

General Aviation Manufacturers' Expectations to China Market

General Aviation Manufacturers Association

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Manufacturers' Expectations to China Market



- I. Establish Appropriate Technical Standards and Regulations
- II. Assure Orderly and Safe Operational Environment
- III. Build Sustainable Business Model

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Establish Appropriate Technical Standard and Regulations

- Airworthiness Standard and Procedures
- Continuous Improvement of Regulatory Process
- Adoption of New Scientific Technology
- International Standard and Regulatory Harmonization

Assure Safe Operational Environment

- Effective and Enforceable Safety Standard
- Recognition and Acceptance by Industry Players
- Communications b/w Regulators and Operators
- Differentiated Requirement for General Aviation

Build Sustainable Business Model

- Investors and Operators Need to Know General Aviation Basics
- Consult Manufacturers to Understand Operational Cost and Performance of the Airplanes before Purchasing Decision
- Determine Business Model and Feasibility to Choose the Right Kind of Aircraft

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WHO's GAMA?

- General Aviation Manufacturers Association (GAMA) was Founded in 1970
- GAMA is a Non-profit Trade Association
- Represent nearly 90 world leading manufactures of GA airplanes and rotorcraft, engines, avionics, components and related services
- Headquarters in Washington D.C., China Representative, European office in Brussels, and Mideast office in Dubai

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WHO's GAMA?



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GAMA's Organizational Structure

- President and CEO Pete Bunce
- Executive Committee
- Nine Working Committee
 - Technical Policy Committee
 - Security Issue Committee
 - Safety Affairs and Training Committee(Accident Investigation)
 - Policy & Issue Committee
 - International Affairs committee
 - Flight Operations Policy Committee
 - Environment Committee
 - Airworthiness & Maintenance Committee



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Establish Appropriate Technical Standards and Regulations

GAMA's Technical Policy Committee works with the regulatory agencies, in this case, the FAA, lunched FAA Part 23 reorganization project with the participation of different countries all over the world. On November 27, 2013, U.S. President Obama signed the Small Airplane Revitalization Act into a Law after a quick passage by U.S. Congress. This law built upon the recommendations of the FAA Part 23 Reorganization Aviation Rule Making Committee (ARC) co-chaired by GAMA's staff team.

Leading the FAA Part 23 project, GAMA recommendations include:

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GAMA's Recommendations For FAA Part 23 Reorganization Aviation Rule Making Committee (MAC)

- Establishing a regulatory regime for small airplanes that will improve safety and reduce the regulatory cost burden for the FAA and the aviation industry
- Establishing broad, outcome-driven safety objectives that will spur innovation and technology adoption
- Replacing current, prescriptive requirements under part 23 with performance-based regulations
- Using consensus standards accepted by the FAA to clarify how the safety objectives of Part 23 may be met using specific design and technologies

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US President Obama Signed Small Airplane Revitalization Act into Law

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Assure Orderly and Safe Operational Environment

One of the safety training programs GAMA sponsored is the annual General Aviation Air Safety Investigator's Advanced Technical Workshop (GA-ASI). It started in 19 years ago with less than 20 people, now it grows to become an international program with over 150 people from all over the world. This year is the 19th workshop to be held in Wichita. CAAC will participate in the program this year.

The GA-ASI program includes the participants of:
Airframe, Engines, Avionics and aircraft components
Scientific experts
NTSB
FAA
NASA
DOD
International Aviation Safety Agencies
International Agency Air Safety Investigators

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GAMA sponsored the continuous modernization of the Air Traffic Control (ATC) system to:

- Support the creation of more airspace capacity for general aviation growth;
- Organized the Next-Gen Advisory Committee to provide the guidance to FAA for ATC modernization program
- Ensure internationally harmonized equipment standard for general aviation operators
- Actively engaged with several Euro-control Advisory Committees focused on the recommendation of Single European Skies.

In the area of safety related programs, GAMA has done many other projects, such as FAA-General Aviation Safety Survey and the FAA Glass Cockpit Program.

Build Sustainable Business Model

- Investors and operators need to know enough GA knowledge and understand the basics of running a GA operation
- Understand cost structure and profitable margin
- Use manufacturer's technical resource and training programs to improve capability
- Choose the right kind of aircraft to fit business model

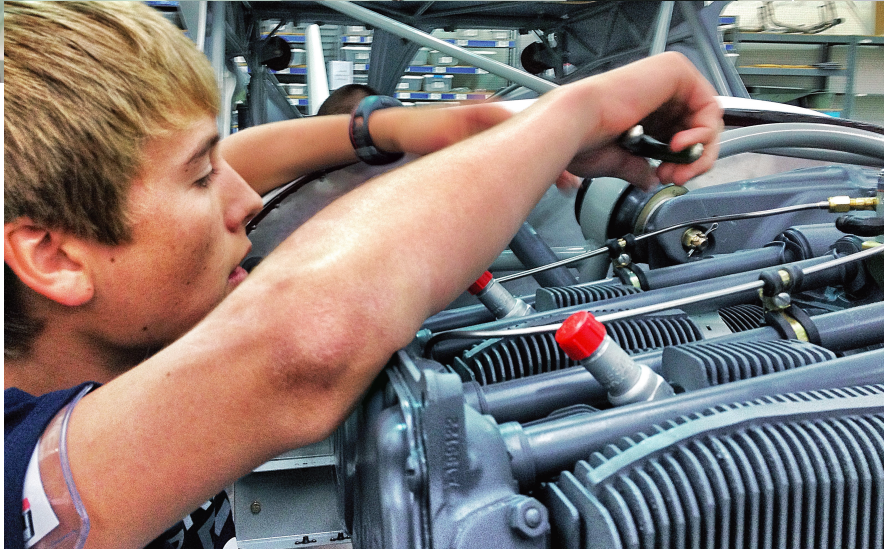
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GAMA's Agenda in China

- Continuously promote general aviation safety
- Provide industry feedback and constructive recommendations for GA development
- Promote information exchange and effective communications through international platforms
- Actively approach for improving GA technical standards and regulatory requirements
- Periodically publish industry data and forecast
- Participate in programs that promote GA culture, economical development and social benefits

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THANK YOU!