



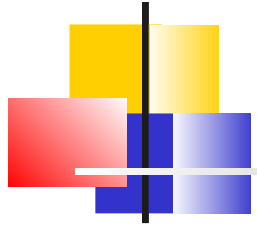
## Benefits of sustainable growth in General Aviation

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Martin Robinson  
CEO AOPA UK  
Bucharest 2016





# The Objective

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To consider some of the global trends in general aviation and to consider the need for a sustainable growth

*And  
The benefit to GDP*



# What is AOPA

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- AOPA ( The aircraft owners and pilots association) is a NGO and through our international affiliation we belong to IAOPA which has offices in 75 Countries worldwide wide.
- AOPA has be representing the interests of General Aviation since 1936
- This year is AOPA UK 50<sup>th</sup> Anniversary



# General Aviation

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Also includes:

Sports flying

Recreational flying

Flight Training

Personal Air Transport (self-fly  
business/ touring)

Business Aviation (Corporate  
Aviation)

98% of VFR flights take place outside  
of controlled airspace.

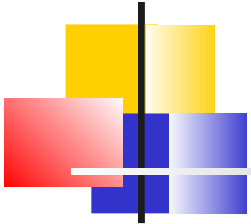
# General Aviation Aircraft



# More General Aviation Aircraft



# Models / RPAs (new to aviation)





# February 1990

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This was the year I joined AOPA in the United Kingdom.

General Aviation was a little different back then but still basically the same as today.



# Mobile Phones



# How about Televisions

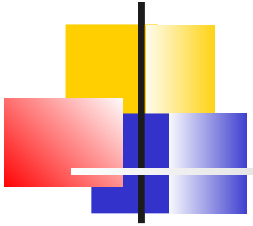
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# Computers and Laptops



# 1930s Aircraft and Cockpit



# Today's Typical Cockpit



# What was I flying then?

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And what am I flying now?



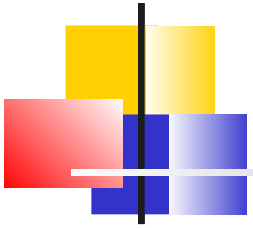
# But the cockpit !

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# Latest Cockpit Design

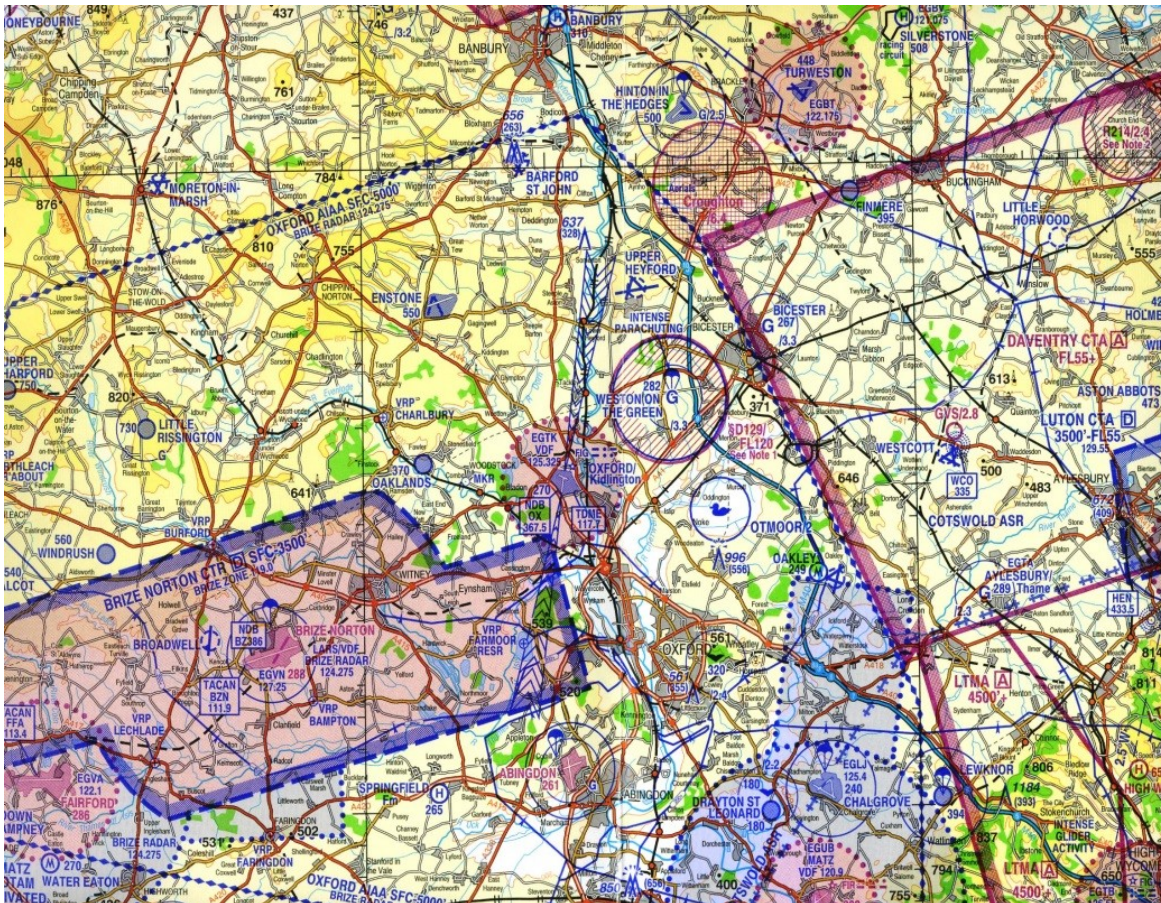


# The Jets

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# Charts of the UK airspace



# Access to airports and airspace



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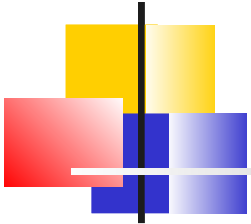
- GA needs reasonable access to airspace and airports / flying sites
- Under SES legislation any airspace change needs to be consulted on with all airspace users
- Airspace is not just for airlines and the military

GA will continue to embrace  
new technology as it comes  
along

It's a well  
known fact  
that in  
1975 the  
average  
life of a  
computer



# Use of Tablets - weather and NOTAMS



**Jeppesen Mobile TC**  
 Mobile Electronic IFR / VFR  
 Flight Charts for Your iPad!

LEARN MORE ▶

IPad 9:33 AM Not Charging

VOR RWY 16

**LGZA Change Notices**

Type:	Gen Tmnl (GRC,VFR)
Effectivity:	Permanent
Begin Date:	Immediately
End Date:	No end date

Pilots are recommended to contact AIS prior TKOF for AD op hr and availability of fuel.

Type:	Gen Tmnl (GRC,VFR)
Effectivity:	Temporary
Begin Date:	Immediately
End Date:	Until Further Notice

EFF 22 NOV 07 Within Athens FIR controlling unit Athens FIS, c/s "ATHENS INFORMATION", freq 130.70 estbd; controlling unit Makedonia FIS, c/s "MAKEDONIA INFORMATION", freq 130.70 estbd.

**JEPPESSEN ZAKINTHOS, GREECE**  
 VOR Rwy 16

122.10 125.42

DA(H) 1100'(1086') Apt Elev 14'

Intercept and follow 160° (160°) and proceed Climb to 4000'.

MSA ZAK VOR

15 DME Arc ZAK

D15.0 ZAK (IF)

D8.0 ZAK (FD16)

D1.0 ZAK (MD16)

D7.0 ZAK

ZAKINTHOS 326 ZAT

MHA 4000

ZAK VOR 4000'

358°

160°

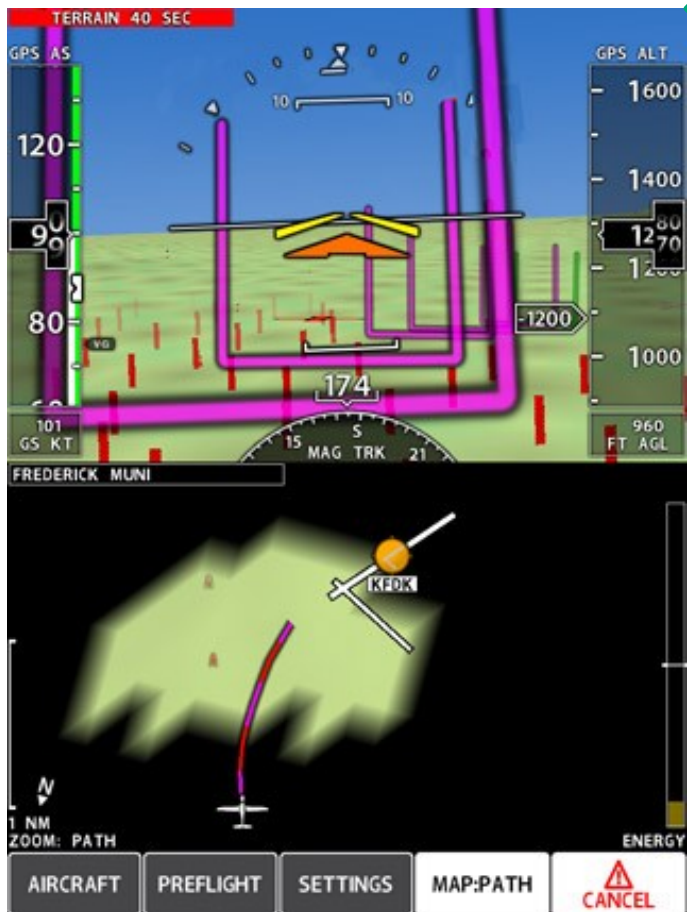
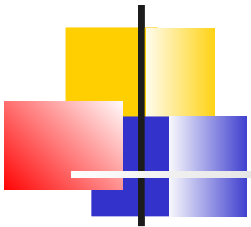
2600'

160°

3.33°

13-1

# Terrain information from your iPad

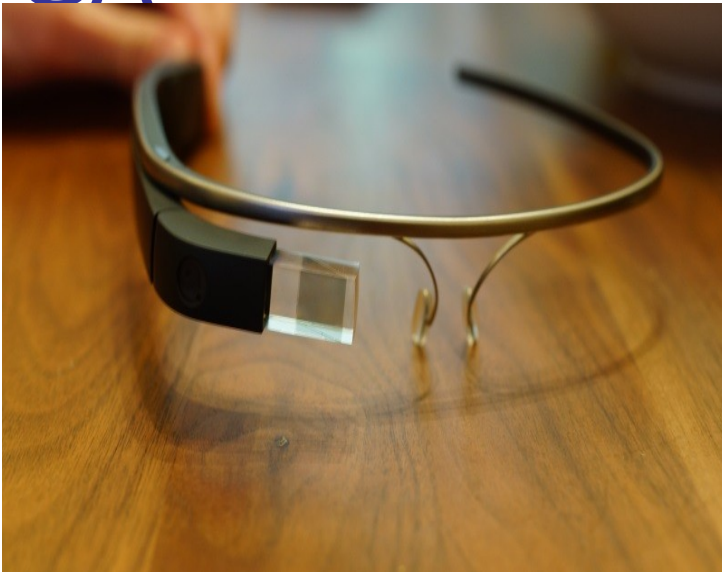


This iPad screen shot shows the desired flight path to the nearest runway. The airplane is flying at 99 KIAS, descending 1,200 fpm, and slightly low.



# Future

Google glasses may be able to provide a 'heads up' display for GA





The economic value of GA in the UK  
is between £1.4 - £2.8 billion p.a.



## Maintenance and Production

300+

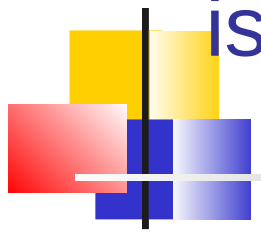
Flight Schools 600+

Airfields 600+

Jobs in GA

11000+

The economic value of GA in Europe is between €14 - €28 billion p.a.



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Maintenance and Production

20,000+

Flight Schools 6,000+

Airfields 5,000+

Jobs in GA

110,000+

The economic value of GA in the USA is estimated at \$150 billion p.a.



1.2 million jobs

\$150 billion going into the US economy annually. ( Total population 265 million)

14,000 airfields connecting local communities

Aircraft Sales, Flight Training, Insurance, Fuel Sales etc. all



# General Aviation perspective for future growth in Europe

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A 10% growth p.a. over 10 years equals a 250% growth in revenues and jobs.

GA will not be a means of mass transportation, but it can occupy an important niche in personal travel.

Very Light Jets will significantly expand the market.

New fuels and engines will improve ecology.

New avionics and Air Traffic Management technologies will improve safety and efficiency.

Regulatory impact should match the activity and be proportionate to the risk. Underpinned through high quality training and education.



# Thank You

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