



China Civil Aviation Report

民航报导

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习近平主席与奥朗德总统出席中法民航合作签字仪式
Signing Ceremony attended by Chairman Jinping Xi and President Hollande

民航局发布2012年全国民航行业发展统计公报
Communiqué Describes China's 2012 Civil Aviation Development

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十年磨一剑，“中国梦”成真

第11届中国通用航空商务交流会在北京举行。这个以通用航空商务交流为主轴的聚会，是与国内外通用航空及公务航空的供应商和运营商共聚一堂，讨论中国通用航空的发展和商业合作事宜的最佳平台。

11年前我开始筹组第一届会议时，大多数人都以观望和消极的态度看待我们的推广工作。谁能想到在大家锲而不舍的努力和实践下，中国政府由中央到地方，企业由国营到私有，个人由发烧友到老农民都投入了这个改革开放30年来唯一没有开发的产业？通用航空产业是中国经济持续成长的关键产业，更是和谐社会应急救援的生力军产业。

10年来我们没有偏离方向，没有擅自离开岗位，持续不断地为通用航空进行宣传、推广、科普和交流。在国内，在国外，我们始终是以通航尖兵的身份与政府、企业和个人讲述通用航空的必要性及社会和经济的利益。10年后我们成功地获得了局部性开放的低空空域，让实验飞行与体验飞行终于变成可能。这是所有参与者和支持者的成功与荣耀，我们要珍惜这来之不易的有限空间，发挥以本场飞行为主的体验飞行和试验飞行，让机场、航空器与空域都能有效地发挥与利用，让飞行成为生活的一部分，让翱翔蓝天不再仅仅是一个梦想，而是一个可以实践的理想。这难道不是“中国梦”迈出的第一步吗？

十年磨一剑，下个十年将是通用航空蓬勃发展的关键时期，我们需要更多的人参与关注和鼓励。您的支持我们将以实际行动回馈，在需要我们的时候与地方为您服务。



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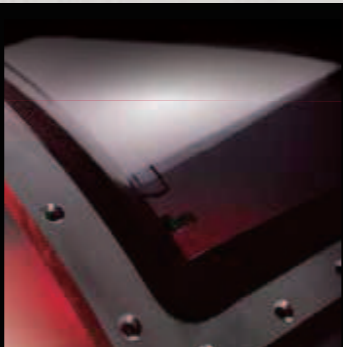
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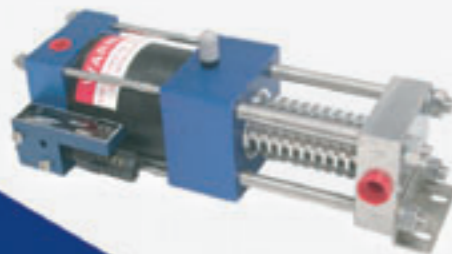
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民航局发布 2012 年全国民航行业发展统计公报 Communiqué Describes China's 2012 Civil Aviation Development



2012 年，民航全行业紧紧围绕科学发展的主题和转变发展方式的主线，认真贯彻落实《国务院关于促进民航业发展的若干意见》，做了大量扎实有效的工作，全行业保持了健康发展。全年航空安全持续保证，发展质量较快提升，扩容增效逐见成效，基础建设稳步推进，教育科技有力扩展，党建文化不断加强。

一、运输航空

2012 年，在世界经济不景气的情况下，民航主要运输指标保持平稳较快增长。

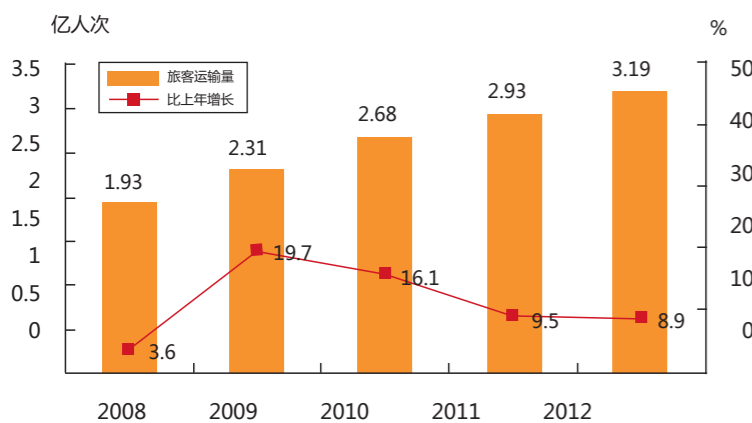
1. 运输总周转量

2012 年，全行业完成运输总周转量 610.32 亿吨公里，其中旅客周转量 446.43 亿吨公里；货邮周转量 163.89 亿吨公里。其中国内航线完成运输周转量 415.83 亿吨公里，包括港澳台航线完成 13.66 亿吨公里；国际航线完成运输周转量 194.49 亿吨公里。

2. 旅客运输量

2012 年，全行业完成旅客运输量 31936 万人次。其中国内航线完成旅客运输量 29600 万人次，包括港澳台航线完成 834 万人次；国际航线完成旅客运输量 2336 万人次。

2008-2012 年全国民航旅客运输量



1. China's 2012 Air Transport stats

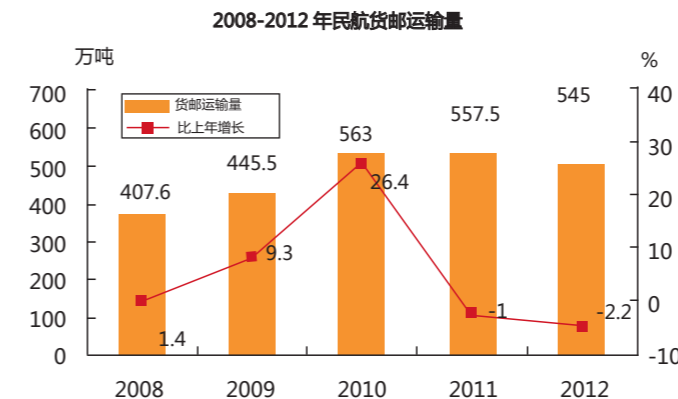
China's Civil Aviation Industry experienced rapid development in 2012, in contrast to the global financial climate.

1) Ton-kilometers (Total weight transported times aviation miles traveled)

During the year 2012, the total weight transported by China's Aviation Industry, times the total miles traveled by that Industry, represented a gross of 61 billion ton-kilometers. Over two third that total, represented passenger volume, while cargo and mail represented just over 16 billion ton-kilometers. International flights to and from China accounted for 19.4 billion ton-kilometers, and 41.6 billion ton-kilometers were attributed to domestic flights, including 13.7 billion ton-kilometers transported by flights to and from Hong Kong, Macau, and Taiwan.

2) China's 2012 Air Passenger Volume

China's Aviation Industry transported a total of 319 million passengers during the year 2012. International flights accounted for 23 million of those passengers, while domestic flights accounted for 296 million, including 8 million who were transported to and from Hong Kong, Macau, and Taiwan.



3. 货邮运输量

2012 年，全行业完成货邮运输量 545 万吨。其中国内航线完成货邮运输量 388.5 万吨，包括港澳台航线完成 20.8 万吨；国际航线完成货邮运输量 156.5 万吨。

4. 机场业务量

2012 年，中国民航运输机场完成旅客吞吐量 6.8 亿人次，货邮吞吐量 1199.4 万吨。

5. 运输机队

截至 2012 年底，民航全行业运输飞机期末在册架数 1941 架，比上年增加 177 架。

6. 机场服务能力

截至 2012 年底，中国共有颁证运输机场 183 个，比上年增加 3 个。2012 年新增机场分别为黑龙江加格达奇机场、江苏扬州泰州机场和贵州遵义机场。另外，完成了昆明长水机场迁建。四川攀枝花机场、新疆且末机场停航。

3) China's 2012 Air Cargo and Mail volume

China's Aviation Industry transported a total of more than 5 million tons of cargo and mail during the year 2012. International flights accounted for 1.6 million tons, and domestic flights accounted for 3.9 million tons, including 208 thousand tons transported by flights to and from Hong Kong, Macau, and Taiwan.

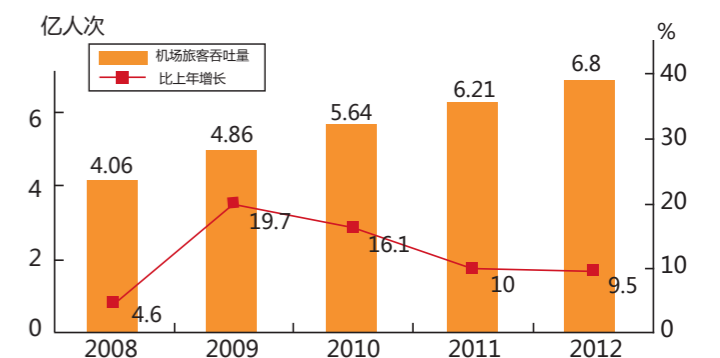
4) China's 2012 Airport traffic

China's Civil Aviation Airports recorded passenger traffic of 680 million, and cargo and mail traffic of nearly 12 million tons during the year 2012

5) China's 2012 Civil Aviation Transport Fleet

China's Civil Aviation Airports transported 680 million passengers and 12 million tons of cargo and mail during the year 2012.

2008-2012 年全国民航运输机场旅客吞吐量



7. 航线网络

截至 2012 年底，中国共有定期航班航线 2457 条。定期航班国内通航城市 178 个（不含香港、澳门、台湾）。中国航空公司国际定期航班通航 52 个国家的 121 个城市，定期航班通航香港的内地城市 40 个，通航澳门的内地城市 7 个，通航台湾地区的大陆城市 38 个。

8. 对外关系

截至 2012 年底，我国与其他国家或地区签订双边航空运输协定 114 个，与 2011 年底持平。其中：亚洲 44 个国家，非洲 23 个国家，欧洲 35 个国家，美洲 8 个国家，大洋洲 4 个国家。

9. 运输航空（集团）公司生产

截至 2012 年底，中国共有运输航空公司 46 家。其中，中航集团完成飞行小时 162.4 万小时，完成运输总周转量 176.7 亿吨公里；东航集团完成飞行小时 141.7 万小时，完成运输总周转量 144.1 亿吨公里；南航集团完成飞行小时 168.1 万小时，完成运输总周转量 162.1 亿吨公里。海航集团完成飞行小时 79.2 万小时，完成运输总周转量 70.5 亿吨公里；其他航空公司共完成飞行小时 67.5 万小时，完成运输总周转量 57.0 亿吨公里。

6) China's 2012 airport stats

By the end of year 2012, China had constructed 3 new Certified Commercial Airports, which increased China's total in that category to 183 from the previous year, and added airports to that list at Jagdaqi in Heilongjiang, Yangzhou Taizhou in Jiangsu, and Zunyi in Guizhou. During that same year, Kunming moved its air operations from the Wujiaba Airport to the Changshui Airport. Panzihua Airport in Sichuan, and Qiemo Airport in Xinjiang were closed.

7) China's 2012 air route network

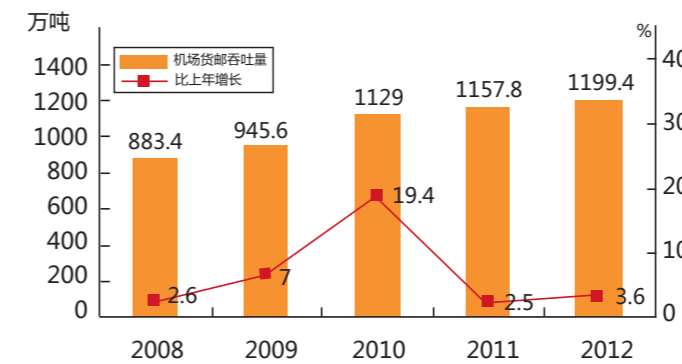
China had approximately 2,500 established air routes within mainland China by the end of year 2012, with flights to and from 178 domestic cities, not including those cities within Hong Kong, Macau, or Taiwan. China's Aviation Industry also operated flights to and from 121 different cities in 52 foreign countries and regions. During that same period 40 of China's mainland cities were operating regular flights to and from Hong Kong, 7 mainland cities had regular flights to and from Macau, and 38 mainland cities had regular flights to and from Taiwan.

8) China's 2012 foreign relationships

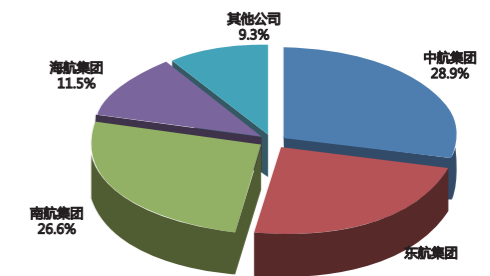
By the end of year 2012, China had signed bilateral air transportation agreements with other countries and regions, including 44 Asian, 23 African, 35 European, 8 American, and 4 Oceania Countries, for a total of 114 agreements, which represented no numerical change from the previous year.

9) China's 2012 Transport Airlines production.

2008-2012 年民航运输机场货邮吞吐量



2012 年各航空（集团）公司运输总周转量比重



Among China's 46 transport airlines, their 2012 production breaks down as follows:

Name of Airline	Flight Hours	Ton-Kilometers
China National Aviation Holding Company	1.6 million	17.7 billion
China Eastern Air Holding Company	1.4 million	14.4 billion
China Southern Air Holding Company	1.7 million	16.2 billion
HNA Group	792 thousand	7.0 billion
Other Airlines	675 thousand	5.7 billion

二、通用航空

1. 作业时间

2012 年，全行业完成通用航空生产作业飞行 51.7 万小时。其中工业航空作业完成 7.71 万小时；农林业航空作业完成 3.19 万小时；其他通用航空作业完成 40.81 万小时。

2. 通用航空企业

截至 2012 年底，获得通用航空经营许可证的通用航空企业 146 家。

3. 机队规模

2012 年底，通用航空企业适航在册航空器总数达到 1320 架，其中教学训练用飞机 328 架。

2. China's 2012 General Aviation stats

1) Total aviation hours of operation

China's General Aviation Industry logged a total of 517 thousand hours during the year 2012, of which Industrial Operations accounted for 77 thousand, Agriculture and Forestry 32 thousand, and 408 thousand for all other operations.

2) China's General Aviation Companies as of 2012

By the end of year 2012, 146 General Aviation related companies had been certificated in China.

3) China's 2012 General Aviation Aircraft

China had registered 1,320 General Aviation Aircraft by the end of year 2012. Aircraft used for the purpose of Flight Training accounted for 328 of that total.



三、运输效率、经济效益与运输收入水平

1. 运输效率

2012年，全行业在册运输飞机平均日利用率为9.15小时。其中，大中型飞机平均日利用率为9.58小时，小型飞机平均日利用率为4.91小时。2012年，正班客座率平均为79.6%；载运率平均为70.6%。

2. 经济效益

2012年，全行业累计实现营业收入5561.4亿元，比上年增长10.5%，利润总额295.9亿元，比上年减少76.5亿元。其中，航空公司实现营业收入3889.8亿元，利润总额211亿元；机场实现营业收入550.2亿元，利润总额45.4亿元；保障企业实现营业收入1121.4亿元，利润总额39.6亿元。

3. 运输收入水平

2012年，全行业运输收入水平为5.99元/吨公里。其中国内航线（不含港澳台航线）7.05元/吨公里；港澳台航线7.48元/吨公里；国际航线3.72元/吨公里。

四、航空安全与服务质量

1. 航空安全

2012年，运输航空连续安全飞行1355万小时，航空安全形势平稳。全行业未发生运输航空事故、空防安全事故、重大航空地面事故和特大航空器维修事故。全年共发生通用航空一般飞行事故1起。

2. 航班正常率

2012年，主要航空公司共执行航班208.7万班次，其中正常航班158.0万班次，不正常航班50.6万班次，平均航班正常率为75.69%。



3. China's 2012 transport efficiency, economic benefits, and income levels

1) China's 2012 transport efficiency

The registered aircraft within China's Civil Aviation Industry logged a daily average of 9.2 flight hours during the year 2012, with large and medium-sized aircraft averaging approximately 9.6 hours per day, and small aircraft averaging almost 5 hours per day. During the year 2012, China recorded an aircraft seat capacity of almost 80%, and a load capacity of almost 71%.

2) China's 2012 aviation economic benefits

The 2012 operating income of China's Civil Aviation Industry was up by 10.5% over the previous year, recording a gross total of 556 billion yuan. However, the total profits of just under 30 billion yuan represent a 7.7 billion yuan decrease.

Following is the breakdown:

Facility	Total operating income	Total profits
Airlines,	389 billion yuan	21 billion yuan,
Airports	55 billion yuan	4.5 billion yuan
Supporting enterprises	112 billion yuan	4 billion yuan

3) China's 2012 aviation income levels

The average 2012 income ratio of China's Civil Aviation Airlines was as follows:

Hong Kong, Macau and Taiwan airlines;	7.5 yuan per ton-kilometer
Other domestic airlines;	7.0 yuan per ton-kilometer
International airlines;	3.8 yuan per ton-kilometer.

4. Aviation Safety and Service quality

1) China's 2012 aviation safety

China's 2012 safety record was very good while logging 13.6 million consecutive hours of flight operations with no incidents involving air transport, security, or major ground accidents resulting from aircraft maintenance. There was one ordinary flight accident.

2) China's 2012 flight schedule record

During the year 2012, China's main airlines recorded a total of 2.1 million flights, of which 1.6 million were processed on schedule, and 510 thousand failed to fly at their scheduled time, which represented an on time scheduled success rate of 76%.



3. 旅客投诉情况

2012年，民航局、各地区管理局、民航局消费者事务中心和中国航空运输协会共受理航空消费者投诉1801件。2012年全年受理投诉总量较2011年减少217件。

五、固定资产投资

2012年，民航固定资产投资总额1464.6亿元，其中民航基本建设和技术改造投资712.2亿元。



3) China's 2012 record of passenger complaints

The Civil Aviation Administration of China, the CAAC's regional administrations, the CAAC Consumer Affairs Center, and the China Air Transport Association, all received a combined total of approximately 1,800 complaints against the Aviation Industry during the year 2012, which was down by 217 from the previous year.

5. China's 2012 investments on aviation fixed assets

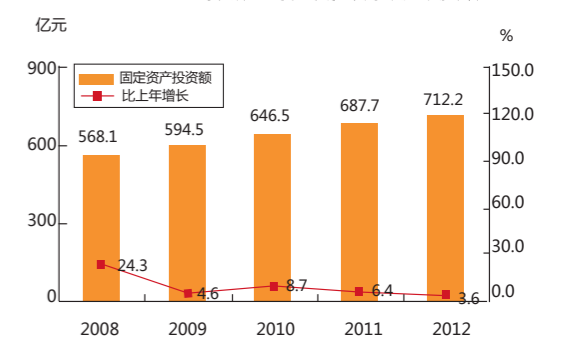
China's Civil Aviation Industry invested 146 billion yuan on fixed assets during the year 2012, of which 71 billion of that total was for basic infrastructure and technological upgrading.

China's upgrading investments on infrastructure and technological is classified as follows:

1) China's 2012 airport construction

During the year 2012, approximately 50 billion yuan was invested on China's Airport System, with most of that going to 12 key airport projects. That annual investment represented a slight increase over the previous year.

2008-2012年民航基本建设和技术改造投资额



基本建设和技术改造投资按系统划分如下:

1. 机场建设

2012年, 机场系统完成固定资产投资总额498.7亿元, 比上年增长0.7%。重点建设项目12个。

2. 空管建设

2012年, 空管系统完成固定资产投资26.7亿元, 比上年增长48.3%。重点建设项目4个。

3. 其他方面

2012年, 民航其他系统完成固定资产投资总额186.8亿元, 比上年增长7.2%。

六、社会责任

1. 上缴税金

2012年, 民航全行业应缴税金217.9亿元, 比上年下降0.3%。

2. 节能减排

2012年, 航空公司使用临时航线约有41.3万架次, 缩短飞行距离超过1400万公里, 节约航油消耗7.6万吨, 减少二氧化碳排放约24万吨。

七、飞行员数量

截至2012年底, 全行业取得驾驶执照飞行员31381人, 较上年年底增加3574人。

八、教育及科技

2012年, 民航直属院校在校生数达到55101人, 民航直属院校共毕业学生13634人。2012年, 民航共评审验收科技成果118项。

注: 本文相对于民航局发布的完整版《2012年民航行业发展统计公报》有缩减。

2) China's 2012 air traffic management construction
Approximately 2.7 billion yuan was invested during the year 2012 on China's Air Traffic Management Construction Projects, with 4 key projects receiving most of that total. China's investment on those aviation facilities was up by nearly 50% from the previous year.

3) China's other 2012 aviation facilities construction
Approximately 18.7 billion yuan was invested on China's Civil Aviation Industry's other systems and facilities; up about 7% from the previous year.

6. China's 2012 aviation related social responsibilities

1) Taxes remitted from China's 2012 aviation revenue
China's Civil Aviation Industry has created a 2012 tax obligation of approximately 22 billion yuan, which is a slight decrease from the previous year.

2) China's 2012 aviation energy saving and emission reductions
China's airlines used temporary routes for 413 thousand of their sorties during the year 2012, shortening those routes by 14 million km, saving 76 thousand tons of fuel, and reducing the carbon dioxide discharge from those aircraft by 240 thousand tons.

7. China's 2012 pilot count

There were 31,381 certificated pilots in China by the end of 2012. That represents an increase of 3,574 pilots from the previous year.

8. China's 2012 aviation education and technology

The number of students attending China's Aviation Academies, which are directly under the supervision of The Civil Aviation System, reached a total of more than 55,000 during the year 2012. Approximately 14,000 students were graduated from those academies, and 118 studies were examined and approved for their scientific and technological achievements.

Note: This article has been acquired as a condensed version of the Statistical Communiqué of China's 2012 Civil Aviation Development, which was issued by the CAAC.



RHINO 多功能通航飞机项目



RHINO飞机最初是为东欧和亚洲的军事及民用飞机全新设计的一款造型独特、技术领先、活塞发动机的多功能通航飞机。RHINO飞机以俄罗斯FINIST飞机为原型, 在商务推广时加入了多用性和市场性的特点。结果这架造价便宜的飞机在涡轮转换的实用性、性能、收购及运营成本方面都超越了DHC-2Beaver飞机。RHINO飞机将成为世界上最棒的多功能通航飞机。

有兴趣参与的个人与机构请联系



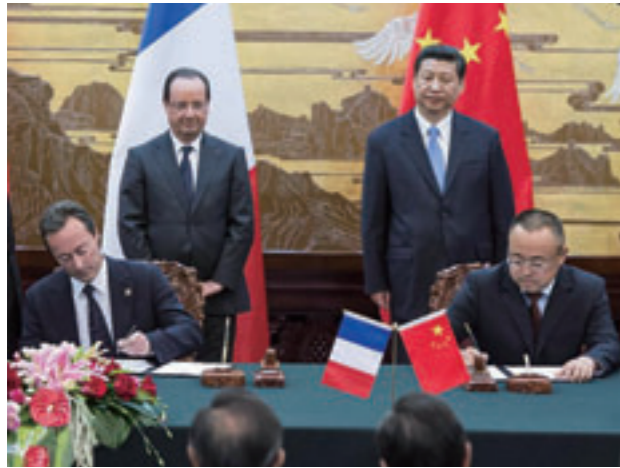
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习近平主席与奥朗德总统出席中法民航合作签字仪式

Signing Ceremony attended by Chairman Jinping Xi and President Hollande



4月下旬，在国家主席习近平和法国总统弗朗索瓦·奥朗德的共同见证下，中国民用航空局局长李家祥与法国交通、海洋与渔业事务部长级代表弗莱岱里克·居维利耶在北京人民大会堂签署了《中国民用航空局和法国交通、海洋与渔业事务主管部门在民用航空领域合作的意向声明》。

此次签署的意向声明旨在深化中法两国在民航培训、空中交通管理、机场及新技术应用等领域的合作，从而进一步推动中法民航友好合作关系的发展。

另外，中法两国同日发表的《中法联合新闻公报——共建和平、民主、繁荣、进步的世界》中表示，双方强调两国在民用航空和航空工业领域的合作互利互惠，合作前景广阔。

公报说，双方认为，两国企业在航空领域，特别是通过天津空客A320总装厂、哈飞空客复合材料制造中心、法国企业参与中国商用大飞机C919项目和民用直升机及发动机合作项目开展的工业合作，具有重大意义。双方愿继续加强在这一领域的联合研发、联合投资和联合生产合作。双方对两国民航主管部门的交流与合作感到满意，并愿进一步加强在民航技术领域的合作。

同日，中国航空器材集团公司和空中客车公司签署意向协议，订购60架空客飞机，其中包括42架单通道的A320系列飞机和18架双通道的A330系列飞机。国家主席习近平和正在中国进行国事访问的法国总统弗朗索瓦·奥朗德见证了协议的签署。协议由中国航空器材集团公司总经理李海和空中客车公司总裁兼首席执行官法布里斯·布利叶在北京人民大会堂签署。

该协议是当天签署的一系列中法合作协议的一部分。

In late April, Jiaxiang Li, Chief of the Civil Aviation Administration of China (CAAC), and Frédéric Cuvillier, French Junior Minister of Transport of the Maritime Economy, met in the Great Hall of the PRC for the purpose of signing a Statement of Intent Toward Cooperation in the Civil Aviation Industry. Visiting French President Francois Hollande, and Chinese President Jinping Xi were both present for that ceremonial signing.

That Statement of Intent was aimed at strengthening the cooperation between China and France relating to training in Civil Aviation, air traffic management, application of airports, and new technology, along with the additional goal of further advancing the development of friendly relations between those two Countries in the Civil Aviation Industry.

In addition to the signing of that Statement of Intent, officials of China and France issued a joint press Communiqué promising to work jointly toward creating a harmonious, democratic, prosperous, and progressive World, in which both sides stressed the benefits of cooperation between their two countries, especially in relation to the Civil Aviation Industry.

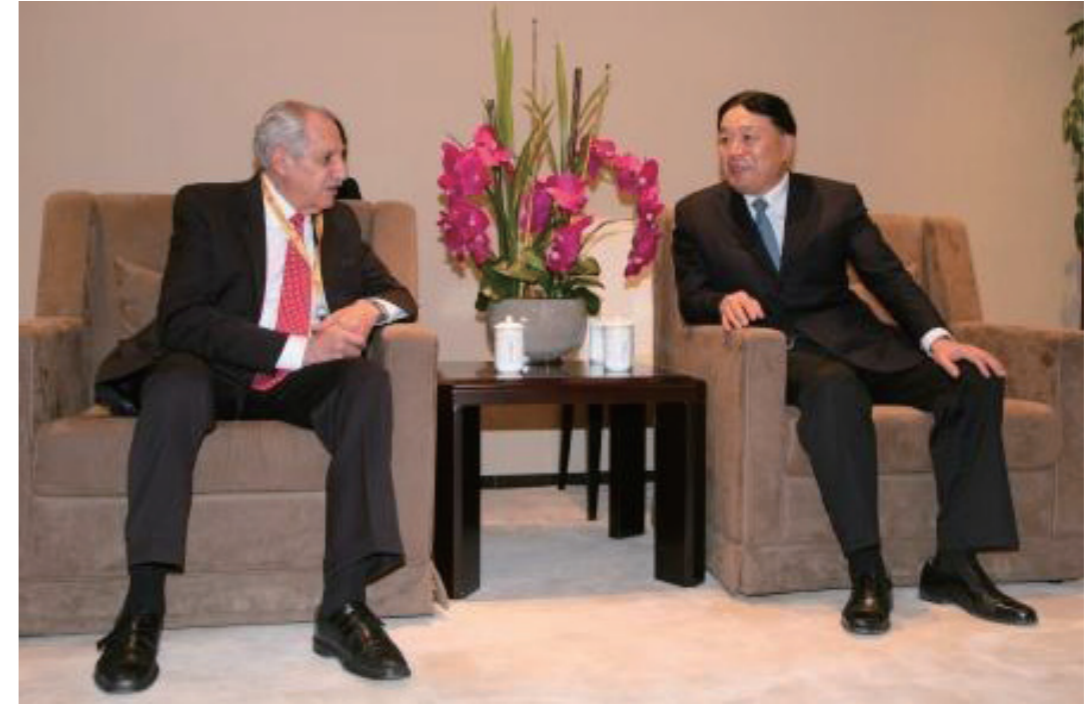
Those same Chinese and French Government officials discussed the great importance of mutual cooperation between China and France in the Industrial Aviation Industry, especially relating to the A320 final assembly line in Tianjin, the Hafei Airbus Composite Materials Manufacturing Center, French enterprise's participation in China's C919 project, the civil helicopter project, and the engine project. The two sides also expressed a willingness to enhance cooperation in the joint R&D, the joint investment, and the joint production in the realm of aviation. They were satisfied with the cooperation and communications between their competent Civil Aviation Authorities, and expressed a desire to continue strengthening that cooperation in the Civil Aviation Industry.

On that same day, also in the Great Hall of the PRC, officials of the China Aviation Supplies Holding Company, and the Airbus S.A.S. signed an agreement of intent to order 60 Airbus aircraft, including 42 single-aisled A320s, and 18 twin-aisled A330s. Chinese President Jinping Xi, and the visiting French President Francois Hollande, witnessed the signing of that document by Mr. Hai Li, General Manager of the China Aviation Supplies Holding Company, and Mr. Fabrice Brégier, President and CEO of Airbus.

Those two Statements of Intent were only two of several agreements signed between China and France on that day.

李家祥会见国际民航组织理事会主席高贝

Jiaxiang Li Met With Roberto Kobeh González



4月中旬，民航局局长李家祥在上海会见了专程前来出席2013亚洲公务航空会展的国际民航组织理事会主席罗伯特·高贝·冈萨雷斯。民航局副局长夏兴华陪同会见。

李家祥向高贝主席介绍说，今年一季度，中国民航的运输总周转量同比增加了10.5%，客运吞吐量增长了11.1%，货邮吞吐量增长了4.7%，预计后三季度增速还会加快。

高贝主席说，每次来中国都会感到中国日新月异的变化。他也很乐意经常到中国来看看。中国不但选派优秀人员到国际民航组织工作，而且积极参加国际民航组织的各项活动，这说明中国非常重视国际民航组织。今年6月27日国际民航组织亚太地区办事处将在中国开业，他们十分期待。

高贝主席希望李家祥能亲自率团出席今年国际民航组织大会。李家祥表示，今年的大会将是世界民航界的一次盛会，中国民航一定会积极支持大会的召开，也期待着下一步与国际民航组织的继续合作。

Mr. Jiaxiang Li, Minister of the Civil Aviation Administration of China (CAAC) met with Mr. Roberto Kobeh González, President of the Council of International Civil Aviation Organization (ICAO) who paid a special visit to the 2013 Asian Business Aviation Conference & Exhibition (ABACE2012) in Shanghai during the month of April. Mr. Xinghua Xia, a deputy minister of the CAAC was also present during that meeting.

Mr. Li informed Mr. González that compared to the previous year, China had achieved an Aviation Transportation growth of 10.5%, an Air passenger growth of just over 11%, and a 4.7% growth in the cargo and mail category. Mr. Li also made the prediction that China's Civil Aviation would begin a more rapid development.

Mr. González shared the fact with Mr. Li that every time he returned to China, he always marveled at the improvements and developments in China since his previous visits, which causes him to look forward to frequent visits to China. China has designated outstanding people to work for the ICAO and to attend activities organized by the ICAO, which shows that China attaches great concern to the ICAO. Members of the ICAO were anxiously looking forward to the agency's Asia-Pacific region branch being set up in China.

Mr. González then asked Mr. Li if he might personally lead a delegation to attend the ICAO's 38th Session of the Assembly. Mr. Li responded that Session would be a grand event for the global Civil Aviation Community, and then committed China to the support of that activity, and added that he was looking forward to continued cooperation with the ICAO.

环球飞行教育活动 Think Global Flight

Think Global Flight 是美国一家非盈利组织，主要通过环球飞行来激发青少年对自然科学、工艺学、工程学和数学的热爱，以引起更多青少年学生对航空航天领域的兴趣。



我们生活在技术越来越同质化的时代。在这个时代里，数据在几大洲间瞬间传递，日夜不停地进行着业务。从 1903 年莱特兄弟的第一次试飞到如今航空工业的发展，我们看到，创新带来新的产品和工艺，新产品和工艺支撑着产业基础；而创新则依赖于对自然科学、工艺学、工程学和数学的熟练掌握。所以，要发展航空业，必须从加强儿童教育开始。通过各种各样的活动，来加强儿童对这些科学的兴趣和掌握能力。

这也正是 Think Global Flight 的使命，在全球航空航天领域普及自然科学、工艺学、工程学和数学教育的重要性，并宣传这个领域里无尽的商机。2014 年 4 月份，Think Global Flight 将通过环球探险飞行来培养和加深学校里的学生对这几门科学的认识和兴趣。

Think Global Flight 目标是，进行环球飞行，建立名为“学生教育中心”（Student Command Centers，简称 SCC）的主要针对 4-16 岁的学生的全球性虚拟教室。Think Global Flight 通过虚拟教室和网站将全球各地的学生联系起来，并按照其监护人的选择进行分组，每一个分组就是一个“学生教育中心”。



2014 年 4 月 Think Global Flight 将按照下面的路线进行环球飞行：
从美国夏威夷州的首府火奴鲁鲁出发，按照下列路线飞行：

ICAO 机场代码	国家 / 城市
PHNL	美国 / 夏威夷州火奴鲁鲁
NSTU	美属萨摩亚 / 帕果帕果
NWWW	新喀里多尼亚 / 努美阿
YBCG	澳大利亚 / 黄金海岸
	游览澳大利亚和新西兰
YBRM	澳大利亚 / 布鲁姆
WADD	印度尼西亚 / 巴厘岛登巴萨
WBGB	马来西亚 / 民都鲁
RPMZ	菲律宾 / 三宝颜
RPLL	菲律宾 / 马尼拉
VVDN	越南 / 岘港
VTBS	泰国 / 曼谷
VTCC	泰国 / 清迈
VECC	印度 / 加尔各答
VANP	印度 / 那格浦尔
VAAH	印度 / 艾哈迈达巴德
OOMS	阿曼苏丹国 / 马斯开特
OERK	沙特阿拉伯 / 利雅得
HEGN	埃及 / 赫尔加达
HECA	埃及 / 开罗
HKEL	肯尼亚 / 埃尔多雷特
HECA	埃及 / 开罗
LGAV	希腊 / 雅典
LIRN	意大利 / 那不勒斯
LFPN	法国 / 默伦
EGMH	英国 / 曼斯顿
EGDR	英国 / Culdose
LEAS	西班牙 / 卡斯特里隆
LEMD	西班牙 / 马德里
LXGB	直布罗陀
LPAZ	亚述尔群岛 / Santa Maria Is.
KBHB	美国缅因州 / 巴港
KFRG	美国纽约州 / 法明代尔
KMQI	美国北卡罗来纳州 / 曼蒂奥
KHEG	美国佛罗里达州 / 杰克逊维尔市
KLAL	美国佛罗里达州 / 雷克兰市
KGVL	美国佐治亚州 / 盖恩斯维尔
KGRR	美国密歇根州 / 大急流城
KFCM	美国明尼苏达州 / 伊登草原
KAPA	美国科罗拉多州 / Centennial
KPRC	美国亚利桑那州 / 普雷斯科特
KLGB	美国加利福尼亚州 / 长滩
KOAK	美国加利福尼亚州 / 奥克兰
PHNL	美国夏威夷州 / 火奴鲁鲁

每个小组将会研究、分析给出的某一个调查类问题。这些问题由航空航天教育专家给出，根据每个小组学生年龄的不同，可以自行修改。这些问题包括四个方面：绿色科技、环球飞行计划、国际关系和性能因素。根据参与人数的不同，学生们可以只涉及一个问题，也可以涉及多个问题。如果涉及多个问题，我们鼓励不同小组间分工合作完成。

在 2014 年 4 月进行的环球飞行中，小组要研究的问题集中在机组遭遇风的应对方法。学生们要研究历史天气模型的数据，并预测 Think Global 环球飞行每一段航程的风的信息。机组将使用 Garmin Perspective 来记录实际中风的数据。根据不同时区的差异，实际中风的数据将实时传播给各个小组，或者通过上传视频让各个小组接收。作为一个全球性团体，我们将表扬那些预测最好的小组。

Think Global Flight 希望唤起全世界对绿色科技重要性的认知。通过激起全世界对航空航天领域的自然科学、工艺学、工程学和数学教育的极大关注，使父母能够让自己的孩子获得教育上的进步。让越来越多的学生认识和了解航空航天领域，尤其是在对这个领域没有多少认知的人，例如女孩、少数民族等，可以挑选代表参加 ThinkGlobal Team 的环球飞行。



期间，飞行员将驾驶中国生产的西锐飞机 CIRRUS SR-20 G3 来进行明年的环球飞行。看到这个行程单和飞行所用的飞机，你会注意到一点：行程单上没有中国站，而使用的飞机却是中国生产。

那中国何不成为其中一站呢！对于学生来说，这是个相互交流自然科学、工艺学、工程学和数学学习的不可思议的机会，而且，还包括不同以不同文化为主题庆祝活动、通过实地应用所推动的全球职业发展。希望中国不要错过这个航空教育的大好机会！欢迎中国地方政府和对这个活动感兴趣的企业加入这个活动，让中国站出现在行程单上。我们着眼于全球，而中国已经成为全球第二大航空国，所以只有中国加入了这个活动，这个活动的全球性才能够完满；想象一下，驾驶中国公司的飞机飞到中国，这个活动才够完美！您的参与和赞助有助于这个理想的实现。

Judy Rice 女士简介：

Judy Rice 女士是一位机长级飞行员，一生对航空航天技术充满兴趣。这一兴趣和 16 年正规教育把她带进了航空航天教育领域。Rice 女士珍视自己作为一名特殊领域教师的价值，因为这让她对学习的过程有了充分的认识。Rice 女士是一名仪表等级商业飞行员，还是一名高级地面教官和获证的仪表等级飞行教官。Rice 拥有一架 Grumman AA1A Yankee，这在美国是令人艳羡的。她的目标是在 2014 年的环球飞行中与建立起来的虚拟教室的学生们分享她对航空和教育的热情。





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民航管理干部学院与国际航协签署合作协议 Cooperation Agreement between IATA and Civil Aviation Management Institute of China

5月中旬，中国民航管理干部学院院长孙晓梅和到访的国际航空运输协会高级副总裁马克哈勃签署了《地区培训合作协议》，民航管理干部学院成为国际航协在中国大陆地区的第一家地区培训合作伙伴。

此前民航管理干部学院已与国际航协开展了多次境内外培训合作，为民航局、地区管理局、航空公司和机场等多家单位培训了上百名高级管理人员。协议签署后，民航管理干部学院将与国际航协在空管、机场、安保等方面开展培训合作。

Ms. Xiaomei Sun, Principal of the Civil Aviation Management Institute of China (CAMIC), and Mr. Mark Hubble, Senior Vice President of the marketing and commercial services of the International Air Transport Association (IATA) signed a Regional Training Cooperation Agreement during Mr. Hubble's mid May visit to China. Subsequently, CAMIC was appointed by IATA to become Mainland China's first training cooperation partner.

CAMIC has cooperated on numerous occasions with the IATA within the Chinese Mainland and International Regions. They have performed training for CAAC officials, including more than 100 Senior Administrators, Regional Administrations, several airlines and airports, and other aviation oriented enterprises. After signing this agreement, CAMIC will cooperate with the IATA in a wide range of training, such as air traffic management, airports, safety guarantee, and more.

GAMECO 国内首获波音 787 飞机维修许可 GAMECO Obtains China's First Maintenance Organization Certificate for Boeing 787

GAMECO 于近日通过中国民航中南管理局的审核，获得波音 787 飞机 CAAC 航线和 A 检的维修能力许可，成为国内首获梦幻客机波音 787 型飞机 CAAC 维修能力许可的维修单位。

随着南航首架波音 787 型飞机即将交付使用，GAMECO 作为南航飞机的主维修基地也顺利完成了波音 787 型飞机维修能力的筹建工作。由于波音 787 型飞机在结构上采用了大量的复合材料设计（按质量占整机的 61%），在系统上引入了光纤技术对飞机状态进行监控，并配备 GE 公司新生产的 GENx 发动机，因此在对维修人员的技术能力要求、维修所需的厂房设施等也提出了很高的要求，尤其是在复合材料结构修理方面，不但要求结构维修人员要很好得掌握维修技能，而且部分维修工作需在清洁度很高的清洁间进行。为此，GAMECO 请波音公司的结构专家对 GAMECO 的结构维修人员进行专项的结构修理培训，同时投入了上百万的资金对原有的清洁间按波音标准进行了改造。经过一年多的精心筹备，最终获得批准，成为波音 787 型飞机 CAAC 维修能力许可的维修单位。

The Guangzhou Aircraft Maintenance Engineering Co., Ltd. (GAMECO) has been issued China's first Maintenance Organization Certificate after passing its appraisal and examination, which was performed by the CAAC Central and Southern Regional Administration.

It required more than one year of careful preparation for GAMECO to become certificated by the CAAC for the purpose of becoming the primary base organization maintenance crew for China Southern Airlines, because that Airline is receiving a Boeing 787, aka 'Dreamliner', which is equipped with GENx engines. The airframe is constructed with composite materials that make up 61% of its gross weight, and requires a skilled staff and maintenance techniques performed within a very clean and organized hangar. Therefore, GAMECO invited construction experts from the Boeing Company to conduct special maintenance training, and invested more than 1 million yuan to transform a hangar into a facility worthy of that aircraft. Fiber technology was applied when monitoring the aircraft conditions.

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四川纵横航空获 135 部运行合格证 正式开航

AllPoints Jet Readies for Formal Kickoff after Obtaining Required Certificates



川监局局长王华刚给纵横航空总经理胡文彬颁发三证

5月中旬, 中国民用航空四川安全监督管理局(简称“四川监管局”)向四川纵横航空有限公司(简称“四川纵横航空”)颁发了CCAR-135部《小型航空器商业运输运营人运行合格证》、通用航空《经营许可证》、CCAR-145部《维修许可证》(以下简称“三证”), 这标志着四川纵横航空正式开航。

三证的取得, 意味着四川纵横航空正式成为了民航四川辖区内第一家具备完全运行资质的商务航空运输企业, 也标志着该公司进入了开航运营的全新阶段。

颁证后, 胡文彬向局方代表重点汇报了四川纵横航空目前及今后的安全运行管理工作情况。他强调安全运行是公司的首要发展目标。目前, 公司执管两架湾流飞机, 相应的训练飞行、人才储备及培训等已陆续开展。公司将继续加大安全及专业技术培训的力度、加大安全管理投入, 以保证安全运行。

四川纵横航空主运营基地位于成都双流国际机场, 主营包机飞行、商务机托管、商务机维修、地面保障和购机咨询等。

AllPoints Jet Co., Ltd. is set to formally kick off its operations after receiving the CCAR-135 Air Operator Certificate, the General Aviation Air Operator's Certificate, and the CCAR-145 Maintenance Organization Certificate, which were all issued by the CAAC's Sichuan Administration of Civil Aviation Security in mid May,

AllPoints Jet has entered a whole new operation stage as a result of obtaining those three CAAC certificates, and has therefore officially qualified to become Sichuan's first commercial air transport enterprise.

After those three certificates had been issued, Mr. Wenbin Hu, General Manager of AllPoints Jet, issued a report regarding its current and future goals toward the safety of its management team, by stressing their devotion toward greater efforts in safety training and professionalism. ALLPOINTS currently operates two Gulfstream jets.

AllPoints Jet is headquartered within the confines of the Chengdu Shuangliu International Airport, and is primarily engaged in charter flights, business jet management, business jet maintenance, ground handling, aircraft purchase consultation, and other related aviation functions.



国网通航公司购欧直 EC225 和 AS350 B3e 直升机 China Power General Aviation Orders Three Helicopters From Eurocopter

中国能源和电力领域最大的直升机运营商，国网通用航空有限公司（国网通航公司）最新订购了 1 架欧直 EC225 直升机和 2 架欧直 AS350 B3e 直升机，用于支持该公司电网的发展，并将公司业务拓展至其他空运任务。

中国国家电网公司是全球最大的能源供应商之一，国网通航公司是其全资子公司，正将其业务范围扩展至航空测量、应急救援、客货运输、基础设施建设和科学实验领域。

欧直将在今年下半年向国网通航公司交付本次新订购的 AS350 B3e 直升机，用于执行电力巡线和运输任务。这款直升机将装配空调系统，及可携带 200 公斤负载的电动绞车。

国网通航公司将于 2015 年接收本次订单中的 EC225 直升机，用于执行包括通航作业和应急救援在内的多种任务。

China Power General Aviation Co., Ltd. is the largest helicopter operator in China's energy and electricity power industries. Executives of that Company have ordered one new EC225 helicopter, and two new AS350 B33 helicopters, for the purpose of supporting its power network business, and expanding its other air transportation business.

China Power General Aviation is wholly owned by the State Grid Corporation of China, one of the World's largest energy providers, and is currently expanding its business to include aerial survey, emergency rescue, passenger and cargo transport, infrastructure building, and science experiments.

The Eurocopter Group will deliver the AS350 B3e helicopters to China Power General Aviation, who will use those helicopters to patrol power lines, and to perform some transportation duties. Those new helicopters will be equipped with an air conditioning system, and an electric winch which is capable of lifting up to 200 kg.

China Power General Aviation will receive the EC225 helicopter in 2015, and then put that helicopter into operational use for the purpose of performing General Aviation Operations and Emergency Rescue.



恩施机场二期扩建工程飞行区工程项目竣工验收 Enshi Airport Passes Phase II Examination and Appraisal for Aircraft Movement Area

5 月上旬，恩施机场二期扩建工程飞行区工程项目通过了由湖北机场集团公司组织的竣工验收。

该项目于 2011 年 12 月 28 日动工，总投资 5672.3 万元。项目建设主要内容包括跑道向北端延长 250 米，跑道长度增加到 2600 米；新建 4 个 C 类停机位；新增一条 145 米长的联络道和 540 米助航灯光；改善空管导航、气象和消防等基础设施。

该项目通过行业验收正式投入运营后，恩施机场基本上能达到 I 类精密进近标准，可极大提高机场航班正常率。

In early May, The Hubei Airports Group Company organized an examination and appraisal at the Enshi Airport, and subsequently passed that airport for its phase II portion of the expansion of the aircraft movement area.

Ground was broken at the Enshi Airport on December 28th, 2011 for the purpose of extending the north runway by 250 meters to 2,600 meters, constructing additional gate positions, and a 145 meter-long by-pass taxiway. They will also install 540 meters of navigation lights, and upgrade the air traffic management, navigation, meteorology, fire fighting, infrastructure, and other necessary facilities at a total cost of 56.7 million yuan.

After all of those construction and installation projects have been completed, that will meet the Category I Precision Approach standards, which should greatly improve the flight regularity rate of the Enshi Airport.

美亚航空喜获民航批准成为水上飞机运营商 Meiya Air to Become Hydroplane Operator After CAAC Approval

经过了一周对 2 架赛斯纳凯旋号 208 型水上飞机进行了的广泛性训练后，5 月上旬，美亚旅游航空公司终于通过了民航局的水上飞机运营补充检查，这意味着美亚成为了国内首家经民航认证的水上飞机运营商，并有计划在不久的将来扩充机队。

水上飞机在西方国家，如美国、加拿大、澳大利亚、瑞士等国，以及一些岛屿和风景区众多的国家，例如马尔代夫、印尼、菲律宾等都非常受欢迎。而如今在国内，水上飞机市场也呈现出了方兴未艾的态势，许多地区如广东、广西、云南、四川、湖北、湖南以及华东地区的一些飞机运营商都对运营水上飞机表现了浓厚的兴趣。

After a week of generalized Hydroplane training in early May on the Hydroplane Cessna 208 Caravan, the Meiya Air Tourism Co., Ltd. passed its supplementary examination, which was conducted by the CAAC, and signifies the beginning of the Certified Hydroplane Industry in China. Meiya Air has become China's first hydroplane operator to be certified by the CAAC. As a result of that pioneering accomplishment, Meiya Air is expected to expand its aircraft fleet.

Hydroplanes are very popular in Western Countries, including the United States and Canada. They are also popular in Australia, Switzerland, and in those Countries having islands and scenic spots, such as Maldives, Indonesia, and The Philippines. Interest in the hydroplane market is rapidly gaining momentum within the Chinese mainland, including Guangdong, Guangxi, Yunnan, Sichuan, Hubei, and Hunan, in addition to the East China Region, with many hydroplane operators expressing their enthusiasm about creating hydroplane operations.

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新疆莎车县民用机场项目获国家发改委批复

NDRC Approves Xinjiang's Shache Civil Airport Project

新疆莎车县民用机场新建项目可行性研究报告已经通过国家发改委主任办公会议审核。

总投资近5.6亿元的莎车民用机场位于莎车县孜热普夏提乡，距离县城直线距离约20公里，该场址净空条件良好，场区地形条件能够满足机场近期建设和远期发展要求，预计该项目建设工期3年，是新疆民航“十二五”重点建设项目之一。

The report on the feasibility study regarding Xinjiang's Shache Civil Airport Project was approved by the Director General of the National Development and Reform Commission (NDRC), during an official meeting called for that purpose.

The Shache Civil Airport project is considered to be one of the key projects of the Twelfth Five-Year Plan of Xinjiang's Civil Aviation Industry, with an estimated total investment of 560 million yuan, and a completion period of approximately 3 years. It will be located in the Zirepuxiati Township of Shache County, which offers clear airspace, and the topographic conditions which meet the requirements of short-term construction, and long-term development.

哈尔滨太平国际机场国际航站楼正式启用

Harbin Taiping International Airport opens Temporary International Terminal

5月下旬，老候机楼改建而成的临时国际候机楼正式投入使用，国际航班保障业务从目前在用的航站楼国际区域顺利转场至国际航站楼。

国际航站楼工程是哈尔滨太平国际机场扩建工程的配套工程，由原航站楼改造而成，该工程2012年开始规划实施，2013年3月底，顺利通过了结构加固鉴定、消防验收、竣工验收及行业验收。

临时国际航站楼总面积约8000平方米，没有廊桥，近机位可以步行抵达，远机位则通过乘坐摆渡车抵达。设计年吞吐量150万人次，高峰小时336人次。设有口岸签证处，备有2间贵宾休息室和1个头等舱休息室，设置14个值机柜台、2个登机口，配备特殊旅客升降梯和超大行李升降梯。

In late May, after Harbin Taiping International Airport had refurbished its' old terminal, it opened that terminal as a temporary accommodation to International passengers, thereby transferring operations of its' International flights from the International Zone of the current terminal, to the temporary International Zone of the refurbished terminal.

The overall expansion project at Harbin Taiping International was kicked off last year, and approved at the end of March, 2013, after passing related examinations and appraisals for that purpose. The opening of that temporary International terminal was just one phase of that overall project.

That temporary International terminal contains 8,000 square meters of floor space. It was designed to accommodate 1.5 million passengers annually and 340 passengers during peak hours. There is no gallery bridge, however passengers can walk to the frontal aircraft stand, and then travel by shuttle to the remote aircraft stand. The facilities include a visa office, 2 VIP lounges, a First Class lounge, 14 check-in counters, and 2 boarding gates. There is also a special lift for passengers needing that assistance, and a lift for super large luggage.

合肥新桥机场正式启用 36 岁骆岗机场谢幕

Hefei Xinqiao International Airport Opens



5月底，合肥新桥国际机场正式启用，36岁的骆岗机场谢幕，并举行了简短的关灯仪式。合肥新桥国际机场正式启用后，服役36年的合肥骆岗机场则同时退役。合肥骆岗机场，1977年11月竣工运营。

合肥新桥机场距合肥市中心31.8公里，首期工程总投资43.05亿元。按照满足2020年旅客吞吐量1100万人次、货邮吞吐量15万吨的需要设计。货运、航空食品、供油等配套设施按照2015年需要建设。建成的飞行区技术等级为4E，建有一条长3400米、宽45米跑道和一条平行滑行道，航站楼面积10.85万平方米，站坪机位27个。

运营后的合肥新桥国际机场将成为继北京首都、上海虹桥、上海浦东、广州白云、深圳宝安、厦门高崎等机场之后具备中国国内目前最高飞行区等级的机场，可供世界上目前已投入商务运营的所有飞机起降。

A brief ceremony was held at Hefei Luogang International Airport, commemorating the end of its 36 year operation, after opening in 1977, and closing in late May. Hefei Xinqiao International was opened for operations simultaneously to the closing of the old airport

After a total investment of 4.3 billion yuan, the new Xinqiao Airport has been completed approximately 32 km from the downtown area of Hefei. That new airport includes a 109 thousand square meter terminal, a 3,400 meter long and 45 meter wide runway, 27 gate positions, a taxiway parallel to the runway, and operates under a 4E airport reference code. Through the year 2020, the design of the first phase is expected to be capable of accommodating annual totals of 11 million passengers, and processing 150 thousand tons of cargo and mail. However, additional facilities were constructed according estimated needs at that airport through the year 2015, including a place for the preparation and distribution of passenger food, cargo processing, fuel containment, and other supplementary facilities.

Xinqiao Airport holds the highest possible airport code level, which is 4E, and equal to the levels of China's other International Airports, including Beijing Capital, Shanghai Hongqiao, Shanghai Pudong, Guangzhou Baiyun, Shenzhen Baoan, and Xiamen Gaoqi, which qualifies each of those airports for the capability of accommodating all of the world's largest aircraft.

海南琼海博鳌机场总体规划获批

Qionghai Bo'ao's Airport Master Plan Approved

近日，民航中南地区管理局与海南省琼海市人民政府联合下发了《海南省琼海博鳌机场总体规划的批复》，标志着琼海博鳌机场进入正式建设阶段。

琼海博鳌机场定位为小型（支线）机场，其主要服务功能包括地方旅游、公务商务活动和为参加博鳌亚洲论坛会议的国内外政要提供航空运输保障，建成后可起降波音737-800和空客A320等客机和公务机、专机。

总体规划是琼海博鳌机场建设发展的纲领性文件，明确了机场各发展阶段建设任务。此次规划以2020年为近期规划目标年，满足旅客吞吐量48万人，货邮吞吐量1440吨，飞机起降4923架次，飞行区等级指标为4C；以2040年为远期目标年，满足旅客吞吐量350万人，货邮吞吐量2.6万吨，飞机起降34526架次，飞行区等级指标为4D。

博鳌机场项目建成后，不仅能够完善海南省机场布局和东部地区综合交通运输体系，还能带动旅游开发和地方经济社会发展，进一步完善博鳌“亚洲论坛”的服务功能和提高保障水平。项目有利于完善博鳌“亚洲论坛”的服务水平，刺激并带动地方旅游发展；有利于完善机场布局和综合交通运输体系，加快公务机市场的发展。

A written reply was issued jointly by the Central and Southern Regional Administrations of the CAAC, along with the Qionghai Municipal Government, to Hainan's Qionghai Bo'ao Airport, signifying the formal approval for their construction phase of that airport's Master Plan.

Qionghai Bo'ao Airport is being designed as a regional airport for the primary purpose of serving the local tourism, official and business activities, and the transportation of local and international politicians. That airport is expected to have the capabilities of receiving business jets and other types of small aircraft, as well as larger aircraft such as the Boeing 737-800s, and the Airbus A320s.

The Master Plan of Qionghai Bo'ao Airport is the legal document that lays out the program for the future timing stages of that airport, and the specifications for all of the various tasks to be performed. The year 2020 is the short term annual goal for that airport, by which time they expect to be capable of accommodating 480 thousand passengers, processing 1,440 tons of cargo and mail, scheduling 4,900 flight sorties, and operating under a 4C airport reference code. The year 2040 is their long term annual goal, by which time they expect to be capable of accommodating 3.5 million passengers, processing 26 thousand tons of cargo and mail, scheduling 34,500 flight sorties, and improving their airport reference code to 4D.

Completion of the Bo'ao Airport is expected to provide improvements to Hainan's airport system, East Hainan's integrated transportation system, Hainan's tourism industry, local economy, and social developments. It is also expected to contribute further support of the Bo'ao Asia Forum, and to expedite the overall development of the Business Aviation Industry.



AscendantJet 是单一飞行员操控设计，容易操作和容易进出驾驶舱是设计的重要考量。最重要的是低维修需求的设计，短距离起降性能将使飞机可以在小机场运营



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阳光欢乐飞行周

2013年

Sun 'n Fun 2013

2013年第三十九届阳光欢乐飞行周（Sun 'n Fun 2013）如期于美国当地时间4月9日至14日在美国佛罗里达州雷克兰市举行。

在为期近一周的活动中，共有近500家参展商、200,000名观众、4,500架各种飞机、50家广告商汇聚在雷克兰市，共同参与美国开年第一个最大的、占地2,200英亩的通用航空活动。



正如本刊在以往期刊中介绍的那样，阳光欢乐飞行周的确与众不同。虽然它的规模只有 EAA 的一半，业务成交量却不逊色于 EAA；它不像 NBAA 那样正式拘泥，十分活泼、自由、随意。不论你是来谈生意的业内人士，还是来一饱眼福的航空爱好者，亦或是为凑热闹、来休闲，这里都不会让你失望。因为，这里地上有各种各样的通用飞机停放着，您可以进行仔细了解，考虑是否购买，还可以把玩；天空也不停有各种飞行表演节目轮番上演；您还可以提前预定，和开飞机来的朋友共同上天飞一圈；商家提供各种航空学习活动；这里还有烧烤、有野餐，甚至还有专门为孩子准备的乐园……



期间, 还有多个主题论坛及活动。主题论坛有美国航空日 (Air America Day)、福利博弈之夜 (Casino Night)、2 天的女性空军飞行员 (Women Airforce Service Pilots, 简称 WASP) 70 周年纪念等; 活动有水上飞机飞行、飞机拍卖会、乐队演唱会、电影等等, 可以这么说, 不论您是航空业内人士, 还是航空爱好者, 这里总有您喜欢的活动。



整个雷克兰都能听见飞机的嗡嗡声和战斗机的呼啸声。
 尽管阳光欢乐飞行周 4 月 9 日才开始，但是铁杆航空爱好者提前好几天就飞到了这里。
 每天下午 3 点到 6 点，天空中一直不停地有飞机在飞进行表演活动。
 每当日落时分，天空中就有各种飞机做各种动作，低飞、俯冲、翻滚，同时放烟花，酷劲十足，令人眼花缭乱。
 在地面上任何地方都能看到空中的飞行表演。
 孩子们在现场学习航空知识。
 现场进行飞行模拟。
 现场售卖航电设备。
 超轻飞机机翼的制作课程
 在教练的指导下进行机翼材料的裁切
 开放式 DIY 飞机组装车间。
 国际参会人员晚会
 国际晚会由青少年抽出幸运得奖人获得 Gulf Coast Avionics 公司提供的航空电子产品



阳光欢乐飞行周简介

阳光欢乐飞行周 (Sun 'n Fun) 始于 1975 年，从仅有少数航空爱好者的组织发展成为全球第二大通用航空趣味飞行及飞行展览盛会。每年 4 月，数以万计的航空爱好者从世界各地集结而来，汇聚在美国佛罗里达州 Lakeland 机场的阳光欢乐飞行周大本营。6 天的活动时间，有超过 4,000 架通航飞机飞来这里，逾 500 个商业参展展示其最新产品，举行 450 余场航空教育论坛及讲座等，开放式 DIY 飞机组装车间以及每日不同节目的飞行表演和夜间飞行烟火等。



华彬天星通航顺利通过 CCAR-91 部审定 全面获得通航运营资质 Beijing Reignwood Star General Aviation is Ready to Fly

4月下旬,北京华彬天星通用航空有限公司(以下简称华彬天星通航)CCAR-91 审定会在北京密云机场举行。民航华北地区管理局飞标处处长韩龙泉及民航北京安全监督管理局局长吕志农向华彬天星通航公司,分别颁发了《商业非运输航空运营人运行合格证》及《运行规范》。标志着华彬天星通航公司已经顺利通过了 CCAR-91 部运行合格审定,全面获得了通用航空的运营资质。

华彬天星通航是北京地区一家拥有自有通航机场的民营通用航空企业,依托北京密云机场开展航空器代管、航空器销售、航空器维修、飞行员培训、旅游观光飞行、航空拍摄等通用航空业务。

此次,CCAR-91 部运行合格审定资质的顺利取得,华彬天星通航公司将在防灾救灾、森林防火、石油电力巡线、空中救援转运、空中搜救等关系国计民生的通航服务领域发挥积极作用。

Beijing Reignwood Star General Aviation Co., Ltd. has passed the CCAR-91 Operations Specifications examination, which was held at Beijing Miyun Airport in late April, signifying that Enterprise is now qualified for General Aviation Operations. Mr. Longquan Han, Director-General of the Flight Standards Office of the CAAC North China Regional Administration issued the Commercial Air Operator Certificate, and Mr. Zhinong Lv, Chief of the CAAC's Beijing Administration of Civil Aviation Security issued the CCAR-91 Certificate.

Beijing Reignwood Star General Aviation is a private Beijing based General Aviation Enterprise having its own General Aviation Airport. It is located on the Beijing Miyun Airport. This Enterprise is now certified for aircraft management, aircraft sales, aircraft repair, pilot training, tourism flights, air photography, and other aviation activities.

As a result of passing its examination for the CCAR-91 Operations Specifications, Beijing Reignwood Star General Aviation will play an important role in disaster reduction and prevention, forestry fire prevention, patrolling power and petroleum lines, air rescue search and transfer, as well as other realms of General Aviation related to the National economy, and the people's livelihood.

河南省机场集团有限公司正式挂牌

Henan Province Airport Group Establishment

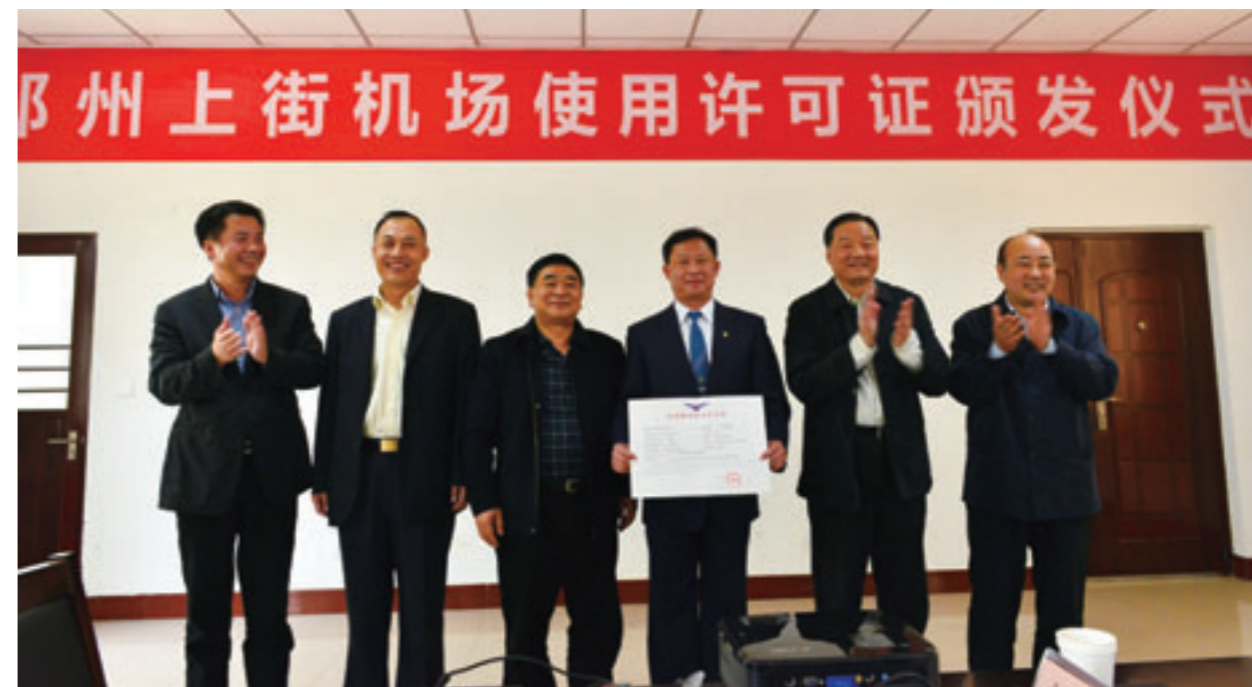
5月上旬,河南省机场集团有限公司(简称“机场集团”)成立揭牌仪式在新郑机场举行。机场集团的成立将为郑州机场的建设发展提供一个更广大、更专业、更高效的平台,对做大、做强河南民航事业、进一步推动郑州国际航空物流中心建设,加快产业集聚和航空经济发展,促进中原经济区和航空港经济综合实验区建设具有重大意义。

近年来,郑州机场发展势头强劲,特别是2012年,郑州机场发展成效显著,全年完成旅客吞吐量1167.36万人次,同比增长15.01%;完成货邮吞吐量15.12万吨,同比增长47.07%。其国际和地区旅客吞吐量达到42.39万人次,同比增长34.2%;国际和地区货邮吞吐量达到4.61万吨,同比增长309.8%。客运量增速位居全国千万级机场第三,货邮增速位居全国千万级机场第一。客运量在全国排名从第21位上升至第18位,货邮吞吐量在全国排名从第20位跃升至第15位。

The establishment ceremony for the Henan Province Airport Group Co., Ltd. was held in the Capital City of the Henan Province at the Zhengzhou Xinzheng International Airport. Also known as the Henan Province Airport Group, they are expected to provide a stronger, more professional, and more effective platform for the development of the Zhengzhou Airport, thereby creating a stronger Henan Civil Aviation Industry. That group is also expected to assist Zhengzhou in the process of gaining recognition as an International Aviation logistics center, while promoting industry clustering, developing aviation economy, and boosting the establishment of the Central Plains Economic Region, as well as the Zhengzhou Aviation Economic Zone.

In recent years, the Zhengzhou Airport has been credited for maintaining a strong development momentum, especially during the year 2012, when that airport transported nearly 12 million passengers, which created a 15% annual rate increase in passenger travel through that airport, and handled just over 150 thousand tons of cargo and mail, thereby creating a 47% annual rate increase in that category. During that same period, 424 thousand passengers, and 46 thousand tons of cargo and mail were transported to and from foreign countries and regions by that same airport, thereby creating a 34% and 310% annual rate increase respectively in each of those two categories. Of all the 10 million plus passenger category airports in China, Zhengzhou improved its overall National passenger volume ranking from 21st up to 18th and improved its overall national cargo and mail ranking from 20th to 15th.

上街机场获得民用机场许可证 Civil Airport Operating License Issued to Zhengzhou's Shangjie Airport



4月,中国民用航空中南地区管理局(简称“民航中南局”)向上街机场颁发使用许可证,这是河南省获得的首个民用机场许可证。

目前,全国有345个通用航空的起降点,获得民用机场许可证的有71个机场。河南省新乡长垣、驻马店平舆、安阳林州、周口西华已获得临时起降点资格,正在申请民用机场许可证,为筹建通用机场取得“身份证”。

作为河南省首个获得民用机场许可证的上街机场,已吸引河南飞天通用航空、河南永翔通用航空、河南大宇国际飞行俱乐部等10家通航企业在通航试验区筹备注册,新增运营飞机7架,机队规模已达30架。

近年来,郑州市依托上街机场建设的通用航空试验区,涵盖航空飞行区、综合保障服务区、休闲体育运动区、研发设计制造区和行政文教商务区五大功能区,对接郑州航空港经济综合实验区建设。力争到2015年,通航基地公司达到15家,机队规模达到50架,年实现飞行5万小时。

A Civil Airport Operating License has been issued to Zhengzhou's Shangjie Airport by the CAAC Central and Southern Regional Administration, which makes that airport Henan's first to achieve such a license.

There are currently 345 takeoff-landing fields in China being operated as General Aviation airports, of which 71 have been issued the Civil Airport Operating License. Some of Henan's airports are currently licensed as temporary, but have applied for permanent licenses, including airports at Changyuan county of Xinxiang, Pingyu county of Anyang, and Xihua county of Zhoukou.

Since the issuance of that Civil Airport Operating License to Zhengzhou's Shangjie Airport as Henan's first airport to receive such, Shangjie Airport has attracted more than 10 General Aviation Enterprises established within the Zhengzhou Comprehensive Experimental Zone for Airport-based Economy, including The Henan Feitian General Aviation Co. Ltd., The Henan Yongxiang General Aviation Co., Ltd., and The Henan Dayu International Flight Club. There have also been 7 additional aircraft added to that zone bringing their total to 30 aircraft.

Based on the advantages of that new license issued to the Shangjie Airport, the City of Zhengzhou has added numerous enhancements, including a General Aviation experimental zone, research/design/manufacturing zone, containing a flight zone, a comprehensive supply zone, a recreational sports zone, and an administration/culture/education/commerce zone, connecting the development of the Zhengzhou Comprehensive Experimental Zone for Airport-based Economy. Officials are optimistic that, by the year 2015, Zhengzhou will have 15 or more enterprises operating from the Shangjie Airport, more than 50 aircraft, and 50 thousand flight hours.



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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 涡轮螺旋桨飞机	
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



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The CAAC Certifies Bio-fuel Flight Power after China Eastern Airlines' Success in First Flight



4月下旬，东航成功实施中国首次自主产权生物航空燃油验证飞行。本次验证飞行由东航使用现役空中客车 A320 型客机执行，并加注中国首次自主知识产权的生物航空燃油。东航的 A320 型客机参照民航局试飞大纲，在上海虹桥国际机场执行了 1 小时 30 分钟的本场验证飞行，记录下了各项重要数据、指标后平稳着陆，试飞工作成功完成。

这是东航成功实施中国首次自主知识产权生物航空燃油验证飞行，并获得民航局颁发生物航空燃油特许飞行许可证。这次具有特殊意义的飞行标志着由东航与中石化、中航油共同合作推动的生物航空燃油项目获得圆满成功，可正式投入航班航务运行，具有里程碑意义，必将为国产新能源应用和绿色低碳飞行的可持续发展产生广泛而深远的影响。

China Eastern Airlines Corporation Limited has successfully completed China's first bio-fuel powered test flight, while exercising independent property rights, by calling into active service one of its A320 aircraft for that flight. The pilots flew the plane within the local area for 90 minutes, while adhering to the flight test outline released by the Civil Aviation Administration of China (CAAC). Important data and indexes were recorded during that test flight, and the safe and steady landing of the aircraft seemed to signify a successful flight to all observers.

Prior to the test flight, China Eastern Airlines was issued a special aviation flight permit for the use of bio-fuel, with independent property rights. That flight has special consequences because it marks the beginning of a great success for the aviation bio-fuel project. It was executed through the cooperation of China Eastern Airlines, China Petrochemical Corporation, and China National Aviation Fuel, achieving complete success toward the future of aviation. Bio-fuel can now be formally used in aviation operations, achieving a milestone for China's Civil Aviation Industry, and will provide an extensive and far-reaching influence toward the application of China-made new energy, green, and low-carbon flights.

李家祥会见美国公务航空协会总裁艾德·博伦 Jiaxiang Li Met With Edward M. Bolen

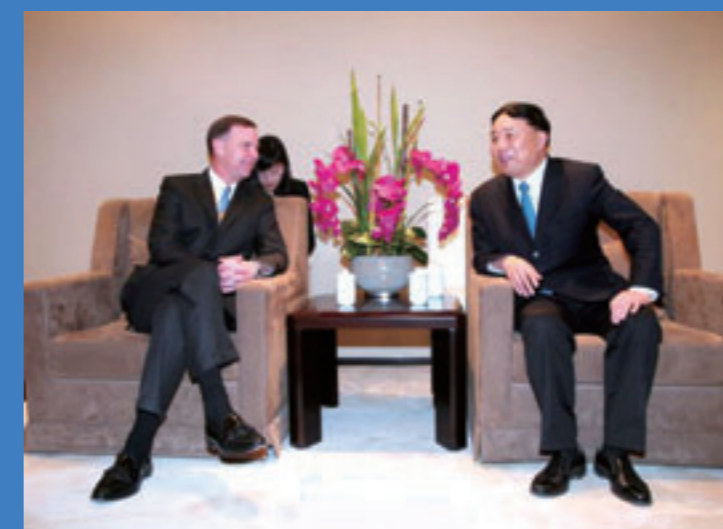
4月中旬，民航局局长李家祥在上海会见了美国国家公务航空协会总裁兼首席执行官艾德·博伦。民航局副局长夏兴华参加会见。

李家祥说，中国已经是世界民航的第二大国，但中国的通用航空发展却相对滞后。不过中国的公务航空却保持了较快的发展水平。截至去年年底，中国共有公务航空企业 15 家，喷气公务机 166 架；与 2011 年相比，企业数量增加 9 家，公务机数量增加 91 架，2012 年批准筹建的公务航空企业

也达到 41 家。去年中国公务航空飞行小时同比增长 28.02%，而运输航空飞行小时仅同比增长了 10.2%，这说明中国民航在公务航空方面有了新的突破。今年 3 月我们专门出台了《关于加强公务航空管理和保障工作的若干意见》，提出 18 条措施以加强公务航空市场准入，这也是民航局首次出台的专门规范和保障公务航空发展的政策。相信这次展会将对中国的公务飞行起到推动和促进作用。

艾德·博伦说，国际民航界对这次航展及中国未来公务航空的增长都十分期待。他表示，愿意进一步加强与中国民航的合作，希望亚洲公务航空会展越办越好。

Mr. Jiaxiang Li, minister of Civil Aviation Administration of China (CAAC) met with Mr. Edward M. Bolen, President and CEO of National Business Aviation Association in Shanghai In mid April. Mr. Xinghua Xia was present at the meeting.



Mr. Li said that China had been the world's second largest aviation market, but with a relatively poor general aviation industry. What was good news was China's business aviation had maintained a relatively rapid development momentum. By the end of last year, there had been 15 business aviation enterprises in China, 9 more than that

of 2011; there had been 166 business jets in China, 91 more than that in 2011. In 2012, 41 business aviation enterprises were approved to put into the preparatory establishment. Last year, China had achieved a 28.02% growth rate in business aviation flight time compared to the year 2011, while China transportation aviation totally had only achieved a 10.2% growth rate, which showed that China had broken new ground in business aviation. In March, the CAAC rolled out the Several Opinions on Strengthening Business Aviation Management and Security, in which 18 measures had been proposed to enhance the standards on market access, which was the first time that the CAAC had rolled out the policies on specially regulating and ensuring business aviation development. Mr. Li believed that the 2012 Asian Business Aviation Conference & Exhibition (ABACE2012) would facilitate and boost business jet flights in China.

Mr. Bolen pledged that the NBAA is willing to offer further cooperation with China's Civil Aviation Community, and wished for continued and even greater success of the ABACE.



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霍林郭勒机场工程总体规划和初步设计通过评审 Approval of Master Plan and Preliminary Design of the Huolin Gol Airport Project

4月中旬, 中国民用航空华北地区管理局在北京分别组织召开了霍林郭勒新建机场工程总体规划和初步设计评审会。内蒙古自治区发改委, 通辽市及霍林郭勒市政府有关部门, 中国民用航空华北地区空中交通管理局、内蒙古机场集团公司、中航油内蒙古分公司、中国民航机场建设集团公司华北分公司等单位代表和专家参加了会议。

霍林郭勒机场规划近期目标年为2020年, 机场飞行区等级近期为4C, 跑道长度2700米, 航站楼建筑面积3000平方米。远期目标年为2040年, 飞行区等级不变, 跑道长度3000米, 航站楼规模为8000平方米。本次工程设计内容包括: 总图工程、场道工程、助航灯光工程、空管工程、航站楼工程、生产辅助和行政后勤设施工程、供电工程、消防救援、给排水及污水处理工程、供油工程及供热工程等。

霍林郭勒机场的建设, 对完善当地交通运输体系, 促进地区经济和旅游发展, 丰富内蒙古东部区域的机场网络布局, 具有重要意义。

The CAAC North China Regional Administration held two review meetings in Beijing in the middle of April to discuss the master plans and the preliminary design of the Huolin Gol Airport project. Representatives and specialists from other administrative departments also attended those meetings, including the Inner Mongolia Development and Reform Commission, the Tongliao Government, the Huolin Gol Municipal Government, the North China ATMB.CAAC, the Inner Mongolia Civil Airports Group Co., Ltd., the Inner Mongolia branch of the China National Aviation Fuel, and the North China branch of the China Airport Construction Group Corporation of the CAAC.

The short-term projection of the Huolin Gol Airport project is aiming toward a 4C airport reference code for the aircraft movement area, 2,700 meter runways, and 3,000 square meter terminals by the year 2020. Their long-term projected aim for the year 2040 requires no further change in the reference code. However, their 2040 goal is for runways extended to 3,000 meters, and terminals expanded to 8,000 square meters. The contents of this project includes designs and drawings of facilities for, airfield roads, navigational lighting aids, air traffic management, production aids, administration and logistics, power supply, fire fighting and rescue, water supply, drainage, sewage disposal, fuel supply, heat-supply, and engineering.

Construction of the Huolin Gol Airport is expected to be of great significance to the improvement of the local traffic and the transportation system, in addition to boosting the development of the local economy and tourism, while also enriching the airport network layout of the East Inner Mongolia Region.

加拿大民航局局长马丁·艾雷来访

Martin J. Eley, Director General of the Transport Canada Civil Aviation Visits China

4月上旬, 民航局副局长夏兴华在北京与加拿大民航局局长马丁·艾雷进行了会谈, 双方就进一步扩展两国间安全管理等民航领域的合作深入交换了意见。同日, 马丁·艾雷还与民航局各司局召开了工作会议, 商谈落实《中国民航局与加拿大运输部关于民用航空安全的行动计划》(简称“行动计划”)的后续安排, 并探讨拓展中加民航合作。

2012年11月加拿大运输部部长德尼勒贝尔访华时与民航局副局长夏兴华共同签署了上述行动计划, 以期深化中加民航各领域交流与合作。

In early April, Mr. Xinghua Xia, a deputy minister of the Civil Aviation Administration of China (CAAC), and Mr. Martin J. Eley, Director General of the Transport Canada Civil Aviation (TCCA) met in Beijing. The two exchanged in-depth views on expanding cooperation in Civil Aviation Safety Management, and other issues. On that same day, Mr. Eley also talked with the Divisions of CAAC regarding the successor arrangement for the "Action Plan of CAAC and Transport Canada for Civil Aviation Safety", and further discussed the expansion of the two Nations' cooperation in the Civil Aviation Sector.

When Mr. Denis Lebel, Minister of Transport Canada visited China in November 2012, he and Mr. Xinghua Xia signed the 'Action Plan', and both parties expected to strengthen their exchanges and cooperation in the Civil Aviation Sector.

野马飞机

THE BRUMBY AIRCRAFT

野马飞机的所有零部件和组装均在澳大利亚完成，为纯澳洲打造，是市面上最具稳定性、强韧性及实用性的轻型运动飞机。野马飞机的经典型号有：野马600、野马610和野马空中巡航者等。

With all parts made locally in Australia, the Brumby is the most stable, strong and hardworking LSA on the market. The classic types are: Brumby 600, Brumby 610 and the Brumby Air Cruiser.

其中野马600和610型两款飞机在机身强韧性、稳定性以及飞机性价比和舒适度方面都有过人之处。两款飞机从头到尾无论从尺寸、强度、动力均被设计成轻型通用飞机，它们的设计同时还符合轻型运动飞机规定标准。这是两款飞机至关重要的卖点，尤其是对飞行学校。他们要求教学的飞机不但能够经久耐用，而且能承受初级学员的重着陆操作。野马飞机在高翼和低翼机独特的机翼设计，以及低重心的机身设置，使野马飞机具备比其它轻

The strength, stability, cost effective and accessibility and comfort performance of the Brumby 600 and 610 goes beyond others. Both Aircraft have been designed from the ground up as a light general aviation aircraft in terms of size, strength and power but built under an LSA certification. This quality is critical for flying schools that require a robust workhorse to tolerate the rough treatment of novice pilots. The unique wing design of both the low and high wing aircraft and the lower centre of gravity of the fuselage make the aircraft more stable than any other LSA aircraft. With all parts made locally, Brumbys spend less time on the ground and more time

型运动飞机更强的稳定性。另外，野马飞机的所有部件均为本土制造，经久耐用，可创造更长久的飞行记录。它的设计与建造非常适合长时间飞行。舒适度方面，野马变革610轻型运动高翼飞机是世界上的最大的轻型运动飞机之一。其驾驶员座舱甚至比塞斯纳172的座舱还宽7英寸。变革610的机门设计使各年龄段飞行员的登机和下机更加便捷舒适。

in the Air. Brumbys have been designed and built to last for the long haul. The Brumby 610 evolution is one of the largest LSA aircrafts manufactured in the world. Even the cockpit is a full 7" wider than the Cessna 172. The gull wing door design on the 610 evolution makes entry and exiting of the aircraft a breeze for pilots of all ages and abilities.



BRUMBY 600

野马600飞机规格

600 Specifications

翼展: 28 英尺
机身长度: 20 英尺
机翼面积: 105 平方英尺
驾驶舱宽度: 42.5 英寸
发动机选择: Rotax 912ULS 或 Lycoming O-233, 两者均由 Sensenich 螺旋桨驱动
燃料容量: 130 升
行李容量: 座位后方 6 立方英尺储物柜加大行李架
最大起飞重量: 600 千克
空重: 350 千克
巡航动力为最大平飞速度的 75%: (Rotax 912 发动机) 时速 110 节耗油 18 升或 (Lycoming 发动机) 时速 110 节耗油 20 升
失速时速: 38 节
极限时速: 140 节
上升时速: 70 节
爬升率: 1000 英尺 / 分
着陆时速: 65 节

Wing span: 28 ft
Length of fuselage: 20 ft
Wing area: 105 sq. ft
Cockpit width: 42.5"
Engine options: Rotax 912ULS or Lycoming O-233 both powered by a Sensenich propeller
Fuel capacity: 130 lts
Baggage: 6 cu ft behind seat plus large parcel tray
Maximum take-off weight: 600kg LSA
Empty weight: 350 kg
Cruise speed at 75% power: (Rotax 912) 110 kts at 18 lts per hr or (Lycoming) 110 kts at 20 lts per hr
Stall speed: 38 kts
Rate of climb: 1000 fpm
Landing speed: 65 kts





BRUMBY 610

野马 610 飞机规格

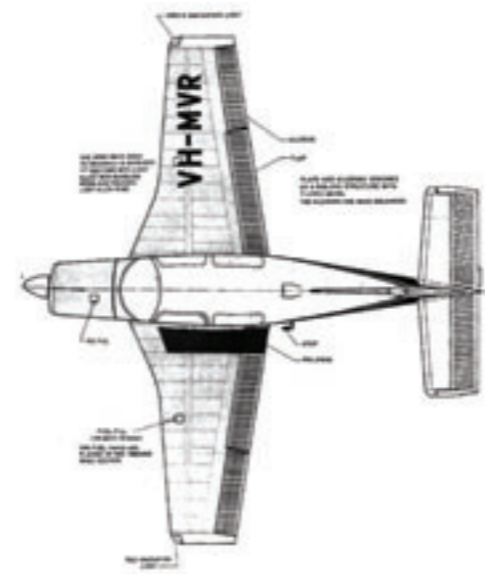
翼展: 28 英尺
机身长度: 20 英尺
机翼面积: 117 平方英尺
驾驶舱宽度: 47 英寸 (119.38 厘米)
发动机选择: Rotax 912 或 Lycoming O-233
燃料容量: 140 升
最大起飞重量: 600 千克
空重: 350 千克
巡航动力为最大平飞速度的 75%: (Rotax 912 发动机) 时速 110 节 或 (Lycoming 发动机) O-233, 两者均由 Sensenich 螺旋桨驱动
失速时速: 38 节
极限时速: 140 节
上升时速: 65 节
爬升率: 1000 英尺 / 分
着陆时速: 55 节

610 Specifications

Wing span: 28 ft
Length of fuselage: 20 ft
Wing area: 117 sq. ft
Cockpit width: 47" (119.38cm)
Engine options: Rotax 912ULS or Lycoming O-233 both powered by a Sensenich propeller
Fuel capacity: 140 lts
Baggage: 6 cu ft behind seat plus large parcel tray
Maximum take-off weight: 600kg
Empty weight: 350 kg
Cruise speed at 75% power: (Rotax 912) 110 kts at 18 lts per hr or (Lycoming) 110 kts at 20 lts per hr
Stall speed: 38 kts
VNE: 140 kts
Rate of climb: 1000 fpm
Landing speed: 55 kts

野马空中巡航者是运用野马飞机兼顾结构材料设计而成的舒适四座巡航飞机，所有的生产制造在澳大利亚完成。此飞机于 1966 年 H.K. Millicer 最初为 Victa 公司设计，1967 年完成型号认证。所有权被新西兰 EASL 公司收购，并发展了军用教练机 CT-4。随后所有的权力已转给澳大利亚野马飞机公司以补充野马 600 和 610 型等革命性的轻型运动飞机的产品线。并被重新命名为野马空中巡航者。

The Brumby Air Cruiser is a four seat cruising aircraft built with Brumby's robust construction and touring comfort. All Australian and built to last. The aircraft was original design by H.K. Millicer for VICTA in 1966 and completed the type certification in 1967. Rights purchased by New Zealand company EASL. Then rights and developed into the military airtrainer CT-4. All rights transferred to Brumby Aircraft Australia to complement the Brumby 600 And Brumby 610 evolution LSA aircraft. Finally rebranded as the Brumby Aircruiser.



规格 (Specifications)

ENGINE 引擎	Lycoming IO-360 200hp or (IO-540 300hp)
PROPELLER / 螺旋桨	German MT 3 blade
FUEL CAPACITY / 油量	209 ltr
WING SPAN / 翼展	7.92 m
LENGTH / 机身长度	6.70m
MAX T/O WEIGHT / 最大起飞重量	1089kg
EMPTY WEIGHT / 净量	694kg
MAX SPEED / 最大速度	160kt
MAX CRUISE / 最大巡航速度	148 kt
MAX CLIMB / 最大爬升率	1250 ft/min
SERVICE CEILING / 飞行高度	17,500 ft
MAX RANGE / 最大航程	1609 km

仔细的端详一下这架飞机。整齐，醒目，让你有一种熟悉的感觉……
——航空杂志 1967 年 12 月

“Take a good long look at this aircraft. Trim, efficient-looking, yet with a familiar air about it...”
---AERO magazine December 1967

野马飞机无论用以充当任何角色都能同样发挥出色。它可以使教练机、私人飞机、还可以是乡间的轻便交通工具。它是一款让人感觉稳固且具备纯正澳洲血统的轻型运动飞机。野马变革许多令人印象深刻的特质足以让它成为打破文化壁垒并最终填补通用航空空白的飞机。

——澳洲 OWEN ZUPP 航空杂志 2013 年 2 月刊

As a trainer, private aircraft or rural runabout, this Brumby is equally at home in any role. It is a light sport aircraft with substantial feel and an all-australian pedigree. With so many impressive qualities and Brumby evolution may just be the aircraft that breaks down some of the cultural walls and finally bridges the GA gap.

---OWEN ZUPP, Australian Aviation Magazine Feb 2013

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阿克苏机场城市候机楼项目开工 AKESU Airport Kicks off Its Urban Terminal Project

4月上旬，阿克苏机场城市候机楼项目正式启动，新疆机场集团总经理段子新，阿克苏地委委员、市委书记高国飞等各级领导、各相关单位工作人员100余人出席了开工仪式。仪式中，段子新总经理、高国飞书记等领导为城市候机楼项目剪彩。

本次开工的阿克苏机场城市候机楼项目位于阿克苏市水韵路南侧，总投资44574万元，占地面积19193.64平方米（约28.79亩），建筑面积54958.12平方米，主要建设集候机、餐饮、住宿等为一体的多功能框架结构楼，其中主楼地上22层、地下2层，配楼地上6层，工程将于2014年12月竣工，预计2015年交付使用。

阿克苏机场城市候机楼项目建成后，可实现城市中心服务与机场服务有机对接，极大地提升阿克苏机场候机服务容量与服务能力，进一步强化了对航班延误、取消的应急能力，为阿克苏航空运输事业发展与建设提供良好的保障与支持。

AKESU Airport formally kicked off its urban terminal project in early April. Mr. Zixin Duan, General Manager of the Xinjiang Airport Group, Mr. Guofei Gao, Secretary of Akesu Municipal Committee of the CPC, along with some other officers, cut the ribbon at the commencement ceremony, as more than 100 people attended, including some members from the Standing Committee of the CPC AKESU Municipal Committee, and staff from each of those entities.

AKESU Airport's urban terminal will be located in AKESU south of Shuiyun Road, at a total investment of nearly 446 million yuan. When completed, this new terminal will cover just over 19 thousand square meters of land, and provide 55 thousand square meters of usable floor-space. There will be a frame structure multi-use consisting of 22 floors above ground, and 2 floors below ground. There will also be a side building having 6 floors above ground. The total project is expected to be completed by December, 2014, and fully operational by 2015.

Once that urban terminal project has been completed for the AKESU Airport, the downtown service, and the airport service will be connected, creating a greatly improved capacity, performance, and development of that airport's transportation industry. This accomplishment should also improve the future of flight delays and flight cancellations.

民航第二研究所2项通用航空标准通过行业审定

Two General Aviation Standards Redacted by the Second Research Institute of CAAC Validated

3月中旬，中国民用航空局第二研究所（简称“民航二所”）承担编写的《航空喷施设备喷头性能试验方法》和《航空喷施作业安全评价》两项通用航空领域行业标准审查会在成都召开，审查委员会一致同意两项行业标准通过审定。

审查会由民航局航空器适航审定司主持，审查委员会由民航局运输司、中国民航科学技术研究院、中南管理局、西南管理局、中国农业科学院植物保护研究所、南京林业大学、四川三星通用航空有限责任公司、民航威鸿科技有限公司、民航二所等单位的10名专家组成。

《航空喷施设备喷头性能试验方法》是在参考国内外相关标准的基础上，结合我国航空喷施设备液力喷头性能测试的实际情况制定的，具有一定的

Officials of the Second Research Institute of CAAC held a meeting at Chengdu in the Sichuan province during the month of March for the purpose of reviewing two industrial standards; the Test Method for the Performance of the Nozzle for Aerial Spraying, and the Safety Assessment of that device while in operation. The examination committee subsequently approved both of those standards.

Officials within the Airworthiness Department of the CAAC presided over the meeting, accompanied by ten specialists from various entities including the Transportation Department of the CAAC, the CAAC Central and Southern Regional Administration, the CAAC Southwest Regional Administration, the Institute of Plant Protection of the Chinese Academy of Agricultural Sciences, the Nanjing Forestry University, the Sichuan Sanxing General Aviation Co Ltd, the CAAC Weihong Technology Co Ltd, and the Second Research Institute of the CAAC.

先进性和较强的可操作性；该标准的制定将有助于加强航空喷雾设备中喷头性能的检测与评价，提高喷头的生产质量与使用水平，促进通用航空作业设备检测技术的发展。

《航空喷施作业安全评价》是在参考美国标准《通用航空飞机在商业服务上的安全性评价》(SAE ARP5151-2006)及国内其他行业安全评价标准的基础上，结合我国航空喷施作业的实际情况制定的，具有一定的先进性和较强的可操作性；该标准的制定将有助于通航企业建立健全安全管理体系，提升安全管理水平，从而保障航空喷施作业安全，同时也有助于行业主管部门加强行业管理。

While analyzing the test method for the performance of the nozzle, The Second Research Institute of the CAAC referred to the relevancy of the domestic and foreign standards, and registered strong concern to circumstances regarding the performance testing of the hydraulic nozzle of China's aerial spraying devices. They subsequently determined that this standard has some advanced merit, and operational advantage. The implementation of this standard will be helpful to the examination and evaluation of the performance of the nozzle, and improving its quality, as well as promoting its proper usage, thereby encouraging the continued development of the safety testing technology of China's general aviation operations.

That same Research Institute also made reference to the U.S. Safety Assessment of General Aviation Airplanes and Rotorcraft in Commercial Service, aka SAE ARP5151-2006, and then gave strong consideration to China's safety assessment standards of other industries, by recognizing that this safety standard presents some advanced operational advantage and safety. Implementation of this standard should be helpful to General Aviation Enterprises for the purpose of formulating and perfecting the safety management system, improving safety management performance, and ensuring the safety of aerial spraying operations. It should also assist authorities in related industries for enhancing their industrial management.

2012 年全国机场生产统计公报

Communiqué Regarding the 2012 Statistical Productivity of China's Airports

2012 年全国运输机场主要生产情况如下:

一、通航城市和机场

2012 年, 我国境内民用航空(颁证)机场共有 183 个(不含香港和澳门, 下同), 其中定期航班通航机场 180 个, 定期航班通航城市 178 个。

年内定期航班新通航的城市有黑龙江加格达奇、江苏扬州泰州、贵州遵义, 昆明长水机场完成迁建, 四川攀枝花机场、新疆且末机场停航。

二、主要生产指标

2012 年我国机场吞吐量各项指标保持平稳增长势头, 全年完成旅客吞吐量 67977.2 万人次, 比上年增长 9.5%。其中, 国内航线完成 62378.8 万人次, 比上年增长 9.2% (其中内地至香港、澳门和台湾地区航线为 2271.8 万人次, 比上年增长 13.4%); 国际航线完成 5598.4 万人次, 比上年增长 13.4%。

全年完成货邮吞吐量 1199.4 万吨, 比上年增长 3.6%。其中, 国内航线完成 784.9 万吨, 比上年增长 4.6% (其中内地至香港、澳门和台湾地区航线为 73.4

1. Chinese cities connected by airways and operational Chinese airports:

In 2012, China had 183 certificated civil airports (airports in Hong Kong, Macau excluded, similarly hereinafter), among which 180 airports and 178 cities had regular flights.

Four different cities in China were connected by air for the first time during the year 2012. Those cities include Jiagedaqi of Heilongjiang, Yangzhou and Taizhou of Jiangsu, and Zunyi of Guizhou. Kunming's new Changshui Airport was completely relocated. Air service was suspended at the Panzhihua Airport in Sichuan, and also the Qiemo Airport in Xinjiang.

2. Main Production Indexes

All Airport production indexes reflected a steady aviation growth momentum in China during the year 2012, with a passenger count of 680 million, representing an annual growth rate of 9.5%. Approximately 624 million of those air travelers were transported by domestic flights, with 22.7 million of those traveling to or from Hong Kong, Macau, and Taiwan, thereby achieving a domestic flight growth rate of 13.4% to those cities, and a 9.2% overall domestic flight growth. In addition to those flight sorties within China, approximately 56 million people were transported to and from China on International flight sorties, representing an annual growth rate of 13.4% in that category.

China's airports transported approximately 12 million tons of air cargo and mail during the year 2012, representing an overall annual



万吨, 比上年增长 5.8%); 国际航线完成 414.5 万吨, 比上年增长 1.7%。

全年完成飞机起降架次 660.3 万架次, 比上年增长 10.4%。其中: 运输架次为 566.5 万架次, 比上年增长 9.9%。起降架次中: 国内航线 611.5 万架次, 比上年增长 10.6% (其中内地至香港、澳门和台湾地区航线为 17.4 万架次, 比上年增长 13.1%); 国际航线 48.8 万架次, 比上年增长 8.1%。(注: 国内、港澳台、国际航线分类按客货流向进行划分)

三、旅客吞吐量分布

所有通航机场中, 年旅客吞吐量在 100 万人次以上的有 57 个, 比上年

growth rate of 3.6%. Domestic flights have been credited for approximately 7.85 million tons, with about 734 thousand tons of those having been transported to Hong Kong, Macau, and Taiwan, representing an annual cargo growth rate of 5.8% to those cities, and a National growth rate of 4.6% compared to that of the previous year. China's International flight sorties accounted for approximately 4.15 million tons of air cargo and mail, representing an annual growth rate of 1.7% in that category during the year 2012.

China flew approximately 6.6 million sorties in 2012, representing a growth rate of 10.4% compared to that of the previous year. Passenger transportation flights accounted for about 5.67 million, representing an annual growth rate of almost 10% in that category. There were approximately 6.12 million domestic flights., representing a growth rate of 10.6%. An estimated 174 thousand of those were to and from Hong Kong, Macau, and Taiwan, representing an annual growth rate of just over 13% to those cities. During the year 2012, China flew approximately 488 thousand sorties abroad, representing an annual growth rate of just over 8%. All of those sorties have been classified by the flow direction of passengers and cargo.





增加 4 个，完成旅客吞吐量占全部机场旅客吞吐量的 95.3%；年旅客吞吐量在 1000 万人次以上的为 21 个，与上年持平，完成旅客吞吐量占全部机场旅客吞吐量的 74.0%；北京、上海和广州三大城市机场旅客吞吐量占全部机场旅客吞吐量的 30.7%。

全国各地区旅客吞吐量的分布情况是：

- 华北地区占 17.6%，
- 东北地区占 6.3%，
- 华东地区占 29.2%，
- 中南地区占 24.1%，
- 西南地区占 14.9%，
- 西北地区占 5.4%，
- 新疆地区占 2.5%。

3. Passenger Distribution:

Fifty-seven of China's airports are currently transporting over 1 million passengers annually, which is an increase of 4 new International Airports joining that category from the previous year, and accounting for just over 95% of China's total air passenger count. China's International Airports in the category of 10 million plus passengers per year remained at 21 from the previous year, and accounted for 74% of China's total air passenger count. Almost 31% of China's 2012 air passengers were transported by the International Airports of Beijing, Shanghai, and Guangzhou. The geographical distribution of China's 2012 air passengers is attributed accordingly to the following Regions:

- North China 17.6%
- Northeast China 6.3%
- East China 29.2%
- Central and Southern China 24.1%
- Southwest China 14.9%
- Northwest China 5.4%
- Xinjiang 2.5%.

四、机场货邮吞吐量分布

各机场中，年货邮吞吐量在 10000 吨以上的有 49 个，比上年增加 2 个，完成货邮吞吐量占全部机场货邮吞吐量的 98.5%；北京、上海和广州三大城市机场货邮吞吐量占全部机场货邮吞吐量的 53.5%。

全国各地区货邮吞吐量的分布情况是：

- 华北地区占 18.1%，
- 东北地区占 3.6%，
- 华东地区占 41.7%，
- 中南地区占 23.4%，
- 西南地区占 9.8%，
- 西北地区占 2.2%，
- 新疆地区占 1.2%。

4. Cargo and Mail Distribution

Forty-nine of China's airports each transported more than 10 thousand tons of cargo and mail during the year 2012, as 2 additional airports join that category from the previous year. Those 49 airports account for 98.5% of the gross cargo volume of all of China's airports. The combined volume of the Beijing, Shanghai, and Guangzhou International Airports accounted for nearly 54% of the gross total in that category. The geographical distribution of the 2012 cargo and mail volume is attributed accordingly to China's regions as follows:

- North China 18.1%
- Northeast China 3.6%
- East China 41.7%
- Central and Southern China 23.4%
- Southwest China 9.8%
- Northwest China 2.2%
- Xinjiang 1.2%.

斥巨资百亿元 海南省扩建海口美兰机场

Hainan Will Invest 10 Billion Yuan to Expand Haikou Meilan International Airport

为加快国际旅游岛建设，2013年至2017年海南省将投资130.47亿元，加快海口美兰国际机场二期工程建设，预计建成后，可满足年旅客吞吐量3000万人次、货邮吞吐量30万吨、飞机起降22.5万架次的需求。

海口美兰国际机场现有基础设施仅能满足年旅客吞吐量800万人次的需求，而随着航空业务量的快速增长，至2011年底机场年旅客吞吐量已达1016.78万人次，机场各项基础设施已趋于超负荷运行，一定程度上影响了海南经济社会的发展。

新建的北飞行区技术指标为4F类，包括一条长3600米、宽60米的跑道及2条等长的平行滑行道，同时将新建45个机位的站坪和停机坪、29万平方米T2航站楼及相应辅助配套设施。新建各项设施规模是现有设施规模的1倍至3倍。

该项目已于2012年3月获得国家发展改革委批准立项，目前航站楼方案正在进行深化设计，预计2013年将完成投资2亿元，完成项目预征土地1000亩等先期工作。

The Hainan Government has made the decision to invest about 13 billion yuan toward the construction of the second phase of the expansion project at the Haikou Meilan International Airport for the purpose of accelerating the development of the HAINAN International Tourism Island. Once that phase of the project is completed, officials expect the Meilan Airport to be capable of accommodating an annual volume of 30 million passengers, 300 thousand tons of mail and cargo, and 225 thousand flight sorties.

The current infrastructure at the Meilan Airport is considered to have a maximum design capacity of 8 million passengers. However, the current volume of the various kinds of business at that facility has grown rapidly, reaching a total passenger count of 10.2 million by the end of year 2011, causing that airport facility to reach an operation overload situation, which has somewhat impaired the future economic and social developments of the Hainan province.

Once completed, a 4F reference code will be assigned to the northern portion of the aircraft movement area. That project includes a runway of 3,600 meters long, and 60 meters wide, two taxiways of the same length as the runway, an apron including 45 gate positions, a ramp, a new second terminal of 290 thousand square meters, and coordinated supporting facilities, thereby tripling the overall size of that airport facility.

This airport project was approved by the NDRC in March, 2012, and the terminal program is currently undergoing a more advanced design. It is predicted that 200 million yuan will be invested for the purchase of the land, and 1,000 Chinese mu will be used for the purpose of completing this airport project during the year 2013.

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