



# EGAMA Introduction

7 July 2009

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ASD





## What is EGAMA?



- ❖ EGAMA was founded in **2007** within ASD (AeroSpace & Defence Industries Association of Europe)
  - ❖ EGAMA represents **12** of the European leading general aviation manufacturers ranging from **complex business jets** to **helicopters** and **small leisure aircraft**
  - ❖ EGAMA purpose is to be a **common forum for dialogue with the EU institutions**
  - ❖ EGAMA aims at **fostering common coordinated industrial views** on strategic areas such as **safety, environment, ATM and R&T**
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## Key figures & issues



### ❖ 2008 Key Facts & Figures

- ❖ Shipments: 1.168
- ❖ Revenues (€ billion): 8.8
- ❖ Employment: 36.000 (highly-skilled jobs)

### ❖ Agenda and contributions

- ❖ Interface with EASA: Ops & OSC NPAs
  - ❖ Interface with the EU institutions (EC, EP and Member States)
  - ❖ Safety issues
  - ❖ Environmental concern and ETS
  - ❖ Data gathering
  - ❖ Cooperation with US GAMA and EU GA associations
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Brussels, 29<sup>th</sup> January 2009

## **EGAMA POSITION PAPER**

### **FP7 CSA ON GENERAL AVIATION**

In the perspective of a CSA paving the way for future developments in the General Aviation sector that could benefit from EU funding, EGAMA (European General Aviation MAnufacturers Group) proposes to consider the following areas:

#### **1 - Improved safety of flight** would require to develop:

- Improved weather awareness without on-board weather radar through the deployment at the European scale of weather information services using satellite based data links
- Affordable solutions in the detection and processing of atmospheric phenomenons : windshear, icing, turbulence, vortex and the associated human machine interface
- Low cost Traffic and Collision Avoidance Systems that not only inform on conflicting traffic, but also provide guidance to the pilot to restore safe separation
- GPS-based approaches on secondary platforms allowing IFR flights in and out of such platforms without expensive ground-based systems
- Technologies that would prevent excursions out of the flight envelope on a permanent basis in a way similar to "fly-by-wire" technologies but at a much lower cost

As a consequence of the availability of such technologies, access to IFR/IMC flights should be made easier by adapting EASA crew and licences standards that govern this accessibility.

#### **2 - Post-crash survivability** could be improved through:

- New generation light-weight, low-cost crew and passenger seats and the associated restrain systems
- Low-cost (aerodynamic) spin resistance solutions for single-engine aircraft
- The integration of crash loads absorption approaches in airframe design in a way inspired by the methods developed by the automotive industry

#### **3 - Reducing the environmental impact** needs to:

- Make available engines that measurably reduce emissions and fuel burn compared with currently available solutions. Such developments should encompass piston engine technology in the range of 100-300 HP and turboprop technology in the range



of 350-2000 thermodynamic HP. Turbofan technology is not considered in this scope as turboprops offer a more fuel efficient alternative in the envisioned power range

- Develop the use of alternative fuels that could be substituted to current fossil fuels
- Develop reduced noise power plants (engine and propeller) thanks to, among others, exhaust optimization in the frame of the above mentioned development of new engines and to advanced aerodynamics blade technology

**4 - Optimization of production techniques** is needed due to high labour rates in Europe and increased competition from emerging countries:

- Automation of assembly techniques in metallic airframes : assembly robots, friction stir welding are some examples of such optimization
- The ratio between mechanical performances and production costs of composite airframes should be improved through a material/process approach that would ultimately allow a greater penetration of composites in the high-end general aviation aircraft

**5 - Reducing the operating costs, improving maintenance safety levels and facilitating worldwide support** could be achieved through:

- Individualized in-service aircraft follow-up by means of on-board data collection and transmission systems, associated to ground processing facilities and information distribution to appropriate stakeholders
- The use of RFID technology to achieve equipment tracking and traceability at the level of the LRU (Line Replaceable Unit)

EGAMA, which was inaugurated on May 22, 2007 at the European Business Aviation Conference and Exhibition in Geneva, is a high-level group of the AeroSpace and Defence Industries Association of Europe (ASD). Its purpose is to be the common forum for European general aviation manufacturers, to ensure that strategic areas of common interest such as airworthiness, safety, environment, air traffic management, security and R&T are identified and necessary actions developed and performed.

The EGAMA membership consists of industry representatives ranging from complex business jets to helicopters and small leisure aircraft, as well as their supply chain.

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## PRESS RELEASE

Geneva, 12<sup>th</sup> May 2009

### **First key Facts & Figures for the European General Aviation Manufacturers Group**

**12 May 2009 Geneva, Switzerland – Today, the European General Aviation Manufacturers Group (EGAMA) issued for the first time a set of key Facts & Figures (2004-2008) for the European General Aviation Manufacturers. EGAMA is an active grouping of ASD (AeroSpace & Defence Industries Association of Europe).**

Speaking on the fringe of European Business Aviation Conference & Exhibition (EBACE) and commenting a key set of figures (2004-2008), EGAMA Chairman, Olivier Villa, Senior VP Civil Aircraft of Dassault Aviation, declared “I am very pleased to report that the European manufacturing industry has been growing fast in the past few years in terms of both volume and economic importance and has continuously increased its share in the worldwide market, making it second behind the US. At the same time General & Business Aviation industry has been fully recognised by the EU institutions”.

“The industry is feeling from the impact of the big economic downturn, which is a concern for our members. Some adjustments of work force are inevitable to compensate for the weakness in orders” Villa added. “However, we are massively investing in R&D to maintain our competitiveness and to be ready to offer cutting-edge products to our customers”.

Olivier Villa also pointed out that EGAMA is working on a Chart for Green General & Business Aviation providing a number of commitments from life-product cycle to maintenance.

The shipments of general aviation airplanes by European manufacturing industry have increased by 69% over the period (2004-2008), reaching a record in 2007 with 1209 units. The delivery commercial value has increased by 59% over the same period to reach € billion 8,8 in 2008. This means that Europe produces the equivalent of 30% of fixed-wing aircraft when compared to the US production and about the same as regards helicopters.

The respective share of fixed-wing aircraft deliveries and helicopters deliveries is roughly the same over the period. However, about 2/3 of total fixed-wing aircraft



are delivered in Europe whilst around 2/3 of the total helicopters are delivered outside Europe.

General and Business aviation offers closely tailored flexible, door-to-door transportation for individuals, enterprises and local communities. These are supplementary services allowing providers to reach destinations that the airlines can not serve because of operational restrictions or do not serve due to economic considerations. Moreover, general and business aviation provides high value services to the general public, including environmental surveillance, fire-fighting, map charting and emergency medical transportation.

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#### **Note to Editors**

**EGAMA** represents 12 of the European leading general aviation manufacturers ranging from complex business jets to helicopters and small leisure aircraft, as well as their supply chain and its member companies generate 35,000 jobs. EGAMA aims at fostering common co-ordinated industrial views on strategic areas of interest such as airworthiness, safety, environment, air traffic management, security and R&T.

**ASD, AeroSpace and Defence Industries Association of Europe**, represents the aeronautics, space, and defence industries in Europe. ASD has 30 member associations in 20 European countries, and represents over 2000 companies with a further 80 000 suppliers, many of which are SMEs.

#### **The European Aeronautics, Space and Defence Industry at a glance:**

Employment: around 649 000 in aerospace & defence  
Industry Turnover: over €132 billion.