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„Technology Roadmap for Small Aircraft Transport Mode” Workshop,
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How to involve others ?



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How to increase impact of SATS at policy level?

- SATS interests in Brussels are currently not coordinated.
- There is EGAMA (ASD) and AOPA (in SESAR), whilst rotorcraft have their own ITD in Clean Sky. Business aviation represented in Euromart via Dassault. ERA exists.
- A network of all stakeholders is absent (manufacturing, operations, ATC, airports, customers etc.)

Basic ingredients

- Overview of manufacturing capabilities available (SAT Roadmap project).
- Overview of airfields available (EPATS project).
- EGAMA, EACP and AOPA exist as does ERA.

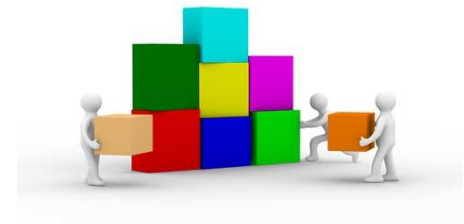
Note ERA is the European regional airline association

- Missing link is the overview of small operators except for Netjets and ERA.



Should we look for a united approach?

- The SAT roadmap project aims at a united approach from the small aircraft sector to stimulate RTD for SATS, to address certification and to stimulate implementation.
- Several initiatives are floating around without having much impact.
- In SAT Roadmap Evektor, BUTE, IOA and ADC are charged to organize something



SAT roadmap idea

- Create a platform that will represent the relevant stakeholders in GA:
 - Manufacturing industry (EGAMA, ERA partly)
 - Operators (commercial, ERA partly)
 - Private pilots and shared ownership (AOPA, Netjets)
 - Airports (regional, local, national, ERA partly)
 - ATM (Eurocontrol and SESAR, CANSO)
 - EASA and national regulators
 - EACP aviation cluster (aviation valleys)
 - Regional authorities

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SATS association

- Ultimate goals of the association are related to stimulating RTD, regulation and implementation
 - To be recognized as a valuable contributor to air transport and GA manufacturing in Europe as well as a valuable contributor to GA special mission and leisure aircraft.
 - To be represented in ACARE, SESAR, Clean Sky and to create an S-IMG to stimulate European and national support and funding for SATS development.
 - To improve the relationship with EASA.
 - To link regional air transport initiatives to TEN T, structural and regional funding (trials).
 - To be a sparring partner for initiatives elsewhere.

Action

- SAT roadmap to provide inputs to H2020
- Take EGAMA as a starting point
- Prepare a charter for the association
- Invite relevant stakeholders to the ILA - SAT workshop on September 13, 2012
- Invite relevant organisations to a meeting at ILA after the workshop
- Create a network soon after the ILA
- Use EGAMA/ ASD secretariat as a start?

Discussion

- Do you agree with the observations?
- Are you willing to participate?
- Is a first meeting at ILA feasible?



The EGAMA data

- In ASD facts and figures some data are provided on the GA manufacturing sector (business aircraft, helicopters and leisure aircraft):
 - total deliveries (2010) 854 aircraft (298 fixed wing and 556 helicopters)
 - Total value of sales € 9 billion; employment 30.100 of which 23.700 in Europe
 - exports 165 fixed wing and 370 helicopters
 - market share: fixed wing 45%, helicopters 30%
 - before the recession in Europe market share was 65% and 40% of the world wide market