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# 2010年中国通用航空商务交流会 China General Aviation Forum 2010

■ 撰文：高瑞玲 By Linda Gao



2010年通用航空商务交流会荣誉奖  
授予江西洪都航空工业集团

6月的北京，晴空万里，格外明媚。在这里，由《民航报导》主办、鹼阳湖现代产业开发区协办、首都公务机有限公司赞助，以及民航科普基金会支持的2010年中国第八届通用航空商务交流会于2010年6月22日晚在北京京瑞酒店拉开了序幕。本着发展中国通用航空的共同目标，我们聚集了国内外通航方面的同仁共180余人共同讨论中国通航的发展与合作。本届会议为期两天，主题是“通航商机，无处不在”。在国家低空开放呼声越来越高的今天，本届会议相较往年，参会者更加积极，热情更加高涨，讨论更加精彩。

On June., it was a particularly bright and beautiful day with a vast clear sky in Beijing. Here the China General Aviation Forum hosted by the China Civil Aviation Report, co-organized by the Luyanghu Modern Industrial Development Zone, sponsored by Capital Jet Company Limited and supported by the China Civil Aviation Science Popularization Foundation, was held in the King Wing Hot Spring International Hotel. With the same goal each year of developing China's GA, this forum attracted more than 180 attendees of the GA industry from both locally and abroad to discuss the development and cooperation of China's GA. This year the forum would last for two days with the theme "There are business opportunities everywhere." Today, with an ever louder and louder demand for the opening of low altitude airspace in China, attendees of this forum were more active than before with a higher level of passion which lead to some splendid discussions.

6月22日 星期二

6月22日晚5点半，北京京瑞大厦的阳光大厅，我们的会场早已布置完毕。7×4.8m的巨幅主背景板，四周林立着各单位的易拉宝，还有会场周围摆放的各色点心将整个会场装点得丰满而次序井然。各位参会代表报到过后，陆续进入会场。

晚6点，伴着悠扬的音乐，2010年中国第八届通用航空商务交流会开始了招待酒会。作为本届会议的支持单位，长达6米的中国民航科普基金会旗帜悬挂在会场中央。民航科普基金会副理事长茅顺平致欢迎辞，拉开了本次酒会的帷幕。《民航报导》发行人赵嘉国先生说，通用航空发展是必须的，同时产业自律也很重要，“推动产业自律，来达到航空最高的安全。”所以，这里我们特别增加了一个十分有意义的小环节，即号召各位参会人员在会议准备的自律签字版上面签字。签字班上赫然写着“通用航空的产业自律是维护飞行安全的最佳保证，让我们一起推动产业自律！”，民航科普基金会副理事长茅顺平带头签字，首都公务机公司董事长赵放江，德事隆中国区总裁林明扬等其他所有的参会代表纷纷签字。

优质的红酒和清爽的开胃点心为与会者之间编织了相互认识的纽带，使得会场气氛轻松而热烈，各位参会代表积极主动的相互交流，并交换各自的名片。有些还特别建议三五五个参会代表留影。欢乐的酒会成为明后两天正式会议的完美开场。

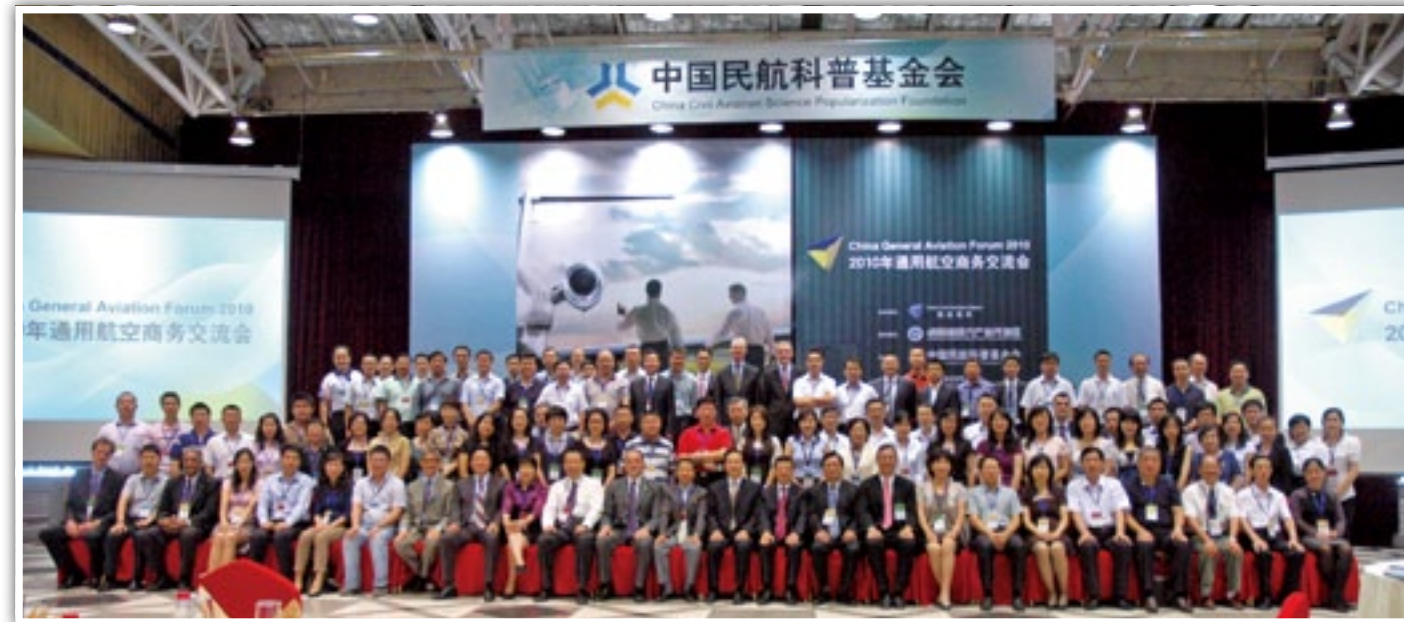
Tuesday, June 22

At 17:30, June 22nd, the meeting place in the King Wing Hot Spring International Hotel was very well arranged. It was decorated fully and in perfect order with the 7×4.8m main background board, a great number of company displays, and many kinds of refreshments. The attendees checked in and entered the meeting place.

At 18:00 pm, with melodious music, the reception for the China General Aviation Forum 2010 kicked off. The 6-meter-long banner of the China Civil Aviation Science Popularization Foundation, the main sponsor of this forum, was hung right over the main background board. Mao Shunping, the Vice President of the China Civil Aviation Science Popularization Foundation delivered the welcoming remarks, which raised the curtain of this forum. Francis Chao, Publisher of China Civil Aviation Report said that we should certainly develop GA in China, and in the meantime, we should pay great attention to self-discipline in this industry. At this point we added a small meaningful link, that is, calling for the attendees to sign names on the self-discipline board, which read: "Industrial self-discipline in GA is the best guarantee to maintain flight safety. Let's push forward industrial self-discipline together!" Mr. Mao Shunping, Vice President of China Civil Aviation Science Popularization Foundation, took the lead to sign on the self-discipline board. Then Zhao Qijiang, Chairman of Capital Jet Company Limited and Lin Mingyang, President of Textron China Inc., etc., all signed on the self-discipline board.

Attendees got acquainted with each other over some red wine, appetizers and desserts. The reception provided a relaxed and positive atmosphere for all the guests to communicate and exchange business cards. Some guests were very happy to take photos with several friends. The happy reception was a perfect opening for the formal meetings of the next two days.





6月23日 星期三

Wednesday, June 23

6月23号上午8点半开始，各位代表都满面春风地陆续进入会场，会议在9点正式开始。本届会议延续传统，采用活泼的圆桌形式，以便参会者更加广泛的进行轻松的交流。

From 8:30 am, on June 23rd, the attendees were radiant with happiness when entering the meeting place. The forum formally started at 9:00 am. This year's forum was held in the form of a round table as a tradition and this was helpful for attendees to communicate breezily.

民航科普基金会茅顺平副理事长致开幕辞，他代表鲍培德理事长对会议的召开表示热烈的支持，对所有到会的嘉宾表示热烈的欢迎，对主办方、协办方表示衷心的感谢。紧接着，会议协办方陕西省渭南市市长助理高远洋致欢迎辞。他预祝本届通航大会圆满成功！

Mao Shunping, the vice president of China Civil Aviation Science Popularization Foundation delivered the opening remarks. On behalf of president Bao Peide, he welcomed all the attendees, gave great support to this forum and thanked the host and co-organizer. Then Gao Yuanyang, the assistant of the mayor of Weinan City, Shaanxi Province delivered the welcome remarks and offered success for this forum!

中国通用航空协会（筹）王霞秘书长，介绍了该协会的组织和建设情况，主要介绍了两点：一是发展情况；二是工作思路和要点。该协会是中国航空运输协会的下属二级协会。

Wang Xia, the General Secretary of the China General Aviation Association, introduced the organization and construction of this association. Her introduction could be concluded to two facets. One was the development of this unit and the other was their working train of thought and key points. This association is a second-class association to China Air Transport Association (CATA).

接下来，美国联邦航空局北京代表处民航专家牟军先生作演讲。他播放了一个由FAA制作的5分钟的视频短片，主要介绍了什么是通用航空和通用航空如何在美国运作。短片中，由FAA飞标司的司长John Allen介绍了美国通用航空的发展史，FAA飞标司通航处处长Mel Cintron讲述如何保证通航的安全，FAA飞标司通航处副司长Dennis Pratte介绍如何保证飞行安全。牟先生强调，

Later on, Mu Jun, the Civil Aviation Specialist of FAA Beijing gave a speech. He broadcasted a five-minute-short video and mainly introduced what was GA and how it was operated in the U.S.. In the video, John Allen, officer of Flight Standards Department of the FAA, introduced the

GA development history in the U.S.; Mel Cintron introduced how to guarantee GA safety; Dennis Pratte introduced how to guarantee flight safety. Mr. Mu stressed that aviation safety and flight safety were very important and there were careful and strict rules in the U.S. and there were some materials which he was willing to share with whoever wanted them.

Later on, Landon Loomis, Commercial Officer of the U.S. Embassy, Beijing made a splendid speech. He introduced the development of America's GA and the function and role GA had played in the U.S.'s economic development. He said that in the U.S. GA had played a key role not only in increasing job opportunities and providing salaries but also in promoting economic growth.

Therefore, he thought that it was necessary and a must for China to develop GA and GA would play a very promising role in many areas in China. Meanwhile, he stressed the role associations and organizations played in GA development process. Associations and organizations can influence states to make related policies and promote industrial development priorities.

After several wonderful speeches, all attendees, full of enthusiasm, took a "family" photo. Then they enjoyed delicious refreshments sponsored by the Intersoft company.

Later on, we had a meaningful activity. Every year at our forum, we at the China Civil Aviation Report praise and honor some person or unit that has contributed greatly to China's GA to encourage China's GA to march fearlessly onward though it is still in the developing stage. This year we chose AVIC Hongdu. The CJ-6 aircraft this company had produced had been put into mass production in 1962. Up till 1986, there were 1,796 aircraft produced by AVIC Hongdu. We hope there will be more GA aircraft made by China flying in the sky all over the world. Zeng Yong is now the

航空安全和飞行安全十分重要，这在美国又十分细致严格的规定。他们有些资料，其他人若有需要，他们乐意共享。

接下来，美国大使馆商务官员陆一鸣做精彩演讲。他介绍了美国通用航空的发展状况，和通用航空在美国经济发展中所起到的作用和承担的角色。他表示，在美国，小到增加工作机会和提供薪水，大到促进美国经济增长，通用航空都起到了不可或缺的作用。所以，他认为，中国很有必要也必须发展通用航空，通用航空在中国多个领域将起到的作用是不可限量的。同时，他也强调了协会组织在通用航空发展过程中所扮演的角色。协会组织可以影响国家制定相关的政策，提出优先的行业发展目标等。

在几场精彩的发言过后，所有参会代表兴致勃勃地排列好，为本届通航会留下了一张“中国第八届通用航空商务交流会参会代表全家福”。之后，参会代表们享用了INTERSOFT公司为本届会议赞助的可口的茶点。





随后，我们举行了一个有意义的活动，每年的通用航空商务交流会，主办单位《民航报导》都会对中国通用航空发展做出突出贡献的人员和机构予以表扬和致敬，鼓励业界的人士在中国通航虽然不成熟，但勇往直前。今年我们选择的单位是江西洪都航空工业集团有限责任公司。该公司生产的初教六飞机在1962年一月份就投入批量生产，到1986年年底，已经生产了1796架。我们希望将来有更多的中国生产通用航空飞行器在全世界的上空飞行。曾勇是现任初教六总设计师，他代表该公司来接受大会对其公司的致敬，全体参会者起立欢迎曾勇先生。民航科普基金会茅顺平副理事长代表大会向江西洪都航空工业集团有限责任公司颁发印有“载誉中外，为国增光”的奖杯。曾勇先生代表该公司感谢主办单位《民航报导》，感谢所有参会人员。

首都公务机公司董事长赵啟江先生作为“十年磨砺搏沧浪，鹰击长空看通航”的发言。赵总首先表示，应会议主办单位《民航报导》邀请能够在大会上发言，深感荣幸。秉持着“志同道合、

chief designer of CJ-6 and he accepted the honor on behalf of AVIC Hongdu and all the attendees stood up to welcome Mr. Zeng Yong. Mao Shunping, the vice president of China Civil Aviation Science Popularization Foundation, represented the entire forum, awarded the trophy with “Enjoying honor from home and abroad and winning glory for our motherland” printed in it. On behalf of AVIC Hongdu, Mr. Zeng thanked the host of China Civil Aviation Report and all the attendees.

Zhao Qijiang, President of Capital Jet Company Limited delivered a speech with the title of "Strive for Ten Years and GA Will Fly in the Sky like a Hawk". President Zhao said it was an honor to be invited to give a speech at this forum. Adhering to the spirit of sharing the same ambitions and purposes to carry forward the tradition, he was willing to share the experiences they had achieved in the GA industry these years and their outlook for the beautiful future during a time when GA industry was going to be fully opened. He introduced the company overview, the current situations of China's GA and his company's development plan and future outlook. He sincerely hoped to join hands with people in the GA industry to strive to push China's GA to a new height. He would contribute his own and the company's strength to the prosperity of GA in the world.

继往开来”的精神，本人非常愿意与在座各位分享本公司在通用航空领域经营多年所得的经验，在国内通航领域全面开放即将到来之际共同展望美好未来。接着他介绍了首都公务机公司的公司概况，通用航空在中国的现状，及其公司的发展规划和未来展望。衷心希望能携手国内与国际诸多同行，共同努力奋斗将中国的通用航空事业推向高潮，为世界通航业的持续繁荣贡献本人以及本公司应有的力量。

中午12点，参会人员享用了由本届会议的赞助单位民生金融租赁股份有限公司提供的丰盛午餐。

下午13:30，参会代表准时回到会场，兴致盎然地开始了下午的会议。

首先由民生金融租赁股份有限公司的朱嘉业关介绍租赁与通用航空租赁业务。他介绍了民生金融租赁股份有限公司的概况和其业务范围，并表示该公司可以帮助更多的企业购买使用公务机，使更多的人飞向蓝天。

美国豪客比奇公司北京代表处市场部经理彭欣女士作题为“特殊任务飞机在通航的广泛应用”的演

At 12:00 O'clock, attendees enjoyed a gorgeous lunch sponsored by the Minsheng Financial Leasing Co., Ltd..

At 13:30 pm, the attendees returned to the meeting place on time to participate in the afternoon's conference in high spirits.

Firstly, Zhu Jiaye from Minsheng Financial Leasing Co., Ltd. introduced leasing and the aviation leasing business. He showed the overview and its business area of Minsheng Financial Leasing Co., Ltd. and he said they could help more companies buy and use business jets to fly in the sky.

Ms. Daisy Peng, Marketing Manager of Hawker Beechcraft Corporation Beijing Office gave us a speech with the subject of Extensive Experience in Special Mission Aircraft. She said that extensive experience in mission aircraft includes weather modification, flight inspection, air ambulance, photographic mapping, remote sensing, intelligence & surveillance, maritime missions, flight training, etc..

Kevin Wu, Vice President of Business Development & Government Affairs delivered a speech with the topic General Aviation and Sustainable National Economy Growth. He said the GA's contribution to building a harmonious society is creating considerable economic benefits. In pushing forward national economic development, early in 2006, GA had contributed



讲，介绍了特殊任务飞机在通航领域的应用广泛包括人工降雨、飞行校验、飞行救护、地图测绘、航空遥感、监视和情报收集、海上任务如巡逻及救援和飞行员培训等。

德事隆中国业务发展与政府事务副总裁吴景奎先生作为“通用航空与国民经济的可持续发展”的发言。他表示，通航对构建和谐社会的推动作用在于创造可观的经济效益。在推动国民经济发展方面，通用航空早在2006年，就为美国贡献了1%的GDP，提供数百万个就业机会。这也说明，通航在中国国民经济发展方面的潜在作用是巨大的。吴总还认为，中国通航发展的主要制约因素在于严峻的运营环境、落后的基础设施、限制性的法规环境和欠完善的产业链。通航发展的关键驱动因素则在于政府职能、经济环境和科技进步。吴总的发言是本届会议的第一个高潮。

下午16:30左右，按照会议日程，大会进入了人人喜爱的抽奖环节，并享用了下午茶点。

茶点过后，欧洲直升机中国公司市场部经理鲁昕作了关于“通用航空与应急救援”的主题演讲。鲁经理主要讲到了直升机在救灾行动如何发挥其作用，直升机也是保证搜救行动高效安全的核心要素，人为因素在救援作业中也会起到至关重要的作用。

上海西科斯基飞机公司副总经理许家庆先生作了有关“通用航空与通用航空业的发展”的发言。他先讲述了直升机的灵感来源。之后讲述了通用航空在国民经济中的重要作用——经济贡献、环保贡献、商务贡献和应急救援等等。其次，许总中美通航的现状作了比较，再次提出中国通用航空与美国有很大差距。他还提出，中国通用航空的三大瓶颈是空域管制及民航规章，基础设施落后，人才匮乏。他还对中国通用航空业发展提出了几点建议。

之后，会议开始了每年会议都会设置的环节——“自由飞行时间”（自由问答）。这天的题目是“中国通航的建设应该“由上至下”还是“由下至上”？”。国家正在考虑建设全国性的航空应急救援能力，按照传统的计划经济的思维，政府将拨专款，由专职机构在指定的基地提供全国性的应急救援服务。这种自上而下的建设思维最大的好处是装备统一，最大的缺失是无法涵盖最大距离的人口范围，所以在灾难发生的第一时间有时会难以赶到现场提供应急救援。若政府同意在使用服务的同时支付费用，飞行器由民间来运行，那么这种自下而上的运行模式可涵盖全国大部分，让应急救援在第一时间充分被利用。这一环节异常热闹，很多参会代表都想发言。各个代表意见不一，好的观点和建议层出不穷，为这一环节增色颇多。

“自由飞行”过后，下午17:00左右，会议结束了第一天紧张有序、异彩纷呈的会议。

1% of the GDP for the U.S. and offered millions of job opportunities. This showed that GA had a huge latent function in China's national economy development. He believed the main constraints of GA in China were unfavorable operating environment, underdeveloped GA infrastructure, and an underdeveloped supply ecosystem. The driving forces in GA growth were government functions, economic development, science & tech evolution. His speech was the first high tide of this forum.

At about 16:30 pm, our forum held a prize raffle and then attendees enjoyed refreshments.

After refreshments, Lu Xin, Marketing Manager of Eurocopter China gave us a key-note speech with the title General Aviation and Emergency Rescue. Manager Lu mainly introduced how helicopters could play a role in rescue activities. He believed helicopters were the core factor which ensured the rescue activities be operated with high efficiency and safety and anthropogenic factor would also play an important role in rescue activities.

Xu Jiaqing, Deputy General Manager of Shanghai Sikorsky Aircraft Company gave us a speech with the title of General Aviation and Its Development. Firstly, he introduced the inspiration source of helicopters. Then he displayed GA's important function in national economic development, including economic contribution, environmental protection, business contribution and emergency relief, etc.. Mr. Xu compared China's GA with that of the U.S. and mentioned again there was a big gap between China's GA and America's. He said there were three major bottle necks for China GA development, that is, ATC and civil aviation regulations, lack of infrastructures and lack of aviation talents. He gave a few suggestions for China's GA development.

Later on, we started the portion which was held every year, that is, the "Free Flight" session (Q&A). The topic was Should China Build General Aviation "Top Down" or "Bottom Up"? Now the government is considering constructing a national aviation emergency relief system. According to traditional thought, the government will appropriate special money for special institutions to offer national emergency relief in appointed bases. This "top down" construction thought has an advantage of uniform equipments and a disadvantage of failing to cover most areas of China, so emergency relief sometimes may not be offered at the very first time. If the government agrees to pay for services and aircraft is operated by general folks, the "bottom up" operation model will cover most areas in China and emergency relief can be available at the very first sign of trouble. In this session, the atmosphere was unusually boisterous and many attendees wanted to view their opinions. The views from different attendees were all different and good views and the amount of advice were plentiful, adding much beauty to this session.

After the "Free Flight" session (Q&A), it was about 17:00 pm and the first day's meeting came to its end.



## 6月24日 星期四

早上9点，参会代表兴致勃勃地进入会场，开始了第二天的会议。

第一个发言的是陕西省渭南市市长助理高远洋博士，题目是“地方政府在通用航空发展中的作为与作用”。高博士首先介绍了通用航空的产业发展背景和产业机会。接着详细介绍了通用航空的产业链，指出通用航空是政府可以大有作为的产业。向各参会代表展示了他详细研究后精心绘制的中国通用航空发展路线图，提出了中国通用航空产业发展亟待解决的问题。研究了美国、加拿大和日本等国的通用航空发展模式，指出目前还没有成熟的中国通航产业发展理论模式，处于启蒙阶段的中国通航产业可以借鉴目前通用航空发达国家的通航产业发展模式，认为“运营先行”应是中国通用航空发展的模式选择。此外还谈到了产业发展节奏和产业发展支撑项目等丰富内容。高博士精彩的演讲堪称本届通航会的演讲高潮。

接下来发言的是中航工业试飞院中飞通用航空公司的经营管理部经理李卫华先生，题目是“迎接机遇与挑战，共创通用航空美好明天”。李经理称，通用航空在中国的发展，机遇和挑战并存，通航界的同仁们要勇于迎接挑战，善于抓住机遇，共同创造航空美好的明天。

陈磊博士的发言的是本届通航会的又一个高潮。他的题目是“获得美国航空局适航证的途径和秘诀”。陈博士是《民航报导》发行人赵嘉国先生专程从美国请来的。陈博士是唯一一位曾经获得两个美国FAA喷气式飞机认证的中国人，是少有的能够把FAA飞行认证程序从头到尾搞清楚的中国之一。陈博士称，在中国取得适航证只能在中国飞行和销售，要在全世界范围内销售，必须取得美国适航证，“任何通用飞机项目都应该以获得美国适航证为优先考虑，美国航空局

## Thursday, June 24

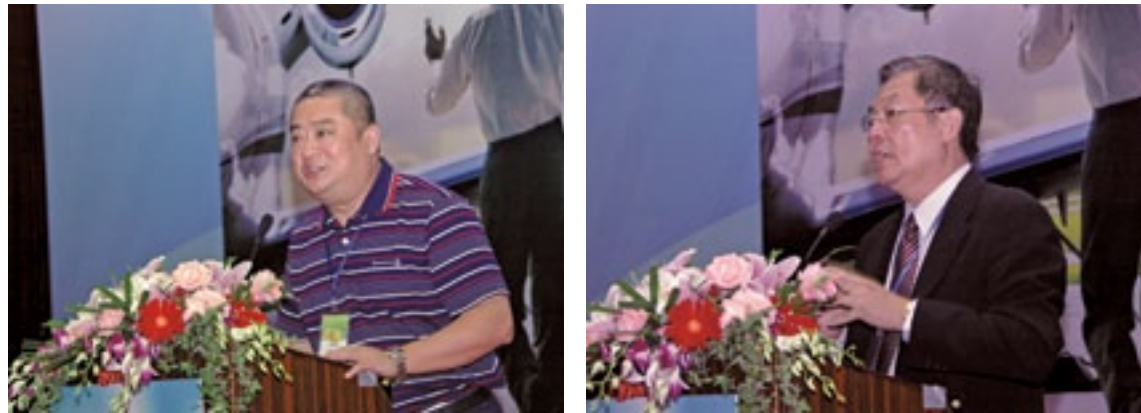
At 9:00 am, attendees entered the meeting place full of enthusiasm and the second day of this forum kicked off.

Gao Yuanyang, the assistant to the mayor of Weinan City, Shaanxi Province delivered a key-note speech with the subject of Local Government's Efforts & Functions for GA Development. In the beginning, Dr. Gao introduced GA development background and opportunities. Then he carefully introduced the GA industry chain and pointed out that GA was an industry area where local government can do many great things. He illustrated China's GA development line map and mentioned some problems to be resolved. He researched GA development models of the U.S., Canada and Japan, pointing out there was no mature theory model for China's GA development and China's GA might refer to the GA development model in GA-developed countries. He believed "Operation First" should be the choice of China's GA. Furthermore; he mentioned industry development rhythm and industry development supporting projects, etc.. Dr. Gao's speech could be regarded as the high tide of this day.

The next speaker was Li Weihua, Manager of Zhong Fei General Aviation Company. Mr. Li said there were opportunities and challenges for GA to develop in China. We should be brave to accept the challenges and grab opportunities to strive for a beautiful day.

The speech of Dr. Carl Chen was another high tide of this forum. His topic was FAA Type Certification Process and an Insider's View. Dr. Carl Chen was invited by Francis Chao from the U.S. and he is the only Chinese individual who has gained two FAA certifications for jet aircraft. Carl is one of the rare ones who can





的适航证是世界上最难获得的认证，获得美国航空局适航证不是‘很艰难’，它是‘很繁琐’；要获得美国航空局的适航证需要在申请前有非常详细的规划和申请后的仔细执行。”陈博士无疑给参会的飞机设计销售单位带来了美国获得FAA适航证的正确方法，使这些单位受益颇多。

金汇通航总经理李启勇先生做了题为“长三角直升机公务运行市场潜力”的精彩演讲。他指出，长三角拥有强劲的经济实力和理想的消费市场。呼吁建立畅飞长三角的基地网络，突破空域管制限制，把握政策调整机遇，推进机型单一化与规模化，大大降低运行成本，以便于运营商与客户抱团让直升机公务飞行实现双赢局面。

午餐前，本届会议进行了热闹的抽奖活动。

12:00，会议参会代表享用了由印美运动飞机公司提供的丰盛的午餐。

下午第一个发言的是中航工业江西洪都航空工业集团有限责任公司营销市场部严煜副部长。它的题目是“N5系列农业飞机介绍”，主要做了中航工业江西洪都航空工业有限责任公司的企业介绍、N5A飞机和N5B飞机。

上海外航服务公司地面代理分公司顾磊宇副总经理作了题为“上海公务机的发展留给我们的启示”的演讲。他表示，上海外航服务公司地面代理分公司是上海公务机发展的参与者和见证者，介绍了上海公务机发展的概况和里程及经验，“回忆过去是为了更好地展望未来，愿与诸君共创新一轮发展。”

最后发言的是印美运动飞机公司总裁拉姆先生。拉姆先生讲述了什么是运动航空和它为何如此重要。所有的发达国家，均有坚实的通航基础。他说，“通用”航空并非真正意义上属于“普通”大众的，而

understand fully the FAA certification process. Dr. Chen said, one could only fly and sell aircraft in China if he had achieved the airworthiness certification in China and if one wanted to fly all over the world, he must achieve FAA certification. "All successful GA projects have to consider getting FAA Certification as the Highest Priority. FAA certification is one of the most hard-to-obtain certification in the world. FAA certification is 'not difficult'; it is a very tedious process. FAA certification requires very thorough and detail planning prior to application and detail execution after application." It was no doubt that Dr. Chen brought aircraft designers and sellers with the correct method for FAA certification.

Qiyong Li, General Manager of Shanghai Kingwing General Aviation Co., Ltd gave a splendid speech with the title Market Potential for Helicopter Business Flight in Yangtze River Delta. He pointed out there were strong economic strength and ideal consumption market in Yangtze River Delta. He appealed for a base network in Yangtze River Delta, breaking through airspace control, grabbing the opportunity of policy adjustment, pushing forward aircraft simplification and scale to greatly decrease operation cost so that operators and clients unite to achieve the win-win effect.

Before lunch, we held another lucky raffle.

At 12:00, attendees enjoyed a hearty lunch sponsored by IndUS Aviation, Inc.

The first speaker in the afternoon was Yan Yu, Vice Director of Marketing Dept. of AVIC Hongdu. With the title N5 Serial Ag-aircraft Introduction, he mainly introduced the overview of AVIC Hongdu, N5A aircraft and N5B aircraft.

James Gu, Deputy General Manager of FASCO gave a speech with the title Inspirations from Business Jets' Historical Development in Shanghai. He said that FASCO was a participant and proposition of Shanghai's business jets development. He introduced the general situation, course of development and experience of Shanghai's business jets development. "Recalling the past aims at a better future outlook. We are willing to develop



是被理解为富人的业余爱好。因为它有成本和法律法规方面的限制，即使是最低级别的通用航空对我们来说依然遥不可及。“年轻的飞行员可以用更为经济飞机进入航空领域！”轻型运动飞机对通用航空成长由很大影响。通航基础建设在较少的法律法规限制下快速地成长，同时也为制造商们创造了更加自由与高效的生存环境。为快速成长的航空业带来更新科技。他希望全球合作制造通航飞机（类似大型客机生产模式）。他的理想是让最普通的人都可以开飞机享受蓝天飞行的乐趣！

下午15:50左右，我们的会议开始了“自由飞行”的时间。题目是：如何避免通用航空的开放重蹈其他产业“一开就乱，一收就死”的覆辙？

看到这个题目，大家纷纷表示，我们这届会议选的议题都是热点，也是争论的焦点，非常有代表性。参会者一致认为，“开”是必然的，“乱”也是必然的。这需要政府在加大开放力度的同时，加强监管政策，在适度开放的同时，注意政策的效果，边开放边验证效果。通航运营商也要进行严格的自律，制造质量更好的飞机，减少事故率，提供安全的设备，进行良性竞争。

中国的地域发展，经济发展都比较不平衡，

with all of you in the new round.” He said.

The last speaker was Ram Pattisapu, MD, President of IndUS Aviation, Inc.. Mr. Ram Pattisapu explained what was sport aviation and why it was that important. In all developed countries, there are substantial basis of GA. He said that “General” aviation had not truly been for the “General” public but was perceived as the avocation for the rich. Because of the costs and the restriction of rules and regulations, even the lowest levels of GA are too high for us. “Younger pilots can enter aviation with low cost aircraft!” He said, “Light sport aircraft impacts greatly the growth of general aviation. Rapid GA growth through less restrictive regulations allow manufacturers greater freedom and efficiency, bringing new aviation technologies to market sooner.” He hoped. His dream was that the “General” public could fly aircraft to enjoy the fun of flying in the sky!

At about 15:50, the “Free Flight” session kicked off with the topic “How to avoid the opening of GA facing ‘chaos after market opening, and market dies down after government intervention’?”

Seeing this topic, attendees said that both topics this forum had selected were very hot, issuable and representative. There was a common argument whether it was inevitable that GA would be opened and there must be chaos. The government should open more widely while strengthen supervision policy and pay attention to the policy effects. GA operators should also pay strict attention to self-discipline, manufacture good aircraft, reduce accidents, offer safe equipments and keep optimum competition.

In China, it is not balanced not only the municipal development but also



不平均，绝大多数的人都集中在东部地区，中国的经济最发达的地区也是东部，东部也是各种活动最活跃，特别是通用航空，都集中这个占国土面积仅20%的地区。按理说，在国外，通航最发达的地方都是商用航空最不发达的地方。特别在美国，通用航空是用来衔接中小地区的。所以，有的参会代表建议，在不发达的地方发展通用航空，这样既帮助地方经济发展，又由于相对较低的成本和相对开放的地方政策，发展来更方便；又由于这些地方竞争较少，所以更易成功。

下午16:40分左右，首都公务机公司邓戡副总经理致闭幕词。邓总表示，历届的通用航空商务交流会是通航界的同仁相互交流、信息共享的平台。本届通航会的目的是给通用航空在中国的发展把脉，评价如何才能使通航在中国是水土相服的。最后他代表首都公务机公司感谢赵嘉国先生，感谢所有的参会人员，希望大家以后都有机会合作。

《民航报导》的发行人赵嘉国先生说，通航航空的春天就要来了。但是我们通航的朋友高兴的同时也很恐慌，我们不知道通航在中国的发展会不会如我们所期望的，实现我们的理想。最后，他感谢民生金融租赁股份有限公司，感谢渭南卤阳湖现代产业开发区，感谢中国民航科普基金会，更感谢所有参加本届会议的代表！愿我们能在10月份的卤阳湖国际通用航空节中再见！本届会议圆满成功！

the economic development. Most people reside in the east. The east region is also the most developed and here most activities are held. Especially GA activities are all located in this region which covers only 20% of the country's whole area. By rights, overseas, the places where GA is most developed are those where business aviation is less developed. Especially in the U.S., GA is used for connecting small areas. Therefore, some attendees recommended developing GA in developing areas which can not only be beneficial to local economy but also be convenient due to relative low costs. In fact, it is easy to succeed thanks to less competition.

At about 16:40 pm, Deng Jian, Vice General Manager of Capital Jet Co., Ltd. delivered the closing speech. He said that this forum was a platform for GA colleagues to communicate and share information with each other and this year the forum was to gain an understanding of GA development in China, to evaluate how to "localize" GA here to make it become "acclimatized" to China. At last he thanked Francis Chao and all attendees on behalf of Capital Jet Co., Ltd. He hoped there would be opportunities for all to work together.

Francis Chao, Publisher of China Civil Aviation Report, said the GA spring was coming and all colleagues in GA were happy while slightly panicked as they didn't know if GA would develop in China as they had expected to realize their dreams. In the end, he thanked Minsheng Financial Leasing Co., Ltd., Weinan Luyanghu Modern Industrial Development Zone, China Civil Aviation Science Popularization Foundation and especially all attendees! "Wish we see each other during Luyanghu International GA Festival! China GA Forum 2010 was a great success!"



## 民生金融租赁

# “融”耀您的未来

## 西北地区引进首架民用直升机

### Northwestern Region Has Brought In the First Civilian Use Helicopter

西北地区的首架民用直升机的签约仪式在西安举行，此举结束了西北地区没有民用直升机的历史。

签约的中飞通用航空有限公司是陕西省成立的首家通用航空公司，海飞特（西安）直升机有限公司是美国罗宾逊直升机在中国的代理商。中飞通用航空有限公司此次引进美国罗宾逊公司

生产的R44雷鸟II型直升机，将用于直升机飞行员培训、旅游观光、航空摄影、紧急救护等飞行活动。

据了解，随着经济的不断发展和国家对通用航空产业的政策支持，中国直升机使用正呈现增长的趋势，民用直升机的需求已经稳步显现。

Northwestern Region's first civil helicopter contract signing ceremony was held in Xian; such action ended the history of no civil helicopter in northwestern region.

Zhong Fei General Aviation Company, the signer, is our Shaanxi's first established general aviation company, and Heliflite is Robinson Helicopter Company's authorized team in China. The R44 Raven II model helicopter manufactured by Robinson Helicopter Company was brought in by Zhong Fei General Aviation Company for use in helicopter flight officer's training, tourist sight-seeing, aviation photo taking, emergency rescues and other flight activities.

As understood, with continuous economic development and nation's supportive policies towards general aviation industry, China's helicopter usage shows a rising trend that the demand for civil helicopter has been steady.

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## 2010年通用航空商务交流会 ——专访金汇通航总经理李启勇先生

上海金汇通用航空有限责任公司总经理李启勇先生在参加2010年民航报导杂志主办的通用航空商务交流会期间接受了杂志的专访，主要内容整理如下：

**Q：**首先谈一个大家比较关心的问题，很多人认为，因为低空领域不开放，所以才制约了中国通航产业的发展，您怎么看待这个问题？

**A：**低空开放是件大事，我个人觉得通航企业还要比其他企业更早地考虑低空真的开放之后能干什么，有何作为，而不能坐等空域开放。其实，目前中国通航企业面临着一个两难境地：一方面空域管制是通航企业发展的瓶颈，一方面空域管制又是现有通航企业生存的屏障。前者好理解，后者很多人不一定赞同。我的观点是，长期以来中国通航落后的状态使得现存的通航企业普遍较弱，之所以还能生存是因为空域管制阻挡了其他行业更有实力的竞争者，而一旦空域开放，其他行业嗅觉敏锐的大型企业就会携上千亿的资金进入通航，其结果就是现有的通航企业要么被兼并收购，要么被竞争打垮。与其坐等那一天的到来，不如现在就开始做好准备，趁空域尚未开放，自强以图存，而后才能谋发展。所以，只有具备扎实的基础和良好的运行能力，空域开

放对于现有的通航公司才是有意义的。

**Q：**除了低空开放之外，影响当前中国通航产业发展的还有哪些方面的因素？

**A：**目前影响中国通航产业发展最核心、也是最难解决的是市场化问题。经济杠杆的作用在市场里面是巨大的，通航产业内也是如此。因此通航的发展非常需要国家的扶持，而扶持的核心是给通航市场发展予以有利的政策倾斜，如逐步放开通航的定价机制，降低通用航空器的进口税率，或者给予通用航空机场和起降点建设的政策支持等。

**Q：**推动中国通航产业的快速发展还需要具备哪些条件？

**A：**推动通航产业发展的有三个核心驱动要素。一是政府，政府对这个产业的政策支持的力度，法律以及相关措施对这个产业的重视和倾斜程度，都会影响通航产业的发展节奏；二是经

济，从国外通航产业发展的历史来看，人均收入与通航发展之间的关系非常密切。三是技术，即通航技术的发展和技术的普及性，最直接的影响就是技术的发展会使通用航空器造价下降，并将带来一系列利好因素的增长。

**Q：**回顾金汇通航的发展历程，您觉得有哪些成功的经验可以与大家分享？

**A：**金汇通航是一个非常年轻的公司，公司的定位必须同产业发展变化和自身的核心优势的塑造紧密相连。从一个以飞行服务为核心的传统通航企业转变为现在的直升机运营服务商，金汇通航完成了由通航企业的竞争者到通航企业的服务者的蜕变。

中国通航之所以发展缓慢，除了上述的一些外在客观因素外，通航内部缺乏一个系统的运营配套服务体系是制约其发展的核心瓶颈。就拿直升机来说吧，购买尚且困难，更不用说后续的飞行员、机务人员、航务人员等人才的招聘与培养，机队的维修与维护，基地的建设与管理，直升机的托管与经营，航线与空域的申请报批等等，没有系统的配套服务，即便手中握有中国规模最大的机队，也难以运行起来。“易买难飞”是中国目前通航的一个无法回避的难题，而这个难题当然与空域管制有关，但归根结底是缺乏配套服务体系。

我们金汇通航要做的或者说是我们追求的目标，就是要去尝试构建这样一个配套服务体系。为了配合这个体系的构建，我们把原来的业务进行了调整，形成了购机咨询服务、飞行培训服

务、托管服务为核心的业务体系，重点解决直升机通航领域的购机难、飞行人才紧缺、后期运营难的问题。构建这个配套服务体系的关键是人才培训和基地网络。我们的飞行培训学校在千岛湖机场开班了，但仅仅提供飞行员还不是我们的目标，我们希望能够具备整个团队的配置能力，包括机务、航务和通航经营管理人才，这才是配套服务；基地网络之所以重要是因为直升机的飞行训练、航材备件库存、托管维护、维修等都必须基地进行，而且基地最有价值的地方在于它的存在就意味着拥有了一片固定的、可相对自由使用的空域。这对于目前受空域管制限制的中国通航企业来说，基地的意义非同一般。我们目前已经在长三角建有两个中心运营基地，并正在上海周边地区、北京、福建、海南等地积极筹建运营基地。更多的网点意味着托管的能力和范围就更广，能够服务的企业、组织与个人就更多，也意味着更多的人有机会实现自由飞行的梦想。

直升机是科技革命的一项划时代的成果，在欧美国家，它已经成为大众生产生活必不可少的工具，却因为空域管制和配套服务体系的缺失在中国被束之高阁。我们金汇通航的理想和目标就是通过构建直升机配套服务体系，实现直升机应用的普及化，让中国人都能享受这一科技革命的成果。

如果说有什么成功的秘诀的话，我想说找到自己的价值所在，时刻为他人的需求和困难着想，能够为客户、同行乃至竞争对手解决问题和难题，然后一起创造通航的繁荣。我们看好通航业的未来，我们有信心做好通航。



金汇通航S76C++直升机福建飞行





## 2010试验飞行协会航空探险大会 2010 EAA AirVenture

撰文/摄影：赵敏诚 / BY NELSON CHAO 翻译：高瑞玲 / Translated by: Linda Gao

这天的早上十分美丽，阳光明媚，场地碧绿，一架架飞机呼啸着从天空飞过。今天是7月26号，星期一，美国威斯康星州奥什科什市举行的2010试验飞行协会航空探险大会的开幕日。我们来威斯康星州的前一天，这里刚刚下过了一场夏雨，不过这似乎并没有破坏从全国各地来到这里的人们的情绪，他们还决定在这里机场翠绿如茵的草地上搭起帐篷露营。在我们泊车以前，我看到了真正让我印象深刻的场景。当我们渐渐驶入机场，我们不能不被机场周边空地上搭建的如海洋般的帐篷所折服。而且我还了解到，随着时间的推移，这个星期内帐篷的数目将会不断地增长，因为越来越多的人将会陆续到达这里。这就是这场活动将异常壮观的第一个表征。

It was a beautiful Monday morning, the sun was shining, the fields were a vivid green, and the sound of airplanes roared through the sky. It was Monday, July 26th, opening day for the 2010 EAA AirVenture in Oshkosh Wisconsin. We had just arrived in Wisconsin just a day after the summer rains had come through, but that did not seem to ruin the spirits of those who had traveled from all across the country and decided to camp out on the lush green fields of the airport. Before we had even parked our car, I saw my first truly memorable sight. As we drove into the airport, one can't help but be overwhelmed by the sight of a sea of tents pitched on the fields on the outskirts of the airport. I was then informed that as the week progresses, the sea of tents would continue to grow as more and more people continued to arrive. That was the first indication that this event was going to be quite epic.

当我望着帐篷的海洋，试图估算一个宿营点的有多少宿营者的时候，一架喷气机的呼啸声打断了我们车内的交谈，我们的注意力一下子就转到了空中，正好看见美国军机从跑道上起飞，成对地径直飞过头顶。这样，本届活动正式的开始了，飞机将在这一周内整日整日地不停地在这个机场起飞和降落。

在一年一度的国际航空大会在奥什科什举行的这一周内，这座只有不足7万人的安静的郊区变成了世界上最热闹繁忙的机场，超过1万架飞机到达威特曼地区机场和附近的位于威斯康星州中东部的其他机场。今年的国际航空大会则有超过50万名的参加者，超过66个不同国家的参观者和来自6大洲的超过900名的媒体代表。仅仅走进机场，看看一排排一行的通航飞机排列在眼前，也是一个令人赞叹的场面。

当我走进大会场地的时候，我禁不住盯着看那些我从来未曾见过的独特而新奇的机器设备。第一个真正抓住我的还有其他在场者注意力的是TERRAFUGIA的实验飞车，因为这个展位一直被所有人的眼睛不断地盯着看。这是一个半汽车半飞机的混合型机器，可



As I stared out into the sea of tents trying to estimate the amount of campers in that single lot, the loud roar of a jet engine cuts through the conversations occurring in our car, and quickly all of our attention was focused up at the sky, just in time to witness U.S. military aircraft taking off from the runway and flying directly overhead in pairs. The event had officially started and aircraft would be taking off and landing at this airport all day long, all week long.

During the week of the EAA AirVenture in Oshkosh, the city of Oshkosh is transformed from a quiet suburban sprawl with a population of less than 70,000 people, to the busiest airport in the world with over 10,000 aircraft



以在美国的高速公路上行驶，如果有需要，它可以展开它原本折叠的翼，然后飞向空中。尽管它暂时不可以投入大量生产，其价格目前也不是一般人可以负担的，但是它让我们对未来的可能性有了一瞥。另一种引起我注意的实际上是一个距TERRAFUGIA的实验飞车只有几个展位之遥的摊位。它是一个飞行卡丁车。这个钢型结构的卡丁车后部安装了一个巨大的风扇，顶部安装了一个降落伞，这使它在停放在这个活动场地显得十分抢眼。世界各地的大小道路上有时候不能行走或者被封锁，飞行卡丁车就是为在这种道路上获得援救和帮助而造的。这种飞行卡丁车可以在泥泞的大小道路上行驶，当没有道路或者发洪水或者有大的障碍物挡路的时候，降落伞可以撑开，兜住风，然后将机器提离地面，接着再被机器后部的巨大风扇提供推力前行。当飞过了障碍物，或者找到了一条路，它可以落回地面继续行驶。尽管这些现代奇迹般的发明令人印象深刻，其他的漂亮的飞机和其他展出的一切也非常值得观看，但是现在已经接近了午饭时间，我们都非常饥饿。



arriving into the Wittman Regional Airport and the other nearby airports in East-Central Wisconsin. The event this year had an attendance of over 500,000 people, with visitors from over 66 different countries, and over 900 media representatives from 6 continents. Just walking into the airport and seeing the rows and rows of general aviation aircraft lined up on the field was a sight to behold.

As I walked through around the event, I could not help but stop and stare at some of the most unique things I have seen in a long, long time.



The first thing that really caught my attention, as well as the attention of the other attendees as this booth was constantly bombarded with eyes the whole time, was the experimental flying car by TERRAFUGIA. This was a half car, half airplane hybrid machine that was capable of being driven on the U.S. Highways, and when the need arise,

it can expand its foldable wings out, and take flight into the sky. While this is not something that is likely to be mass manufactured and sold at a price that the average person could afford anytime soon, it does give one a slight glimpse into the possibilities of the future. The second thing that caught my attention was actually at a booth just a few stalls down from flying car. It was a flying go-kart. A steel frame Go-kart with a huge fan attached to the back and a parachute attached to the top, made this thing stand out

我们的午饭一结束，我就站起来去探寻这个地方的更多内容，观看这个国际航空大会带来的更多的景象。由于共有777家厂商参加了今年的活动，所以要想参观所有的展位是不可能的，因此我决定第一天先参观一些名字熟悉的厂商展位。我参观了Piper和Cessna的展位。然后花时间去了新的漂亮的ICON飞机的展位，在这里我看见一些其他的参会人员在飞行模拟器上测试自己的技能。在下午3点的时候，空中开始真正地嗡嗡作响，随着飞机呼啸着飞过，变得热闹起来。下午的飞行秀开始了！尽管整天都有飞机在威特曼地

like a sore thumb at this event. The flying go-kart was created with the purpose of getting aid and help to areas around the world in which roads and paths may not be easily available or blocked off. The flying Go-Kart can travel on dirt roads or paths, and when the road ends, or if there is flooding or a major obstruction in the way, the parachute can be deployed, in which it catches the wind, and lifts the vehicle high off the ground and is then propelled by the giant fan attached to the back. When it is past the obstruction, or a path has been found, it can land back on the path and continue its journey. While both of these wonders of modern marvel were quite impressive, as well as all the other beautiful planes and everything

区机场起飞和降落，可是直到现在天空才成为万人瞩目的中心。

飞行员飞向了蓝天，做着令人惊奇的各种飞行特技表演。这些飞机会高高地飞向天空，画各种各样圆圈，或者翻跟斗，后面拖着长长的袅袅的轨迹。这些飞机会呼啸着升入高空，然后猛地回头向跑道来个俯冲，形成一声漂亮的嗡嗡声，来让观众欣赏。这无疑是我此生中所欣赏过的最好的航空表演。飞行员驾驶他们的飞机在空中舞动着飞行的表演，的确是一件漂亮的事情；而当这些飞行器嗡嗡着飞低和飞过的时候，其优美和优雅实在令人叹为观止。飞行表演的一个精彩点是四架红色和白色的Aeroshell飞机同时飞向蓝天，沿着同样的路径做着同步的表演。飞行员控制飞机的水平和他们的优美表演令人叫绝。开幕这天的飞行秀还有飞行团队的抵达，包括T-6s, T-34s, T-28s, 还有Yak-52s和CJ-6。当看着这些飞机组成完

else that was there being exhibited, it was getting close to lunch time and we were all getting quite hungry.

In typical American fair tradition, the airport had multiple food services tents stationed throughout the venue. We picked the closest tent to the Light Sport Aircraft Mall and sat down to lunch. The food at the venue was surprisingly good and the selections were vast. Each tent had a distinct menu that differentiated each other and that made sure that the attendees were not going to be stuck eating the same thing all week long.

Once our lunch was over, I took off to explore more of the venue and see all the sights that the EAA AirVenture had to offer. With 777 commercial exhibitors at this year's event, it was impossible to see and visit each and every booth, so I decided to spend the first day checking out a few familiar names. I visited the Piper and Cessna booths, as well as spent some time at the fancy new ICON booth watching the other attendees test their skills at the flight simulation machines in the booth. At 3pm, the sky began to truly buzz and come alive with the sound of airplanes roaring



美的队形飞过来的时候，我好像目睹一群飞鸟迁徙。

飞行秀结束后，这届活动的一个赞助商——福特汽车公司（Ford Motor Company），利用这个机会为这届试验飞行协会航空探险大会的参与者发布了其崭新的2011福特探险家车型（2011 Ford Explorer）。发布了2011福特探险家车型（2011 Ford Explorer）之后，就是芝加哥流行/摇滚乐团（U.S. pop/rock and roll groups）登上舞台表演的时间了。芝加哥乐团是一个经营时间最长和最成功的美国流行/摇滚乐队中，观众都很兴奋能看他们表演。音乐会在一声击打过开始了，他们开始了一些经典的表演。我们在他们演唱过一些歌曲之后离开了，因为经过漫长的一天开幕式，我们都筋疲力尽。

本届国际航空大会的第二天，我们是以参观Build A Plane的展位与Lyn Freeman先生展开对话开始的。Build A Plane工程是Freeman先生构想的结晶，它是一个非盈利的组织，与美国各处当地的高校合作，寻找老旧和退役的飞机，带到学校让学生重新组装。今年在试验飞行协会航空探险大会上，一群已经加入了Build A Plane工程的来自阿拉斯加州的高校学生将会参加这个盛会，今晚早些时候我们将有机会和他们相见。

第二天的午饭过后，我们终于有机会见到了这些来自阿拉斯加州学生，他们实际上已经在Build A Plane展位上组装了一架飞机。他们和俄国的距离比和他们离得最近的美国大城市还近，这对于他们来说真是一个冒险。而我则有了一个非常让我吃惊的发现：在他们起飞开始这次旅程前，有一个学生以前竟然从没有见过树！这一周的航空盛事对于我认识广阔的航空世界和试验飞机算是开眼界，过去的这几周算是让这些学生对于整个认识世界开了眼界。

在和这些来自阿拉斯加州的学生见面，并向他们了解关于整个Build A Plane的经验和经历后，我再次离开，随处走走，走访更多展商的展位，和那些曾经驾驶他们自己的飞机飞到这里的人交谈。我们缩短了在这个活动的第二天的时间，以便我们可



through the sky. The afternoon air show had begun and while all day long planes had been flying in and out of the Wittman Regional Airport, it wasn't until the now when the sky finally took center stage.

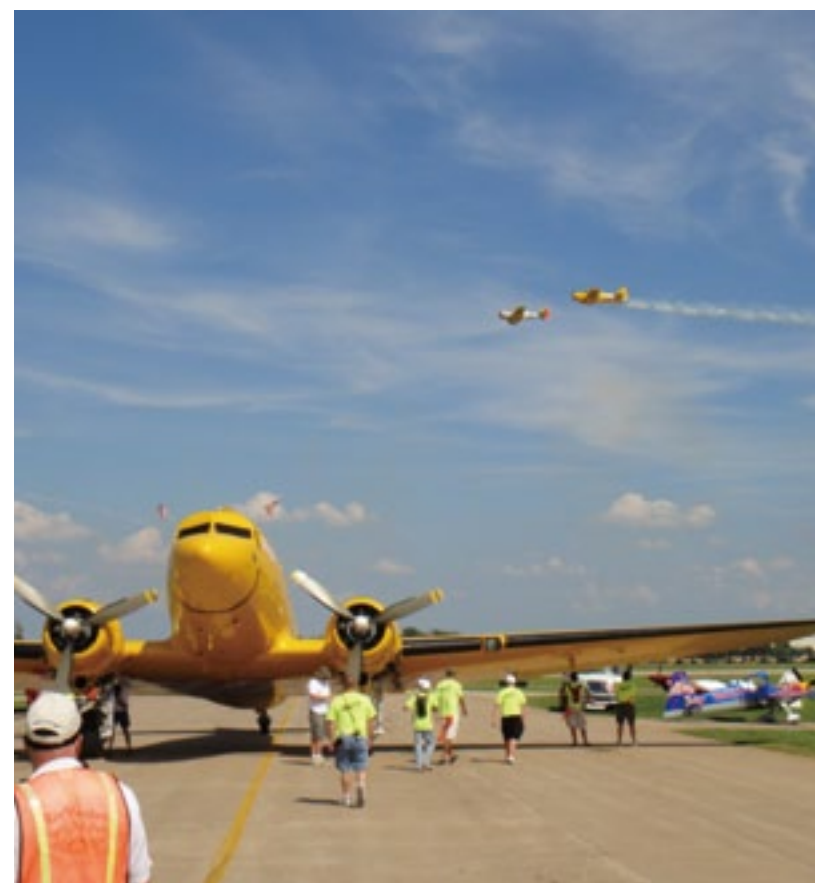
Pilots took to the sky and performed such amazing feats of aerial acrobatics. The planes would fly high up into the sky and perform all sorts of loops and corkscrews all while dragging behind them long fluffy contrails. The planes would soar through the sky and then swoop back down towards the runway to perform a beautiful buzz by for the audiences' enjoyment. It was easily the best air show I had ever seen in my life. The way these pilots were able to make their planes dance through the sky was a true thing of beauty, and the grace and elegance of these flying machines were truly stunning as they buzzed down low and flew by. One of the highlights of the air show was when four red and white Aeroshell planes all took to the sky at the same time and performed a synchronized air routine. The level of control and grace those pilots had over their planes was quite amazing to watch. The opening day air show also included the arrival of formation groups, including T-6s, T-34s, T-28s, and Yak-52s as well as CJ-6. As watching all these planes arriving in perfect formation was as if I was witnessing a flock of birds migrating by.

After the air show ended, one of the sponsors of the event, Ford Motor Company, used this occasion to unveil its new 2011 Ford Explorer to all the attendees of the 2010 EAA AirVenture. After the unveiling of the new Ford Explorer, it was time for pop/rock n roll group Chicago to take the stage. Chicago is one of the longest running and most successful U.S. pop/rock and

以开车去附近城市的一个机场里，拜访一些朋友和商业伙伴。这对于我们来说没关系，因为我们还有另外两天的时间来享受试验飞行协会航空探险大会的精彩画面和声音。

第三天，LAMA (Light Aircraft Manufactures Association)的总裁Dan Johnson召开了一个媒体发布会。在这个发布会上，尽管透漏了很多事情，但是有一条信息还没有曝光。关于美国印美航空公司与中国IT公司——西安艾派信息技术有限公司以及渭南市政府合作组建合资公司的细节，仍然处于秘密接触的状态，保留的十分严密。第二天，他们会召开他们自己的新闻发布会公布所有的细节。

新闻发布会过后，我们用了午餐，然后迅速拍了一些照片。这样我终于又可以在国际航空大会的会场漫步了。此时此刻，我开始对这些人为什么对航空和飞行如此着迷感到越来越好奇。因此，我利用这个机会接触了一些曾经将他们自己的飞机飞到这里的人们，并询问“为什么？”。当我信步走在这里的草地上，曲曲折折地穿行在停放在这里的飞机海洋里，我和这届国际航空大会的一些参会者进行开始了一些简短的对话。在我交谈的参会者中，我见到了EAA Chapter 461的一个成员，他把我介绍给了Arnold Zimmerman。Arnold Zimmerman被他的会友亲切地昵称为Arnie。他最近被列



roll groups and the crowd was very excited to see them perform. The concert kicked off with a bang as they began playing some of their classic hits. We left after they performed a few songs since we were all really tired and exhausted after a long opening day.

The second day at the 2010 EAA AirVenture started off with a visit to the Build A Plane booth to speak with Mr. Lyn Freeman. The Build A Plane project was the brainchild of Mr. Freeman, and was a non-profit organization that partners up with local high-schools throughout the U.S. and finds and brings old and decommissioned airplanes to the school for the students to rebuild. This year, at the 2010 EAA AirVenture, a group of high school kids from Alaska who had participated in the Build A Plane project were in attendance at the event, and we would get the chance to meet with them later on in the day.

After lunch on the second day, we finally got a chance to meet with the kids from Alaska who had actually built one of the planes here on exhibit at the Build A Plane booth. It was quite the adventure for those students who live closer to Russia than they do to the nearest major U.S. City. It was such a major surprise for me when I found out that before they had taken off for this trip, one of the students had never seen a tree before. As the events of this week was an eye opener for me on the wide world of aviation and experimental aircrafts, the past few weeks must have been an eye opener on the world for these students.

After meeting with the students from Alaska and picking their brains about the entire Build A Plane experience, I was off once again to wonder around the event and to check out more exhibitors booths and to speak with those who had flown their own personal planes into the event. Our stay at event on the second day was cut short so we could drive some friends and business associates off to an airport in a nearby city. This was no problem to any of us as we still had two more days left to enjoy the sights and sounds of the 2010 EAA AirVenture.

On the third day, there was a press conference given by the President of LAMA (Light Aircraft Manufactures Association) Dan Johnson. While many things were brought to light during this briefing, there was one piece of information that was being teased. The details of a joint venture between American company IndUS Aviation, along with Chinese IT company IPI Technologies and the City of Weinan, were still being kept relatively under wraps as they had their own press conference to announce all the details the following day.

After the press conference, and after our lunch, and after a quick photo shoot, I was once again free to wonder about the event. By this point, I began to become more and more curious as to why all these people were so fascinated with aviation and flying. So I took this opportunity to



入了伊利诺伊州航空馆名人堂 ( Illinois Aviation Hall of Fame) , 在2006获得了菲利普斯66人道主义奖 ( Phillips 66 Humanitarian Award) , 他还凭借长达50年零事故率的飞行, 在2005年获得了莱特兄弟杰出飞行员奖 ( )。当我和Arnie以及他的会友交谈的时候, 我很快发现了一个共同点, 那就是当他们还是孩童的时候, 他们就开始爱上了飞机。大多数非常爱好制造模型飞机的孩童, 长大后通常会将对制造飞机非常热情。

下午3点钟左右, 飞行秀又开始了。这一次, 每个人的注意力开始更多地停留在跑道上发生的事情。今天下午所有的“秀”都是今年国际航空大会的主题的一部分, “向老兵致敬”, 下午的“秀”包括一切军用飞机的活动模拟, 例如模拟救援, 模拟炸弹爆炸, 最精彩的就是模拟凝固汽油弹爆炸。我之前从未见过军事战斗, 这些模拟的炸弹爆炸和模拟凝固汽油弹爆炸对于我来说是难以置信的场景。随着飞行秀的继续, 我不得不回到帐篷里, 因为我的过敏症使得我很难再继续欣赏周围的活动了。

第四天, 也是我们参加这届活动的最后一天, 是最重要的一天。这天, 每个人比前几天更加急切更加有活力。因为在中午左右, 将召开一个大的新闻发布会, 透漏印美航空公司与西安艾派信息技术有限公司以及渭南市政府合作组建合资公司的具体细节。

新闻发布会获得了巨大的成功。热情的印美航空公司人员为所有参加这个新闻发布会的人们安排了一个丰盛的午餐。新闻发布会分为两部分, 第一部分是发布合作细节



approach some of the people who had flown their own airplanes into the event and ask them "why?". As I walked across the grass field weaving my way through the sea of parked planes, I began some short conversations with some of the attendees of the event. As I interviewed the attendees, I met a member of EAA Chapter 461, who introduced me to Arnold Zimmerman. Arnie, as he was lovingly referred to by his chapter mates, was recently inducted into the Illinois Aviation Hall of Fame and has also received the Phillips 66 Humanitarian Award in 2006 and the Wright Brothers Master Pilot Award for being accident-free throughout his 50 years of flying in 2005. As I spoke with Arnie and his chapter mates, I quickly saw a pattern in the conversation. They had

和相互交流, 然后我们享用了准备好的很棒的午餐, 接着再以问答的形式结束了新闻发布会。新闻发布会的人非常多, 拥挤到了墙壁边上, 一些晚来的人被迫站在会场外面听。

新闻发布会结束以后, 我再次有机会在国际航空大会上漫步, 试图做尽可能多的探寻。我跟更多的参会者交谈, 询问他们怎么样进入了航空界以及他们为什么喜欢航空; 我也走访了一些俱乐部和组织的展位, 了解他们做什么以及他们为什么这么做。这对于我来说, 是一个很重要的学习经历, 因为我交谈的所有的人都很乐意告诉我他们的过去以及他们是如何与航空发声关系的。

all been in love with airplanes ever since they were children. What had started off as a hobby of building model planes as children for most of them, would grow to become a passion for these people in their adulthood.

Around 3 O'clock in the afternoon, the air show began once again and by this time, everyone's attention had begun to focus more on what's happening on the runway. The show this afternoon was all a part of the theme of this year's AirVenture, "A Salute to Veterans", and the afternoon show had everything from Military planes, to a simulated rescue operation, with simulation bomb drops and the big show stopper was the simulated napalm run. Having never seen military combat myself, the simulated bomb drops and napalm run were incredible sights to see. As the air show

continued on, I had to make a retreat to the tents as by this point of my trip, my allergies were making it difficult to enjoy the festivities around me.

The fourth day, and our last day here at the event, was the most important day. The day started off with everyone much more anxious and energetic than any of the previous days at the event. The reason was that around noon, was to be the big press conference to announce the details of IndUS aviation, IPI Technologies, and the city of Weinan's joint venture.

The press conference was a huge success. The fine people over at IndUS Aviation had arranged a beautiful lunch banquet for all those who had attended the press conference. The Press conference was split into two sections, with the details and briefings occurring during the first half of the press conference, then we took a recess to enjoy the wonderful lunch provided, then we finished up the press conference with Q & A. The media room was packed to the brim, with some of the late comers forced to listen from outside the room.

After the press conference, I was once again free to roam around the venue and explore as much of the event as possible. I spoke with more attendees about how they got into aviation and why they love it, and I visited some of the clubs and organizations booths to learn about what they do and why they do it. It was a great learning experience for me, as all the people I spoke with were more than happy to tell me about their past and how they got involved with aviation. While no two stories were the same, and each person had their own personal reasons for flying, there was one connecting theme to each person's story, and that was simply a love for aviation.

Around 4pm on the fourth day, we left the the 2010 EAA AirVenture behind us. We left early that day to go to a grass field where CubCrafters were demoing their CarbonCub SS.







尽管没有两个一模一样的故事，每个人都有他们飞行的个人原因，但是每个人的故事都有一个相互联系的主题：就是对航空确实非常热爱。

第四天的下午4点钟左右，我们离开了2010试验飞行协会航空探险大会。我们那天早早地离开，是去一块草坪，那里CubCrafters正在展示他们的CarbonCub SS。尽管我很愿意跟大家谈谈他们的很棒的飞机，但是我不得不承认我自己对于这种飞机一点都不了解。他们的员工都非常繁忙地在展示这种飞机，不能跟我聊聊关于这种飞机的情况；由于时间关系，我也没有充足的时间来登上这种飞机。因此，尽管在这里关于CarbonCub SS我想说一些话，还有关于它在一些地方（比如在中国）的实际应用，但是我实在没有多少可以说的。

第四天结束时，我们都已经筋疲力竭了，也准备好要离开了。尽管今年的国际航空大会直到这周日才结束，我们却要走了。尽管我也许没有看到这场“秀”上的一切，但是我参加的这几天却着实令人愉快。看到那么热情洋溢的人们在同一个地方，都非常愉快，大笑着，微笑着，交谈着，他们的态度是有传染力的。当最后一天我们离开会场的时候，我禁不住看着机场的草地上被海洋般的帐篷所覆盖，而飞机场仿佛比第一天开幕式时大了一倍。甚至当我们离开场地，不再回来的时候，仍然有新的参会者到来，盛会正在继续。

当我坐下来思考那一周的活动、我所交谈过的人们和我所听到的故事的时候，我禁不住想到中国的年幼的通用航空产业，它目前仍然处于初期。中国的通用航空出现了很多问题。飞行员从哪里来？他们在哪里训练？这段时间以我的了解，其实很简单，就是“如果你建立它，它就会到来”。然而，万丈高楼平地起，任何事情都不是一蹴而就的，中国的通用航空也需要从某个地方开始。尽管中国通用航空的基础设施不够完备，然而鹵阳湖国际通用航空节今年10月份将要在渭南市举行，或许这里将是中国开始通用航空的一个好地方。

While I would have loved to tell everyone about their great aircraft, I have to admit that I know nothing of the aircraft myself. Their staff was all very busy with the demo and was unable to speak with me regarding the aircraft, and due to time issues, there was not enough time to allow me to ride along in the aircraft, so as much as I would like to write something regarding the CarbonCub SS here, and its practical uses in places such as China, there is just not much I can really say here.

By the end of the fourth day, we were all exhausted and ready to go. While the 2010 EAA AirVenture did not finish until that Sunday, we were done. While I might not have seen everything that the show offered, the days spent at the event was truly inspiring. To see that many passionate people in one place, all having a great time, laughing, smiling, talking, their attitudes were infectious. As we left the venue that last day, I couldn't help but notice the sea of tents that had covered the grass lot of the airport had just about doubled in size since our arrival on opening day. Even as we were leaving the event for good this year, there were still new attendees showing up, and the party continues.

As I sit back and reflect upon the events of that week, and all the people I spoke with, and the stories that I heard, I couldn't help but think of the young GA industry in China that is still currently in its infancy stage. There are many questions that arise regarding GA in China. Where will the pilots come from? Where will they get their training? What I learned from my time here is simply this. "if you build it, they will come". And while nothing great is ever created overnight, it all has to start somewhere. And while China's GA infrastructure is still pretty much non-existent, the LuYangHu International General Aviation Forum & Festival being held this October in Weinan City, seems like a great place to start.

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# ANNOUNCEMENT 公告

IndUS Aviation, IPI and Weinan City form Global Partnership to build Thorpedo aircraft in China

美国印美航空公司、西安艾派信息技术有限公司与渭南市政府组成全球合作伙伴，在中国制造 Thorpedo 飞机



IndUS Aviation, Inc., of Dallas, Texas, USA is pleased to announce it has entered into a partnership agreement with IPI Information Technology Company with sponsorship by the City of Weinan, Shaanxi Province, China.

On July 15, Dr. Ram Pattisapu, President of IndUS Aviation, Mr. Ning An, President of IPI Information Technology and Dr. Yuanyang Gao, Assistant Mayor of Weinan City completed the final agreement, enabling the creation of a major General Aviation facility in LuYangHu GA Development Zone in Weinan, China.

All three parties have been working on this project, which aims to build up the General Aviation infrastructure in the central Chinese region, creating a unique collaboration between government, private industry and aviation technical partners.

### Background

IndUS Aviation, Inc., is a US company that has been manufacturing the Thorpedo SLSA aircraft in the USA and the Thorp T211 FAA Type Certified aircraft in India since 2002. The company's mission is to promote the development of Light Sport Aircraft in the USA and the development of General Aviation in India and China. With the formation of the new partnership, IndUS plans to build large numbers of Thorpedo aircraft, complete several major Research & Development projects, and create a unique US and Global marketing and distribution network.

IPI Information Technology Company, founded in 2004, focuses on wireless information services, software services and BPO services. The company employs 180 people and is registered in the High Tech Zone of Xi'an, China. In recent years, with the economic growth enjoyed by China, IPI has recognized the importance General Aviation holds for central China. The company is committed to building a large infrastructure to manufacture aircraft, develop aviation related services and flight training.

The City of Weinan has taken huge steps to become a national leader in General Aviation in China. The visionary leaders of this city, along with the provincial and central government created the LuYangHu General Aviation Development Zone. This multifaceted area of 124sq KM was designed to foster the growth of General Aviation and related businesses. It features a central body of water, with a large GA airport, excellent facilities for industry, commercial and residential buildings, GA theme parks, golf courses and other recreational facilities. This area was especially set up by CAAC (Civil Aviation Administration of China) as the national test zone for GA industry development in the country. It is a unique model for GA development not only for China, but for other countries in Asia and the world.

位于美国德克萨斯州达拉斯市的印美航空公司非常高兴地宣布，在中国陕西省渭南市政府的大力支持下，与西安艾派信息技术有限公司达成合作伙伴协议。

7月15日，印美航空公司总裁 Ram Pattisapu 先生，西安艾派信息技术有限公司董事长安宁先生，及渭南市政府市长助理高远洋博士签署了一份协议，确认在中国渭南卤阳湖通用航空开发区建立一个有规模的通用航空生产基地。

本项目的合作三方，共同致力于在中国中部地区建立通用航空基础设施，引入了一种由政府、私营企业和航空专业公司合作的全新伙伴关系。

### 背景

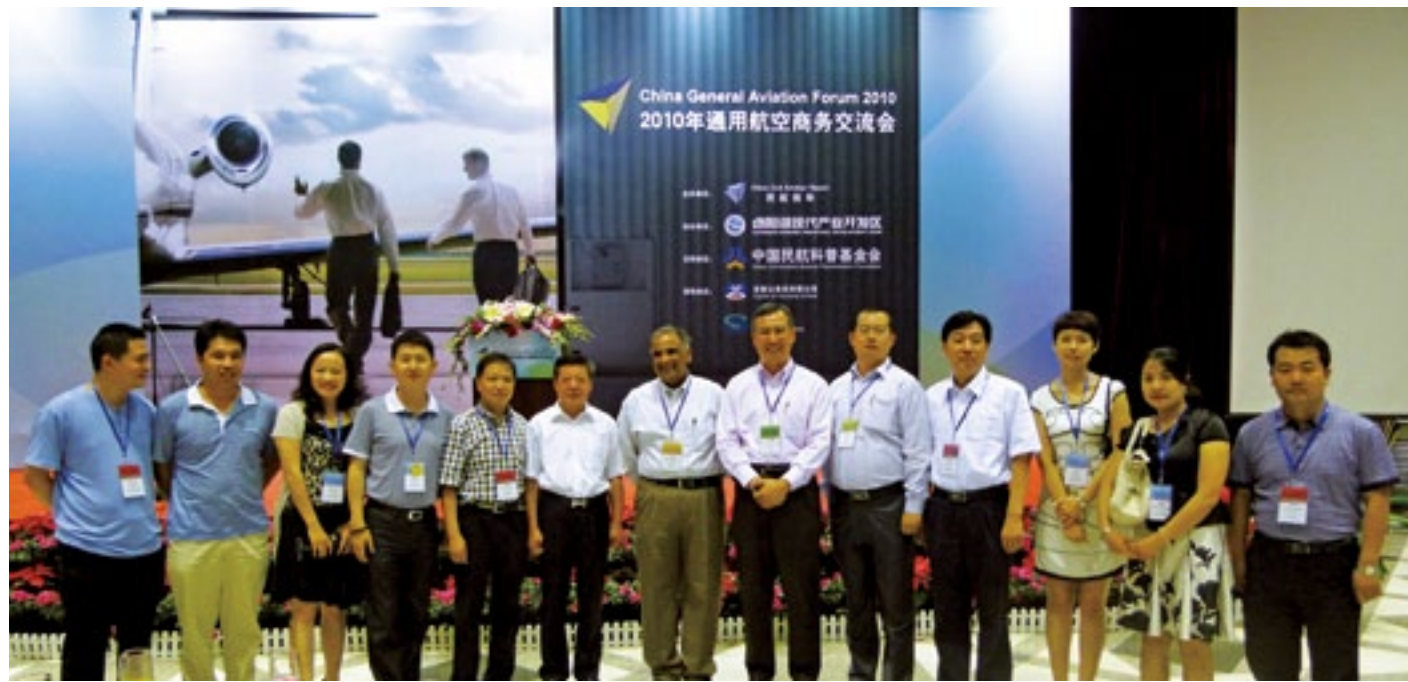
印美航空公司为一家美国公司，自 2002 年以来，在美国本土生产 Thorpedo 轻型运动飞机，并在印度生产获得美国 FAA 认证的 Thorp T211 型飞机。该公司的使命就是在美国推动轻型运动飞机的发展，并在中国和印度推动通用航空的发展。在建立了全新合作关系后，印美航空计划大量生产 Thorpedo 飞机，完成重要研发项目，并在美国和全球市场建立独特的行销网路。

西安艾派信息技术有限公司成立于 2004 年，提供无线信息服务，软件服务与 BPO 服务。该公司职员约为 180 人，注册于中国西安高科技园区。近几年来，随着中国经济的快速发展，西安艾派认识到了中国中部地区发展通用航空的重要性。该公司承诺将建立一个大规模的飞机制造基地，发展航空相关服务与飞行培训。

渭南市政府已成为通用航空领域的全国性领导者。该市具有远见的市政府领导们，在省政府与中央政府的支持下，成立了卤阳湖通用航空开发区。这一综合性开发区占地面积达 124 平方公里，用于培养通用航空发展与相关产业。开发区将成为一个集合了中央湖域，通航机场，工业、商业与住宅楼相结合的完善设施，通航主题公园，高尔夫球场与其他娱乐设施。该开发区由中国民用航空局特批设立，已成为中国通航产业发展的全国性试验基地。这种通航发展模式不仅在中国，在其他亚洲与全世界的国家中也是独特的。







**Structure**

IndUS and IPI plan to cooperate in the formation of a joint venture company to be established in Weinan, China. This “IndUS-IPI” company enjoys the extensive support given by the Weinan City government in the building of facilities in LuYangHu. The advantages of working in this environment include preferential access to real estate, tax benefit programs, and other incentives that will help the rapid deployment of this enterprise.

As a result of the partnership agreement, IndUS will hold a position in the newly formed “IndUS-IPI” company. Likewise, IPI will take a stake in IndUS Aviation, USA. During the upcoming months, both companies plan to work together to build the necessary physical plant and infrastructure in LuYangHu to begin assembly of the Thorpedo aircraft by fall of 2010.

**Operations**

Substantial demand for the Thorpedo aircraft is expected in Asia. The LuYangHu facility is expected to increase capacity to produce a minimum of 100 aircraft annually. Once fully operational, it would supply the US and global markets with ready to assemble aircraft through IndUS’ distribution network.

The partnership offers opportunities for substantial investment in Research and Development functions as well as a change in operational strategy for IndUS. All manufacturing/assembly operations would be located at the IndUS-IPI company. Final major assembly, preparation of aircraft for customer delivery, sales, marketing and technical support functions would be conducted through IndUS Aviation’ s distribution network in the USA and globally. IndUS USA will continue to perform all research and development activities, modifications and technical updates in the USA, with requisite FAA and international aviation agency approvals.

It should be understood that this project is in its initial stages with many of the details still unfolding at the time of this writing, hence could change moving forward.

**构成**

印美航空与西安艾派计划将在中国渭南合资成立一家公司。该“印美 - 艾派”公司即将得到来自渭南市政府的大力支持，在卤阳湖设立厂房。这种类型合作的优势包括优先获取厂房用地、税费优惠政策与其他激励政策，这些都帮助该企业快速地成长。

根据本合作协议，印美航空将成为这家新成立的“印美 - 艾派”公司的股东。而西安艾派则将成为美国印美航空公司的股东。在接下来的几个月中，两家公司计划共同在卤阳湖开发区共同开展必要的基础性建设，争取在 2010 年秋季开始组装 Thorpedo 飞机。

**营运**

在亚洲，Thorpedo 飞机有着广大的需求。卤阳湖的设施预计将增长为每年至少 100 架飞机的产能。一旦全面投产，即将通过印美航空的经销网络为美国与全球市场提供组装飞机。

该项合作提供了研发方面的投资机会，并改变了印美航空的营运策略。所有生产 / 组装工作都将在“印美 - 艾派”公司完成。成品最后装配、飞机交付客户前的准备工作、销售、市场推广与技术支持等工作将通过印美航空的经销网络，在美国和全球其它地区完成。美国印美航空公司将在美国继续完成各项研发工作，进行技术更新与升级，以及获取 FAA 和国际航空组织的认证。

本项目现正处于初始阶段，许多细节在此时还无法展开讨论。因此，可能将随着时间的推移而有所改变。



**The Road Ahead**

Having operated in Asia for the past ten years, IndUS Aviation has seen the great opportunities and challenges facing GA in this region of the world. IndUS believes this new partnership holds tremendous promise for its own future, and the future of General Aviation in countries such as China and India.

Both companies recognize the importance of building this aircraft better and with more features. Since it does not require any specialized jigs or fixtures to build, the Thorpedo is an ideal aircraft design for large-scale production. With China renowned for its manufacturing capabilities, and with this global partnership, IndUS acquires the resources needed to increase product availability and decrease production costs significantly.

Through product improvement through extensive R & D commitment, the aircraft would have a new look, appeal to individual customers and flight schools. In addition, a new US and global distribution network will be developed, with better dealer and customer support through a unique distribution channel based on successful automotive industry. While Chinese operations evolve to full capacity, the marketing and distribution systems will be ramped up. In this manner, when the new Thorpedo is built in large numbers, with better quality and more features, the support and distribution system will be ready for worldwide delivery.

**For further information please contact:**

IndUS Aviation, Inc., Dallas, Texas USA  
Email: info@indusav.com or www.indusav.com

**更多详情请联系:**

美国德克萨斯州，印美航空公司  
电邮至：info@indusav.com 或 www.indusav.com

**发展前景**

印美航空公司凭借在过去 10 年以来在亚洲的发展，深知在该地区发展通航所面临的机会与挑战。印美航空相信这一全新合作关系将在未来给该公司及中国与印度及其他国家通航的发展带来无限希望。

两家公司都认识到了更好地生产该型飞机的重要性。因为它不

需在制造过程中使用许多专用夹具制具，所以 Thorpedo 飞机是大量生产制造的理想机型。中国本身有着著名的生产能力，有了这一个全球伙伴关系，印美航空获得了增加产量与降低成本所需的必要资源。

通过更进一步研发完善产品的承诺，该飞机将具备一个新的外观，对私人客户与飞行学校具有吸引力。另外，将建立一个全新的美国与全球如同汽车销售网路般的飞机经销网络，提供更好的经销商与客户支持服务。当中国营运达到其最大产能，市场推广与分销系统将随之增强。由此，当具备更高性能的新型 Thorpedo 大量产出时，支持与分销系统将可为全球客户供货。



## 尊爵公务机 (Asia Jet) 上海分部成立

### Asia Jet Shanghai Chapter Established

为了及时、便捷地为大中华区的客户提供服务尊爵 (Asia Jet) 于今年6月1日在中国东方明珠——上海设立分公司。尊爵是亚洲唯一专门提供公务包机会员卡与公务机分段销售的公司，拥有以湾流、庞巴迪、赛斯纳为主的安全机队，致力于高端的全球包机服务。

尊爵的运营团队——迈特捷 (Metrojet) 是嘉道理集团成员，在公务航空业从事专业飞机托管及维护已二十余年，目前托管二十多架公务机并负责其它多项维护工作，是亚洲公务航空历史最久且经验最丰富的公司，也是飞机制造商于亚洲指定的维修中心，在全球享有声誉。尊爵公务机队的近十架飞机，每架机龄都低于四年。



尊爵公务机俱乐部会员卡具有很好的飞行优势：会员享有好的便利性、私密性、飞机调度权、与高端客制化服务，却不需受到真正持有飞机所带来的约束及限制，如高额资本投入，每月维修保养及风险等。尊爵根据客户的实际飞行需求，为个人及公司会籍订制不同的方案，务求价格结构简易清晰。拥有创新的包机方案、会员卡计划、飞机分段销售计划，以及附带管理服务的独立购买飞机计划，尊爵提供全方位服务，使会员称心满意。

尊爵全球总部位于香港，在日本设有代表处。

In order to be able to provide prompt, convenient and fast services for clients in the greater China area, Asia Jet has set up a branch office at The Oriental Pearl-Shanghai on June 1. Asia Jet is the only company in Asia which solely provide business charter jet card membership and fractional ownership of the private jets. Asia Jet has a safe flight fleet that mainly consists of Gulf Stream, Bombardier and Cessna aircrafts that are dedicated to high-end chartered plane service globally.

Metrojet, Asia Jet's operating team, is a member of Kadoorie Group. On business aviation service, Metrojet specializes its service in aircraft care and maintenance for more than 20 years. Presently, it cares for 20 plus business aircraft and is responsible for many other maintenance tasks; it is the oldest and most experienced company in Asia business aviation history as well as the world acclaimed maintenance center in Asia appointed by aircraft manufacturers. Asia Jet fleet's 10 aircraft are all under 4 years old.

Asia Jet Club card members have excellent flying privileges such as convenience, privacy, aircraft arrangement privilege and high-end client services, but not the commitment and hassles of owning the airplane such as large capital investment, monthly maintenance costs and insurance. According to client's practical flying demand, Asia Jet draws different plans that suit personal and corporate members in an effort to establish a clear, simple and easy pricing structure. With innovative charter plans, card member programs, fractional ownership programs and individual aircraft purchase program with complementary managing service, Asia Jet provides a full scope service which satisfies every card member's need.

Asia Jet is headquartered in Hong Kong with local office in Japan also.



## 中航工业与3家航空公司签署5架运12购销合同 AVIC and 3 Airlines Signed a Seller-Buyer Contract of 5 Y12 Aircrafts

6月28日，中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）参加了第17届中国天津投资贸易洽谈会。展会期间，中航工业直升机与鄂尔多斯通用航空公司、中国飞龙通用航空公司、中飞通用航空公司签署了运12飞机购销合同，三家用户宣布购买5架中航工业直升机研制生产的运12系列民用飞机。天津市委副书记、天津滨海新区区委书记何立峰，中航工业副总经理、中航工业直升机董事长李方勇出席了签约仪式。

签约仪式上，中国飞龙通用航空公司与中国国土资源航空物探遥感中心、中国地质科学院地球物理地球化学勘查研究所两家公司用户签署了长期服务协议。此次集中签约，标志着在中航工业和天津市的大力支持下，中航工业直升机民机市场开拓工作取得了又一重大标志性成果。

运12系列飞机先后取得了中国民航局CAAC、英国民用航空管理局CAA、美国联邦航空管理局FAA等多个国家的型号合格证，是中国最早取得英、美等西方发达国家适航证——获得进入欧美发达国家“通行证”的民用飞机。

自1984年首次交付国内用户、1986年开始出口以来，中国共生产交付140余架运12系列飞机，出口到20多个国家和地区100余架。该系列飞机也是中国出口国家最多、出口数量最多的民用飞机。

June 28, Aviation Industry Corporation of China, AVIC, attended the 17th China Tianjin Investment and Trader Fair. At the Fair, AVIC Helicopter Co. signed the Y12 aircraft seller/buyer contract with Ordos General Aviation Co. Ltd., China Flying Dragon Special Aviation Company, and Zhong Fei General Aviation Company in such the three companies would purchase five Y12 series civilian use aircraft researched and manufactured by AVIC Helicopter Co. He Lifeng, Deputy Secretary of Municipal Committee of Tianjin, Secretary of District Committee of Tianjin Binhai New Area, and Li Fangyong, Vice GM of AVIC, Board Chairman of AVIC Helicopter Company attended the signing ceremony.

China Flying Dragon Special Aviation Company signed a long-term service agreement with China AGRS (China Aero Geophysical Survey & Remote Sensing Center) and IGGE (The Institute of Geophysical and Geochemical Exploration) at the signing ceremony. The collective contract signing marked that AVIC Helicopter Co. has accomplished another highly significant success in promoting civil aviation market under the great support of AVIC and Tianjin local government.

Y12 series aircraft has obtained the Model Approval Certification from CAAC, CAA, FAA and others, and it is China's earliest civilian aircraft that was granted the airworthiness certification from Britain, US and other well-developed western countries, a "pass" into the well-developed European and US countries.

Since the first delivery to domestic client in 1984 and initial export in 1986, China has made and delivered 140 plus Y12 series aircraft, in which 100 plus were exported to more than 20 countries and nations. Y12 series aircraft are China's civilian aircraft that were exported to most countries and in highest quantity.





## 通用航空7月将迎接3架新美国 Cessna凯旋飞机

### General Aviation will Receive Three New Cessna Caravan Airplanes in July

July 8, a Cessna Serial #208B2196 Caravan aircraft will be shipped and delivered to Xi'an Yanliang Airport. This aircraft is bought by Guangdong Zhongshan Xiongying General Aviation Company, delivered to Xi'an in order to complete the alteration of its camera window by Xi'an Xinyu Aviation Maintenance Engineering Co. Ltd. By the end of July, another two 208B aircrafts purchased by Hainan Asia Pacific General Aviation Co. Ltd. and Shanghai Haohai General Aviation Co. Ltd. will also be delivered to Xi'an for the same alteration task. Xi'an Xinyu is presently the only company in China that was granted approval from China Civil Aviation to perform the camera window alteration of Cessna Caravan aircrafts, and three 208B bought by Sichuan Aling General Aviation Co. Ltd. had the camera window alteration done here before. Xinyu Company was the daughter company of Zhong Fei General Aviation Company originally. At the end of 2006, Sichuan Haite High-Tech Co. Ltd., Zhong Fei General Aviation Co. and Yuan Fang Co. worked together to reorganize and increase investment on Xinyu making it an aviation maintenance enterprise that has enough resources and development potentials.

7月8日，一架赛斯纳出厂序号为208B2196的凯旋飞机将摆渡交付到西安阎良机场，这是广东中山雄鹰通用航空公司订购的飞机，先交付到西安，是为了在西安新宇航空维修工程有限公司完成该飞机照相窗口的改装。7月底，海南亚太通用航空有限公司、上海豪海通用航空有限公司订购的另2架208B飞机也将交付到西安，同样为完成照相窗口的改装。西安新宇是目前国内唯一一家获得中国民航认可的对赛斯纳凯旋号飞机进行照相窗口改装的公司，此前四川奥林通航的3架208B就是在这里改装了照相窗口。新宇公司原为中飞通用航空公司的子公司，2006年底，四川海特高新技术股份有限公司与中飞通用、远方公司3家合作对新宇进行增资重组，使西安新宇航空维修工程有限公司成为具有一定实力和前景的航空维修企业。

## 虹桥公务机基地投入正式运行

### Hongqiao Commercial Aviation Base Launched Its Official Operation

6月28日虹桥公务机基地通过综合验收，投入正式运行。试运行期间，虹桥边检站共为69架次1200余旅客员工办理了入境手续。

据虹桥边检站最新统计数据，自4月29日，虹桥公务机基地迎来首架公务机航班以来，截止到6月30日，虹桥边检站共办理各类出入境专包机、公务机、调机共计69架次，出入境人数1200余人次。其中，四月份办理出入境公务机4架次。五月份办理27架次，六月份出入境航班共计38架次，比五月份增长40%。

出入虹桥公务机基地的国际航班具有“不规律、红眼多”的特点，抵离大都在晚上18点至次日凌晨6点时间段。虹桥边检站及时调整勤务，圆满完成试用期间的旅客验放工作。

出入境公务机航班中，港澳台旅客占到旅客总数的七成多。除了参加必要的商务活动，绝大部分游客都是冲着上海世博会而来。

June 28, Hongqiao Commercial Aviation Base passed the combined approval tests and launched into official operation. During the test operation phase, Hongqiao Frontier Inspection Station had served a total of 69 flights with 1200 plus worker passengers for admission procedure.

According to the newest statistics of Hongqiao Frontier Inspection Station, since Hongqiao Commercial Aviation Base's first commercial flight on April 29 till June 30, the Inspection Station has handled various admitting/exiting special chartered flights, commercial flights and adjustment flights totaling 69 flights with more than 1200 admitting/exiting passengers. Among them, there were 4 commercial flights for admitting/

exiting in April, 27 flights in May, and 38 flights in June, a 40% growth compared to May.

International flights arriving and departing Hongqiao Commercial Aviation Base have the "irregular, mostly Red-eye flights" characteristics; the arrival-departure mostly occur during 6pm to 6am next morning. Hongqiao Frontier Inspection Station promptly adjusted its service schedule to perfectly complete all the passenger custom checks during the test operation period.

Within the commercial flights entering and exiting Hongqiao, more than 70% of the total passengers were from Hong Kong, Macau and Taiwan. Besides attending the necessary commercial activities, the majority travelers were going for the Shanghai World Expo.

## 中航直升机总部基地开工 首架津产十月交付

### AVIC Helicopter Co. Headquarter Base Construction Begins First Tianjin Made Aircraft Delivers in October

中国航空工业集团公司（Aviation Industry Corporation of China，简称“中航工业”）直升机天津基地的重要组成部分——中航工业直升机总部基地，29日在天津开工建设。据了解，目前中航工业直升机天津基地各项建设进展顺利，首架天津总装直升机预计今年10月交付。

今日开工建设的中航直升机总部基地占地3万平方米，总建筑面积超过8万平方米，预计今年底主体封顶，明年下半年投入使用。该基地投入使用后，将具备设计研发、市场营销、利润结算、管理运营以及客户服务等功能。

2008年10月，中航工业集团公司与天津市政府就在天津滨海新区建设中国直升机产业基地签署合作框架协议。2009年2月，由中航工业集团公司与天津市政府共同出资组建的中航直升机有限责任公司揭牌；同年5月，总建筑面积27.3万平方米的中航直升机天津基地破土动工。

目前，中航直升机天津基地占地两万平方米的一期总装厂房已经完工，将安装6条生产线，可以同时组装6架不同型号的民用直升机。首架直升机预计今年10月交付。

按照规划，中航直升机天津基地将分两期建成。一期工程预计2012年完工，届时，该基地将具备每年70架轻型、中型和重型民用直升机生产能力。到2017年，天津基地将年产各类直升机300余架。

Aviation Industry Corporation of China, AVIC, Helicopter Company Tianjin Base major component--AVIC Helicopter Co. Headquarter Base construction begins in Tianjin on June 29. As understood at present, all construction works for Tianjin Base of AVIC Helicopter Co. are going smoothly, and the first helicopter assembled in Tianjin Base is estimated to deliver this October.

The Tianjin Base is 30 thousand square meters, and the total construction area is more than 80 thousand square meters. The main structure will be completed by the end of this year, and the Base will be in full use by the second half of next year. It will be equipped with design research and development, marketing, profit summation, management supervision and operation as well as customer service after the headquarter base is in full operation.

AVIC and Tianjin City Government signed a cooperation framework agreement for building the China helicopter industry base at Tianjin BinHai New Area on October, 2008. In February, 2009, AVIC Helicopter Co. funded jointly by AVIC and Tianjin City Government opened officially, and in May, the groundbreaking of the 273 thousand square meters construction project of the AVIC Helicopter Tianjin Base took place.

At present, the phase I Assembly Facility, a 20 thousand square meters total structure of the Helicopter Base is completed; six production lines will be installed so that six different modeled civilian use helicopters can be assembled at the same time. The first helicopter is estimated to be delivered in October this year.

As planned, AVIC Helicopter Tianjin Base will be built and completed in two phases. Phase I construction will be finished in 2012. By then, the Base will be capable of manufacturing 70 light, medium and heavy model civilian use helicopters annually. And by 2017, the annual production of various types of helicopters will be more than 300.





### 港澳空中快线复航 公司高层坐首航班表信心 HK-Macau Sky Shuttle Service Resume Company's High Officials on First Flight Showed Confidence

来往港澳的空中快线直升机有限公司 (Sky Shuttle Helicopters Limited, 简称“空中快线”) 服务, 7日9时复航, 首个航班由空中快线高层乘搭, 以示对机队的信心及支持。公司总裁陈婉玉表示, 已经根据香港民航处 (Civil Aviation Department) 要求, 重新检查机队的直升机。

空中快线的一架直升机上周六 (3日) 因机件故障于信德中心对开海面急降, 香港当局仍然调查事故的原因。香港民航处的调查小组, 预计1个月后有初步报告。事故中两名飞行员及11名乘客全部获救, 但直升机机尾的螺旋桨脱落。

Sky Shuttle Helicopters Limited has resumed its service between HK-Macau in July 7, at 9am. High officials of Sky Shuttle rode on the first flight to show their confidence and support toward the flying fleet. Chen Wanyu, CEO of Sky Shuttle Helicopters Limited said that the company has re-examined all the helicopters serving in the fleet as demanded by Hong Kong Civil Aviation Department.

Last Saturday (July 3), one of the Sky Shuttle helicopter had made an emergency landing at the sea shortly after its take-off due to mechanical problems. The investigation team of Hong Kong Civil Aviation Department is still investigating the cause of the incident, and will have an initial report in one month. Two flight officers and eleven passengers were saved, but the propeller of the helicopter tail had fallen off.

# 陕西渭南·2010鹇阳湖 国际通用航空节

2010年10月15-17日



为普及通用航空知识, 使人们认识通用航空、体验通用航空、了解通用航空的发展, 促进陕西省航空产业发展战略的实施及航空产业结构的优化提升, 增强区域航空产业竞争优势, 加强我国通用航空产业的国际交流与合作, 提升渭南鹇阳湖通用航空产业的国际影响力, 依据《渭南市通用航空产业发展实施方案》, 将由陕西省商务厅、渭南市政府和西安阎良航空产业基地于2010年10月15-18日 (暂定) 共同主办“鹇阳湖国际通用航空暨民俗文化节”, 旨在使大众群体身临其境地了解和认识通用航空, 亲密接触淳朴的关中民俗风情, 感受鹇阳湖的无限魅力。

大会主要包括飞行器动态表演、静态展示和飞行体验、通用航空产业发展论坛暨商务交流会、关中民俗文化展演及休闲生活体验等内容。将邀请来自国内外的通用航空企业/机构、国际通用航空组织、飞行表演队和航空爱好者参加, 预计参演 (展) 的各类飞行器100架, 同时, 组织华阴老腔、华县皮影、秦腔名人名段表演、蒲城焰火等关中民俗文化展演和流行音乐会、露天酒吧、航空嘉年华、陶艺制作等休闲生活体验活动。预计大会观众人数10万人。

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