



中国民用航空局
Civil Aviation Administration of China



中国飞行员培养政策及未来发展应对

Pilots Cultivation Policies and
Future Development



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与通航有关的民航规章

General aviation regulations in CCAR

飞行员培养现状和相关政策

Pilot cultivation status quo and related policies

未来发展及举措

Future development and measures taken

通用航空

GA

非商业

Non-commercial

私用飞行

Private

自驾

Self-flying

代驾

Flying by
others

体育竞赛

Sports and
competitions

公共事务

Public
affaires

非运输

Non-
transporta-
tion

作业飞行
aerial
work

训练飞行
training

商业

Commercial

小型运输

Commuter and on
demand operation

通勤航空

Commuter
operations

商业包机

On demand
operations

CCAR-
135FS

CCAR-91



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飞行规则和运行

Flight rules and operations

CCAR-91 一般规则和运行
行

General operating and flight rules

CCAR-97 机场运行

Standard instrument procedures

航空人员

Airman

CCAR-61、63 飞行员、
领通机

Certification: pilots and crewmembers

CCAR-67 体检

Medical standards

CCAR-141、142 飞行
学校

Pilot schools and training centers

航空器

Aircraft

CCAR-43 维修
maintenance

CCAR-145 维修机构
Repair stations

CCAR-66、147 维修
人员及培训

Aviation maintenance and technician schools



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民用航空器驾驶员和地面教员
合格审定规则 (CCAR-61部)

CCAR-Part 61: Certification:
pilots, flight instructors and
ground instructors

pilot training
飞行员培训

民用航空器驾驶员学校合格审
定规则 (CCAR-141部)

CCAR-Part 141 Pilot
schools



培训机构的分类 training facilities

One

61部训练机构
Part 61 Training ORG

Two

141部驾驶员学校
Part 141 Pilot Schools



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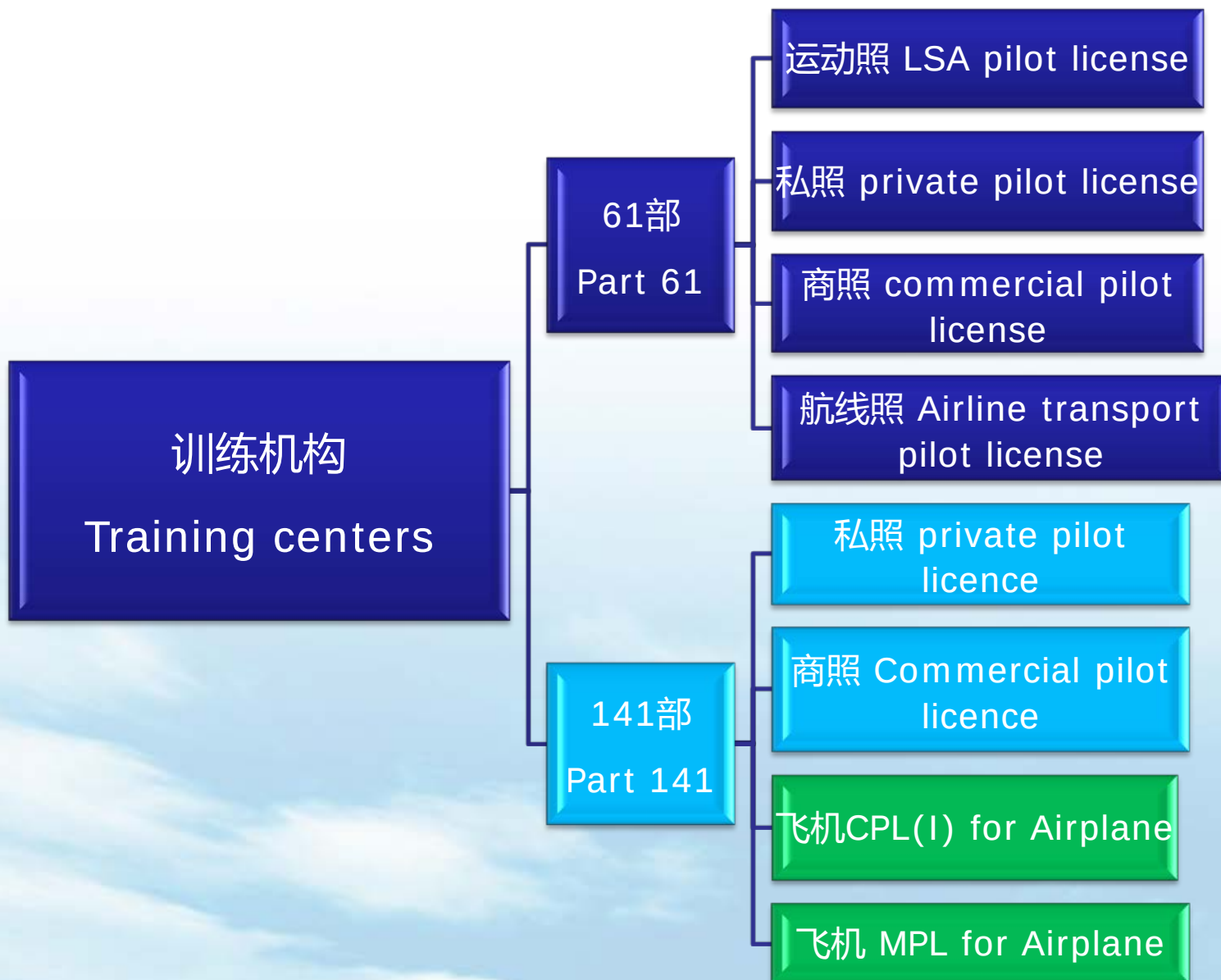
61部训练机构 Part 61 Training Centers	141部驾驶员学校 Part 141 Pilot Schools
以建立飞行经历为主 focus on flight experiences	以训练为主 Focus on training
不要求训练的连续性 Not require continuous training	强调训练的连续性 Emphasize continuous training
质量把控依赖于考试 Quality control by testing	质量把控依赖于组织架构和管理体系 Quality control on organize structure and management system
培训周期长、时间多 Long training cycle, take longer time	培训周期相对短、训练时间少 Relatively short training cycle, less training time





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培训机构现状 Training center status quo

执照培训机构 Training centers

61部训练机构33家，其中培训飞机类别执照的19家、直升机类别执照和等级的20家、滑翔机1家

33 Part 61 training ORG. (19 for airplane, 20 for helicopter and ratings, and 1 glider)

141部驾驶员学校12家：其中有4家可以进行直升机执照和等级的训练
12 part 141 pilot schools, (4 for helicopter license and ratings training)



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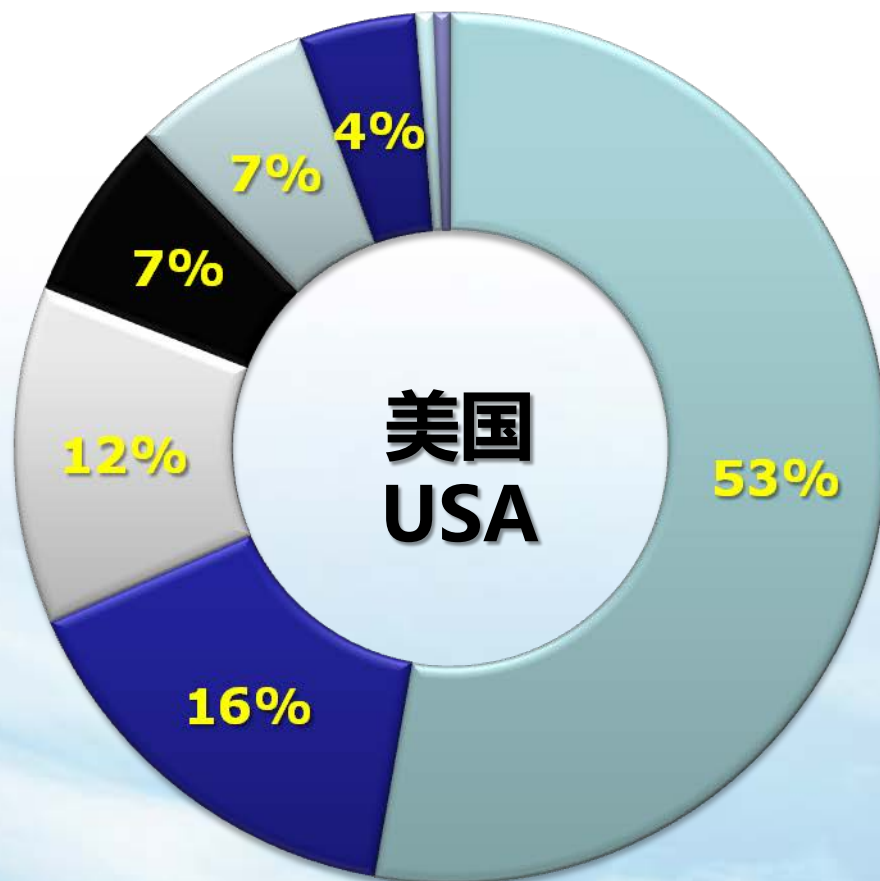


2013

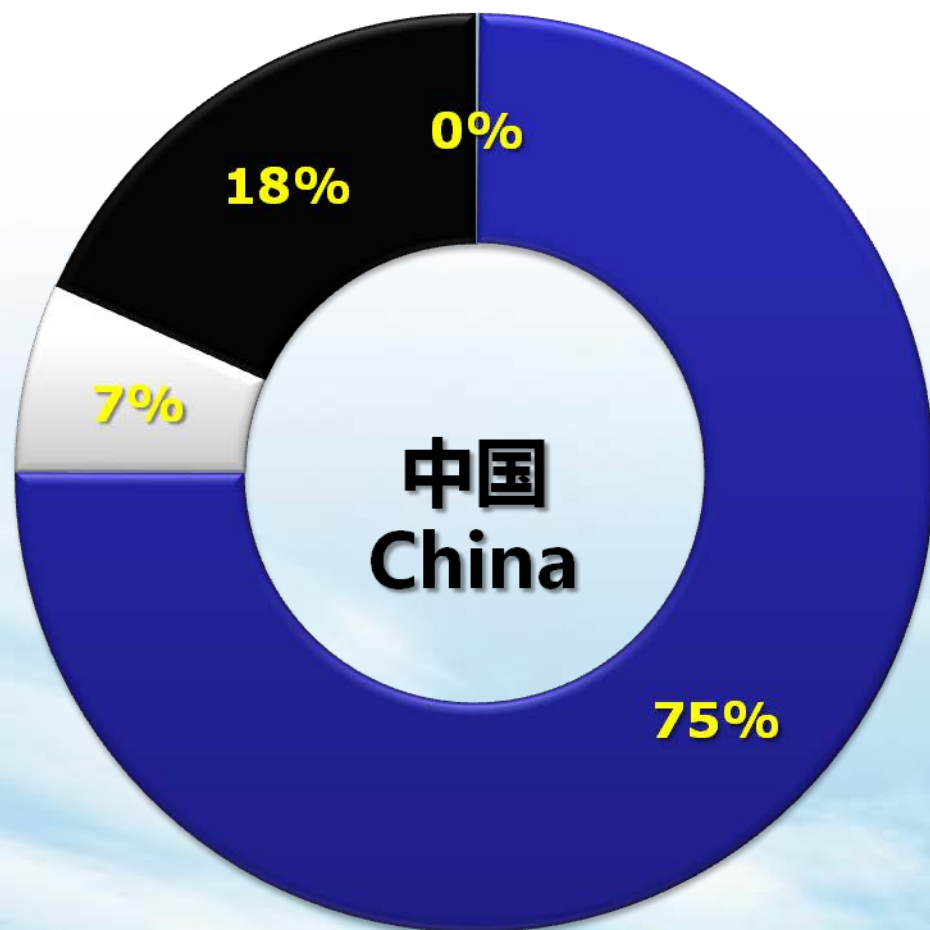
通航公司129 家 (在运行)
通航飞行员1655
通航飞机 1092
私用执照飞行员 458
持有运动执照各类等级的飞行员507人

2013

129 GA
companies(operating)
1655 GA pilots
1092 GA aircrafts
458 PPL
507 LSA pilots



- 私人飞行 Private flying
- 训练飞行 Training
- 小型运输 Commuter and On demand
- 空中勘察 Aerial reconnaissance
- 其他作业 Other operations
- 喷洒作业 Spraying
- 空中游览 Air tour
- 外挂作业 External load operation

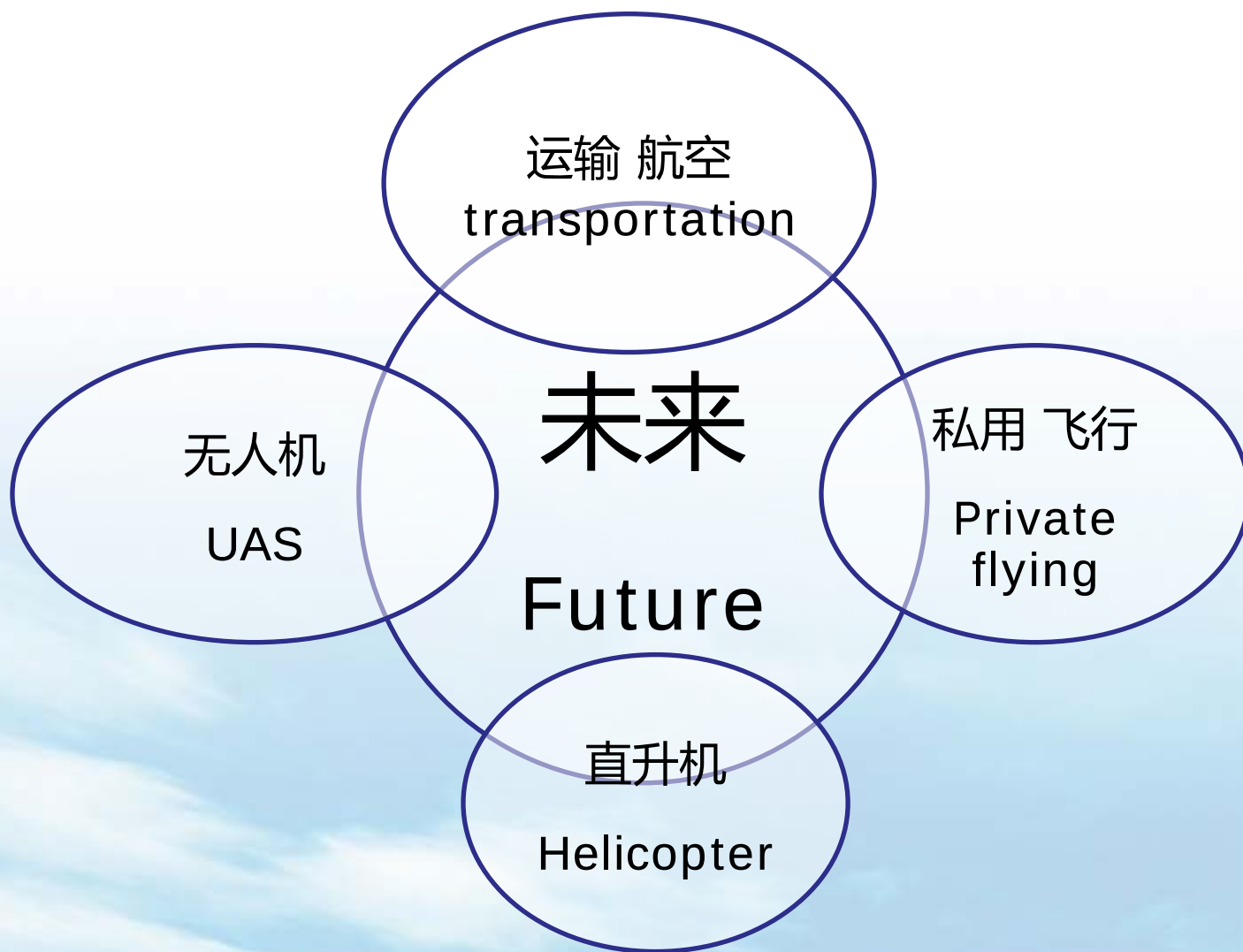


- 私人飞行 Private flying
- 训练飞行 Training
- 小型运输 On demand
- 作业飞行 Aerial work



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增加运动执照、降低取照门槛，鼓励娱乐和运动飞行

Add LSA pilot license, widen the threshold for obtaining the license, encourage entertainment and sports flying

取消3180kg以下直升机型别等级，促进直升机运行发展

Cancel helicopter type under 3180 kg, promote the development of helicopter operations

修订私照理论考试和实践考试标准，降低私照持有人体检标准，扩大私用飞行员队伍

Revise testing standard of knowledge test and flight test, lower the standard of medical requirement for PPL, enlarge the number of private pilots

颁布民用无人驾驶航空器系统驾驶员管理规定，建立培训体系，促进无人机发展

Publish provisions of civil unmanned aircraft systems pilots, establish UAS Pilots training system, boost UAS development in China



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谢谢

THANK YOU