



China Civil Aviation Report

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FAA资讯通告00-56A创建了一个民用飞行器部件认可系统。这个系统牵涉到行业自发的监管。FAA对系统参与者给予背书。FAA资讯通告00-56A列出航空质量体系标准供应商协会ASA-100是一个可接受的质量体系标准。仅航空质量体系标准供应商协会(ASA)有权授予一家公司ASA-100认证。ISO9001也被列为一个可被接受的质量标准体系。

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Global Parts, Inc最近更名为GlobalParts.aero。两者都突出强调了公司在航空航天方面的贡献并引领顾客到达有帮助性和互动性的相关网页www.GlobalParts.aero。顾客可以要求报价、

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为了迎合GlobalParts.aero的发展速度，我们已经先后增加四名新的销售人员支持不断增长的客户群。GlobalParts.aero业务拓展总监Brad Vieux提到新加入的四名销售人员作为客户现场支持队伍，专为增强客户关系提供协助。他们全部拥有坚实的周转部件和航空电子设备领域的专业背景知识，被我们看做公司重要的发展部门。

GlobalParts.aero正持续在全球范围内拓展其库存储备地点。除了在美国的配送仓库，GlobalParts.aero在巴拿马和中美洲有一个配送地点，并计划明年在南美洲开放第三个仓库。世界市场正飞速发展，GlobalParts.aero也不断调整其策略以服务全球航空市场的客户。“我们正在不断的努力，希望成为航空备件领域全球一站式供应商”Nesmith总结道。

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巴航工业与中航工业签协议 生产莱格赛飞机 Embraer S.A. and AVIC Signed an Agreement for Producing the Legacy Business Jet

巴西航空工业公司4月12日与中国航空工业集团公司签署合作框架协议。双方将利用其合资公司哈尔滨安博威飞机工业有限公司（简称“哈尔滨安博威”）的既有基础设施、财务及人力资源进行莱格赛600和莱格赛650喷气公务机的总装生产。

未来几周时间里，双方将进一步洽谈合作项目细节，并依据签署文件实施项目。

On April 12th, Embraer S.A. and Aviation Industry Corporation of China (AVIC) signed a cooperation framework agreement. The two parties will use the current facility, financial and human resources at Harbin Embraer Aircraft Industry Co., Ltd., their joint venture, to start the assembly and production for the Legacy 600 and 650 business jets.

In the following few weeks, the two parties will further discuss the details, and sign a document based on the implementation of projects.



中航工业通飞与荆门市签订战略合作协议 AVIC General Aircraft Company Ltd. and Jingmen Government Signed a Strategic Cooperation Framework Agreement

4月29日，中航工业通飞与湖北省荆门市人民政府在荆门签订了战略合作框架协议，并举行了“航空新城”奠基仪式。双方将共同投资在湖北省荆门市开发建设“中航荆门航空新城”，初步确定用10年时间，计划投资总额为100亿元人民币，打造就业人口达到万人以上、年产值达到百亿元的“航空新城”。

根据框架协议，双方将以通用航空和相关产业为重点，在荆门市漳河水库生态区，合作开发建设“中航荆门航空新城”（暂定名），项目总占地面积12000亩左右。

“中航荆门航空新城”将以建设会员制的高端航空俱乐部为龙头，按照“绿色、精益、科技、人文、创新的”的原则，建成包括机场、通用航空运营、FBO（私人飞机固定运营和服务基地）、浮空器研发与制造、航空旅游、航空物流、航空主题公园、高端体育运动等多元化的大型综合航空城。

On April 29, the AVIC General Aircraft Company Ltd. and Jingmen Municipal People's Government of Hubei Province signed a Strategic Cooperation Framework Agreement in Jingmen City, and held the foundation stone laying ceremony for the Metro Aviation. The two parties would jointly invest in construction of the AVIC-Jingmen Metro Aviation in Jingmen City, Hubei Province. They had initially decided to spend 10 years and 10 billion RMB total to establish a Metro Aviation with occupied population of more than 10 thousand persons and an annual output value up to 10 billion yuan.

According to the framework agreement, the two parties will stress on general aviation and related industries, jointly develop and construct the AVIC-Jingmen Metro Aviation at the Zhanghe Reservoir Ecotope in Jingmen City, which will take up about 12 thousand mu.

The AVIC-Jingmen Metro Aviation will establish a membership-based high-end aviation club as its lead and, according to principles of green, precise, technology, humanities and innovation, construct a diversely huge integrated metro aviation including airport, GA operation, FBO, aerostat R&D and manufacture, aviation tourism, aviation logistics, aviation-theme park and high-end sports.

江苏镇江获批建设通用机场 Jiangsu Zhenjiang Got Approved to Build GA Airport

作为镇江航空航天产业园重要配套项目的镇江大路通用机场日前已获批建设。机场将主要建设30米×600米的跑道、滑行道、停机坪、控制塔台等设施。

通用机场是指专门给“通用飞机”起降的机场。它能够承担景点旅游观光、空中表演、空中航拍、空中测绘、播撒农药等特殊飞行任务。镇江通用机场选址新区大路镇吴家自然村。

Zhenjiang Dalu General Aviation Airport, as a key supporting project of Aerospace Industrial Park of Zhenjiang, got approved for construction recently. The airport will have major constructions of a 30m x 600m runway, taxiway, apron and control tower etc.

GA airport is solely for take-offs and landings of general aviation aircraft. It can commit to special flight tasks such as attraction tourism, air show, aerial photography, aerial surveying and mapping as well as pesticide spreading. The location of Zhenjiang GA Airport is at Wujiarzan Village, Dalu Township.



摄影/王泽民

北京航空正式投入运营 争夺中国公务机市场 Beijing Airlines Puts into Official Operation to Compete for Business Jet Market of China

4月11日，中国民用航空华北地区管理局（简称“华北局”）为北京航空颁发《航空运营人运行合格证》，标志着北京航空正式投入运营。北京航空由中国国际航空股份有限公司（简称“国航”）于2003年成立的公务机分公司转变而来，将同海南航空股份有限公司（简称“海航”）去年成立的首都航空展开竞争。

据国航董秘黄斌介绍，北京航空注册资本为10亿元人民币，其中国航持股51%，其余49%的股权由北京控股集团有限公司、北京市国有资产经营有限责任公司和中达银瑞投资有限公司持有。目前，该公司拥有波音BBJ、空中客车A318、湾流G450、达索猎鹰7X以及庞巴迪环球快车、挑战者C605等机型公务机共9架飞机，其中自有飞机2架，托管飞机7架，另外还将陆续引进更多新飞机。

“国航公务机分公司此前已经实现盈利。”黄斌表示。据北京航空方面介绍，该公司主运营基地在北京首都国际机场（简称“首都机场”），主要以国航公务机分公司现有业务为起点，以国内国际公务专、包机飞行、航空器代管、航空公司间业务代理为主营业务。经过国航公务机公司几年来探索和发展，已初步建立一定市场网络和客户群体。

On April 11, the CAAC North China Regional Administration issued the Air Operator Certificate to Beijing Airlines Co. Ltd., signifying the official operation of Beijing Airlines. Beijing Airlines Co. Ltd. is transformed from the business jet subsidiary established in 2003 by Air China Limited, and will compete against Beijing Capital Airlines Co. Ltd. organized last year by Hainan Airlines Co. Ltd.

As introduced by Secretary Huang Bin of the Board of Air China, Beijing Airlines' registered capital in RMB is one billion Yuan; Air China holds 51% stakes while 49% stakes are shared by Beijing Enterprises Group Company Limited, Beijing State-Owned Assets Management Co. Ltd. and Zhongda Yinrui Investment Co. Ltd. At present, Beijing Airlines owns 9 business jets including Boeing Business Jets, Airbus A318, Gulfstream G450, Dassault Falcon 7X, Bombardier Global Express and Challenger C605. Among them, 2 are self-owned and 7 are managed; more new aircraft will be brought in successively.

Huang Bin stated that Air China Business Jet has been profitable before. According to Beijing Airlines, the company's main operation base is at Beijing Capital International Airport; adopting mainly the existing businesses of Air China Business Jet as the starting point, the main operating businesses are flights for domestic and international public service professionals, charter flights, aircraft hosting, and business agent for other airlines. After years of exploration and development of Air China Business Jet, a certain market network and customer base have initially established.

深圳再添一架警用直升机 救援功能更加突出

Shenzhen Adds One More Police Helicopter with More Prominent Rescue Functions

5月4日，深圳警务航空队第二架警用直升机正式投入使用。与第一架警用直升机A109E相比，第二架在性能上更能满足消防灭火、应急救援等要求，给深圳安保增加了新的力量。

下午，第二架中型警用直升机正式交接，深圳警务航空队进行了试飞。

警务航空队副大队长杨晓辉说，自2004年引入第一架轻型警用直升机以来，深圳警务航空工作从无到有，在城市管理、大型活动安保、反恐处突等方面发挥了重要作用。但随着深圳经济高速发展，城市建设日新月异，仅一架轻型警用直升机已经越来越不能满足实际需要。这次在大运安保工作进入实战之际，警方成功引入第二架，而且是能满足消防灭火需要的中型警用直升机，将在实战中发挥更大作用。

杨晓辉说，与第一架直升机相比，第二架AW139型警用直升机绞车救援、消防灭火等功能更为突出。直升机装载1吨的水，可以满足深林、高楼的灭火任务。AW139型警用直升机能够飞行1000公里，空间更为宽阔，更适用绞车救援。新直升机交接之前，航空大队勤务员已经开始消防灭火、绞车救援等方面的训练，可以出色地完成大运安保任务。

深圳市公安局警务航空队自组建以来，充分发挥职能作用，截至2011年5月，累计飞行773小时。圆满完成“奥运”、“亚运”火炬传递空中安保、参与联合应急演练，空中巡查深圳水库、山塘及易发生地质灾害的区域等多项任务。

The 2nd police helicopter was put into official use for the Shenzhen Municipal Public Security Bureau Police Air Force on May 4th. Compared to the 1st helicopter A109E, the performances of the 2nd could better fulfill the demands of fire-fighting and emergency rescue, giving Shenzhen security some new and increased power.

The 2nd mid-size police helicopter was handed over formally in the afternoon, and the Shenzhen Police Air Force conducted a test flight.

Deputy Captain Yang Xiaohui stated that since the 1st light police helicopter was introduced in 2004, Shenzhen's air police work has become significant in city management, large scale activity security, anti-terror and sudden affairs handling. But with the rapid development of Shenzhen's economy and the ever-changing of city improvement constructions, just one light helicopter is no longer sufficient to fulfill the actual needs. At the practical moment of security work for the Shenzhen 26th Summer Universiade, the police department has successfully brought in the 2nd mid-size police helicopter which can satisfy the fire-fighting needs to a greater extend.

Yang pointed out that the winch rescue and the fire-fighting functions of the 2nd helicopter AW139 are more prominent than the 1st A109E. Its one-ton water storage capacity can meet fire extinguishing tasks in both deep forests and high-rise buildings. The AW139 helicopter can fly 1000 km with wider open space that suits better winch rescue. Police Air Force officers have begun training fire-fighting and winch rescue before the turnover of the new helicopter, and can complete outstandingly the security task for the Shenzhen 26th Summer Universiade.

Since the organization of the Shenzhen Municipal Public Security Bureau Police Air Force, it sufficiently serves its responsibilities, and has flown a total of 773 hours up till May 2011. It successfully completed the air security of the "Olympic" and "Asian Games" torch relay, participated in joint emergency response drills, aerial inspections of Shenzhen Reservoir, ponds within mountains and areas prone to geological disasters, as well as many other tasks.

国产大型民用直升飞机完成高原性能科研试飞

Domestic-Made Large Civil Helicopter Finished Scientific Research Performance Test Flight at Plateau Region

继我国自主研制的13吨级直8F (AC313) 大型民用直升机于2010年3月18日成功首飞后，日前AC313直升机赴青藏高原顺利完成高原性能科研试飞、全面测试，验证了该机在3000-5100米海拔高度起降特性、高原飞行性能及高原环境适应性。

此次高原性能科研试飞历时39天，飞行50架次共约86小时，飞行里程达12000多公里，适航审查代表目击了高原试飞过程。此次试飞创造了最大飞行高度达7600米、首次连续不着陆飞行、横跨1160公里高原地区等国产直升机多项记录。

此次高原性能科研试飞取得了直升机高原飞行使用地理及气候环境数据，为今后国产直升机高原使用提供了第一手资料。我国国土面积中高原占三分之一，山区占三分之二。此次高原性能科研试飞的成功，将促进国产直升机在西北尤其是青藏高原地区的广泛使用，对推动西部高原地区国民经济和社会发展、防灾减灾和紧急救援等具有独特的作用和重要的意义。

Subsequent to the successful maiden flight of China's independently researched and made large civil helicopter, the 13-tons 8F Helicopter (AC313), on March 18, 2010, lately the AC313 helicopter went to the Qinghai-Tibet Plateau and successfully completed the plateau scientific performance flight which fully tested and verified the 8F helicopter's take-off/landing characteristics at 3000-5100 meter altitude, plateau flight performance and high altitude adaptation.

The plateau performance test lasted for 39 days, 50 sorties of about 86 hours covering 12,000 plus kilometers with airworthiness representatives witnessing the test flight process. The test flight also accomplished the records of the greatest height of 7600m, the first continuous nonstop flight, and the coverage of 1160km across the plateau region.

The obtained geographic and climatic environment data from the plateau performance flight provided the first-hand information for the future use of domestic-made helicopter at plateau regions. Highlands accounts for 1/3 and mountainous region takes up 2/3 of China's land area. The success of highland performance flight will promote the widespread use of China-made helicopters in the Northwest territory of China, especially the Qinghai-Tibetan Plateau, and has an unique role and importance in promoting national economic and social development, disaster prevention and mitigation, and emergency rescue of the western highlands.



新疆天翼直升机航空有限公司 全面获得通用航空的运营资质

Xinjiang Tianyi Helicopter Aviation Co. Got Full GA Operation Qualification

3月18号，新疆天翼直升机航空有限公司在石河子市获颁“通用航空企业经营许可证”。10天后，即3月28日，新疆天翼直升机航空有限公司CCAR-91部运行合格审定颁证仪式在新疆石河子市举行，同时颁发新疆天翼直升机航空有限公司运行合格证及运行规范。标志着新疆天翼直升机航空有限公司通过了运行合格审定，全面获得了通用航空的运营资质。

民航新疆管理局副局长张军平代表民航新疆管理局向新疆天翼直升机航空有限公司颁发了运行合格证和运行规范。

新疆天翼直升机航空有限公司是由九江红鹰科技发展有限公司和新疆通用航空有限责任公司于2009年12月共同发起、投资成立，公司位于石河子市经济技术开发区，运营基地设在石河子机场，拥有2架起飞重量为1.8吨的PZLSW-4型直升机，年内还将引进2架起飞重量为6.4吨PZLW-3A中型直升机，可以开展石油天然气管道巡护和抢修、医疗救护、应急救援、防灾减灾、森林防火、石油、电力管线巡护等通用航空作业项目。

March 18, Xinjiang Tianyi Helicopter Aviation Co. Ltd. got awarded the "General Aviation Air Operator's Certificate" at Shihezi City, Xinjiang Uygur Autonomous Region. Ten days later, the certification ceremony of Tianyi's CCAR-91 Operation Certification, when the Commercial Air Operator Certificate and CCAR-91 Operations Specifications were issued, was held at Shihezi City again, signifying the company has passed the operational certification with full GA operation qualifications.

Zhang Junping, Deputy Minister of the CAAC Xinjiang Regional Administration did the honor of issuing both certificates to Xinjiang Tianyi Helicopter Aviation Co. Ltd.

Xinjiang Tianyi Helicopter Aviation Co., Ltd. was jointly found and invested by Jiu Jiang Red Eagle Science and Technology Development Co., Ltd. and Xinjiang General Aviation Company in December 2009. Tianyi is located at Shihezi Economic and Technological Development Zone with its operation base set up at Shihezi Airport. It owns two 1.8 tons take-off weight PZLSW-4 helicopters; it will also introduce two 6.4 tons take-off weight PZLW-3A mid-size helicopters within the year for oil and gas pipeline patrol and emergency repair, medical care, emergency rescue, disaster prevention and mitigation, forest fire prevention, petroleum and electric power lines patrol and other general aviation operations.

海明堡（蜂鸟）直升机产业化基地落户江苏昆山

Hummingbird Helicopter Industrial Base Settled at Kunshan, Jiangsu

昆山市人民政府26日和美国美中投资基金、中国直升机产业发展协会、海明堡（亚洲）直升机有限公司、中国度假联盟就海明堡（蜂鸟）系列直升机全面合作制造、营销和服务的重大项目落户昆山签订框架协议，昆山市未来将成为中国民用直升机发展的重要基地。

这一基地将落户在昆山市位于淀山湖畔的中国昆山航空产业园中，产业园自2008年开园，致力于成为汇聚航空维护维修、航空制造、航空物流、航空研发等于一体的航空产业基地。

Kunshan Municipal People's Government signed on April 26th the framework agreement with US-China Investment Fund, China Helicopter Industry Development Association, Hummingbird (Asia) Helicopter Co. Ltd. and China Vacation Coalition concerning the full cooperation on Hummingbird series helicopters' manufacturing, sales and services project settlement at Kunshan. Kunshan city will become the important base for the development of China civil helicopters in the future.

The Base will settle within China Kunshan Aviation Industrial Park located at the bank of Dianshan Lake in Kunshan City. The Industrial Park was opened in 2008, and is committed in bringing together the aviation maintenance and repair, aviation manufacturing, aviation logistics, aviation research and development in one integrated aviation industrial base.



支持通用航空产业建设 助宁夏经济社会发展 Support GA Industry Construction & Help Economic-Social Development of Ningxia

4月29日，固原市原州区西北通用航空产业园奠基仪式隆重举行，自治区主席王正伟、副主席李锐、政协副主席马国权、自治区政府副秘书长王紫云、中国民用航空局适航审定司副司长殷时军、中国民用航空西北地区管理局副局长陈立阁、中国民用航空宁夏安全监督管理局局长罗全福等领导以及来自俄罗斯、乌克兰等国的航空公司代表出席奠基仪式。

固原市原州区西北通用航空产业园项目是由宁夏机场有限公司与天津飞人通用航空有限公司合作开发，项目占地约3平方公里，总投资16亿元，集产、销、学、研、运及相关配套服务于一体，内容涵盖通用航空器材生产、展销与维修保养、航空俱乐部运营、医疗救护、旅游观光飞行、仓储配套等相关产业，整体规划建设

On April 29th, the foundation stone laying ceremony of Northwest General Aviation Industrial Park at Yuanzhou District, Guyuan City, was held. Wang Zhengwei, Chairman of the People's Government of Ningxia Hui Autonomous Region, Li Rui, Deputy Chairman, Ma Guoquan, Deputy Chairman of CPPCC's Ningxia Hui Autonomous Regional Committee, Wang Ziyun, Deputy Secretary-General of the People's Government of Ningxia Hui Nationality Autonomous Region, Yin Shijun, Deputy Director of Airworthiness Department of CAAC, Chen Lige, Deputy Director-General of Northwest Regional Administration of CAAC, Luo Quanfu, CAAC Ningxia Administration of Civil Aviation Security, and airline representatives from Russia and Ukraine attended the ceremony.

The Northwest General Aviation Industrial Park of GuYuan is a joint venture between Ningxia Airport Co. Ltd. and Tianjin Feiren General Aviation Co. Ltd., a total investment of 1.6 billion Yuan on approximately 3 square kilometer area with production, marketing, academia, research, transportation and related services integrated in one. It covers general aviation equipment production, marketing and maintenance, aviation club operations, medical care, tourism flight, warehousing and other related supporting industries. The overall planning and construction period is 5 years, and will be completed in 3 phases. The major construction project of phase I is the aircraft assembly and

年限为5年，分三期建成，一期主要建设项目为通用飞机的组装及维修保养中心，通用飞机展销中心，通用飞行员培训基地等。该项目的建成运营对加快固原发展战略转型、推动区域经济发展方式转变、促进第三产业发展等方面具有十分重要的意义。

宁夏监管局局长罗全福在出席奠基仪式活动中表示，针对固原市通用航空产业园项目的可研报告，宁夏监管局已提出了固原六盘山机场净空保护、新建滑行道位置、产业园2、3期用地规划、防止灯光设置对机场运行产生影响等多条建议，希望项目责任方能够引起重视，同时，宁夏监管局也将全力支持宁夏通用航空产业发展，为宁夏经济社会发展当好参谋。

maintenance centers, the general aircraft exhibition center, and general pilot training base. The completion and operation of the project bears an extreme importance in accelerate Guyuan's strategic transformation development, promote regional economic development pattern changes, and enhance tertiary industry development.

Minister Luo Quanfu of the CAAC Ningxia Administration of Civil Aviation Security stated that a number of recommendations were brought up in response to the feasibility report of Guyuan GA Industrial Park, such as Guyuan Liupanshan Airport clear airspace protection, the new taxiway location, the land-use planning for phase II and III construction of the industrial park, and to prevent light settings impact on airport operations, hoping the responsible party of the project could pay attention; at the same time, CAAC Ningxia Administration would fully support the GA industry development of Ningxia, and be a good advisor on its economic-social development.

中航湖南通发在湘挂牌成立

AVIC Hunan General Aircraft Engines Co. Ltd. was Formally Established in Hunan Province

4月29日，中航湖南通用航空发动机有限公司正式在湘挂牌成立，标志着中航工业与湖南省战略合作进入了实质性阶段。

中航湖南通发由中航工业南方、动研所和湘江产业投资有限责任公司、株洲市国有资产投资控股集团有限公司共同出资组建，注册资本为人民币6亿元。该公司主要经营涡桨、涡轴、活塞等航空发动机的设计、研制、生产、销售、服务，燃气轮机制造，航空发动机修理、航空转包和航空零部件制造等业务。公司规划用地830亩，将重点建设包括航空发动机修理及关键零部件产业区、航空转包产业区、民用航空发动机核心产业区、航空发动机国际合作区、工业燃气轮机产业区在内的五大产业区。

该项目建成达产后，将具备年产民用涡轴、涡桨发动机800台、活塞式发动机2000台的能力；具备年修理涡轴、涡桨、涡扇、辅助动力800台的能力；具有年出口交付额2亿美元的转包生产能力。预计到2015年，公司将实现产值20亿元以上，到2020年，将实现产值60亿元以上。

On April 29, AVIC Hunan General Aircraft Engines Co. Ltd was formally established in Hunan Province, symbolizing the strategic cooperation between the AVIC and Hunan Province and has entered the substantive stage.

AVIC Hunan General Aircraft Engines Co. Ltd. is a joint venture of China National South Aviation Industry (Group) Co. Ltd., AVIC Aviation Powerplant Research Institute, Xiangjiang Industrial Investment Co. Ltd. and Zhuzhou State-owned Assets Investment Holding Group Co. Ltd. with RMB 600 million Yuan registered capital. The company's major operations are design, research, manufacturing, marketing and services of turboprop, turboshaft and piston aero-engines, gas turbine manufacturing, aero-engine repair, aviation subcontracting and aviation parts manufacturing. The company plans a land use of 830 acres, and will mainly build aero-engine repair and key components industrial zone, aviation subcontracting zone, civil aero-engine core industrial zone, aero-engine international cooperation zone and industrial gas turbine industry zone.

The annual production capacity will be 800 civil turboshaft and turboprop engines, and 2000 piston engines. It can also handle 800 annually on repairing turboshaft, turboprop, turbofan and auxiliary power engines while its subcontracting production capacity reaches 200 million US dollars on annual export delivery volume. It is estimated that the company will achieve a production value of above 2 billion Yuan in 2015, and more than 6 billion Yuan in 2020.



沈阳审定中心与北京航空航天大学签合作协议

Shenyang Aircraft Airworthiness Certification Center of the CAAC Singed the Cooperation Agreement with Beihang University

4月25日，中国民用航空沈阳航空器适航审定中心与北京航空航天大学“通用航空适航技术与管理”合作框架协议签署仪式在北京举行。

随着我国航空运输业的发展、低空空域开放步伐的加快和通用航空器项目投入的增加，通用航空器的使用和研制活动日趋活跃，提高通用航空器安全水平和提供通航技术服务的需求日益迫切，通用航空适航审定技术研究和适航取证服务的需求也随之日趋强烈。根据此次协议，双方将在通用航空适航审定技术研究、取证服务和人才培养等方面进行全面合作，促进双方共同发展，建成可持续发展的通用航空器适航技术和管理服务基地，为通航产品的市场准入提供适航技术服务，为北京市发展通航产业提供适航技术支持。

On April 25th, the Shenyang Aircraft Airworthiness Certification Center of the CAAC and Beihang University hosted a signing ceremony for the cooperation framework for "General Aviation Airworthiness Technology & Management" in Beijing.

As the developments of China's air transportation industry, the speeding up of the opening-up of low-altitude air space, and increased investment in general aviation projects, the usage and R&D of GA is more and more active, which means the needs for improving the GA aircraft safety level and providing GA technical services are increasingly urgent. The demands for the research of the GA airworthiness certification technology and airworthiness qualification services are also increasingly strong. According to this agreement, the two parties will fully cooperate in the GA airworthiness certification technology research, qualification services, and specialize in personnel cultivation, to promote both parties developments, establish the sustainable developing zone for GA airworthiness technologies and management services, provide the technical service for the GA products' market access, and provide the airworthiness technical support for the general aviation industry in Beijing.



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「日本私用航空器拥有者及驾驶员协会」通航飞行员志愿者 飞援福岛地震和海啸灾民的经验分享

Sharing the Experience of AOPA-Japan Volunteer General Aviation Pilots
Flying Relief Flights to help
The Fukushima Earthquake and Tsunami Victims

By Francis Yiu Cheong CHIN, Q.S., J.P. Honorary Consultant Editor, China Civil Aviation Report
撰文：《民航报导》名誉顾问编辑 钱耀昌 太平绅士



Most Asian countries have the practice of focusing their civil aviation development on commercial/airline transportation while giving little or no attention to the development of General Aviation. In fact, commercial/airline transportation and General Aviation are the two important components of aviation that should be developed parallel to and complementary to each other. In my presentation report at the 2009 China General Aviation Forum in Beijing, I had pointed out that the biased practice of merely developing commercial/airline transportation and neglecting General Aviation is like a person moving about inefficiently by

hopping with one leg while neglecting the other leg and giving up the opportunity of living a full normal life of efficient walking, running and jumping with both legs. Such biased practice pays a very high price in the end especially in situations of emergency. The price is particularly high if the loss is precious human lives.

In the last issue of the China Civil Aviation Report (Volume 13 Issue 1 Spring 2011), our publisher Mr. Francis Chao had pointed out the urgent need for China to establish and develop a General Aviation Emergency and Rescue System. Presently most Asian countries usually entrust the Aviation Emergency and Rescue to the military and/or discipline forces. However, rescue forces cannot mobilise without the order from the country leaders. When the leaders were waiting for enough information and reports to discuss and decide suitable action, the earth quake and tsunami have rocked the disaster area and washed many victims out to the open ocean ending up people dying in fish bellies. Even when the rescue military forces have finally received orders to mobilise,

在民用航空领域，大多数亚洲国家都有相同的实践经验，就是把民用航空发展的焦点仅仅放在商业航空运输方面，对于通用航空的发展，则很少兼顾，或者根本不予理会。实际上，商业航空运输和通用航空是航空业的两大组成部份，两部份需要同步发展，二者相互补足。我在2009年中国通用航空商务交流会的汇报中已经指出了这种偏颇的发展实践，仅发展商业运输航空而忽视通用航空，是不健康的。就像一个人用单脚跳来行走是徒劳的一样，他忽略了另一条腿，放弃了用两条腿来有效地行走、奔跑和跳跃，放弃了健康正常的生活方式。尤其在天灾或危急突发事件时，这种偏颇的发展最终将会付出高昂的代价。当涉及宝贵的人命丧生，这个代价尤其沉重。

在今年第一期《民航报导》杂志上，我们的发行人赵嘉国先生就已经指出中国建立和发展一个「通用航空应急救援系统」的迫切需要性。目前，大多数亚洲国家通常将航空紧急救援交给军队和纪律部队。然而，每当重大自然灾害（比如地震和海啸）发生时，救援部队必须收到领导

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人的命令，才可出动。可是当国家领导人还在收集资讯，开会讨论，犹疑未决的时候，海啸已席卷大地，灾民遍海，被冲出汪洋，葬身鱼腹。至救援部队收到命令后，驻防救援部队的地理位置距灾区远，地面交通中断，给救援部队造成了很大的困难，通常阻碍了救援部队迅速前往灾区为灾民提供最早的救援，在救援部队到达时已为时太晚，灾民已葬身鱼腹了。因首相处理福岛地震海啸迟缓不力，2011年6月5日，日本国会议员提出谴责，提出投不信任议案，要求首相下台，便是活生生的例子。

通常出现的情况是，当平时的地面交通因自然灾害中断时，由于地理位置太远或者缺乏有效的空中交通工具，救援部队不能及时到达灾区。同样地，当重大自然灾害肆虐大面积地区时，军队救援资源就更不可能分配跨越整个大面积地区，同一时间为面积分布广泛等待救援的大量灾民提供快速救援了。这个时候，就是通用航空飞行员和通航飞机能第一时间发挥作用的时候。其一是因为通用航空飞行员和通航飞机能补充正规军资源分配不足不到的地区。其二是地区性通用航空飞行员和通航飞机距离近，能正规军之不能，能在短时间内到达通用航空飞行员地区内之受灾点；其三是地区性通用航空飞行员对本地地理情况和本地飞行环境比外来部队更加熟悉，因而能在当地更迅速地帮助受灾民众。

最近在中国、台湾、东南亚和美国，尤其是最近的日本福岛地震和海啸证明了我们的观点。我们在全程电视直播上，悲痛地看到了灾民在灾区无助地漂浮着，被冲进大海里，葬身鱼腹；而救援队伍却还被中断的道路堵在远处，没有空中交通支援。如果已经建立了「通用航空应急救援系统」，当远处的正规救援部队刚开始行动时，灾区附近的通用航空飞行员和通用航空直升机已到达灾场，挽救很多被冲进海里的受难者的性命了。

在危急或天灾发生时，一个已建立及有效的「通用航空应急救援系统」使一个国家能够有效地运用通用航空资源来增补正规救援部队，到达那些正规救援队不能及时快速到达的灾区。地区性通用航空单位和通用航空飞行员可以迅速为不同的紧急任务如疏散、搜救等提供飞行员和飞机，还可以短时间内为灾区和灾民提供救援食物、医疗设备和医疗抢救人员。

「通用航空应急救援系统」提供了一个有效的平台给通用航空飞行员、通用航空单位、军队及各政府部门一同建立有效的协调和沟通网络，

due to geographical distance and difficulty of surface road access during major natural disasters like earth quakes and tsunamis, the military rescue teams were unable to reach all the extensive disaster area at the same time quickly to render early evacuation, rescue and relief to the victims in good time before it was too late. On 5 June 2011, senators moved a motion of non-confidence to condemn the Japanese Prime Minister for his slowness and incompetency in reacting to and managing the Fukushima earthquake and tsunami disaster is a good lively example proving the point.

Very often, in addition to delay in decision by country leaders, rescue teams were unable to arrive until it was too late due to geographical distance or the lack of efficient aerial vehicle when usual surface transportation was disrupted by natural disasters. Also when large scale natural disaster happened over a large area, it would be quite impossible for the limited military rescue resources to cover a huge area and to provide speedy rescue to huge numbers of needy victims spreading over a large area at the same time. This is the time when General Aviation pilots and aircraft become useful: firstly, as the aviation reserve supplementing areas and resources that the regular forces cannot cover in a short time and at the same time; and secondly, because of the advantage of the proximity of the local General Aviation pilots who can reach the disaster victims in a short time before the regular rescue forces can arrive from the far away army bases; and thirdly, local General Aviation pilots with local geographical knowledge will know their area much better than the visiting regular forces and can render rescue and relief much more efficiently than the regular forces arriving in an unfamiliar and strange area.

Recently many natural disasters in China, Taiwan, S.E. Asia, America, and most recently the Fukushima earthquake and tsunami have proved our point. We watched sadly with empathy TV real time coverage showing victim floating adrift on debris being washed out to sea while the country leaders were allegedly still debating in the cabinet and rescue teams were many miles away blocked by broken roads and lack of aerial transport support. If a General Aviation Emergency and Rescue System was already developed, general aviation helicopter pilots living near the vicinity could quickly take off to rescue and save many lives floating adrift to sea before the distant military rescue team could even be mobilised.

In times of emergency or disaster, a well developed and efficient General Aviation Emergency and Rescue System enables a country to utilise the resources of General Aviation efficiently to augment the regular military/disciplined forces and to cover areas of needy victims unable to be reached in good time by the regular rescue forces at the same time. Local General Aviation units could quickly provide pilots and aircraft for the different emergency tasks such as evacuation, search and rescue, as well as flying relief food/medical supplies or medical/rescue personnel to the disaster stricken areas and victims without delay.

A fully developed General Aviation Emergency and Rescue System provides a platform for coordinated planning, periodic training/practice, as well as building up effective coordination and communication network,

一同协调、计划、定期训练和演习航空应急救援任务。更重要的是，一个发展成熟的「通用航空应急救援系统」使到通用航空、军队及各种政府部门之间建立了互信、互助、融洽的关系和合作途径。

日本福岛大地震和海啸是一个很好的例子。在正规救援队伍和人道救援机构还在准备行动期间，「日本私人航空器拥有者及驾驶员协会」的通航飞行员已完成救援任务，捐献了自己的生命、时间、金钱、资源、飞机，为灾民空运救援物资，食物、药物、医疗设备、医生和护士等，向世界展现了通用航空飞行员和通航飞机在通用航空应急救援的效率、可靠性、效用和价值。

在缺乏一个发展成熟的「通用航空应急救援系统」的情况下，我们可以想象，政府官员对这样的通用航空应急救援善心行动会缺乏理解、缺乏信任和缺乏协助的态度。说服政府允许「日本私人航空器拥有者及驾驶员协会」通航飞行员组成救援队救援福岛灾民，并不是一件容易的事。所以我们见到该协会在福岛基地的通航飞行员桥本龙太郎先生 (Mr. Hashimoto) 和政府谈判了很长时间，最终在日本福岛大地震和海啸爆发一周之后，「私人航空器拥有者及驾驶员协会」才被批准进行救援飞行。如果原本就已建立了一个发展成熟的「通航应急救援系统」，灾民及在收容所里面的难民将会提前一周接到救援食品、医疗用品，并受到医生和护士的治疗，挽救更多伤病者和生命。

另一个问题是大规模救灾任务的物流及救灾物资分派问题。我们常常会在电视新闻直播看到很多国家用大型运输飞机运载无数救援物资、食品和药品，堆积滞留在机场，需要时间和运输工具分发到广大的灾民手上，可是灾区的灾民却在捱饿和极需医疗药品救援。「日本私人航空器拥有者及驾驶员协会」东京基地的通航飞行员佐久间先生 (Mr. H. Sakuma) 兄弟给我们示范了通航飞行员的高效率、功效和价值。在爆发核泄漏交通中断后，接到来自难民营地食物紧缺的SOS国际呼救电讯，通航飞行员佐久间先生兄弟迅速去到东京一家超市搜购食物，然后装进他们的穆尼型 (Mooney) 单发飞机，立刻飞往福岛机场。到达时福岛的桥本龙太郎先生 (Mr. Hashimoto) 和他的丰田普锐斯汽车已在等候，飞快地运载所有的食品直接转送到在难民营里等待救援的灾民手中。

「日本私人航空器拥有者及驾驶员协会」董事会成员细谷先生 (Mr. Yasumasa Hosoya) 表示，这是历史上第一次日本政府批准通航飞行员进行救灾飞行。对于日本来说，这是个好消息，也是一个里程碑，在下一波自然灾害发生以前，可以促进日本在不久的将来发展「通用航空应急救援系统」。

我们谨向所有参加福岛救灾飞行的「日本私人航空器拥有者及驾驶员协会」志愿通用航空飞行员侠士致敬！他们以慷慨、勇敢、无私、不屈不挠和侠士的精神克服了所有危难和困境，进行救灾飞行，帮助了福岛的受灾群众。

and most importantly, building up confidence and rapport between General Aviation operators with the military and different government units.

The AOPA-Japan general aviation pilots are good examples showing the world the efficiency, reliability, usefulness and the value of general aviation aircraft and pilots donating their lives, time, money, resources, aircraft, and flying Relief Flights ferrying food, medical supplies, doctors, nurses to the Fukushima tsunami stricken areas and victims before the full scale relief mission by the military and/or humanitarian agencies.

In the absence of a developed General Aviation Emergency and Rescue System one would envisage the lack of understanding, confidence and rapport from government units that it was no easy task convincing the government to permit the AOPA-Japan General Aviation pilots to fly their relief missions to help the Fukushima victims. Their Fukushima based GA pilot Mr. Hashimoto negotiated with the government for a long time before AOPA-Japan could obtain permission to start the relief flying mission only one week after the Fukushima earthquake and tsunami. If a developed General Aviation Emergency and Rescue System was already in force, the victims and those in refugee shelters would have received the food, medical supplies, and treated by the doctors and nurses one week earlier and resulting in saving more lives.

Another problem is logistics in huge disaster relief missions. We often see real time news reports on TV that tons and tons of relief supplies such as food and medicine arrived in huge transport aircraft from many countries but these supplies often stacked and stuck in the airport and needs time, manpower and carriers to distribute to the victims over an extensive area. AOPA-Japan Tokyo based GA pilot Mr. H. Sakuma and his brother had shown us how average GA pilots solve the problem. After receiving an SOS call of food shortage from an evacuation camp, they quickly filled their Mooney aircraft with food from a Tokyo supermarket and flew to Fukushima to the waiting Mr. Hashimoto in his Toyota Prius relaying quickly all the food supplies to the refugee camp directly into the hands of the victims and refugees in record time.

According to AOPA-Japan Board Member Mr. Yasumasa Hosoya, this is the first ever in history the Japanese government permitted disaster relief flying by General Aviation pilots in Japan. This is good news and a good milestone indeed for Japan to progress and to developing a General Aviation Emergency and Rescue System in the near future before the next wave of natural disaster strikes.

We wish to salute all the AOPA-Japan volunteer general aviation chevaliers pilots for their generosity, courage, dedication, selflessness, perseverance and gallant endeavour of flying volunteered relief flights to help the Fukushima victims despite of all

他们向世界展示了通用航空飞行员和通航飞行器在自然灾害时的应急救援潜力、贡献和作用。

the danger and difficulties. They have shown the world the potential, contribution and usefulness of general aviation pilots and aircraft in times of emergency.

下面是「日本私用航空器拥有者及驾驶员协会」董事会成员西村先生 (Mr. H. Nishimura) 撰写的关于该协会通航飞行员志愿者在福岛大地震和海啸期间进行救灾飞行的真实故事。

The following is the original story written by the AOPA-Japan Board Member Mr. H. Nishimura on the AOPA-Japan Relief Flights for Fukushima earthquake and tsunami disaster victims.

日本私用航空器拥有者及驾驶员协会的福岛救灾飞行 AOPA-Japan Relief flights to Fukushima (RJSF)

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日本私用航空器拥有者及驾驶员协会飞行员3月18日进行救灾飞行到福岛机场 AOPA-Japan Pilots flew relief flights to Fukushima (RJSF) Airport from 18th March

我们第一个飞行员山村先生 (Mr. Yamamura) 是日本私用航空器拥有者及驾驶员协会的飞行员, 他从大阪的八尾空港出发飞往福岛机场, 佩帕 (Malibu) 机舱里满载着医疗用品。对于日本私用航空器拥有者及驾驶员协会的飞行员来说, 在大地震和海啸灾难后 (还有福岛机场附近的核电站爆炸), 要获得当局允许降落在福岛机场是不容易的, 那里满是日本自卫队和美国陆军和海军陆战队的救援队。我们协会在福岛基地的一个飞行员桥本龙太郎先生 (Mr. Hashimoto) 和政府当局谈判了很长时间, 最终在灾难发生一周后的3月18日才被允许开始救灾飞行。

Our first pilot, Mr. Yamamura, an AOPA-Japan pilot, flew from Yao Airport (RJOY) in Osaka to Fukushima Airport (RJSF) carrying full load of medical supplies in his Malibu cabin. It was not easy for AOPA-Japan pilots to get permission to land at Fukushima Airport after the Quake & Tsunami disaster (and the Nuclear Power Plant accident near Fukushima Airport) where full of arriving Japan Self Defense and The US Army & Marines rescue missions, one of our AOPA-Japan pilot based in Fukushima, Mr. Hashimoto, negotiated with the government and we started relief flight from 18th March, a week after the disaster.



Departed YAO Airport in OSAKA (RJOY) to Fukushima Airport (RJSF) 从大阪的八尾空港出发飞往福岛机场



Full of Medical Supplies in Malibu cabin 机舱里装满医疗用品



Arrived at Fukushima Airport 到达福岛机场



Full load of Medical Supplies were picked up by local ambulance 满舱的医疗用品由当地救护车来接

我们的第二名飞行员, 是潮安医生 (Dr. Shioyasu)。他亦是一名航空体检医生, 是我们协会的飞行员。他从本田机场 (东京附近) 飞到福岛机场, 在他的C210机舱里面装满了珍贵的救援品, 可以用来治疗伤病人员并挽救生命。当时已经是3月20日了, 距离里氏9.0级地震引发的波及整个海岸线的 (包括福岛核电站) 100英尺高的海啸已经9天了。当他降落到福岛时, 他看到了导航塔的窗户已经破烂, 而航空管制员则搬到导航塔下一层的二楼, 在看不到跑道的情况下工作 (指挥航空交通)。

Our second pilot, Dr. Shioyasu, an AOPA-Japan pilot and a medical doctor (also an aviation medical examiner), flew from Honda Airport (near Tokyo) to Fukushima Airport (RJSF) filling his C210 aircraft cabin with precious cargo that could help to heal the injured and save lives. It was 20th March, 9 days after the magnitude 9.0 earthquake rocked the whole country with 100 feet Tsunami over the coast line including Fukushima Nuclear Power Plant. When he landed at Fukushima, he noticed that the air traffic control tower with broken window and found that air-traffic controllers working on the 2nd floor of the building without any view of the runway.

我们的第三位飞行员是佐久间先生 (Mr. Sakuma) 和他的兄弟彻也先生, 他们都是我们协会里最年轻的飞



Local ambulance picked up the supplies 福岛当地的救护车来装运救援物资



The tower with broken window 导航塔上的窗户已经破烂



Only 40 min. flight from Honda Airport to Fukushima. Behind is JSDF C1 freighter 只用了40分钟, 就从本田机场飞到了福岛机场。后面是日本自卫队的C1运输机

飞行员。他们接到了来自福岛避难民营的一个国际紧急SOS呼救电话，地震后发生了核泄漏事故，难民营没有获得任何食品救济，所以他们请求食品支援。佐久间先生很快到超市买到了足够的食品，装进他位于东京附近本田机场的小飞机穆尼(Mooney)机舱里。3月27日，他们从本田机场出发，40分钟后，他们降落到了福岛机场，在那里有桥本龙太郎先生在他的丰田普锐斯汽车里等待着将所有的食品运送到避难营地。

3月27日，他们从本田机场出发，40分钟后，他们降落到了福岛机场，在那里有桥本龙太郎先生在他的丰田普锐斯汽车里等待着将所有的食品运送到避难营地。

佐久间先生本来想运送更多的救援食品，但是他的穆尼机舱里没有足够的位置。（他们本来还拥有一架佩帕，但是在仙台机场进行年检时，因为海啸袭击了机场，冲走了所有的飞机，包括6架我们协会的飞机，包括Citation, C90及很多飞机。）

佐久间先生在发现他们心爱的佩帕飞机被冲走之后非常伤心失望，幸运的是，他们的穆尼飞机在本田机场还是安然无恙的，他们希望做些事情帮助遭受海啸侵袭和核泄漏威胁的受灾人员。

Our third pilot, Mr. H. Sakuma and his brother, Tetsuya, both are among the youngest AOPA-Japan pilots, received an SOS call from an evacuation camp in Fukushima requested food supplies. The camp had not received any food supplies due to the Nuclear accident. The Sakuma brothers ran into local supermarket and secured enough food to fill their Mooney which is based in Honda Airport near Tokyo.

They took off from Honda Airport on the 27th March and after 40 min. flight, landed at Fukushima Airport, where Mr. Hashimoto was waiting in his Toyota Prius to carry all of the food supplies to the camp.

The Sakuma brothers wanted to take more food but there was not enough space in his Mooney. (They own a Malibu also but they lost it in Sendai Airport (RJSS) while receiving annual inspection and the tsunami hit the airport washed away all aircraft including 6 other AOPA-Japan members' aircraft, plus Citation's, C90's, and more)

The Sakumas were very disappointed after they found their beloved Malibu was washed away, but fortunately, their Mooney was safe at Honda Airport, and they wanted something to help the

到灾区开展救灾，我们的飞行员能做的最好的事情是捐款并撤离该地区。我们协会的很多会员都捐了款，部份捐款被用于飞往福岛机场的救援飞行。

在4月12日，福岛核电站核泄漏的影响还在继续，我们仍然待命，随时准备进行下一次救援飞行。

humanitarian agencies to get into the area and began the relief effort, the best thing pilots could do then was to donate money and stayed clear of the area. Many AOPA-Japan members donated money and some were used for the relief flights to Fukushima Airport (RJSF).

On 12th April, the effect of the Nuclear Plant Accident continues,



Unload the Food Supplies from the Cabin and Load Them into the Car
从机舱里卸下救援食品并装入汽车里

从我们初步了解这次灾害的破坏程度开始和核电站泄漏的恶劣影响，听到惊人的死亡人数，看到该地区触目惊心的景象，我们就都想飞过去提供帮助。3月11日以后，很多日本私人航空器拥有者及驾驶员协会的飞行员请求飞到距离主要灾区最近的花卷机场和山形机场以提供救援，但是政府官员表示，飞行救援目前不是最好的帮助途径，因为这个时候军用飞机和人道主义机构已经开始大规模的救灾飞行，

victims suffering from tsunami & the Nuclear Accident.

As we began to learn more about the extent of the destruction and the bad effect of the Nuclear Power Plant Accident, heard about the staggering death toll, and saw heartbreaking images coming from the area, we all wanted to fly up to help. But government officials said that's not the best way to help them. Many AOPA-Japan pilots requested relief flight to Hanamaki Airport (RJSI) and Yamagata Airport (RJSC) which were the closest airports to the major destroyed area after 3.11 (the 11th March). Because of the large number of relief flights already taking place by military aircraft and



Sendai Airport (RJSS)
仙台机场

上周六，我们收到了一个关于我们的一个宝贵成员中野先生 (Mr. Nakano) 的噩耗，她夫人告知，他的尸体在仙台机场附近被找到了。中野先生在波音公司工作了很长时间，也一直在努力在美国通用航空和日本通用航空之间建起一座桥梁。在大地震发生的时候，他还在仙台地区，在仙台机场启动建立一个航空运营基地，然而大地震和海啸袭击了那里。他的夫人在美国西雅图的电视上看到大地震的消息后，一直努力联系他，但都没有音信。最后，也就是上周六，她去了仙台，并发现了她先生的尸体。她痛哭着说：“很遗憾他没有在天空中飞行时死亡，他是那么热爱飞行……。”我们用美国精神的方式对痛失这位武士表示哀悼。

我们这个通用航空团体在日本相对较小，但是我们相互协作的精神很强烈。相对于军方飞机进行的大规模救援飞行，我们的力量很小，但是只要可以，我们愿意继续我们的救援飞行。

and we are standing by now for our next flight in near future.

Last Saturday, we've received sad news from the wife of our precious member, Mr. Nakano, saying that his body was found near Sendai Airport. Mr. Nakano worked for Boeing for a long time and also contributed to building a firm bridge between GA in the U.S. and Japan. At the time of the quake, he was in Sendai, starting up a project to build an FBO in Sendai Airport. He was hit by the quake and Tsunami. His wife, living in Seattle were trying to contact him after she saw the news on TV but without any reply. She finally visited Sendai last week and found her husband's body. She cried, 'It's so regrettable he could not die in the sky, because he loved flying so much.....' We mourn for the loss of a SAMURAI with the gentle American spirit.

Our GA community is relatively small in Japan, but our spirit of cooperation is very strong. Compare to the large number of relief flights already taking place by military aircraft, our hands are very small, but we would like to continue our relief flights as long as possible.

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Kunovice, 捷克共和国, 2011年2月23日
捷克运动飞机

这已不再是新闻, 捷克运动飞机公司 (Czech Sport Aircraft) 和派珀 (Piper) 经双方同意后, 决定终止于2010年1月所签署的总经销协议。

虽然该项目比预期的更成功, PiperSport成为美国最畅销的轻型运动飞机, 捷克运动飞机公司为了提供目前涵盖的24个国家最灵活的飞机销售和支援解决方案, 决定亲自管理其国际销售网络。在过去的五年间, 捷克运动飞机在飞机数交付量上已成为市场的领导者。

我们很高兴地宣布我们新的里程碑 – 序号600系列的运动巡航飞机 (SportCruiser) /派珀运动飞机 (PiperSport), 目前正在完成飞行测试, 并于2011年2月交付。

捷克运动飞机公司仍然提供市面上所有运动巡航飞机/派珀运动飞机的服务。除此之外, 我们并会于2011德国腓特烈港航空展 (AERO Friedrichshafen 2011)中推出创新研发产品, 包括最新改良的第四代运动巡航飞机及针对许多革命性解决方案所推出的全新机翼设计。

捷克运动飞机公司旗下的运动巡航飞机已通过期待已久的限制型轻型飞机规格认证 (CS-LSA Restricted Type Certificate) 与欧洲航空安全局 (EASA) 的批准, 可针对不同市场需求, 提供最优化产品搭配服务。在欧洲, 我们计划提供不同发动机选择, 顾客可依照个人喜好选择Rotax发动机 (经认证的或未经认证) 或FADEB ULPower发动机。瑞士当局预见由欧洲航空安全局TTC的颁发, 已在近期通过让运动巡航飞机在瑞士作飞行训练使用, 相信其他欧洲国家将很快跟进。

捷克运动飞机的总经理Petr Duben先生表示: “捷克运动飞机公司推出可选择发动机装置的方案, 更能因应客户的需求。CS-LSA RTC在欧洲拥有最大订单, 这一解决方案对顾客和我们都非常具经济效益。我们相信CS-LSA RTC的市场将由少数制造商主导, 而捷克运动飞机公司便是其中之一。

Petr Duben补充: “捷克运动飞机公司已推行高效率制造与精益利润的经营模式, 但大量的飞机销售仍是真正的成功关键。回顾近代史, 航空业与汽车产业是非常相似的, 我们高兴能预见市场整合是一个自然的趋势, 而若想成为这趋势的领导者, 除了要有雄厚的资本基础和宏观远见, 还必须了解客户需求。比较汽车制造商当今的产品与30-40年前有多大的不同, 捷克运动飞机在航空产业也是一样的。我们的使命就是单纯的结合最新管理技术和规模经济推出卓越的飞机, 使我们可以以最低廉的价格回馈给顾客, 以达到最高顾客满意度”。

捷克运动飞机公司也活跃于红牛飞行比赛 (Red Bull Air Race) 中。 “是的, 我们在2010年与Martin Sonka成为合作伙伴, 他是第一个被授予RVAR许可证的捷克特技飞行员。Martin是一个非常优秀的飞行员, 是捷克国家飞行表演队的一员, 并且是捷克空军的模范飞行员。我们很兴奋能有Martin加入团队, 我们工程部门正为他的EDGE 540做设计改良。Martin是个鼓舞人心的飞行员, 他热衷于我们的飞机, 并对我们2011版的运动巡航飞机的进化提出贡献。

欢迎亲临我们2011德国腓特烈港航空展展位, 与Martin和他的EDGE 540做近距离接触”。

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