

中国正理清思路：商务航空基础设施持续成长

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在中国，对商务与通用航空带来的经济价值与就业机会缺乏理解曾是商务航空机场资源匮乏的主要原因之一。在中国经济走向繁荣的过程中，以往的机场规划与建设均以航空公司的运营为优先考量，导致商务航空缺乏停机位和起降时段，运营时间受限，并且在整体资源上捉襟见肘。

“这导致商务与通用航空的设施过度使用、延误以及成本上涨，”中国第三大商务航空运营商华龙航空(P324展位)的首席执行官弗兰克·迪说道。

但随着中国政府与越来越多的人逐渐了解到商务航空对当地经济的价值，迪先生对若干项行业挑战的解决方案仍持乐观态度。

“现在发现有越来越多的数据显示出，如果能为商务与通用航空提供发展空间，就能极大地提升当地经济，正如在其他那些

相对更为成熟的市场中所见到的一样，”他说道。“这是一个无法立刻得以解决的持续性问题；但我们正感受到中国的增长与需求，并且看到各种迹象表明有关当局正为这一行业的繁荣发展而投入更多的努力与理解。”

他期待着政府去年公布的十三五计划结出硕果，该计划中政府规划在2020年之前新建500座通用航空机场。该计划还提出，同期将中国注册为“B”类的私人飞机从2,800架增加到5,000架。

“这正是我们所期盼的走向，也是我们在亚洲商务航空协会等团体旗下作为一个大集体而努力想要实现的。与此同时，我们也期盼现有的机场推出扩建规划，纳入更多的着陆场、停机坪以及机库空间。从根本上来讲，针对着陆场与停机坪容纳能力有限等挑战，我们正在寻找有助于缓解这一压



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执行官

Frank De,
CEO of Sino Jet

力的短期解决方案，迪先生补充道。

《亚翔航空2017年中国通用航空报告》称，江苏省将新建71座通用航空机场，此举可能是为了支撑上海与苏州两大经济枢纽以及上述五年计划中的长江三角洲开发。随之云南省也将新建51座机场。现有220多架商务机驻留的四川省也将再建24座机场。

令人感兴趣的是，政府对以往曾作为中国经济动力的珠江三角洲(香港、澳门、广州、珠海及深圳)的规划相对保守。广东省将建造21座机场，是否足以缓解当地商务客流量瓶颈尚不确定。

香港国际机场的跑道方向与南北向的深圳和澳门成直角，导致珠江三角洲地区的空中交通效率较为低下。今后设在广东

省的通用航空机场应考虑到这一点，以避免在所有机场均已落成之后形成类似的空中交通乱局。

监管部门的体谅

政府在过去两年里还落实了60多项通用航空政策，以缓解并改善该国的通用航空，但迪先生希望有关当局对若干项适用于商务航空的民航条例做出更多的体谅。

“有关当局在诸如商务机噪音级别分类等方面使用的规则存在某些问题。其中使用的计量方法当初是设计用来评测民航机的，但商务机与之有很大的不同，因此需要不同的方法，”他说道。

目前还存在一些可能为外籍飞机造成不便的固有政策。B类飞机拥有更多可供使用的机场以及不受限制的航段，其中包括禁止外籍飞机使用的军民两用机场。这些私人飞机还必须在中国境内完成六个航段之后离境。

迪先生主张扩大行业内部合作并发出更有利的行业呼声，正如亚洲商务航空协会所做的那样。“华龙航空将继续支持这种不但有助于我们业务成长还有助于在市场空间里为其他人创造更多机遇的游说工作。 ■

China is getting the idea: bizav infrastructure grows

by Chen Chuanren

In China, the lack of understanding about the economic value and job creation that comes from business and general aviation have been some key reasons behind the scarcity of airport resources for business aviation. During China's economic boom, airline operations were given priority during the planning and construction of airports, resulting in a lack of business aviation parking, slots, limited operation times, and overall stretching of resources.

“That led to over-used facilities, delays, and increases in costs for business and general aviation,” said Frank De, CEO of Sino Jet (Booth P324), China's third largest bizav operator.

But De is optimistic about resolutions to some of the challenges to the industry, as the Chinese government and wider community come to understand the value of business aviation to the local economy.

“More and more data is being uncovered showing that, given the space to grow, business and general aviation can massively boost local economies, as has been seen in more mature markets,” he said. “It's an ongoing issue with no immediate solution; however, we are experiencing growth and demand in China and we are seeing signs of greater commitment and understanding on the part of the authorities to allow the industry to thrive.”

He is looking forward to the fruition of the government's 13th Five-year plan

announced last year, in which it outlines plans to build 500 more general aviation airports by 2020. The plan also calls for the increase of China “B” registered private aircraft from 2,800 to more than 5,000 within the same period.

“This is the trend which we are looking forward to and working hard as a collective group under associations such as AsBAA to make a reality. In the meantime, at existing airports we expect and look forward to expansion plans that include more landing field space, hardstands, and hangar space. Basically, we're looking for short-term solutions that may help to relieve the pressure of limited landing field and hardstand capacity challenges,” De added.

Asian Sky Group's 2017 China GA Report said the Jiangsu province would see 71 new GA airports, likely to support the Shanghai and Suzhou economic hubs, and in line with the Yangtze River Delta development announced in the Five-year plan. This is followed by Yunnan province with 51 airports. Sichuan, where more than 220 business jets are based, will have 24 airports built.

Interestingly, the government has less ambitious plans for the Pearl River Delta (Hong Kong, Macau, Guangzhou, Zhuhai, and Shenzhen), once the driving force for the Chinese economy. Twenty-one airports will be built in Guangdong province, and it is uncertain if it will ease the

bottleneck for business traffic there.

The runway orientation of Hong Kong International Airport is perpendicular to Shenzhen and Macau's north-south alignment, creating a rather inefficient air traffic operation in the delta. Future GA airports in Guangdong should take such considerations into account to prevent similar air traffic nightmares once all airports are ready.

Regulatory Understanding

The government also implemented more than 60 GA policies over the last two years to ease and promote GA in the country, but De hopes that there is greater understanding from the authorities on some commercial airline regulations that apply to business aviation.

“There are issues such as the rules applied by the authorities when categorizing the

noise levels of business jets. The metrics for this were designed to measure the commercial airlines, but business jets are very different, and therefore require a different approach,” he said.

Currently there are also inherent policies that might cause inconvenience to foreign-registered aircraft. B-registered aircraft have more available airports and unlimited flight segments that include combined military and civilian airports, which forbid foreign jets. These private jets must also leave after six flight segments within China.

De calls for greater cooperation within the industry and a stronger industry voice, like those with AsBAA. “Sino Jet will continue to support this kind of lobbying work which will help our business to grow but also create opportunity for others in the market space.” ■

ERAU, Singapore Airlines form pilot co-op

The Asia-Pacific region will lead the world in demand for pilots over the next 20 years, according to Boeing's Pilot Outlook 2017-2036, with an estimated 253,000 new crewmembers needed. A few of these future hires just gained an inside track to a job at Singapore Airlines, under a partnership with Embry-Riddle Aeronautical University.

The new Flight Minor accelerated program, created for students at the school's Asia Campus in Singapore, will allow them to earn their Bachelor's in Aeronautics degree and then spend their final year in the United States at

Embry-Riddle's Daytona Beach, Florida campus, gaining their required flight time, instrument rating and other certifications. This marks the first time Asia Campus students will have access to flight training, as the Singapore institution has no physical training program of its own.

Once their commercial license with instrument and multi-engine ratings are in hand, students will return to Singapore to complete Civil Aviation Authority of Singapore (CAAS) licensing requirements. The program will launch this June with four students; grads get a guaranteed job interview with Singapore Airlines. J.W.