国航空运输量平稳较快增长，2013 年 1-11 月，全国机场旅客吞吐量较上年增长 11.65%。其中：西部较上年增长 17.09%；中部较上年增长 11.43%；东北较上年增长 11.06%；东部较上年增长 9.23%。2013 年全国旅客吞吐量超过 1000 万人次的机场达到 24 个，比去年增加 3 个，新增加的三家千万级机场是贵阳机场、哈尔滨机场、天津机场。24 个机场吞吐量约占全国机场吞吐量的 75%。

除了新增三家千万级机场外，现有的千万级机场中也有多个机场实现新的突破。12 月 20 日，上海机场年旅客吞吐量首次突破 8000 万人次，拥有浦东和虹桥两大国际机场的上海成为全球第 7 个年旅客吞吐量突破 8000 万人次的城市。12 月 12 日，

机场名称 Airport Name	2013.1-11月 Jan-Nov. 2013	排名 Ranking	2012年全年 2012 Total	2012年排名 Ranking in 2012	排名变化 Ranking Change
北京首都	7734.1	1	8154.5	1	-
广州白云	4843.7	2	4830.9	2	-
上海浦东	4154.1	3	4488.0	3	-
上海虹桥	3263.3	4	3382.4	4	-
深圳宝安	2855.1	5	3153.5	5	-
昆明长水	2955.4	6	2957.6	6	-
成都双流	2748.0	7	2597.9	7	-
郑州新郑	2422.1	8	2343.1	8	-
贵阳龙洞堡	2325.9	9	2205.7	9	-
哈尔滨太平	2044.1	10	1911.5	10	-
厦门高崎	1825.3	11	1725.4	11	-
海口美兰	1470.5	12	1470.9	12	-
北京大兴	1445.0	13	1398.1	14	+1
乌鲁木齐	1418.0	14	1338.7	15	+1
杭州萧山	1332.3	15	1400.1	13	-2
西安咸阳	1348.5	16	1260.1	17	+1
大连周水子	-	17	1343.7	16	-1
烟台莱山	1205.7	18	1167.8	18	-
三亚凤凰	1147.2	19	1104.1	19	-
拉萨贡嘎	-	20	1101.2	20	-
海口澄迈	1081.5	21	1060.7	21	-
揭阳潮汕	894.1	22	844.1	21	+1
牡丹江海林	840.4	23	820.4	22	-1
常德桃花源	800.0	24	814.0	24	-

### 2013年我国千万级机场级别分布 (不含港澳台地区)

Ladder Diagram of China's Airports with No Less Than 10 Million Passengers (Excluding Airports in Hong Kong, Macau and Taiwan)



广州白云国际机场旅客吞吐量突破 5000 万人次，再上台阶，成为世界第 15 大机场，并坐实了中国大陆枢纽机场三甲的地位。12 月 5 日，深圳宝安国际机场迎来了 2013 年的第 3000 万名旅客，由此成功地在十年内实现了旅客吞吐量千万级别的“三连跳”。至此，我国“3000 万级机场俱乐部”成员达到 3 家，其余两家为虹桥机场、成都机场。重庆江北国际机场全年旅客吞吐量达到 2500 万人次，创下重庆机场通航以来年旅客吞吐量历史新高。12 月 14 日，武汉天河国际机场旅客吞吐量成功突破 1500 万人次大关，达到 1502.6 万人次。此外，杭州机场 2013 年旅客吞吐量突破 2000 万人次，“2000 万级机场俱乐部”成员达到 4 家，其余 3 家为长水机场、西安机场、重庆机场。

2014 年，我国民航业将坚持稳中求进的总基调，继续深化改革，保持行业持续健康发展，届时，我国机场运输将获得进一步增长。

International Airport and the Tianjin Binhai International Airport entered into the “10-Million-Annual-Passenger Club” category, raising the number of airports in the category to 24. The passenger volume of these 24 airports takes up 75% of all the passengers of China's airports.

In addition to the three airports that entered into the “10-Million-Annual-Passenger Club” (the Club) this year, some of the original airports in the Club have achieved their own new breakthroughs. For example, on Dec. 20th, 2013, Shanghai, which has two large airports, Shanghai Pudong and Shanghai Hongqiao, became the 7th city globally that has an air passenger amount of over 80 million person-times. On Dec. 12th, 2013, the passenger volume of the Guangzhou Baiyun International Airport reached 50 million person-time, making the airport the world's 15th largest airport and the third largest hub airport in China. On Dec. 5th, 2013, the passenger volume of the Shenzhen Bao'an International Airport reached 30 million, marking the airport's success in three successful jumps in passenger amount, specifically onto the 10 million, 20 million and 30 million levels in the past 10 years. Currently, there are 3 airports in the “30-Million-Annual-Passenger Club” category, the Shanghai Hongqiao, Shenzhen Bao'an and Chengdu Shuangliu airports. The annual passenger volume of the Chongqing Jiangbei International Airport this year reached 25 million person-time, the highest record since the commission of the airport. On Dec. 14th, 2013, the passenger throughput of the Wuhan Tianhe International Airport in 2013 broke through the barrier of 15 million to reach 15.026 million person-time. In addition, the passenger volume of the Hangzhou Xiaoshan International Airport broke through the barrier of 20 million person-time, making the number of the airports in the “20-Million-Annual-Passenger Club” rise to 5, with the three original airports being the Kunming Changshui International Airport, Xi'an Xianyang International Airport and Chongqing Jiangbei International Airport.

In 2014, China's civil aviation industry is expected to remain along the lines of its “make progress while maintaining stability” theme, continue to deepen its reforms and maintain the sustained sound development of the industry, and to further develop China's air transportation system.

## 发改委批准新建 3 座民用机场

### NDRC Approves the Construction of 3 New Civil Airports

国家发改委于 11 月中旬批准新建青海省德令哈民用机场、吉林省白城长安机场和云南省沧源民用机场的可行性研究报告。

青海省德令哈民用机场的本期工程按照满足 2020 年旅客吞吐量 16 万人次、货邮吞吐量 640 吨的目标设计，飞行区等级 4C。主要建设内容：新建一条长 3000 米、宽 45 米的跑道；跑道主降方向设置 I 类精密进近系统，次降方向设置简易进近灯光系统；新建 4000 平方米的航站楼、4 个机位的站坪，配套建设通信、气象、给排水、供电、消防等设施。

吉林省白城长安机场本期工程建设规模为：飞行区按 4C 标准设计，新建一条长 2500 米的跑道；航站区按满足 2020 年旅客吞吐量 20 万人次、货邮吞吐量 700 吨的目标设计，航站楼 3600 平方米，站坪机位 3 个；配套建设通信、导航等生产生活设施。项目总投资 6.07 亿元，全额资本金，其中国家发改委安排预算内投资 1.41 亿元，民航局安排民航发展基金 1.93 亿元，其余由吉林省和白城市各安排 50% 财政资金解决。目前项目单位正在积极开展项目总体规划、初步设计报批等前期工作，预计明年一季度可全面开工建设。

云南省临沧市沧源民用机场的本期工程按照满足 2020 年旅客吞吐量 27 万人次、货邮吞吐量 1080 吨的目标设计，飞行区等级 4C。主要建设内容：新建一条长 2600 米、宽 45 米的跑道；跑道主降方向设置 I 类精密进近系统，次降方向设置简易进近灯光系统；新建 3000 平方米的航站楼、4 个机位的站坪，配套建设通信、气象、给排水、供电、消防等设施。

In mid-November, the National Development and Reform Commission (NDRC) approved the feasibility reports of the construction of the Delingha Airport in China's Qinghai province, the Baicheng Chang'an Airport in China's Jilin province and the Cangyuan Airport in Lincang in China's Yunnan province.

According to the approved document, the reference code of the flight area of the Delingha Airport will be 4C, and the airport has been designed to accommodate an annual volume of 160 thousand passengers and 640 tons of cargo and mail by the year 2020. A 3 km long and 45 meter wide runway will be built, with a CAT I precision approach system set up for the primary landing direction and a simplified approach lighting system set up for the secondary landing direction. A 4,000 square meter terminal, a tarmac with 4 parking bays, as well as supporting and auxiliary facilities for communications, weather observation, water supply and drainage, power supply and fire prevention and rescue will all be built.

According to the approved document, the reference code of the flight area of the Baicheng Chang'an Airport will be 4C, with its runway stretching 2.5 thousand meters long. The terminal area will be designed to accommodate an annual volume of 200 thousand passengers and 700 tons of cargo and mail, with the terminal covering 3.6 thousand square meters including space for 3 parking bays. Supporting facilities for communications and navigation use will also be installed. The total investment, which will be fully paid with capital, is 607 million yuan, among which 141 million yuan will be allocated by the NDRC from the budget of central government, 193 million will be allocated by the Civil Aviation Administration of China (CAAC) and the remaining 273 million yuan will be evenly allocated from the financial funds of the Jilin Provincial Government and the Baicheng Municipal Government. The Master Plan, the preliminary plan, and other pre-construction tasks are now being worked on. It is predicted that the project will kick off in the first quarter of next year.

The Cangyuan Airport is located in the county of Cangyuan, in the city of Lincang in China's Yunnan province. According to the approved document, the reference code of the flight area of the Cangyuan Airport will be 4C. The airport has been designed to accommodate an annual volume of 270 thousand passengers and 1,080 tons of cargo and mail by the year 2020. A 2.6 km long and 45 meter wide runway will be built, along with a CAT I precision approach system set up for the primary landing direction and a simplified approach lighting system set up for the secondary landing direction. A 3,000 square meter terminal, a tarmac with 4 parking bays, as well as supporting and auxiliary facilities for communications, weather observation, water supply and drainage, power supply and fire prevention and rescue will all be built.

## 中蒙两国签署民用航空器搜寻与援救协议

### China and Mongolia Sign an Agreement on Civil Aircraft Search and Rescue Operations

10 月下旬，在国务院总理李克强和蒙古国总理阿勒坦呼亚格的共同见证下，中国民用航空局局长李家祥与蒙古国交通运输部部长岗苏赫在北京人民大会堂签署了《中华人民共和国政府和蒙古国政府关于民用航空器搜寻与援救协议》。

此次签署的协议旨在加强中蒙两国在搜寻援救民用航空器方面的合作，建立民用航空器搜寻援救信息交流、协调机制，充分发挥两国搜救力量抢险救助、互相支援的作用。

In late October, the Minister of the Civil Aviation Administration of China (CAAC) Li Jiayang signed an Intergovernmental Agreement on Civil Aircraft Search and Rescue between Mongolia and China with A. Gansukh, Mongolia's Minister for Road and Transportation in the Great Hall of the People in Beijing. Also present for the signing of the agreement were Prime Minister Li Keqiang and Mongolian PM N. Altankhuyag.

The intergovernmental agreement aims to strengthen cooperation in the regulation of civil aircraft search and rescue between China and Mongolia. To do so, it sets up a mechanism for the exchange of information and coordination that fully recognizes the mutual effort between the two countries to provide effective and efficient search and rescue services in disaster events.

## 深圳机场扩建工程通过民航行业验收

### Shenzhen Airport's Expansion Project Passes Acceptance Inspection

10 月下旬，深圳机场航站区及配套设施扩建工程顺利通过了民航中南地区管理局组织的行业验收。这标志着深圳机场 T3 航站楼已具备民航机场运行条件。

深圳机场扩建工程是深圳市的重点投资项目和重要交通基础设施，也是 2013 年深圳市 111 件重点民生实事之一。作为整个扩建工程最主要标志的 T3 航站楼工程于 2010 年 2 月开工建设，主体工程于 2012 年底通过了竣工验收。T3 航站楼建设面积 45.1 万平米，主体为地上四层、地下二层，设计保障目标年 2035 年、设计保障能力为年旅客吞吐量 4500 万人次、货邮吞吐量 240 万吨、飞机起降 37.5 万架次。

新航站楼启用后，深圳机场将会以全新的面貌服务于国内外旅客，保障能力将会有质的提升，区域服务能力将进一步增强，对于增强深圳的城市辐射力和竞争力，密切深圳与世界的联系，助推深圳的现代化、国际化进程具有重要意义。

In late October, Shenzhen Bao'an International Airport's expansion project, which includes the expansion of the terminal area and the installation of supporting facilities, passed its acceptance inspection, organized by the CAAC Central and Southern Regional Administration. This marks the readiness for operation of the terminal T3 in this airport.

An important addition to the transportation infrastructure of Shenzhen and regarded as a key investment project by the Shenzhen Municipal Government, the expansion of the airport is also included as one of the city's 111 key points for improving its people's livelihood. As the central component of the expansion project, construction on the terminal T3 began in February of 2010, with the main structural project passing its acceptance inspection at the end of 2012. The floor space of T3 covers 451 thousand square meters, with 4 above-ground floors and 2 underground levels. It is expected to accommodate 45 million people, 2.4 million tons of mail and cargo and 375 thousand flights annually by the year 2035.

When the new terminal is put into operation, the profound changes to Shenzhen Airport and the strengthening of its performance in serving its surrounding areas will provide greater convenience to passengers. This improvement to the airport will enhance its influence and competitiveness, further link Shenzhen to the rest of the world, and will significantly benefit the development of modernization and globalization in Shenzhen.

## 黑龙江抚远东极机场试飞成功

### Test Flight of the Fuyuan Dongji Airport Succeeds

10月下旬,从哈尔滨机场起飞的南航黑龙江分公司的一架空中客车 A320 飞机平稳降落在抚远东极机场,开始对抚远东极机场进行试飞。

试飞航班历时 3 小时 19 分对抚远机场传统和 PBN 飞行程序执行实地飞行,试飞航班完成全部飞行任务。试飞机组认为,各项试飞内容整体运行良好,飞行程序符合规范,各地面保障设施、设备运行正常,能够保证民航飞机起降所需的安全与质量要求。这标志着抚远东极机场试飞取得成功。

试飞完成后,民航东北地区管理局还将对机场进行民航行业验收,对机场开放使用准备情况进行审查,合格后颁发机场使用许可证。抚远东极机场计划年末正式通航。

抚远东极机场是黑龙江省重点项目,飞行区技术等级为 4C 级,跑道长度为 2500 米,按满足 2020 年旅客吞吐量 26 万人次、货邮吞吐量 1430 吨目标设计。

In late October, an Airbus A320 airliner from China Southern Airlines' Heilongjiang Branch took off from the Harbin Taiping International Airport and shortly after landed steadily at the Fuyuan Dongji Airport in an exercise to test the airport's functionality.

Tests for the traditional and PBN (Performance Based Navigation) systems lasted for more than 3 hours while other tests were also accomplished. The test staff concluded that the flight procedures were in line with industrial standards, ground facilities and installations functioned properly and that the airport was capable of meeting all the requirements, safety and quality included, of accommodating landings and takeoffs of airliners. Or, simply put, the test flight of the airport was a success.

Before its commissioning, the airport will receive an industrial acceptance inspection conducted by the CAAC Northeast Regional Administration to determine its readiness for public use. It is planned that the airport will be put into operation by the end of this year.

The airport is regarded as a key project for China's Heilongjiang province. With an airport reference code of 4C and a 2,500 meter long runway, the airport was designed to accommodate an annual 260 thousand people and 1,430 tons of mail and cargo by the year 2020.

A320、波音 737 等系列机型。工程总投资 27.7 亿元,计划在 2016 年建成竣工投用。

新机场建成后吞吐能力将超越蓝田机场 2013 年现有的 43 万人次,货邮量可大幅提高,航线上将达到 15-18 条,继续保持四川第三大航空港的地位,基本建成川滇黔渝结合部区域航空运输中心。

annually by 2020. The terminal area will take up 10 thousand square meters and will feature 10 parking bays (5B and 5C) which can accommodate Airbus A320 and Boeing 737 aircraft. 2.77 billion yuan is expected to be invested into the project, which is expected to be completed and put into operation in 2016.

Once completed, the new airport's traffic volume is expected to surpass that of the Luzhou Lantian airport, which accommodated an estimated 430,000 passengers in 2013. In addition, the new airport is expected to provide a substantial improvement in cargo and mail services, as well as in its regional route networks, allowing the new airport to inherit its predecessor's status as Sichuan's third largest airport. Its construction is a fundamental step toward the completion of an integrated air transportation system linking Sichuan with the adjacent provinces of Guizhou and Yunnan, and the city of Chongqing.

## 江西三清山机场规划获批

### Master Plan of the Shangrao Sanqingshan Airport Gains Approval

日前,江西上饶三清山机场总体规划获得中国民航华东地区管理局批准。

三清山机场位于上饶信州区茅家岭街道和上饶县尊桥乡、皂头镇交界处,为江西省第 7 个民用机场,也是上饶市唯一的机场。此次规划以 2025 年为近期规划目标年,机场近期规划场内用地 2243 亩,建设一条长 2400 米、宽 45 米的跑道,一条垂直联络滑行道,一个可停放 6 架飞机的站坪,航站楼面积 10000 多平方米;规划年旅客吞吐量 75 万人次,年货邮吞吐量 4500 吨,年飞机起降 7630 架次,飞行区等级指标为 4C。机场远期规划目标年为 2045 年,计划新增用地 546 亩,机场跑道将向东北方向延长至 2800 米,航站楼扩建至 35000 平米。

目前,航站楼“三通一平”工作已全部完成,机场大道也已经完成土方工程。

该机场定位为国内支线机场,是以旅游为主的民用航空支线机场,建成后可起降波音波音 737 系列、空客 A320 等客机,拟开辟至北京、上海、广州及成都等地航线。

The CAAC East China Regional Administration has approved the master plan of the Sanqingshan Airport in the city of Shangrao in China's Jiangxi province

The Shangrao Sanqingshan Airport is planned to be located at the juncture of Shangrao's Xinzhou district and two small towns in Shangrao County. According to the plan, the year 2025 was chosen as the short-term target year. By that time, about 370 acres of land will be used to construct a 2,400 meter long and 45 meter wide runway, an express taxiway perpendicular to it, a tarmac for 6 aircraft, and a 10 thousand square meter terminal. The new airport is expected to accommodate 750 thousand people, 4.5 thousand ton of mail and cargo and 7,630 flights annually. In addition, the airport reference code has been designated as 4C. The year 2045 was also chosen as the long-term target year, at which point another 90 acres of land will be added to the airport; the runway will be extended 400 meters northeast to 2,800 meters long and the terminal will be expanded to take up a total area of 35 thousand square meters.

Currently, the preparation measures for the construction of the terminal and the earth and stone work for the expressway to and from the airport have all been completed.

The airport has been designed to be a domestic regional civil airport mainly serving the tourism market. Once completed and put into commission, it will be capable of accommodating aircraft such as the Boeing 737 and Airbus A320 series, with flights operating to and from cities like Beijing, Shanghai, Guangzhou and Chengdu.

## 泸州云龙机场开建 总投资 27.7 亿

### Construction Work on Luzhou Yunlong Airport Commences

10月下旬,泸州市第四季度重大项目集中开工暨泸州军民合用机场迁建工作在龙马潭区石洞镇启动,标志着总投资 27.7 亿元的泸州云龙新机场正式开工建设。

泸州市现有的蓝田机场始建于 1945 年,位于江阳区蓝田街道境内,距离市区 5.1 公里,飞行区等级为 4C,经多年发展现已成为四川第三大航空港。因历史原因和客观条件限制以及城市的快速发展,机场已处于中心城区边缘,净空条件恶化对飞行安全造成严重影响等不利因素,因此,迁建泸州机场十分必要并且迫在眉睫。

泸州云龙机场设置为国内支线机场,飞行等级为 4D 级,按 2020 年的航空业务量进行总体规划,目标年 81 万人次,民航飞机起降 9954 架次。机场航站楼面积为 10000 平方米,建设 10 个机位的站坪 (5B+5C),可以满足

In late October, a ceremony was held in a township of Luzhou's Longmatan District to commemorate one of Luzhou's key projects for the fourth quarter of this year, the start of the construction of the Luzhou Yunlong Airport, a joint civil-military airport. The project is estimated to cost a total investment of 2.77 billion yuan.

Luzhou's current category 4C rated airport, the Luzhou Lantian Airport, was put into construction in 1945 and is located 5.1 km from downtown Luzhou in the city's Jiangyang District. After years of development, the airport has grown to be Sichuan's third largest airport. Owing to historical reasons, objective conditions and the rapid growth of the city, the airport is now in the immediate vicinity of Luzhou's city center. Bad clearance conditions have resulted in a severe impact to flight safety and other problems, so the need to relocate the airport has been increasingly looming on the horizon in recent years.

The Luzhou Yunlong Airport is a domestic regional airport with a reference code of 4D. It was designed to meet an annual passenger throughput of 810 thousand people and about 10 thousand flights

通用航空科普讲座协助您完成  
踏入通用航空产业的第一步

China Civil Aviation Report  
民航报导

UniWorld  
美国世兴公司

参与人数不限,安排通用航空科普讲座  
请联系 info@uniworldusa.com  
或致电 010-8559-0830

# 中国最具历史与权威性的 通用航空国际商务交流会



2014年6月, 中国·北京 Beijing, China, June 2014

往届详情请浏览网页

[www.ChinaCivilAviation.com/GAForum](http://www.ChinaCivilAviation.com/GAForum)



## 航空专业机库

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

索取设计图与报价请致电: 86-10-8559-0830

## 武汉机场三期工程初步设计及总概算全面获批

### The Preliminary Design and the General Estimation of the Wuhan Airport's Phase III Expansion Project Gains Approval

近日，武汉天河机场三期扩建工程第二批初步设计（货运区、辅助设施、总图工程）及总概算，获得了中国民航局和湖北省人民政府的联合批复。这标志本期工程的初步设计全面获批。

根据有关定额及取费标准，工程总概算核定为 152.7526 亿元。因工程布局调整，相应增加的土方、站坪、场区道路管网及拆迁还建等费用 11.65 亿元，由湖北省人民政府承担，未列入本次批复总概算范围内。

本次批复的工程建设内容包括货运区工程（在北工作区西侧新建占地面积 54234 平方米的国际货运区）、道路与桥梁工程（新建 6.75 万平方米航站楼前停车场）、消防救援工程、供电、供水、雨水、污水及污物处理、供热及供气、机场监控系统、通讯、北信息中心、总图等工程及特种车辆配置。

本期工程除 609 公顷用地待国土部批复外，国家层面的审批手续已全部到位。

Not long ago, the preliminary design and the general estimation for the remaining projects (the cargo area, supporting facilities and the general design project) of the Wuhan Tianhe International Airport (Wuhan Airport)'s phase III expansion project gained approval from the Civil Aviation Administration of China (CAAC) and the People's Government of Hubei Province. As the preliminary designs of the main components had already previously gained approval, the approval of these estimates marks the complete acceptance of the entire project's design.

According to industrial budgets and standards for collecting fees, the general estimation of the project's cost is about 15.3 billion yuan. Since the project layout was modified, another 1.165 billion yuan will be spent on the earthwork, demolition, and so on. This cost, which was not included in the general estimation, will be assumed by the People's Government of Hubei Province.

The items approved include the cargo area (54,234 square meters, in the west end of the northern work area), the road and bridge project (a 67.5 thousand square meter parking lot in front of the terminal), the firefighting and rescue project, and the projects concerning power supply, water supply, rainwater treatment, sewage treatment, heat supply, air supply, the surveillance system, the communication system, the northern information center, the general project outline and special vehicle arrangement.

All formalities for approval have been accomplished, with the exception of the 1505 acre land that is awaiting approval for allocation by the Ministry of Land and Resources of the People's Republic of China.

## 湖北神农架机场试飞成功

### Test Flight of the Shennongjia Airport Succeeds

11 月上旬，随着川航的空客 A319 在湖北神农架机场缓缓降落，民航中南地区管理局组织的神农架机场试飞成功。神农架机场将于今年底投入使用。今后从武汉到神农架，将从 8 小时车程缩短至 50 分钟航程。

神农架机场地处海拔 2580 米的红坪镇大草坪，是定位于旅游和通用航空相结合的 4C 级机场，机场设计飞机年起降 2917 架次，年旅客吞吐量 25 万人次，2011 年 4 月正式开工建设，项目总投资 11.3 亿元。

神农架机场是继武汉天河机场、宜昌机场、恩施机场、襄阳机场后湖北省第 5 个民用机场。

In early November, an Airbus A319 of Sichuan Airlines Co., Ltd. made a gentle landing at the Shennongjia Airport, an airport in Shennongjia, a forestry district in western Hubei Province, China. The landing marks the success of the test flight organized by the CAAC Central and Southern Regional Administration for the airport. It is planned that the Shennongjia Airport will be put into commission before the end this year. From now on, traveling from Wuhan to Shennongjia will only require a 50-minute flight instead of an 8-hour drive.

The Shennongjia Airport is located 2580 meters above sea level at the small town of Hongping in Shennongjia. As a category 4C airport, it will be mainly for tourism and general aviation use. The airport has been designed and constructed to accommodate an annual volume of 2917 flights and 250 thousand passengers. The airport was put into construction in April, 2011 with a total investment of 1.13 billion yuan.

The Shennongjia Airport is Hubei's fifth civil airport after the Wuhan Tianhe International Airport, the Yichang Sanxia Airport, the Enshi Xujiaping Airport and the Xiangyang Liuji Airport.

## 敦煌机场扩建项目正式启动

### Expansion of the Dunhuang Airport Kicks off

11 月上旬，敦煌机场扩建项目推进会暨领导小组第一次会议在敦煌宾馆召开，会议研究讨论加快敦煌机场扩建工程前期工作进度，并签署相关协议，标志着敦煌机场扩建工程正式启动。

敦煌机场扩建项目是列入国家发改委和民航局“十二五”发展规划的全国民用机场项目。建设规模按 2020 年旅客吞吐量 96 万人次，货邮吞吐量 500 吨的目标设计，主要建设内容为：新建 6000 平方米航站楼，相应改造现有航站楼，扩建停车场 5500 平方米，站坪 46700 平方米，增加 6 个机位，配套建设消防、空管、通信、气象、供电、给排水、供冷、供热、辅助生产办公等设施。敦煌机场扩建后，仍保持 4C 标准不变。项目总投资 2.18 亿元，预计 2015 年完工投入使用。

In early November, a meeting for propelling the expansion of the Dunhuang Airport was held in a hotel in Dunhuang. As the first meeting of the leading group of the project, members discussed how to accelerate the completion of pre-construction tasks and signed the necessary agreement for the expansion, marking the beginning of the project.

The expansion project has been included in the civil airport category of the Twelfth Five-Year Plan of the National Development and Reform Commission and the Civil Aviation Administration of China. The airport's expansion has been designed to allow it to accommodate an annual 960 thousand passengers and 500 tons of cargo and mail by the year 2020. The new items to be constructed include: a new 6,000 square meter terminal, the renovation of the current terminal, the expansion of the current parking lot to 5,500 square meters, expansion of the current tarmac to 46,700 square meters, the addition of 6 more aircraft parking bays and the construction of facilities for firefighting, air traffic control, communications, weather observation, power supply, water supply and drainage, air conditioning, heat supply, and other supporting facilities. The total budgetary investment of the project is 218 million yuan. Once the expansion is completed, the airport will retain its category 4C status and is predicted to be put into commission before the end of the year 2015.



## 温州机场总体规划获批 将建通用航空跑道 General Plan of the Wenzhou Airport Gains Approval A Runway for GA Use Is to be Constructed

日前，《温州龙湾国际机场总体规划（2013版）》（以下简称《总规》）获民航华东地区管理局批复。按照修编后的总体规划，温州机场将加大基础设施建设，全力打造大型国际机场，大力发展通用航空、航空物流。

《总规》显示，温州机场近期2020年按满足旅客吞吐量1300万人次、货邮吞吐量30万吨、年飞行架次13万架次（含通用航空1万架次）进行规划；远期2040年按满足旅客吞吐量3500万人次、货邮吞吐量150万吨、年飞行起降33.8万架次（含通用航空2.7万架次）进行规划。

近期，考虑温州通用航空发展需求，温州机场将在新跑道东侧2000米处建设一条长2600米，宽45米的通用航空跑道（第二跑道）；此外，在新跑道和改建平行滑行道（即老跑道）之间规划建设一条长3200米的第二平行滑行道（主平滑）。

远期，在新跑道东侧1635米处规划建设一条长3600米，宽60米的第三跑道，与近期建设的第二跑道形成一组近距跑道。同时，为了切实发挥跑道运营能力，三条跑道将全部设置两条平行滑行道。

The 2013 version of the General Plan of the Wenzhou Longwan International Airport has gained approval from the CAAC East China Regional Administration. According to the Plan, the Wenzhou Longwan International Airport (Wenzhou Airport) will redouble efforts to work on infrastructure development, so as to grow to be a large international airport and to vigorously develop general aviation (GA) and air transportation logistics.

According to the General Plan, to meet its short-term demands the airport will be constructed to accommodate 13 million passengers, 300 thousand tons of cargo and mail and 130 thousand flights (including 10 thousand GA flights) annually by the year 2020; in order to meet the long-term demands in the 20 years following that point, the airport will be designed and expanded to accommodate 35 million passengers, 1.5 million tons of cargo and mail and 338 thousand flights (including 27 thousand GA flights) annually by the year 2040.

In the near-term, as there are demands to develop GA in Wenzhou, the airport will build a 2.6 km long and 45 meter wide runway (Runway II, for GA use) 2 km east of the new runway which was put into commission in October. The original runway, which is parallel to the new runway, is now used as a taxiway. A second taxiway (primary taxiway) parallel to new runway will also be built between the original and the new runways.

In the future, an additional 3.6 km long and 60 meter wide runway (Runway III) will be built 1,635 meters east of the new runway, forming a close group of adjacent runways at the airport. Furthermore, in order to make such a setup feasible, two more parallel taxiways will also be set up to support each runway.

## 内蒙古扎兰屯民用机场项目通过国家评估

### Zhalantun Airport Project Passes Its Governmental Assessment

受国家发展和改革委员会委托，中国民航工程咨询公司组织专家组于近日在北京召开了《内蒙古扎兰屯民用机场项目可行性研究报告》评估会。专家组认为，该机场项目前期工作速度快、效果好，同意将成吉思汗场址作为扎兰屯机场的建设场址。也就是说，扎兰屯民用机场项目顺利通过国家评估。

扎兰屯民用机场为国内支线机场，项目预计总投资4.1亿元，建设标准为4C级，主要使用机型为A320和B737系列。将建设一条长2500米、宽45米的跑道，建设工期两年，拟开通扎兰屯至北京、呼和浩特、哈尔滨、海拉尔、满洲里及漠河等城市的航线，预计旅客吞吐量28万人次、货邮吞吐量1400吨、飞机起降量3784架次。

该机场项目作为自治区“十二五”期间重点民航建设项目，已列入《国务院关于进一步促进内蒙古经济社会又好又快发展的若干意见》。

Commissioned by the National Development and Reform Commission, the Civil Aviation Engineering Consulting Company of China organized a group of experts to assess the feasibility report of the Zhalantun Airport project. After a series of discussions, the assessment team concluded that the advance-phase preparation was proceeding quickly and had achieved its desired effect. The team then approved the Genghis Khan district as the site for the airport.

The Zhalantun Airport has been designed to be a domestic regional airport with a predicted total investment of 410 million yuan and a reference code of 4C, allowing it to accommodate Airbus A320 and Boeing B737 aircraft. During the airport's next two years of construction, a 2,500 meter long and 45 meter wide runway will be built. Once completed, the airport is expected to operate flights to destinations such as Beijing, Huhhot, Harbin, Hulun Buir's Hailar District, Manzhouli and Heilongjiang's Mohe County. The airport is expected to accommodate 280 thousand passengers, 1.4 thousand tons of cargo and mail and 3,784 flights annually.

This construction of the airport is regarded as a key civil aviation project during the Twelfth Five-Year Plan period by the Inner Mongolia Autonomous Region and has been included in the "The Recommendations of the State Council On Speeding up the Sound and Rapid Development of the Economy and Society in Inner Mongolia".

充满商机的  
通用航空科普网站

通航 广场

[www.ChinaGeneralAviation.cn](http://www.ChinaGeneralAviation.cn) 登陆

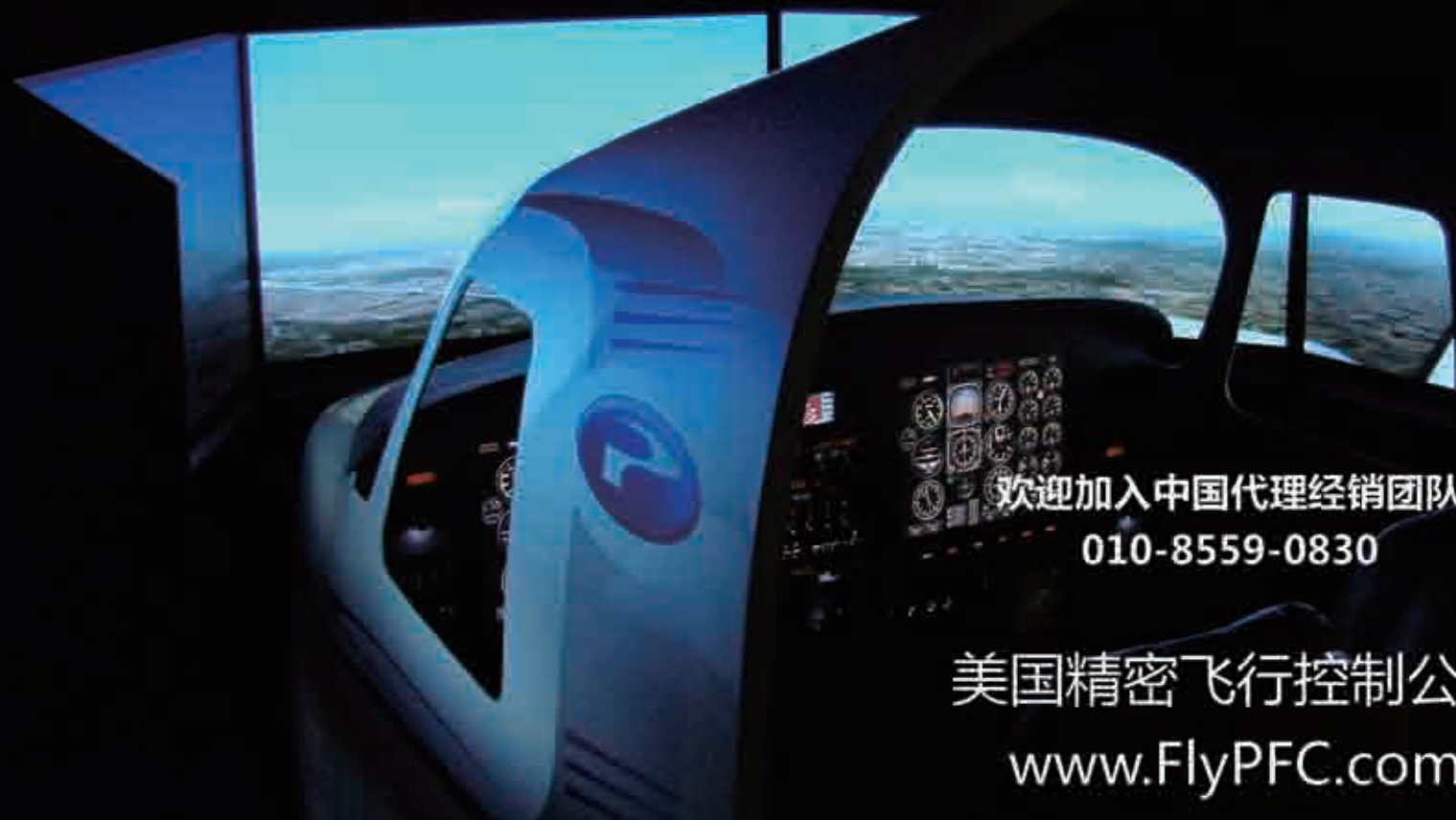


# 美国精密飞行控制公司 专业飞行训练模拟器领导者!

中国飞行模拟器展示中心成立

欢迎体验DCX MAX ProMotion 系统，可模拟下列飞行器：

Cessna	赛斯纳飞机	Arrow III TC	PA-28R-201T
152	152	Arrow IV	PA-28RT-201
Skyhawk	172P	Arrow IV TC	PA-28RT-201T
Skyhawk	172R	Seneca V	PA-34-220T
Skyhawk	172S	Seminole	PA-44-180
Skylane	182RG	Seminole	TCPA-44-180T
Skylane	T182RG	Malibu Mirage	PA-46-350P
Skylane	182T	Mooney	穆尼飞机
Skylane	T182T	201	M20J
Stationair	206H	231	M20K
Chancellor	414A	252	Encore
Golden Eagle	421C	Diamond	钻石飞机
Beechcraft		DA20	DA20
Bonanza	A-36	Turboprop A/C	涡轮飞机
Bonanza	A-36TC	King Air	C90
Baron	B-58	King Air	A100
Baron	B-58TC	Super King Air	B200
Duchess	B-76	Beechliner	1900D
Travel Air	E-95	Cheyenne	PA-42
Piper	派普飞机	Pilatus	PC-12
Warrior II	PA-28-161	Caravan	208B
Archer III	PA-28-180	Jet A/C	喷气飞机
Arrow III	PA-28R-201	Cessna Citation	501
Arrow III TC	PA-28R-201T		



欢迎加入中国代理经销团队  
010-8559-0830

美国精密飞行控制公司  
[www.FlyPFC.com](http://www.FlyPFC.com)

## 中国民航 2013 年 10 月份主要运输生产指标统计

### Performance of China's Civil Aviation Industry in October 2013

2013 年 11 月下旬，中国民用航空局公布了中国民航 2013 年 10 月份主要运输生产指标统计结果。数据显示，今年 10 月份，民航全行业的运输总周转量、旅客运输量、货邮运输量分别完成 59.1 亿吨公里、3164.9 万人、48.8 万吨，同比分别增长 11.2%、11.8% 以及 7%。

截至 2013 年 10 月底，民航累计完成运输总周转量 559.3 亿吨公里，比去年同期增长 10.4%。

In late November, the Civil Aviation Administration of China (CAAC) published the main statistical results of China's civil aviation industry development in October, 2013. According to the issued data, in October, the total turnover, passenger volume, and cargo and mail throughput transported were each recorded to be 5.91 billion ton-kilometers, 31.65 million people and 488 thousand tons respectively, with each separately recording a growth rate of 11.2%, 11.8% and 7% over the same period last year.

Up to the end of October, 2013, the total turnover of China's civil aviation industry in 2013 was 55.93 billion ton-kilometers, netting a 10.4% growth over the previous year.

附：中国民航 2013 年 10 主要运输生产指标统计  
Performance of China's Civil Aviation Industry in August 2013

统计指标 Items	计算单位 Unit of Data	当年累计			
		本月 Data of This Month		Yearly Accumulative Total	
		实际完成数 Actual Data	比上年同月增 长 % Year-on-Year Growth Rate	实际完成数 Actual Data	比上年同期增 长 % Year-on-Year Growth Rate
一、运输完成情况 Passengers, Mail and Cargo Transported in October, 2013					
运输总周转量 Total Turnover	亿吨公里 100-million ton-kilometer	59.1	11.2	559.3	10.4
国内航线 Domestic Flights	亿吨公里 100-million ton-kilometer	40.9	12.1	384.8	11.3
其中：港澳台航线 Hong Kong, Macau and Taiwan Flights	亿吨公里 100-million ton-kilometer	1.2	4.2	11.8	4.2
国际航线 International Flights	亿吨公里 100-million ton-kilometer	18.2	9.2	174.5	8.6
旅客周转量 Passenger Turnover	万人公里 10-thousand passenger-tons	4971673.6	13.2	47437053.4	12.9
国内航线 Domestic Flights	万人公里 10-thousand passenger-tons	4004538.1	12.7	37864202.1	12.3
其中：港澳台航线 Hong Kong, Macau and Taiwan Flights	万人公里 10-thousand passenger-tons	106071.9	3.7	1091888.8	6

国际航线 International Flights	万人公里 10-thousand passenger-tons	967135.5	15.3	9572851.4	15.7
旅客运输量 Passenger Throughput	万人 10-thousand passengers	3164.9	11.8	29758.4	11.1
国内航线 Domestic Flights	万人 10-thousand passengers	2941.4	11.4	27535	10.9
其中：港澳台航线 Hong Kong, Macau and Taiwan Flights	万人 10-thousand passengers	72.8	4.9	749.4	8.2
国际航线 International Flights	万人 10-thousand passengers	223.4	16.4	2223.4	12.9
货邮周转量 Cargo and Mail Turnover	万吨公里 10-thousand ton-kilometers	148133	5.1	1378781.6	3.1
国内航线 Domestic Flights	万吨公里 10-thousand ton-kilometers	52762.7	8.6	494483.4	6.5
其中：港澳台航线 Hong Kong, Macau and Taiwan Flights	万吨公里 10-thousand ton-kilometers	2193.7	6.5	21436.6	-2.9
国际航线 International Flights	万吨公里 10-thousand ton-kilometers	95370.4	3.3	884298.1	1.3
货邮运输量 Cargo and Mail Throughput	万吨 10-thousand tons	48.8	7	453.8	2.4
国内航线 Domestic Flights	万吨 10-thousand tons	35.4	8.9	328.5	4.5
其中：港澳台航线 Hong Kong, Macau and Taiwan Flights	万吨 10-thousand tons	1.6	5.3	16.2	-4.3
国际航线 International Flights	万吨 10-thousand tons	13.4	2.1	125.3	-2.8
二、飞机日利用率 Daily Utilization of Aircraft					
合计 Total		9.3	0.2	9.5	0.2
大中型飞机 Medium and Large Aircraft	小时 / 日 h/day	9.6	9.8		
小型飞机 Small Aircraft	小时 / 日 h/day	5.6	0.7	5.8	1
三、航班效率 Scheduled Flight Efficiency					
正班客座率 Passenger Load Factor of Scheduled Flights	%	81	0.3	81.9	2.2
正班载运率 Load Factor of Scheduled Flights	%	72.4	-0.2	73	2.8





# NBAA 2014

美国NBAA公务航空年会暨公务机展 | 2014年10月21-23日 | 美国佛罗里达州奥兰多市



了解更多, 请浏览

[www.nbaa.org](http://www.nbaa.org)



## 关于美国 NBAA

National Business Aviation Association 美国公务航空协会, 简称 NBAA。NBAA 1947 年成立于华盛顿, 是依赖通航飞机来提高效率、生产力、获得成功的企业需要首先了解和加入的组织。它代表超过 9,000 家公司的利益, 为公务航空业提供超过 100 种产品和服务, 包括 NBAA 年会暨公务机协会——世界上最大的民用航空交易展。

NBAA 关注与航空相关的安全、运营效率、公平和平等使用、FAA 改革、噪声和合理利用土地、高峰时期起降费、空中支持、空中交通管制现代化、产品责任险改革、研发、公务航空的宣传和税务问题。

随着航空运营越来越全球化, NBAA 是国际空中交通管理系统相关的政策、进展和标准的重要发布窗口。

NBAA 搜集、讲解、宣传有关公务飞机的安全、效率和经济型有关的运营和管理信息。NBAA 是认识、了解公务航空科技进展和相关程序等的重要渠道。





THE  
Wicks  
Group  
PLLC

# The Wicks Group, PLLC

## 威克斯集团 国际知名公务航空及通用航空顾问咨询公司



**总部位于美国华盛顿**

**为中国客户提供专业的航空法律及咨询服务**

**业务涵盖企业规划、收购并购、合资合作、项目管理、运营支持、财务分析、法律服务**

**中国联系电话: 010-8559-0830或电邮: Info@UniworlDUSA.com**



## 喷气式飞机开发寻求合作人

每小时800公里飞行速度，适合飞行训练的个人喷气飞机。经由世界领先的气体力学专家在美国公务机设计制造中心Wichita设计开发。可扩展的设计平台能搭乘更多乘客，是中国公务航空快速发展的独特商务机会。



索取项目详情请来电：010-8559-0830或电邮：Info@UniworlDUSA.com



# 亚洲公务航空会议 及展览会

中国·上海  
2014年4月15-17日

上海公务航空大展 —  
千万不要错过



WWW.ABACE.AERO

## 2013 年亚洲公务航空会议及展览会



2013 年亚洲公务航空会议及展览会 (ABACE 2013) 4 月 16-18 日在上海霍克太平洋公务航空中心举行, 中国民用航空局局长李家祥等为开幕式剪彩。



ABACE 2013 上设置 2 个展览大厅, 吸引了 180 家参展商, 其中 27% 为亚洲地区的公司。参展商总数超出去年会展的 15%。



今年会展共有 34 架飞机参加静止展出, 包括四架直升机, 飞机数量相比亚洲商务航空会展 2012 增加了 25%。



## Companies across the Asia-Pacific Benefit from Business Aviation 亚太地区的企业均从公务航空中获益

高瑞玲 翻译

The need for prompt, reliable access to destinations throughout China and the Asia-Pacific region is greater than ever, as cities like Beijing, Hong Kong and Seoul are taking their place alongside business centers like London, Geneva and New York.

The Asia-Pacific region as a whole has experienced a striking transformation over the past decade. With this astonishing growth has come a burgeoning number of companies and business professionals who have discovered how business aviation is a valuable tool in traveling the long distances between regional and worldwide population centers and commercial markets, in order to remain nimble against increasingly global competition.

It isn't difficult to understand why business aviation has become such a necessity; just as the transportation needs throughout China and the Asia-Pacific are similar to those in other areas of the globe, the growth of business in the Asian region has catalyzed the development of business aviation there.

As just one example, the continental United States shares many geographical characteristics found in the Asia-Pacific region, including an extremely large and diverse landmass, and many areas without robust airline service, or easy access through other transportation modes. Business professionals rely on the

随着北京、香港和首尔等城市逐渐跃升为像伦敦、日内瓦和纽约一样的贸易中心，中国和亚太地区其他国家对于快速、安全而准时地到达目的地提出了越来越高的要求。

在过去的十年内，整个亚太地区实现了惊人的发展。随着这个增长而来的是，越来越多的公司和商业家发现要在瞬息万变的全球竞争中保持机敏的反应能力，公务航空是个宝贵的工具，在地区性和世界性人口中心和商业中心之间的长距离运输中表现极为出色。

不难理解为何公务航空在亚太地区成为了必需品。就像中国及其他亚太地区的运输需求和全球其他地区的相似一样，亚洲地区贸易的发展也催生了对公务航空的需求。

举个例子，亚太地区的地貌特征与美国大陆本土相似，都拥有广阔而多样的大片陆地，很多地区都没有强大的航班服务能力以及其他快速便捷的交通方式。而商业家非常需要能在亚太地区的商业中心和贸易枢纽快速穿行，也需要快速往返于交通不便的地方。

就这样，公务航空在要求效率和生产力的商业中成为了不可或缺的工具——就像手机和平板电脑一样。而且，公务机能够为公司飞行途中召开重要会议、洽谈生意提供安全私密的环境。

实际上，一份2013年由NEXA Advisors LLC咨询公司代表美国国家公务航空协会（National Business Aviation

ability to travel between commercial centers and business hubs, across the Asia-Pacific, but also to hard-to-reach destinations in the region.

It is here that business aviation – much like a smartphone or tablet device – becomes an indispensable tool for increasing efficiency and productivity, while also providing a secure environment for companies to conduct important meetings and discussions while en-route to their destinations.

In fact, a 2013 study conducted by NEXA Advisors LLC, on behalf of the National Business Aviation Association (NBAA), demonstrated the competitive edge that business aviation provides to companies of all sizes, worldwide.

According to the study “Business Aviation and the World's Top Performing Companies,” fully 98 percent of the top 50 among the “World's Most Admired Companies” – a list of the global top companies by corporate reputation, compiled by Fortune magazine – utilize business aviation as a vital tool in maintaining productivity and global competitiveness. Included on that list are such internationally renowned, Asia-Pacific-based companies as Samsung Electronics and Toyota.

Furthermore, a full 88 percent of the top 50 companies in the Forbes magazine listing of the “Global 2000” utilize business aviation, including ICBC and other companies based in the Asia-Pacific region.

On a global basis, the NEXA study showed, users of business aircraft stand out from their peers as measured independently by leading business authorities, and take top honors in revenue growth, innovation, employee satisfaction and market share.

“Distance is a common hurdle that plagues companies of all sizes,” noted the authors of the NEXA study. “Complex transactions with high enterprise value impact require the greatest amount of mobility as these transactions shape the future of the company.” The authors further noted that of all modes of transportation, “none are as efficient as business aviation” in meeting the needs of internationally competitive enterprises.

Realizing the enormous potential that business aviation represents to companies in the Asia-Pacific region, government leaders have increasingly embraced policies and initiatives fostering the continued development of a robust aviation network in the Asia-Pacific.

For example, at the September 2013 meeting of Asia-Pacific Economic Cooperation (APEC) transportation ministers, those in attendance agreed to a statement of principles in recognition of the benefits of fostering regional

Association, NBAA) 进行的调查证明，公务航空对于世界各地大小企业都有竞争优势。

根据名为《公务航空和全球表现最好的企业》(Business Aviation and the World's Top Performing Companies) 的报告，“全球最受钦佩的50家公司”——由美国《财富》杂志根据企业信誉评选——中98%的公司都使用公务航空作为维持其生产力和全球竞争力的重要工具，其中就包括总部位于亚太地区而享誉世界的三星电子和丰田汽车公司。

而且，福布斯“全球上市公司2000强”前50名中88%的公司使用公务航空，包括中国工商银行和其他一些总部位于亚太地区的公司。

NEXA Advisors LLC 咨询公司的调查显示，全球的普遍情况是，使用公务飞机的企业能在同行中出类拔萃，而且这些企业在业务增长、创新能力、员工满意度和市场份额方面也有更出色的表现。

“距离是大小所有企业的普遍困扰，”NEXA Advisors LLC 咨询公司调查人员称，“受企业价值影响较大的复杂交易要求最大限度的移动性，因为这种交易决定了公司的未来。”这些调查人员还指出，对于具有国际竞争力的企业来说，其他所有交通方式“无一能与公务航空比拼效率”。

在意识到了公务航空对于企业的巨大潜在影响之后，亚太地区的政府机关也在出台政策和优先条件以支持亚太地区逐渐强健的航空网络的持续发展。

再举个例子，2013年9月份亚太经济合作组织(Asia-Pacific Economic Cooperation, 简称APEC)会议上，出席会议的各经济体的运输业部长签署了一份公务航空业发展核心准则声明。该声明指出要制定一个促进公务航空发展的区域性框架协议，并列出了框架的具体内容和可以达到的效果。





expansion of business aviation. The statement outlines specific tenants for, and benefits of, a regional framework to support the industry's ongoing development.

Countries in the region are following suit as well, in particular through a variety of initiatives underway in China. For example, China's government has pledged to reform the country's airspace management system, and improve both the allocation and use of airspace resources, as part of its 12th Five-Year Plan for 2011-2015.

Government officials are also recognizing the importance of the annual Asian Business Aviation Conference and Exhibition (ABACE) as a venue for promoting business aviation in the region.

In 2012, a second-day ABACE forum featured a roundtable of Directors General – a highly regarded position throughout the region, analogous to chief executive – from countries including Japan, Thailand, Malaysia, China, South Korea, Indonesia and Singapore. In 2013, officials with the CAAC held their first ABACE forum addressing methods to develop the industry in that country.

An expanded version of this forum is tentatively planned for ABACE2014, to be held in Shanghai from April 15-17, 2014, in partnership between NBAA and the Shanghai Airport Authority and co-hosted by NBAA, the Asian Business Aviation Association (AsBAA) and the Shanghai Exhibition Company.

Without question, business aviation is a critical tool for companies of all sizes, no matter if they call Seoul, Shanghai or Singapore home. Looking to the year ahead across the Asia-Pacific, ABACE will continue to promote the value of business aviation for supporting the transportation needs of companies in all parts of the Asian region.

亚太地区的国家也在学习公务航空发达国家，尤其是中国，已经制定一系列措施以促进公务航空发展。目前，中国政府已经决心改革国家空域管理系统、改进空域划分和使用，并将这个决定列入其2011-2015年实施的《中华人民共和国国民经济和社会发展第十二个五年规划纲要》（中国国家“十二五”规划）。

政府官员也已经认识到了一年一度的亚洲公务航空会议暨展览会（Asian Business Aviation Conference and Exhibition, 简称ABACE）的重要性，把这个会议作为推动亚太地区公务航空发展的重要场所。

2012年ABACE举行了一个为期2天的理事长级圆桌型论坛，参加人士大部分是来自日本、泰国、马来西亚、中国、韩国、印度尼西亚和新加坡的局长和部长级官员。2013年，中国民用航空局的官员首次参加ABACE的论坛，讨论如何在中国发展公务航空业。

ABACE2014将于明年4月15-17日在上海举行，将由NBAA和上海机场（集团）有限公司联合举办，由NBAA、亚洲公务航空协会和上海展览中心协办。ABACE2014目前计划邀请更多重量级官员参与展会期间召开的理事长级圆桌型论坛。

毫无疑问，公务航空将成为所有公司的关键工具，不论这个公司在首尔，在上海，还是在新加坡。展望明年，ABACE将在亚太地区继续推动公务航空作为企业交通工具使用的价值。



# 2014年EAA飞来者大会

美国 威斯康辛州 奥什科什市 2014年7月28日-8月3日

我们邀请您加入中国馆，共同开创通航事业



全球最大的通用航空盛会，始于1953年，每年7月的最后一周，汇集2万余架通航飞机，50万参观者，逾千家参展商参与，期间更有开放式的DIY飞机组装车间、飞行体验、千余场通用航空研讨会、及每日不同主题的精彩飞行表演和夜间飞行焰火表演。

2014年第四届EAA飞来者大会中国馆由《民航报》、美国世兴公司主办，秉承往届协助国内地方政府、通航产业园、通航公司、民航机构等学习、体验并投资通航的使命，借助往届中国馆的成功经验以及国际知名度，第四届EAA飞来者大会中国馆将是您进入国际通航舞台的最佳选择。

报名及详情请联系

电话:010-8559-0830 网站:<http://events.uniworldoffice.com/> 或电邮:Info@UniworldUSA.com

报名截止日期:2014年5月30日





## 中国还缺少飞行员吗？ Is China Facing a Shortage of Pilots?

国际民航组织 (ICAO) 预计，到 2030 年，全球每年的航班数量将翻倍，达到 5000 万架次；航空器数目将是目前的 3 倍，突破 151000 架；同时，需要 98 万名飞行员，是现役飞行员人数的 2 倍。这就意味着每年需要培养 52500 名新飞行员，才能填补这个缺口。而亚太航空公司协会则认为，仅亚太地区未来 20 年就需要培养 18.4 万名合格的飞行员。其中，中国需要飞行员 7.2 万名，未来中国将面临严重的飞行员紧缺问题。与此同时，有民航业内专家预测，仅到 2015 年，中国飞行员缺口就将高达 1.8 万名。事实果真如此吗？

### 飞行强度大 精细化管理难

中国民用航空局飞行标准司（以下简称“民航局飞标司”）今年 3 月出版的《中国民航驾驶员发展年度报告 2012 年版》显示，截至 2012 年末，中国运输航空公司共有机长 8518 名、副驾驶 13176 名。据民航局飞标司工作人员介绍，在通常情况下，飞机上配备的机组人员包括 1 名机长和 1 名副驾驶。但由于中国副驾驶人数远远多于机长总数，

According to the prediction of the International Civil Aviation Organization (ICAO), by the year 2030, the number of civil flights worldwide will double to 50 million, the civil aircraft amount will triple to 151 thousand, and the demand for pilots will double to 980 thousand. In light of this, 52.5 thousand more pilots should be trained and qualified yearly in order to meet these demands. According to the Association of Asia Pacific Airlines (AAPA), 184 thousand more pilots should be trained and made qualified to meet the demands in the Asia and Pacific area alone in the coming 20 years, among which China needs 72 thousand qualified pilots. Simply put, China will be in bad need of qualified pilots in future. Furthermore, some Chinese specialists have predicted that China will likely need 18 thousand more qualified pilots by 2015 alone. Is this really the case?

### The Pressures of Flight are Heavy, Fine Management Remains Difficult

In the “China Civil Aviation Pilot Development Report 2012”, published by the Flight Standards Department, the CAAC showed that by the end of 2012, there were a total of 8,518 pilots and 13,176 co-pilots working among China’s airlines. According to an introduction given by a spokesperson from the Flight Standards Department of the CAAC, it is common for a typical flight crew to include one pilot and one co-pilot. However, since the amount of co-pilots almost doubles that of more senior pilots, it is common in China for a flight to be operated with one pilot and two co-pilots. According to data from the Civil Aviation Administration of China (CAAC), China’s civil operators had accumulated a total of 6.19 million flight hours in 2012, with each flight crew averaging 727 flight hours each (6190000/8518).

很多飞机上的机组成员都是由 1 名机长和 2 名副驾驶组成的。根据民航局的统计数据，2012 年中国运输航空飞行小时累计达到 619 万小时，也就是说，平均每个机组飞行了 727 小时 (6190000/8518)。相较于民航局 CCAR-121 部对飞行机组成员每年 1000 小时的飞行时限来说，中国现有的机长数量是能够满足民航运输生产需求的。既然如此，为什么航空公司还会感到捉襟见肘？

首先，机长的飞行状况比较复杂。中国民航局飞标司工作人员算了一笔账：中国远程航线机队数量约占整个机队的 10%，而远程航线是要占用两个机组的，这就意味着机长的飞行时间要在 727 小时的基础上增加 10%；中国还有 10% 左右的特殊航线，如飞高原机场，这类航线有时也要占用两个机组，所以飞行时间还要再加上 10%；中国民航还有部分机长就职于技术管理岗位，由于工作需要，他们相对飞行时间较少，不能全部计入可用人数，这部分机长约占机长总数的 10%；另外，中国每年还有很多新机长，这些新机长要么两名搭配着一起飞行，要么由一名经验丰富的机长带着飞，因此这些新机长实际上只发挥了一半的作用。于是，每名机长的飞行小时数就由最初的 727 小时变成了 981 小时 (727×1.35)。

虽然并没有超过民航局规定的 1000 小时的飞行时限，但航空公司需要进行精细化的管理，以及付出较高的管理成本，才能准确安排每名机长的飞行时刻，以满足运输生产的需求。这项工作对管理者的要求非常高，完成起来较为困难，加之机长的劳动强度较大，所以这就是为什么看起来飞行员数量紧张的原因之一。

其次，运输生产淡季旺季偏差较大。在正常情况下，飞行员在生产淡季时的飞行时间并不长，因而能够在生产旺季时增加飞行小时数量，以满足运输需求。但由于中国飞行员平均飞行时间已接近上限，以至于当生产旺季到来时，公司无法对飞行员再进行调整。所以，在旺季时，尤其是春运和暑运期间，航空公司就会感到飞行员不足。

最后，飞行员在各个航空公司之间分布不均。一些新成立或高速发展的航空公司，因自身“造血能力”不足，再加上航线的大量增加以及相对较高的飞机日利用率，时常会感到飞行员紧缺，因此会从市场上大量招募飞行员。这种飞行员不足的信息经市场传导后，整个民航行业就会笼罩在“飞行员荒”的阴影中。

### 飞行员增长快 后备力量足

根据民航发展“十二五”规划，“十二五”期间，中国民航运输机队规模和飞行员数量规划增速为 11%。就今年 8 月份民航局下发的《民航发展“十二五”

Compared with the official flight limit of 1,000 hours for each crew, the 727 flight hours actually accumulated is certainly less. In light of these figures, it seems that the current pilots are enough to satisfy China’s civil aviation demands. But why do China’s airlines still have difficulties coping with their pilot demands?

First of all, the working situation of China’s pilots is complicated. According to the data of the Flight Standards Department of the CAAC, 10% of all flight crews work long-range flights, in which two flight crews are on duty, meaning that the flight hours of pilots should be increased by 10% to reflect this. Moreover, 10% of China’s flights operate under special conditions, such as flights to and from high-altitude airports. These flights sometimes require two flight crews, meaning another 10% should be added to the total flight hours. Furthermore, 10% of China’s pilots are working in the management sector, resulting in fewer flight hours. In addition, many new pilots are emerging in China. Usually, a flight is conducted by two new pilots or one new pilot accompanied by a seasoned pilot. Therefore, the average flight hours of China’s pilots is seen to grow from 727 to 981 (727\*1.35).

Obviously, the figure 981 is still less than the limit of 1,000 hours. However, airlines should still practice proper management and invest in the means to accurately schedule the flight time of each pilot to meet the industry’s demands. This task requires very high skill in the management of pilots who face heavy pressure in their flight tasks. This is the first reason why it appears that China faces a lack of pilots.

Secondly, the amounts of flights in off-seasons and in busy, peak-travel seasons are very different. Generally, the flight hours of China’s pilots in off-seasons are not long, which is why they can fly longer in busier seasons to meet the heavy demands. However, since the average flight times of China’s pilots are reaching the limit of 1,000 hours, it is very difficult for airlines to adjust these pilots’ schedules in busy seasons. Consequently, China’s airlines have difficulties coping with their pilot demands.

Thirdly, China’s pilots are not evenly distributed among its airlines. Some newly formed or rapidly expanding airlines often run short of ways to train and utilize their own pilots. If these airlines are opening too many flights and increasing their daily aircraft utilization, they will soon face a lack of manpower causing them to recruit a large number of pilots. This, in turn puts stress on the entire civil aviation industry, worsening the climate of pilot shortages.

### The Amount of Pilots Grows Rapidly Reserve Force is Strong

According to China’s 12th Five-Year Plan for Civil Aviation Development, during the plan’s period China’s transportation aircraft fleet size and pilot amount are aimed to increase at a rate of 11%. According to the Middle-Term Assessment Reports of the Civil Aviation Development During the 12th Five-Year Plan Period (Middle-Term Assessment Reports) released by the CAAC, China’s pilot amount showed an increase of

规划中期评估报告》中民航发展“十二五”规划指标完成情况来看，“十二五”规划前两年，中国飞行员平均增速为14.35%，增速远远高于运输机队规模的增长速度。

有业内专家预测，如果飞行员培养数量按照上述增长速度，即每年都超过100%完成规划目标，那么未来飞行员人数会基本满足中国民航运输生产的发展需要。

当然，无论是飞行员数量的高速增长还是运输机队规模接近11%的增速，都不是以牺牲飞机利用率和飞行员休息时间获得的。“民航发展‘十二五’规划中期评估报告”显示，截至“十二五”规划中期，中国运输飞机日利用率基本达到了9.6小时一天的规划目标，与“AirlineDataProject”网站公布的美国几大航空公司飞机日利用率相比，处于较高水平。且根据上述2012年中国运输航空的飞行数据，飞行员的飞行时间也是符合民航局规章的。

此外，根据民航局飞标司统计的中国民航机长各年龄段的比例、航空公司飞行员年龄结构，以及每年招飞人数，再减去退休人员和预测的病休人数，可以预测出未来5年中国航空公司机长的数量。同时，民航局统计数据显示，2012年运输航空飞行时间比2011年增长10.54%，2013年运输航空飞行时间预计比2012年增长10.8%，均接近11%。可以预测，到2016年中国基本上可以解决运输航空机长不足的问题。

实际上，2005年以前中国飞行员短缺现象并不明显。民航局飞标司工作人员说，2005年在民营、地方航空企业大力发展以后，各个航空公司开始在社会上大面积招募飞行员。仅2005年当年，全社会就招收了1500多名飞行员，较前几年有大幅度提高。

从民航院校和航空公司反馈的情况来看，多数飞行员在进入航空公司之前一般需要在航校进行为期2年~4年的理论和飞行学习。而进入航空公司后，飞行员需要6年左右的时间才能升为机长。也就是说，2005年中国首次大量招收的飞行员在2015年前后才能多数成为机长，而在此之前各个航空公司会持续有机长不足的感觉。

与此同时，中国航校飞行员的招收数量在逐年递升。仅今年，中国航校就招收了3711名飞行学员，飞行员储备十分充足。



14.35%, a growth rate much higher than that of its aircraft fleet.

Therefore, some specialists predict that if China's pilot amount continues growing by 14.35%, or if it maintains a growth rate more than at least 11%, then the number of pilots will more or less be able to meet the demands of China's civil aviation industry.

Certainly, either the growth of the pilot amount or the growth of the aircraft amount should not demand the sacrifice of aircraft utilization and the rest time of pilots. The Middle-Term Assessment Reports show that by the middle of the 12th Five-Year Plan period, aircraft utilization in China reached the targeted rate of 9.6 h/d, which is relatively high compared with that of the US's large airlines, as shown on the AirlineDataProject's official website. In addition, the data of China's air transportation in 2012 shows that the hours flown by China's pilots remain in accordance with the regulations of the CAAC.

In addition, the pilot amount in the next five years can be predicted based on the analysis of the statistical age data of pilots and its structure, as well as the amount of recruited students, retirees and sickness absentees. The data from the CAAC shows that flight hours in 2012 have grown by 10.54% over 2011, and it is predicted that the total flight hours in 2013 will grow by 10.8% over 2012. In other words, the growth rates of these two years are roughly equal to 11%. As a result, it can be expected that by 2016, China will be able to resolve its lack of pilots.

In reality, prior to 2005 China did not face any real shortage of pilots. According to a spokesperson from the Flight Standards Department of the CAAC, in 2005 privately run and regional airlines developed quickly and began to recruit large numbers of pilots. In the year 2005 alone, 1,500 pilots were recruited, which was a large increase over previous years.

As is standard in civil aviation schools and airline training programs, before entering service most pilots study flight theory and receive flight training for two to four years; after beginning their pilot career, they often work as a co-pilot for 6 years or so before being promoted to captain. What this means is that the first batch of student pilots recruited in 2005 will not become fully qualified pilots until approximately 2015. In other words,

飞行员的其他用武之地

尽管飞行员增速较快，但这不表明将来飞行员会过剩，因为在社会的其他领域飞行员仍有用武之地。

在中国大力发展通用航空的今天，通用飞行员紧缺成为了各地通用航空发展中普遍存在的问题，但也为飞行员将来就业提供了一个新的机遇。

同样急需飞行员的还有飞机以及飞机零部件生产厂家。几乎每个欧美国家的飞机以及飞机零部件生产厂家都有一支庞大的飞行员队伍参与到产品的设计、生产、试飞等环节，给予更为实用和专业的意见，规避产品在使用过程中的风险。而对于这一点，中国尚有所欠缺，急需大量飞行员的加入。

此外，飞行教员也是中国民航的一大缺口。《中国民航驾驶员发展年度报告2012年版》显示，截至2012年末，在中国30829名民航飞行员中只有345名直升机私用飞行员。据业内人士预测，航校未来的培养方向将由培养“公交车司机”转变到培养“私家车司机”，飞行教员的需求量将激增。

除了上述几个领域外，民航的审定、气象等部门也需要持有各类飞行执照、并具有相关经验的专业技术人才的加入。

由此看来，运输航空将不再是民航飞行员的唯一选择，在民航相关领域，飞行员仍将发挥重要的作用，民航的多元化发展也将为飞行员打造另一片天地。

#### 补充提示：

文中对飞行员的各种估测都基于一定的前提条件：

首先，运输航空飞行小时的年增长率目前约11%。如果空域开放，航班时刻增多，旅客运输量也可能增加，那么飞行员的需求量会比当前的预测大。

其次，中国民航在近期内没有爆发式增长。随着国民经济的发展，人们生活水平的提高，在未来某时刻，民航可能有突飞猛进的增长。而这种假设没有在文章的考虑范围之内。

——（源于中国民航报）

before 2015, airlines may face difficulties in satisfying pilot demand.

Meanwhile, the recruitment amount in China's flight schools is growing year by year. For example, this year alone, 3,711 pilot students were recruited in China. As a result, at this point China's pilot reserve is sufficient.

#### Other Areas for Pilots to Apply Their Abilities

Although the amount of pilots is growing rapidly, it is incorrect to assume that there will be a surplus of pilots in the future, as they can apply their skills in many different areas.

Currently, China is vigorously developing its general aviation (GA) industry. Being a common problem in most regions in China, the lack of GA pilots also presents an opportunity for qualified civil aviation pilots.

Other industries that need pilots include aircraft and aircraft component manufacturers. Almost every aircraft and aircraft component manufacturer in the US and Europe has its own test pilot team to participate in its product design, production, test flight, etc., as pilots can put forward more practical and professional advice and suggestions on the matter, helping to avoid operational risks. Since China is relatively lacking in this kind of system, it needs a large number of pilots to participate in the production process of aircraft and aircraft components.

In addition, China also seriously lacks flight instructors. The "China Civil Aviation Pilot Development Report 2012" showed that by the end of 2012, there were only 345 private helicopter pilots among the 30,829 civil aviation pilots, showing a large discrepancy in training. According to industry insiders, in the future China's flight schools will shift from training pilots to training flight instructors. In short, there will be a bad need for flight instructors in China.

In addition to the areas above, the aircraft inspection and meteorological fields as well as other departments of the civil aviation industry also require the participation of many kinds of experienced technicians that often possess some kind of pilot license.

What can be seen from this is that being a transportation pilot is no longer the only career option available to pilots. They will play an important role in the other fields of the civil aviation industry, the diversification in the development of which will create another broad field of opportunities for pilots.

#### Additional remarks

The predictions regarding pilots are based on the following conditions:

First, the flight hours of transport pilots are now growing by about 11%. If China opens its low-altitude airspace, there will be more flights and likely more passengers which will cause China to need more pilots than currently predicted.

Secondly, China's civil aviation industry hasn't experienced any particularly rapid growth in recent years. As China's national economy develops and the Chinese people's living standards grow, there may yet be extraordinary development in China's civil aviation industry. This article doesn't take into consideration such an assumption.

Finally, this article assumes the flight hour limit is 1,000 hours per year, as set by the CAAC. Given the work load of China's pilots and severe fatigue brought on by longer ground holding periods, in the future China's civil aviation industry may lower the flight hour limit, in which case the pilot amount needed in coming years will be more than the amount predicted in this article.

## 中国首个低空连续波测风雷达问世

### China Successfully Develops Its First Low-Altitude Wind Measuring Continuous-Wave Radar

低空突变疾风被称为“飞机杀手”和“机场瘟疫”，现在它终于有了克星。航天科工二院 23 所研制成功了我国首部低空连续波测风雷达，此种新式测风雷达将更好地为飞机起降“保驾护航”。

此种雷达将服务于民航低空风切变领域，为飞机安全起降和着陆提供更可靠数据。低空风切变是指出现在 600 米以下风向、风速的突然变化，它不仅能使飞机航道偏离，而且可能使飞机失去稳定。23 所研制出的低空连续波测风雷达，使雷达每隔 5 米就能连续探测 20 米到 600 米高度范围内的低空风场数据，大大提升了数据准确度。

传统的脉冲体制低空测风雷达只能每隔 60 米才能探测到 60 米到 600 米高度范围内的风场数据，数据准确率低、盲区大。

Wind shear, the strong fluctuation of wind speed at low altitudes, is widely regarded as the killer of aircraft and the plague of airports. Now, however, the deadly phenomenon may have finally met its match. The No. 23 Research Institute of the Second Academy of the China Aerospace Science and Industry Corporation (CASIC) has successfully developed a low-altitude wind measuring continuous-wave radar system, the first of its kind developed in China. The new wind measuring radar is expected to provide better data than other similar systems to safeguard the landings and takeoffs of aircraft.

By providing reliable data on wind speed and direction, the radar is planned to serve landing and departing aircraft by alerting them specifically when wind shear occurs. The term wind shear refers to sudden changes in the direction and the speed of winds, which may result in a deviation of an aircraft from its intended route, or even the loss of stability and control. The successfully developed low-altitude wind measuring continuous wave radar performs its task by continuously probing the wind data every 5 meters to a range of 20 meters to 600 meters high in low altitude airspace, which greatly enhances accuracy of the data.

Traditional pulse radar systems are only able to measure the low-altitude wind field data every 60 meters to a range of 60 to 600 meters high, thus giving the data comparatively lower accuracy and larger blind spots.

## 白云机场国际 1 号货站正式启用

### International Cargo Terminal No. 1 in the Baiyun Airport Opens

11 月下旬，白云机场举办“国际 1 号货站”正式启用仪式。

白云机场国际 1 号货站由广州白云国际机场股份有限公司投资 6.9 亿元建成。目前，一期已建成货运大楼一座，建筑面积 4.3 万平方米，出口货物组板仓 6 座，库区建筑面积 3.2 万平米，设计年处理能力达 52 万吨，极大地释放了白云机场航空货运业务能力。为广东地区进出口产品搭建了一个更加方便、快捷的航空物流新平台。

国际 1 号货站投入启用后，白云机场的国际货运业务处理能力将增加 52 万吨，使白云机场现有的两家国际货站（不含联邦快递转运中心）年处理能力从 40 余万吨大幅提升至 100 万吨。

In late November, the Guangzhou Baiyun International Airport held a ceremony to celebrate the opening of its International Cargo Terminal No. 1.

The International Cargo Terminal No. 1 was built by Guangzhou Baiyun International Airport Co., Ltd. at a cost of RMB 690 million. With a gross floor area of 43,000 square meters, the cargo terminal building, which is part of the first phase of the project, consists of six export bays. The cargo depot has a gross floor area of 32,000 square meters and can handle 520,000 tons of goods a year, boosting the airport's freight handling capacity. The cargo terminal is now a new platform for the Guangdong region to import and export products more conveniently and rapidly than before.

The opening of the cargo terminal lifts the airport's annual cargo handling capacity from the 400 thousand tons previously accomplished by the original two international cargo terminals (excluding the FedEx Transfer Center) up to almost 1 million tons.



# Foxtronics Inc.

## 43年专业航空

### 地面设备和TSO'd机载通信产品供应商！

### 提供业内最具信赖的28伏直流电源机组！

### 公务航空的动力来源！



“选择Foxtronics的产品可使得您的飞机多年无事故运行并对您飞行部门的工作产生积极的影响。”

----Foxtronics公司执行总裁Wayne Ostrander



[www.foxtronics.com](http://www.foxtronics.com)

3448 W. Mockingbird Ln. Dallas, Texas 75235 USA

中国联系电话：86-10-8559-0830 或电邮：Info@UniworldUSA.com



## 国家发改委批准迁建新疆且末机场

### Re-location of the Qiemo Airport Gains Approval from the NDRC

近日，国家发展和改革委员会下达《关于新疆且末机场迁建工程可行性研究报告的请示》批复，同意迁建新疆且末机场。

迁建后的且末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12万人次、货邮吞吐量480吨的目标设计。

本期建设规模为：飞行区等级指标为4C标准建设，新建一条长2800米、宽45米的跑道和1条长211米、宽18米的垂直联络道，跑道主降方向设1套I类精密进近仪表着陆系统和灯光系统，次降方向设B型简易进近灯光系统，在跑道西南外侧建设一座全向信标/测距仪台；新建3000平方米的航站楼、3个机位的站坪以及各类辅助生产生活设施4860平方米；新建1座塔台和800平方米的航管楼；配套建设通信、气象、供电、给排水、供热、供冷、供气、供油、消防救援等设施。

该项目总投资约为5.81亿元，资金来源为：国家发展和改革委员会安排中央预算内投资2.02亿元，民航局安排民航发展基金2.5亿元，其余由新疆维吾尔自治区安排财政性资金解决。

且末作为巴州的南大门，是环塔里木盆地经济带的重要组成部分，具有十分重要的战略地位。机场建成后，对发挥且末资源战略基地优势，促进且末构筑连接东西、纵横南北的综合交通运输体系，实现经济社会跨越发展，加强各民族文化和交流，以及改善且末和周边地区的投资环境具有重要意义。

Recently, the National Development and Reform Commission (NDRC) released a document outlining the approval of the re-location of the Qiemo Airport in China's Xinjiang Uygur Autonomous Region.

During this phase of the re-location, the project has been planned to accommodate an annual volume of 120 thousand passengers and 480 tons of cargo and mail by the year 2020. After its re-location, the airport will serve as a domestic regional airport.

During this phase, the flight zone will be built in accordance with category 4C standards. A 2.8 thousand meter long and 45 meter wide runway with a 211 meter long and 18 meter wide express taxiway perpendicular to it will be built. A category I precision approach instrument landing system and Lighting System will be installed for the primary landing direction of the runway and a Category B simplified approach lighting system will be installed for the secondary direction of the runway. An Omni-directional range/ distance measuring equipment will also be installed southwest of the runway. A 3 thousand square meter terminal, an apron with 3 parking bays, and all manner of operational and living facilities totaling a gross floor area of 4.86 thousand square meters will be constructed. In addition, a control tower, an 800 square meter air traffic control building, and supporting facilities for communications, weather observation, power supply, water supply and drainage, heat supply, air conditioning, air supply, fuel supply, and firefighting and rescue will all be set up.

The total investment into the project is predicted to be 581 million yuan, among which 202 million yuan will be allocated by the NDRC from the budget of central government, 250 million yuan by the Civil Aviation Administration of China (CAAC) from the Civil Aviation Development Fund, and the remaining 129 million yuan from the financial fund of the Xinjiang Uygur Autonomous Region.

As the southern portal to the Bayingol Mongolian Autonomous Prefecture, Qiemo is an important component of the Economic Region Surrounding the Tarim Basin, making it of strategic importance to the region. Once completed, the airport will be of great significance in allowing Qiemo to make the most of its advantages in resources to construct an omni-directional integrative transportation system with the aim of achieving a leap-frog development in its economy and society, strengthening cultural exchange among each nationality in the region, and of improving the investment environment of Qiemo and its surrounding area.

# 《民航报导》产品信息索取卡

第15卷第4期

快速轻易的获得杂志中所有或指定产品与服务的信息，请影印或扫描此表勾选即可：

勾选✓	杂志页码	所需产品与服务信息
	封里	第五版“什么是通用航空画册？”
	4	Business Air杂志——二手飞机信息发布平台
	5	阿拉斯加航油 费尔班克斯FBO-您明确的选择
	6	HII液压技术国际公司：专为通用航空设计便携式增压器系统
	7	Aircraft Acquisitions, Inc. 代理销售庞巴迪环球5000型公务机
	9	PlaneExhaust Folder 飞机排气管系统
	11	Heartland Communications：下载此app程序可获得最新行业信息
	16	飞机制造机会
	28	Gulf Coast Avionics南海岸航空电子设备公司
	36	2014年通用航空商务交流会
	37	Sprung 快速建筑物
	42	PFC飞机模拟器
	48	威克斯集团：国际知名公务航空及通用航空顾问咨询公司
	49	喷气式飞机开发寻求合伙人
	50	2014年亚洲公务航空会议及展览会
	55	2014年EAA飞来者大会
	61	Foxtronics Inc.专业航空地面设备和TSO'd机载通信产品
	67	Intersoft Electronics 航管雷达全系统检测工具
	70	Skygraphics 空中拖曳横幅广告
	74	ESCO机场跑道拦阻系统
	封底	通用航空科普讲座

索取人姓名：\_\_\_\_\_ 联系电话：\_\_\_\_\_ 电子邮件：\_\_\_\_\_

请传真至：010-8559-0830分机215 或发电邮至Info@UniworldUSA.com  
或邮寄至：美国世兴公司

北京市朝阳区甘露园南里25号朝阳园2号楼 29E/F 邮编：100123

容易，快速，可多人使用

## 遂宁安居机场建设正式启动 Construction of the Suining Anju Airport Kicks off



11月下旬，遂宁安居机场工程项目建设启动动员大会在安居区隆重举行。

遂宁安居机场工程项目位于安居区会龙镇接官厅村，项目投资估算 17.2 亿元，建设工期为 3 年。

新建机场飞行区等级指标 4C，按照满足年教学飞行 6 万小时、飞机起降 20 万架次和年培养飞行员 300 人的规模设计。新建 1 个停机坪，1 条 2200 米长、45 米宽的跑道，1 条与跑道等长、18 米宽，与跑道间距 168 米的平行滑行道。同时，在跑道与平行滑行道之间，将在跑道南北两端处、距跑道南端 550 米处、距跑道北端 550 米处、距跑道北端 1100 米处各设置一条垂直联络道，共计 5 条垂直联络道。垂直联络道长 136.5 米，宽 18 米，道肩宽 3.5 米。配套建设空管、导航、气象、供电、供水、供油、消防救援以及教学、办公生活服务等辅助设施。

In late November, a conference propelling the construction of the Suining Anju Airport was held in the Anju district of Sichuan's Suining city.

The site of the airport will be located in a country of the Anju district. The budgetary estimate of the project is 1.72 billion yuan and the construction period is estimated to be 3 years.

The reference code of the flight area of the airport will be 4C. The airport has been designed according to the demands of flight training which amount to 60 thousand flight hours, 200 thousand flights and 300 trained pilots annually. An apron, a 2.2 km long and 45 meter wide runway, and a 2.2 km long and 18 meter wide taxiway located 168 meters parallel to the runway will all be built. 5 express taxiways situated perpendicular to the runway will be built between the runway and the taxiway, among which 2 will be built at the south and north ends of the runway, 2 will be 550 meters away from both ends, and 1 will be 1.1 km away the north end. All the express taxiways will be 136.5 meters long and 18 meters wide, each with a 3.5-meter-wide shoulder. Supporting facilities for air traffic management, navigation, weather observation, power supply, water supply, fuel supply, firefighting and rescue, flight training, and living will all be set up.

## 荆门漳河机场改扩建预可研报告获通过 Preliminary Feasibility Reports of Jingmen Zhanghe General Airport Gains Approval

11月下旬，湖北省发改委和中国民航中南局联合组织的专家组到荆门市，审议通过了中航工业特飞所关于《荆门漳河通用机场改扩建工程预可行性研究报告》。

In late November, a group of experts jointly organized by the CAAC Central and Southern Regional Administration and the Hubei Provincial Development and Reform Commission inspected and approved the preliminary feasibility reports of the Jingmen Zhanghe General Aviation Airport's expansion project which were drawn up by the Chinese Special (Aerial) Vehicle Research Institute (also known as the "605th Institute").

荆门漳河机场建于上世纪 70 年代，主要用于飞机科研生产试飞。本次将扩建为华中地区最大的通用航空机场，计划明年动工，2016 年进行配套工程，总投资 5 亿多元。本期建设的目标年为 2025 年，通用航空年飞行小时 3404 小时，建设后跑道长 1200 米、宽 30 米，站坪共有 24 个停机位，机场设供水、供电、通信、供油等设备设施，主要服务对象是农业播种、森林救火、应急救援、气象探测，通用为主、兼顾通勤。

Established in the 1970s, the airport was mainly used for the flight testing of experimental aircraft products; now the airport is to be expanded to become the largest general aviation (GA) airport in central China. Predicted to cost an investment of more than 500 million yuan, the expansion will start next year with the construction of supporting projects beginning in 2016. Following this phase of expansion, it is expected to accommodate 3,404 flight hours by the target year of 2025. A 1.2 km long and 30 meter wide runway, an apron with 24 parking bays, supporting facilities for water supply, power supply, communications, fuel supply and so on, will all be constructed and installed. The airport is planned to mainly serve GA flights, such as agricultural seeding, forest fire fighting and rescue, emergency response and weather observation, as well as commuting operations.

## 通化三源浦机场试飞成功 Tonghua Sanyuanpu Airport Succeeds in Its Test Flight

12月上旬，南航空中客车 A319 型客机对通化三源浦机场进行了试飞。结果显示该机场传统飞行程序、助航灯光等各方面均符合标准，试飞非常成功。

通化三源浦军民合用机场是国家“十一五”规划实施、“十二五”投入建设的国内支线机场，是吉林省“一主多辅”机场建设格局中的重要组成部分。机场位于通化市西北 38.5 公里，柳河县三源浦镇的西南方向，与通化市区公路距离 50.9 公里。机场飞行区等级 4C，跑道长 2300 米，航站楼面积 3034 平方米。设计年吞吐量 19.4 万人次，可起降波音 737-800、空中客车 A320-231 等机型。

下一阶段，在通过民航局行业验收后，通化机场将正式通航。

In Early December, an A319 operated by China Southern Airlines conducted a test flight for the Tonghua Sanyuanpu Airport, showing that the traditional flight procedures, navigation lighting system and other related facilities were built in accordance with standards and marking the success of the test flight.

The Tonghua Sanyuanpu Airport is designed for both military and civil use. The project plan was included in the National 11th Five-Year Plan and was put into construction during the 12th Five-Year Plan period. As a domestic regional airport, it is an important component of Jinlin's airport layout featuring "One Main Airport with Multiple Supporting Ones". The airport is located 38.5 km northwest the city of Tonghua and is 50.9 km away from Tonghua by highway. With a reference code of 4C, the airport has a 2.3 km long runway and a 3 thousand square meter terminal, and has been designed and constructed to accommodate 194 thousand passengers annually. It will be capable of handling aircraft such as the Boeing 737-800 and Airbus A320-231.

The airport is now applying for inspection and acceptance from the Civil Aviation Administration of China (CAAC). After that, the airport will be put into commission.

## 榆林机场站坪扩建工程顺利通过行业验收

### Expansion of the Tarmac Area in the Yulin Airport Passes Acceptance Inspection

12月上旬，民航西北管理局在榆林机场主持召开榆林机场站坪扩建工程行业验收会议，最终形成通过行业验收的审查意见。

榆林机场站坪扩建于今年3月得到民航西北管理局批准，6月正式开始施工，10月完成所有建设内容。本次工程建设在原站坪以北区域扩建了2个C类机位，扩建站坪长101m、宽88.5m，同时在扩建站坪东侧设置了长88.5m、宽25.5m的工作道路，共新建道面约12,390。建成后对所有站坪机位进行了调整，按照1B8C共9个机位布置。

该项工程顺利通过验收，意味着榆林机场新扩建机坪即将启用，这将有效缓解榆林机场停机位不足的突出矛盾，也标志着榆林机场运行保障能力又迈上了一个新台阶。下一步，榆林机场将严格按照验收组提出的意见，与各方参建单位通力配合，抓紧整改，保证质量，确保新扩建机坪投运后安全、顺利的保障运行。

In late December, the Northwest Regional Administration of CAAC organized a conference for inspecting the expansion of the tarmac area in the Yulin Airport, and a conclusion was drawn to approve the project.

The project was approved to be put into construction in March this year by the Northwest Regional Administration of the CAAC. The expansion started in June and was completed in October of this year. In this project, two CAT C parking bays were built north of the original tarmac. An additional area stretching 101 meters long and 88.5 meters wide was also added to the original tarmac area. In addition, an 88.5 meter long and 25.5 meter wide road for construction use was built to the north of the newly built tarmac area. The newly built area takes up a space of 12,390 square meters. After expansion, the layout of the parking bays was adjusted to create space for 9 parking bays, with a single CAT B and 8 CAT C compatible spaces.

The passage of the inspection means the expanded apron will be put into commission in the near future. The shortage of parking bays in the Yulin Airport will be effectively eased and the accommodation capability of the airport will reach a new high. In the project's next step, in accordance with the suggestions put forward by the inspection team, the airport will rectify any irregularities in the project while maintaining overall quality, allowing the expanded apron to operate safely and smoothly once commissioned.

## 新建山东日照民用机场工程立项获批复

### Construction of Rizhao Airport Gains Approval

10月上旬，国务院、中央军委向山东省人民政府下发了《关于同意新建山东日照民用机场的批复》，标志着日照机场项目进入了正式启动建设的新阶段。

新建日照机场性质为国内民用支线机场，飞行区指标为4C。规划建设一条2600×45米的跑道以及相应的配套设施。日照民用机场是列入国家和山东省“十二五”机场建设发展规划的重点项目，也是优化完善华东地区机场布局网络的重大战略举措。项目获批建设，将有利于完善提升城市功能，进一步形成快速便捷的现代化立体交通运输体系；有利于扩大开放、招商引资，为壮大蓝色经济、提升经济综合实力提供有利条件。

In early October, the State Council of the PRC, together with the Central Military Commission, gave an official reply approving the construction of the Rizhao Airport in Shandong, marking the advancement of the project into the formal construction stage.

The Rizhao Airport will be a domestic regional airport, with a reference code of 4C. During the construction, a 2.6 km long and 45 meter wide runway, as well as supporting facilities will be built. The construction of airport has been included in the Central Government's and Shandong's lists of airports to be constructed during the Twelfth Five-Year Plan period, and is also an important strategic act for improving the airport layout of the east China region. The approval of the project will be helpful for improving the functionality of cities and constructing a convenient and modern integrated transportation system; it will also benefit the opening up of the region to investment, strengthening the coastal maritime economy, and improving the economic strength of its surrounding areas.

# 雷达定期年检服务

— 全面检测雷达性能  
并提供维修方案



86-10-8559-0830 分机 210  
WWW.INTERSOFT-ELECTRONICS.COM.CN

## 山西省吕梁机场试飞成功

### Test Flight of Lvliang Airport in Shanxi Succeeds

12月上旬，一架银白色的飞机平稳地降落在吕梁机场跑道上。不久后，随着飞机从吕梁机场腾空而起，向着天津方向飞去。这是即将投入使用的吕梁机场进行的试飞。此次试飞活动圆满完成。

2009年2月，山西吕梁民用机场奠基开工仪式隆重举行。标志着作为贫困山区、资源富区、发展新区的位于中西部革命老区的吕梁将迎来新的发展机遇。吕梁机场设计建设为国内支线机场，位于方山县大武镇西北，距吕梁市区约20.5公里。设计飞行区指标为4C级，将建设2600×45m跑道1条，211×18m垂直联络道1条，3000 航站楼1座，192×125m站坪1个，机位数4个(2C2B)。同时，配套建设通信、导航、气象、助航灯光、供水、供电、供油、消防救援及辅助生产设施。

此次试飞后，再经过华北民航局组织的行业验收后，即可正式通航。

In early December, a white and silver-trimmed aircraft landed steadily at the runway in the newly built Lvliang Airport in China's Shanxi province. Not long after, the aircraft made a successful departure from the runway and flew to north China's Tianjin city. Operating as the test flight of the new airport, the success of the landing and the takeoff of the aircraft marked its accomplishment.

In February 2009, a commencement ceremony was held to celebrate the kickoff of the construction of the Lvliang Airport in the city of Lvliang in China's Shanxi province, which is in the old revolutionary base areas in central and western China. The construction of the airport signifies the efforts Lvliang will take to create new opportunities for development. The airport has been designed as a domestic regional airport, and is located in the northwest part of the Dawu township in the Fangshan county in Lvliang and is 20.5 km from Lvliang's urban center. The reference code of the maneuvering area is CAT 4C. A 2,600×45 m runway, a 211×18m express taxiway perpendicular to the runway, a 3,000 square meter terminal, and a 192×25 m apron with 4 parking bays (2 CAT C and 2 CAT B) have all been built. Supporting facilities for communications, navigation, weather observation, navigation lighting, fire prevention and rescue and water, power and fuel supply, etc. have also been set up.

Although the test flight was a success, the airport cannot be put into commission until a final acceptance inspection mainly organized and conducted by the CAAC North China Administration is carried through.

## 盐城机场机坪扩建工程通过验收

### Expansion of the Apron in the Yancheng Nanyang Airport Passes Acceptance Inspection

12月中旬，盐城南洋机场机坪扩建工程通过竣工验收。

盐城南洋机场机坪扩建工程是本期机场扩建工程的重要组成部分，本次交付验收的主要有扩建机坪、道肩33475，以及与其配套的排水工程、电气工程、廊桥工程、监控工程、除冰坪工程和消防工程等项目。完成工程投资4000余万元。

盐城南洋机坪经扩建后，其站坪的航班保障能力大幅提高。机位由原来的3个增加至目前的8个，可同时容纳8架C类飞机；新增3个廊桥，解决了长期困扰机场发展的近机位不足的问题。

In mid-December, the project expanding the apron of the Yancheng Nanyang Airport passed its acceptance inspection.

The expansion of the apron is an important component of the current phase of the expansion of the airport. The parts of project that passed the inspection cover areas such as the flight apron and its shoulders, which cover a total area of 33,475 square meters. Also included are the supporting facilities for water drainage, power supply, surveillance, de-icing, fire prevention and rescue and aerobridges. More than 40 million yuan has been spent on the project.

After expansion, the capability of the airport's apron will be more comprehensive than ever before. The number of parking bays will increase from 3 to 8, accommodating up to 8 Category C aircraft. Three new aerobridges have been built, which resolved the lack of aircraft parking spaces close to the terminal.

## 柳州机场航站楼扩建工程可研报告正式获批

### Feasibility Report of the Expansion of the Terminal in the Liuzhou Bailian Airport Gains Approval

柳州白莲机场航站楼扩建工程可行性研究报告于11月下旬获广西壮族自治区发改委正式批复，同意实施柳州机场航站楼扩建工程。

柳州机场航站楼扩建工程按照满足2020年旅客吞吐量180万人次，货邮吞吐量1.6万吨的目标设计，新建航站楼、货运库、停车场、进场主干路、航站区环形道路、工作区道路、与航站楼衔接高架桥、消防站、机务用房、安检办公用房、运行指挥大楼等。柳州机场航站楼扩建工程的实施，对完善柳州地方综合立体交通运输体系和促进柳州超大城市及旅游名城的建设将起到积极的促进作用。

The feasibility report of the expansion of the Liuzhou Bailian Airport's Terminal gained official approval from the Development and Reform Commission of the Guangxi Zhuang Autonomous Region.

The expansion project has been designed to accommodate a predicted annual volume of 1.8 million passengers and 16 thousand tons of mail and cargo by the year 2020. A terminal, a cargo warehouse, an automobile parking lot, a direct access way to the airport, a perimeter road, and an exclusive road for the working area of the airport will be constructed. In addition, facilities connected with the operation of the terminal, such as an overhead walkway, a fire house, houses for maintenance and security check crew, a building for operational management, etc. will all be built. The expansion of the terminal in the Liuzhou Bailian Airport will accelerate the improvement of the integrative traffic system in Liuzhou and will help establish Liuzhou as a large city and place of interest.

## “民用机场应急救护培训基地”挂牌

### CAAC Emergency Response Training Base Established in China's Capital Airport

近日，中国民航“民用机场应急救护培训基地”（以下简称“应急救护培训基地”）在首都机场医院正式挂牌。

“应急救护培训基地”将承担全国民用机场应急救护人员专业培训工作。早在2009年，首都机场医院就着手建设应急救护培训基地，以增强我国民用机场应急救护能力，提高航空器突发事件应急处置和突发公共（卫生）事件应急防控及处置水平，规范民用机场应急救护人员专业技能培训，加强民用机场应急保障管理。

此次应急救护技能培训基地的挂牌，标志着首都机场医院将带动整个行业应急救护培训的规范、科学发展，承担起全国民航民用机场应急救护人员专业培训工作，进一步建成国内外高水平的民用机场应急救护培训基地，为中国民航的航空安全保驾护航。

Recently, the CAAC Emergency Response Training Base was established in the Beijing Capital International Airport Hospital in Beijing, China.

The CAAC Emergency Response Training Base will be responsible for the personnel training for all the airports in China. It was early in 2009 that the Beijing Capital International Airport Hospital started construction of an emergency response training base. The setup of the base aims to upgrade China's airports' emergency response capability, improve the handling and prevention of aircraft emergency incidents and emergency public (health) incidents, regulate the vocational training of emergency response personnel, and strengthen the management of emergency support efforts.

The establishment of the CAAC Emergency Response Training Base in the Beijing Capital International Airport Hospital marks the hospital's efforts to drive the regulation and scientific development of emergency response training by taking the responsibility of training emergency response personnel. The CAAC Emergency Response Training Base will strive to become a high level civil airport based emergency response personnel training center, supporting China's aviation safety in the process.

## Skygraphics 空中拖曳横幅广告



# 今天，您的广告上天了吗？

低空已开放，想要您的广告更加炫目，就别让它仍然停留在地面上！

让Skygraphics带它上天！

Skygraphics空中广告拖曳横幅系统

- ◆ 专业设计,已获得专利
- ◆ 绝对安全可靠
- ◆ 简便易安装
- ◆ 持久耐用
- ◆ 全程服务经济实惠,个性化定制突出特点

中国地区  
专利出售

010-8559-0830

## 阿拉善通勤航空试点正式启动

### Commuter Airports in the Alxa League in North China's Inner Mongolia Autonomous Region Are Commissioned

12月中旬，国家通勤航空试点项目—阿拉善盟通勤机场首航新闻发布会在阿拉善左旗巴彦浩特通勤机场如期举行，相关主管及管理领导出席发布会。

阿拉善盟位于内蒙古自治区的最西部，幅员辽阔，是我国的军事和科研重地，但由于国土资源未得到充分开发，经济规模小，难以支撑大型机场的建设和运营。为此，民航局通过与自治区政府共同研究，提出“三小一低”，即小支线、小机场、小飞机、低成本的航空运营模式。阿拉善机场的投入运营，不仅有利于提高我国航空网络密度，而且可以从根本上提高我国航空运输普遍服务水平，填补了我国没有通勤机场的空白。作为全国通勤航空试点，阿拉善盟三新建机场分别位于阿拉善盟左旗、右旗和额济纳旗，飞行区等级指标均为3C，分别按照满足2020年预计旅客吞吐量20万人次、4.5万人次及8万人次目标设计。项目总投资3.895亿元，三地机场于2012年8月正式开工建设，2013年8月—9月，三机场全面完成校飞任务，并于2013年10月顺利通过民航局工程行业验收和使用许可审定。

In mid-December, a news release conference was held in the Bayanhaote Commuter Airport for the maiden flights of the three commuter airports in the Alxa League in North China's Inner Mongolia Autonomous Region, with related officers and leaders present.

The Alxa League is located in the westernmost section of the Inner Mongolia Autonomous Region and is one of China's most important places for military affairs and scientific research. With unexploited resources and a modest economy, Alxa League could not bear the costs of the construction and operation of large civil airports. Therefore, after extensive studying and research in cooperation with the People's Government of the Inner Mongolia Autonomous Region, the Civil Aviation Administration (CAAC) proposed a special air transportation operation model for the region. The model features small regional flights, small airports, small aircraft and low cost. The operation of these airports shall not only increase the density of China's air network, but shall also improve the general service level in the air transportation industry, and fill in the void of no commuter airports in China. As an experimental site for commuter aviation, three category 3C airports were built in Bayanhaote in Alxa Left Banner, Badajjiran in Alxa Right Banner and Taorai in Ejinai Banner, with each one built to accommodate a predicted passenger volume of 200 thousand, 45 thousand and 80 thousand respectively by the year 2020. With a total investment of 389.5 million yuan, the three airports were put into construction in August, 2012. During the period of August to September this year, flight tests for the three airports were completed, and in October of this year, the three airports passed the acceptance inspection organized by the CAAC and won their usage license.

## 乌兰巴托至中国二连浩特国际航线正式通航

### Flight Routing Between Mongolia's Ulan Bator and China's Erenhot Commissioned

蒙古国首都乌兰巴托至中国二连浩特国际航线于8月上旬正式通航，这标志着二连浩特机场由地方支线机场升格为国际机场。

二连浩特是中国对蒙古国最大的公路、铁路口岸。二连浩特塞乌素机场位于市区东南27公里处，距208国道3公里，距国境线32公里。二连浩特具有丰富的旅游资源，也是蒙古国人做生意、购物的向往之地。开通直飞航班，将更加方便蒙古国旅客的出行方式，进一步增进中蒙两国人民的往来。

The flight route between Mongolia's capital Ulan Bator and China's Erenhot was put into commission in early August, signaling the promotion of Erenhot Saiwusu Airport from a regional to an international airport.

Erenhot is China's largest highway and railway transit port into Mongolia. The Erenhot Saiwusu International Airport is located 27 km southeast from downtown Erenhot, 3 km from the national highway 208 and is 32 km from the border between China and Mongolia. There are abundant tourism resources in Erenhot; the city most often serves as a business and shopping destination for Mongolian visitors in particular. Non-stop flights between the two cities will be operated via the new route, providing more convenient choices for Mongolian travelers and furthering the enhancement of communication and dealings between people of the two nationalities.



## 陕西汉中机场工程可行性研究报告获发改委批复 FEASIBILITY REPORT OF THE SHAANXI HANZHONG AIRPORT PROJECT RECEIVES APPROVAL FROM THE NDRC

国家发展改革委于7月中旬批准了陕西汉中城固机场工程可行性研究报告。

本期工程按照满足2020年旅客吞吐量30万人次、货邮吞吐量1300吨的目标设计，飞行区等级指标4C，主要建设内容为：新建1条跑道长2500米，跑道主降方向设置I类精密进近灯光系统；新建3000平方米的航站楼和5个机位的站坪等。

In mid-July, the National Development and Reform Commission (NDRC) approved the feasibility reports of the Hanzhong Chenggu Airport project.

The airport has been designed according to the requirements of an estimated annual volume of 300 thousand passengers and a cargo and mail throughput of 1.3 thousand tons by the year 2020. Designated a category 4C airport, the following will be constructed in the project: a runway of 2,500 meters long, a CAT I precision approach lighting system for the runway's primary approach path, a terminal spanning an area of 3 thousand m<sup>2</sup> and an apron with 5 parking stations.

## 温州机场新跑道通过行业验收

### New Runway in Wenzhou Airport Passes its Acceptance Inspection

9月底，温州龙湾国际机场新跑道通过民航行业验收，正式具备跑道启用条件。

温州机场新跑道技术等级按4D标准建设，兼顾少量E类飞机运行，位于现有跑道以东262.5米处，新建一条长3200米、道面宽45米的平行跑道，现有跑道改建为平行滑行道并向南延伸800米，新建3条快速出口滑行道、2条端联络道和1条垂直联络道。

此外，随着新跑道等基础设施的建成投入使用，相关设施设备的购置，人力资源的储备，温州机场保障飞机起降的能力将大幅提升，在有效满足当前客货及航班流量的快速增长需求的同时，也将为温州机场中长期发展奠定基础。

10月中旬，新跑道投入使用，原跑道改为平行滑行道。

In late September, the newly built runway in the Wenzhou Longwan International Airport passed its acceptance inspection, formally marking its readiness for use.

This new runway has been built according to the CAT 4D standards, but can also accommodate a few CAT E aircraft. Stretching 3,200 meters long and 45 meters wide, the new runway lies 262.5 meters east of and parallel to the original runway, which has been extended 800 meters south to be used as a taxiway. In addition, 3 rapid exit taxiways, 2 turn-around taxiways and 1 taxiway perpendicular to the runway have all been built.

Furthermore, alongside the completion and operation of the new runway, more facilities and equipment will be installed and manpower will be strengthened, making the airport substantially more capable of supporting flight operations. Therefore, the Wenzhou airport is now not only capable of meeting the ever growing requirements of transporting increasing numbers of passengers, cargo, and mail, but also the foundation for its long-term development has been laid.

In mid-October, the new runway was put into operation and the original runway started to be used as a taxiway.

## 武夷山机场开始实施RNP AR运行

### Wuyishan Airport Begins Operations with RNP AR Procedures

9月下旬，厦航执行厦门—武夷山—厦门航班任务的B737-800/B-5657号飞机，在武夷山机场成功实施了公共RNP AR飞行程序运行。在此次航班飞行中，厦航B-5657号飞机执行了武夷山机场RNP AR进场、进近程序，和离场程序。标志着武夷山机场开始了公共RNP AR飞行程序运行。

武夷山机场地处山区，地形复杂，是华东地区3个特殊机场之一。受净空条件制约，机场现行基于传统导航的飞行程序复杂、运行限制突出。本场VOR/DME台已运行20年，亟待进行设备更新，届时，该机场传统导航飞行程序将暂停使用，只能实施RNP运行。公共RNP AR飞行程序的实施，改善了武夷山机场的导航保障条件和空域环境，提升了机场的航行保障能力和运行安全裕度。

In late September, the Xiamen Airlines Co., Ltd. (abbreviated Xiamen Airlines) operated a round-trip flight between Xiamen and Wuyishan using a B737-800 aircraft (registered in China under the tail number B-5657). When the aircraft approached at, landed at and departed from the Wuyishan Airport, it was navigated by the airport's Required Navigation Performance with Authorization Required system (abbreviated RNP AR). The smooth and successful process signified the formal start of the Wuyishan Airport's operations with RNP AR procedures.

The Wuyishan Airport is located in the Wuyi Mountains region, which hosts a complex terrain and is one of three special airports in the east China region. Formerly, the flight procedures operated by the airport were based on traditional navigation methods. Due to this, operations into the airport were severely limited by the special ground obstacle avoidance procedures necessary for navigating the area. Formerly, navigation was provided by the airport's radio navigation station, otherwise known as a very-high-frequency omnidirectional range (VOR), as well as by distance measuring equipment (DME). The rapidly aging equipment had been in use with the airport for more than 20 years, and was in critical need of upgrade. Once the VOR/DME navigation station is replaced, the airport will only operate under RNP AR procedures for a while. The implementation of the RNP AR procedures into the Wuyishan Airport has not only improved its navigation procedures and airspace conditions, but has also promoted support capabilities for the safe operation of flights and widened the threshold of operational safety for the airport.



ESCO is the leader in providing EMAS with over 75 systems worldwide

**ESCO 是机场跑道拦阻系统的领导者**  
已在世界各地安装了75套系统

Providing runway safety with 8 successful arrestments

已经有8次**成功拦阻**飞机冲出跑道的优良纪录



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



## 美兰机场国际航站楼投用

### International Terminal in Meilan Airport Put Into Commission

8月中旬, 美兰机场国际航站楼正式投入使用。

国际航站楼投入使用后, 美兰机场的国际机位将由以前的3个增至10个, 保障能力大大提升, 候机环境也有显著提高, 这不仅让美兰机场在国际航班的保障方面较过去更专业、更便捷, 也更有针对性, 作为机场的优势硬件, 这也将吸引更多的外籍和本地航空公司执飞国际航线。

美兰机场国际航站楼位于现航站楼东侧, 于2011年4月18日投入施工, 设计建设规模为13200平方米, 总投资2.3亿元人民币。该国际航站楼投入使用后, 可满足年旅客吞吐量106万人次的保障需求。

美兰机场除新扩建国际航站楼外, 还将续建面积达2.8万平方米的西指廊航站楼, 加上其他配套设施, 该项目总投资达8.5亿人民币。建成后, 美兰机场航站楼总面积将达约14万平方米, 将能满足更多旅客的出行需要。

In mid-August, the international terminal of the Haikou Meilan International Airport (Meilan Airport) was opened for operation.

Currently, there are 10 parking stations for aircraft for international flights, 7 more than before, making the terminal environment much better than before. Now the airport can serve international flights more proficiently. With the advantage of the new additions, the airport is expected to attract more foreign and domestic airlines to operate international flights into it.

The international terminal is located to the east of the current terminal. On April 18, 2011 construction on the project was started, with a planned floor space of 13.2 thousand m<sup>2</sup> and a budgetary estimate of 230 million yuan. The terminal is expected to accommodate an estimated annual passenger amount of 1 million travelers.

Alongside the new international terminal, the airport also plans to build another terminal with a floor space of 28 thousand m<sup>2</sup> featuring an aerobridge alongside its west part and alongside other supporting facilities. The new project is predicted to cost a total investment of 850 million Yuan. When the new project is built up, the terminal will reach a floor area of 140 thousand m<sup>2</sup> and the airport will be capable of accommodating the needs of more passengers.





# 美国航空与商业咨询



房地产投资（住家，别墅，商业，工厂）  
 就学就业  
 移民（国际公司经理 L1 签证）  
 国际采购并购（飞行器，飞机制造商及其他）  
 国际招商（合作，合资）  
 国际战略合作，策略同盟  
  
 美国世兴公司 Uniworld, LLC  
  
 联系电话：010-8559-0830  
 电邮地址：Info@UniworldUSA.com







**LEKTRO**

[www.lektro.com.cn](http://www.lektro.com.cn)

010-8559-0830

[Info@UniworldUSA.com](mailto:Info@UniworldUSA.com)

***NOT JUST A***  
**公务航空专用**

***TUG. IT'S A LEKTRO.***  
**的无拖杆电动飞机牵引车**

# 通用航空科普讲座协助您完成 踏入通用航空产业的第一步



## 讲座内容包括 (但不限于)

- 1 什么是通用航空? (为什么公务航空是通用航空的范畴?)
- 2 中国与国际通用航空的过去, 现在与将来。
- 3 通用航空对中国的意义。(中国在世界通用航空社会的定位与角色)
- 4 通用航空的商业投资机会。(由上而下还是由下而上建立产业框架与基础设施?)
- 5 航空产业的政治含量与影响?
- 6 如何规划一个通航机场和通用航空产业园 (如何盘活一个通航机场和产业园?)。
- 7 如何避免“一开就乱, 一收就死”的必然结果(如何由这个必然发生的情况中获益?)。
- 8 如何国内外招商, 引资, 合作, 合并, 并购(如何进行有效的国际交流谈判?)
- 9 如何成为中国通用航空实际的领头羊和代表性企业单位?
- 10 如何避免投资的失败? (如何避开风险?)

参与人数不限。安排通用航空科普讲座请联系: [info@UniworldUSA.com](mailto:info@UniworldUSA.com) 或致电010-8559-0830