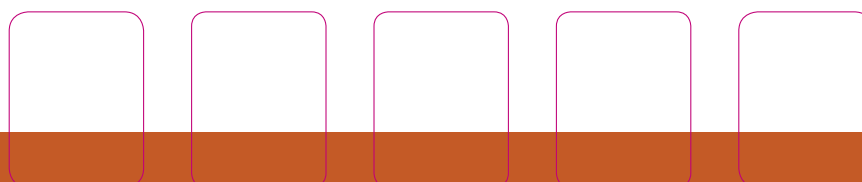




GAMA Annual Industry Review & 2006 Market Outlook Briefing



General Aviation Manufacturers Association

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GAMA Annual Industry Review & 2006 Market Outlook Briefing



General Aviation Manufacturers Association



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General Aviation Manufacturers Association

The General Aviation Manufacturers Association (GAMA) represents 56 of the world's leading manufacturers of fixed-wing general aviation airplanes, engines, avionics, and components. In addition to building nearly all of the general aviation airplanes flying today, GAMA member companies also operate aircraft fleets, airport fixed-based operations, pilot training, and maintenance facilities worldwide. Consider the tremendous scope of general aviation:

- Over 320,000 general aviation airplanes worldwide, ranging from two-seat training aircraft to intercontinental business jets, are flying today; 219,000 of those airplanes are based in the United States.
- General aviation directly contributes more than \$41 billion (\$102 billion indirectly) to the U.S. economy annually.
- In the U.S., general aviation aircraft fly over 28 million hours and carry 166 million passengers annually.
- There are nearly 4,000 paved general aviation airports open to the public in the U.S. By contrast, scheduled airlines serve less than 500 airports.
- Nearly two-thirds of all the hours flown by general aviation aircraft are for business purposes.
- General aviation is the primary training ground for most commercial airline pilots.

Headquartered in Washington, DC, GAMA represents the interests of its members before the United States Congress, the Department of Transportation, the Federal Aviation Administration, the Department of Homeland Security, and other federal and state government agencies directly concerned with the air transportation system. In addition, GAMA addresses regulatory and trade issues affecting aviation and represents its members before the International Civil Aviation Organization and international aviation authorities such as the European Aviation Safety Agency. It also maintains close working relationships with other associations representing various facets of the aviation community worldwide.

Through its public information and education programs, GAMA promotes better understanding of general aviation and the important role it plays in economic growth and in serving the transportation needs of companies and individuals worldwide.

BE A PILOT — A DECADE OF SUCCESS



Immediately following the enactment of the General Aviation Revitalization Act in 1994, under GAMA's leadership, a coalition of aircraft manufacturers, suppliers, media, general aviation advocacy groups, the FAA, NASA, educational institutions, and other entities committed to the health of general aviation came together. The purpose was to examine ways to support the vision of growth behind the landmark legislation. In studying both long-term market trends and attitudes towards aviation among the general public, it became apparent that a significant opportunity existed to contribute to the overall growth of the industry by increasing the awareness of the benefits of general aviation, and encouraging people to learn to fly.

Under the initial banner of GA Team 2000 (later re-named Be A Pilot), a promotional effort was commissioned in 1996. Utilizing a combination of cable television advertising, an interactive website, and toll free telephone numbers, backed by a highly effective media relations effort to inform and excite the public, Be A Pilot has fulfilled its mission effectively.

Now that the program is approaching its 10th anniversary, it is appropriate to celebrate and quantify the many ways in which the program has responded to its mandate:

- Delivered over 500 million television impressions designed to create and reinforce a positive message about general aviation, personal flight, and its many benefits.
- Transmitted several hundred million motivating and engaging media impressions through radio, television, and magazine and newspaper coverage, including major outlets such as TIME, Forbes, and Business Week.
- The Be A Pilot website has logged more than 5 million visits, where thousands of prospective pilots continue to learn about flight training and are able to locate a flight school close to them.
- 260,000 prospective flight students registered for an introductory flight lesson, while thousands more were motivated to visit their airport to learn more.
- And most compelling of all, over 50,000 people that started their involvement in general aviation as a result of Be A Pilot have continued with their training. Many, having already attained their private pilot certificate, are well on their way towards an advanced rating.

Not surprisingly, the economic impact of this influx of new pilots has been felt in places like flight schools, aircraft and equipment manufacturers, and insurance companies. This is quite an accomplishment for a total investment of less than \$13 million thus far.

“We must reach out and develop new customers in exciting new ways — boosting their understanding of our product and stoking their enthusiasm to get involved.”

ALAN KLAPMEIER
President & CEO, Cirrus Design Corporation

Upon our 10th anniversary, the Be A Pilot Board of Directors feels it is time to pause for assessment of how future resources will be most effectively used. Guided by research currently being conducted to re-examine the marketplace, concepts under discussion include:

- Expanded use of the Be A Pilot website through proactive electronic search methodologies.
- Increased focus on certificate completion, both private pilot and advanced ratings.
- Employment of a financial incentive designed to support and encourage certificate completion.
- Potential participation by flight schools in the funding of the program.

Be A Pilot benefactors have clearly made great contributions to the health of the general aviation economy. As the largest public awareness and promotional program in general aviation history, Be A Pilot looks forward to the future and its next chapter.

2005 Market Review

GAMA is proud to report a record year in 2005. General aviation airplane billings rose to \$15.1 billion, a 27.2 percent increase over 2004.

Year-end, worldwide shipments of general aviation airplanes totaled 3,580 units for 2005, up 20.8 percent over the previous year's total of 2,963 units. U.S.-based manufacturers shipped 2,857 airplanes, an increase of 21.3 percent, up from 2,355 units in 2004.

These positive numbers confirm that the efficiency and advanced capabilities of general aviation products are very attractive to markets not only in the United States, but around the world. Our growth indicates that general aviation continues to have a dramatic impact on the way the world does business.

Piston Shipments	Turboprop Shipments	Business Jet Shipments	Exports
<p>Piston-engine airplanes are an essential part of a nation's air transportation system. With the evolution of piston-engine airplane design, these airplanes have evolved from recreational/utility vehicles to an essential tool for business. Their versatility and efficiency guarantees that the piston-engine airplane market will continue to strengthen.</p> <p>This market reached a 20 year peak in 2004, and this upward trend continued again last year. In 2005, manufacturers shipped a total of 2,465 units, a 20.2 percent increase over the previous year's impressive numbers.</p>	<p>Turboprop airplanes have always been recognized as effective business tools. Small businesses recognize the unique capabilities and efficiencies of turboprop airplanes as a multiplier that increases productivity and competitiveness.</p> <p>The same advanced equipment and design techniques that manufacturers are integrating into sophisticated business jets are also being incorporated into new turboprop airplanes. We believe that innovations in areas such as performance and comfort have had a sizeable effect on turboprop shipments this year. Manufacturers experienced a 13.7 percent increase in shipments of turboprop airplanes manufactured worldwide from 321 units in 2004 to 365 units in 2005.</p>	<p>In today's global economy the business jet has become an essential tool in the expansion of international markets. Business jet shipments in 2005 are a confirmation that general aviation makes business soar – in this case up 26.9 percent over 2004 to 750 units. Although 2005 was not an all-time high for business jet shipments, it was just 34 units below the previous record of 784 units in 2001.</p> <p>Advances in turbine engine designs continue to foster the development of innovative turbine airplanes with unique capabilities such as increased speed, longer range, lower operating costs, increased payload, and lower seat-mile costs. We expect this will continue to stimulate shipments and billings.</p>	<p>In 2005, the number of general aviation airplanes exported from the U.S. surged, with a 67 percent increase from 2004 while export billings rose by 82 percent. Of all general aviation airplanes manufactured in the U.S. in 2005, exports made up 19 percent of the total.</p> <p>Most of the airplanes produced by GAMA's non-U.S. based members are exported. While the United States still makes up the majority of the general aviation customer base, all manufacturers are seeing new markets emerge around the globe.</p> <p>The boost in exports is due, in part, to general aviation gaining a foothold in emerging markets. In 2004, GAMA predicted that China would emerge into a considerable market for general aviation manufacturers</p>



	Employment	Pilots	Flight Activity
<p>worldwide. With over 100 orders placed in 2005, the general aviation airplane fleet in China will double when deliveries are complete. We are optimistic that other promising markets, particularly in Asia, will realize the benefits of having general aviation play a strategic part in their economic development.</p>	<p>The positive shipments and billings numbers reported this year, fueled by a growing world economy, have again had a positive effect on employment. Employment at GAMA member companies grew 6.2 percent in 2005.</p> <p>As airplane manufacturers' order books continue to grow, we expect that the creation of well paying, stable jobs will continue. As an example, according to a December report in the Wichita Eagle, the aircraft manufacturers in central Kansas say they will need to hire more than 4,000 manufacturing workers in 2006, in addition to a number of engineering and technical staff.</p>	<p>FAA statistics show that both the number of private pilots and air transport pilots dropped slightly in 2005. The private pilot count fell by 3.1 percent, while the number of air transport pilots declined by a fraction of a percent.</p> <p>The student pilot population continues to remain stable around 87,000 pilots. We are hopeful that initiatives, such as Be A Pilot, will provide a stimulus to increase the number of people that take their student training through to the completion of a private pilot license and other advanced ratings.</p>	<p>General aviation flight activity remained relatively stable this year. A study of FAA air traffic control center data indicates that total general aviation operations fell by about 2 percent.</p> <p>Despite the resurgence in airplane shipments, general aviation flight hours are 30 percent below the levels seen in the early 1980s.</p>



Airports

There are currently more than 19,800 landing facilities in the United States serving general aviation. Commercial airlines serve less than 500 airports, and of these, many only get one or two commercial flights a day. The busiest 35 airports handle 73 percent of all passenger enplanements. General aviation constitutes less than 6 percent of the traffic at these 35 busiest airports.

The busiest general aviation airports in the U.S. are not the same as the busiest air carrier airports. For example, an analysis of 2005 airport operations shows that the top 20 busiest general aviation airports are different from the top 20 busiest air carrier airports.

Governments of emerging aviation markets, particularly in China and India, are undertaking massive

infrastructure investments to modernize and expand current airports and build new ones. They are responding to the urgent need to build aviation transportation systems that are vital to support continued economic expansion. General aviation is poised to play an important role in these countries as a development multiplier by facilitating the expansion of business and trade.

Corporate Aircraft Operators

More and more companies are realizing the great advantages that a corporate aircraft can have in meeting business transportation needs. Statistics provided by AvData, Inc., a JETNET company, states that corporate aircraft operators worldwide increased to 15,586 which utilize a fleet of 24,965 aircraft. This is an 8.3 percent increase over the previous year's number of aircraft. Of these figures, U.S. operators accounted for 10,809 of the total, operating 16,867 aircraft.

Fractional Ownership Programs

Sharing airplanes through fractional ownership programs has never been more popular. Again according to AvData, Inc., the number of aircraft operated in fractional ownership programs in 2005 increased from 865 aircraft to 949 aircraft, a 9.7 percent increase. The number of companies and individuals that own a share of an aircraft increased by 5.5 percent, to 4,691 in 2005.

Over the past decade, 10-20 percent of annual worldwide business jet sales have gone to fractional operators, making it a multi billion dollar market for the aviation manufacturing industry.



Safety	Security	Conclusion
<p>As a top priority, GAMA will continue to work with our fellow associations, the FAA, the NTSB and other national and international safety authorities on systematic, data driven safety programs and improvements in flight training to ensure the long-term reduction in the number of accidents will continue.</p> <p>The National Transportation Safety Board's (NTSB) preliminary 2005 statistics show a reduction in the combined number of fatal accidents for part 91 and non-scheduled part 135. The non-scheduled part 135 industry experienced a remarkable 52 percent drop in fatal accidents. However, this was offset by a slight increase in part 91 fatal accidents, which increased by two percent. The number of fatalities also declined significantly in non-scheduled part 135 operations, falling from 64 to 18, while part 91 saw a slight rise in fatalities by less than one percent.</p>	<p>In reaction to the Notice of Proposed Rulemaking, which would permanently establish the temporary flight restriction over Washington, DC, many general aviation advocacy groups, including GAMA, requested that the comment period be extended and to allow public hearings. While GAMA is encouraged by government's willingness to allow public hearings, we believe the ultimate solution to this issue is an open dialogue between federal homeland security officials, the Federal Aviation Administration, and with the very people most impacted by these restrictions – airport owners, operators and general aviation pilots. GAMA has observed considerable success in ensuring that both security and commerce objectives are met when government and industry act cooperatively. We are currently working towards</p>	<p>that end in the Washington D.C. area.</p> <p>GAMA believes that any flight restriction or security procedure must be implemented only in response to an identified specific or credible risk. To do otherwise would simply extend a dangerous precedent. We will continue to work with the federal government and other industry leaders to establish common-sense security guidelines to ensure the freedom of mobility.</p> <p>The general aviation industry set a new record for billings in 2005. All segments in the industry — pistons, turboprops, and jets — experienced healthy growth. General aviation flight activity and the number of pilots declined. We remain confident that in an environment of steady economic growth, the general aviation industry will continue to thrive and to play a central role in bringing people together, facilitating economic activity, creating jobs and furthering prosperity in countries around the world.</p>

GAMA Statistics

AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED WORLDWIDE

	2004	2005	CHANGE
Pistons	2,051	2,465	+20.2%
Turboprops	321	365	+13.7%
Business Jets	591	750	+26.9%
Total Shipments	2,963	3,580	+20.8%
Total Billings	\$11.90B	\$15.14B	+27.2%

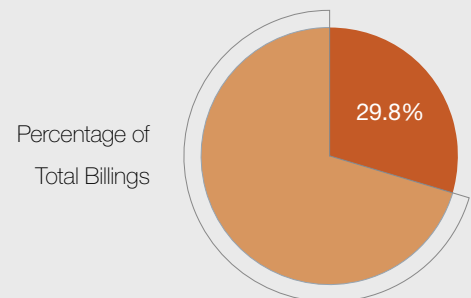
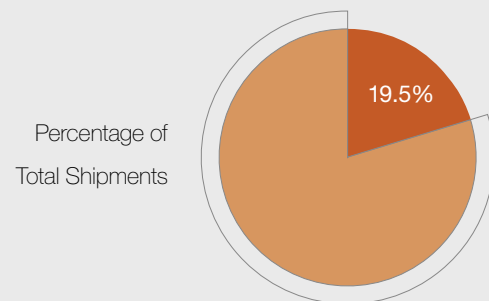
AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED IN U.S.

	2004	2005	CHANGE
Pistons	1,758	2,095	+19.2%
Turboprops	194	240	+23.7%
Business Jets	403	522	+29.5%
Total Shipments	2,355	2,857	+21.3%
Total Billings	\$6.82B	\$8.67B	+27.2%

EXPORTS

	2004	2005	CHANGE
Shipments	333	557	+67.3%
Billings	\$1.42B	\$2.56B	+82.2%

INDUSTRY EXPORTS 2005



Note: Airplanes are considered to be manufactured in the U.S. if they are produced under a FAA production certificate

Note: Exports reflect U.S. manufactured airplanes shipped outside the U.S.



1. Vice President Dick Cheney speaks at Adam Aircraft headquarters. He is joined onstage by wife Lynne Cheney, and Adam Aircraft executives Rick Adam and John Knudson (Adam Aircraft file photo)
2. GAMA's Pete Bunce and NBAA's Ed Bolen address the media at the NBAA Convention (NBAA file photo)
3. Congressman Vernon Ehlers (R-MI) talks with Adrienne Stevens of L-3 Communications
4. Congressman Don Manzullo (R-IL), GAMA's Pete Bunce, Congressman John Mica (R-FL), Gulfstream's Bryan Moss, Congressman Jack Kingston (R-GA), and Congressman Charlie Dent (R-PA)
5. FAA Administrator Marion Blakey, Jim Coyne of NATA, and GAMA's Pete Bunce greet one another at a Washington Aero Club event
6. Congressman Al Green (D-TX), Jim Schuster of Raytheon, and Pete Bunce of GAMA discuss current issues at the Capitol
7. Gary Kelley, Garmin; Carl Wolf, Garmin; Congressman Sam Graves (R-MO); Congressman Bob Goodlatte (R-VA); and John Wright, Pratt & Whitney at GAMA's Capitol Hill reception
8. Congressman Todd Tiahrt (R-KS) visits with Cessna's Jack Pelton



2006 Outlook

The outstanding 2005 shipment and billing figures demonstrate that general aviation is one of the brightest and most promising sectors of manufacturing today. The U.S. Commerce Department reports a surge of nearly 90 percent in new orders for non-defense aircraft and parts for 2005. General aviation manufacturing plants are operating at increased levels and we believe the momentum that has been created over the past two years will continue.

There are several forces creating expansion and generating new opportunities for growth. Assumptions supporting our prediction for further escalation in the industry include continuing economic recovery, expansion in international markets, and investment in research and development. As a result, general aviation will continue to expand its positive influence on the worldwide economy.

As promising as this news sounds, there are a number of challenges that we must address to allow this positive momentum to continue. GAMA is intensely focused on FAA funding reauthorization, system access, security, and certification processes.

Industry Growth

ECONOMIC GROWTH

Once again, Honeywell's forecasts of GA airplane shipments have proven to be remarkably accurate. Their forecasts indicate that business jet sales strengthen when the U.S. economy grows more than three percent over three consecutive quarters. The President's most recent economic forecast estimates that the U.S. economy will grow at more than the necessary 3 percent rate in each quarter through 2011. GAMA believes that airplane shipments will continue to follow the trend of economic expansion.

INTERNATIONAL MARKETS

As some of the world's most dynamic economies develop, general aviation is beginning to blossom. GAMA firmly believes general aviation plays an indispensable role in economic development, both directly and in its role as part of any vibrant economy's transportation system. General aviation markets in India and China are small now but have the potential to grow substantially over the next few years. Much of this optimism is due to strong economies in both countries, coupled with a serious commitment to develop the infrastructure necessary to support a rapidly growing aviation sector.

In January 2006, The Economist reported that India's real Gross Domestic Product (GDP) growth in the first half of Fiscal Year (FY) 2005 averaged 8.1 percent. The magazine forecast that this growth will continue at an annual rate of

6.5 percent to 7.8 percent over the next three years. This encouraging economic forecast is good news for all general aviation manufacturers.

The story is similar in China. The Chinese government took a significant first step when it issued its first directive on general aviation in 2003. General aviation activity has been growing in China ever since. In 2006, Chinese authorities pledged to work on customs and immigration measures, airport development, and an air traffic system that will support general aviation. Asia Times Online reported in January 2006 that China's business jet market could reach more than US\$9 billion within 10 years and that the general aviation jet fleet in China is expected to rise to more than 600 airplanes in the same time period.

General aviation can help foster economic development in many other countries as well. GAMA is fully committed to increasing awareness worldwide of the many benefits general aviation brings to business.

PRODUCT INNOVATION

General aviation manufacturers have a strong commitment to improving the safety and efficiency of our products through innovative designs of airframes, engines, avionics, and other components. Revolutionary, affordable display technologies that enhance situational awareness to a level never before experienced; safety innovations such as

whole-aircraft parachute systems and shoulder-belt airbag systems; highly-efficient engine designs; and terrain and traffic avoidance systems are just a few of the technologies being incorporated into every size of aircraft. We are proud to say that most new aviation technologies are first developed and applied in general aviation products.

In addition to the innovations previously mentioned, general aviation manufacturers are pioneering the

development of a new breed of airplane — the very light jet — and the next generation of supersonic jets. New innovations and break-through technologies make our products safer, quieter, more affordable, and more attractive to markets around the world. Increasing aircraft sales promote greater investment in innovation that directly translates into safer aircraft systems.

Challenges

FAA REAUTHORIZATION

GAMA's number one challenge in 2006 on Capitol Hill is FAA funding and reauthorization. Despite the fact that the current funding authority does not expire until September 30, 2007, the FAA has already opened the debate.

The FAA has repeatedly made two points. First, the FAA does not have a "stable and predictable" source of revenue. Second, the balance in the Airport and Airway Trust Fund (AATF) will continue to decline. The FAA's proposed solution to these perceived problems is to nearly eliminate the general fund contribution and to impose new fees on users of the aviation system.

So what is the cause for alarm? Congress has always provided the FAA with stable and predictable funding. Meanwhile, the President's own budget documents show healthy AATF revenue and future projected balances.

GAMA will be a partner in the reauthorization of the FAA and modernization of our air traffic control system, but will not allow the destruction of an industry. We do not support an end to the current financing mechanism of the FAA. Also, GAMA does not support ending the oversight and funding role of Congress nor the imposition of user fees.

GAMA is working to protect our industry by educating lawmakers, the media, and the public on our three core principles for the upcoming debate.

1. Need for Modernization Plan

Any discussion of trust fund revenues must be directly tied to the development of a long-term modernization

plan in which industry and government can agree. Cost estimates of procuring and fielding a modernized National Airspace System (NAS) must be revealed before a logical debate on funding can occur. Reduced costs and improved efficiencies through incorporation of new technologies and procedures into the NAS must be an integral element of the debate. **The FAA must reveal a modernization plan and its estimated cost before they initiate a debate on how to fund it.**

2. Continued Government Investment

An annual general fund contribution is crucial to the continued health and growth of the aerospace industry. Historically, Congress has funded approximately 25% of the FAA budget from the General Fund of the Treasury. A strong General Fund contribution is necessary for sustained safety of operations and oversight, military/law enforcement use of the airspace, and research and development. **A healthy General Fund contribution recognizes that every American benefits from a safe, efficient and reliable air transportation system.**

3. Fuel Taxes: The Smart Way to Pay

Fuel taxes are easily administered and promote fuel efficiency and conservation. User fees would necessitate the establishment of another government bureaucracy to administer a system that, in comparison to fuel taxes, would be an inefficient mechanism to collect revenue. **Do not add yet another government bureaucracy to collect fees. Fuel taxes make sense.**

ACCESS

For communities in every nation, airports are the engine for developing and maintaining their economic base. Airports serving both large and small communities are essential in creating economic benefits and yet their existence is sometimes threatened.

Under the guise of safety and security, some officials and communities have banned or are attempting to severely restrict general aviation access to airports and airspace. If these ill-founded restrictions become commonplace, they will not only harm the nation's transportation system, but do significant damage to local economies.

Some are trying to label certain portions of the sky as "commercial airspace", giving airlines preferential treatment and use of the airspace. GAMA will vehemently oppose any such efforts to restrict general aviation access to airports and national airspace systems.

SECURITY

GAMA's working relationship with federal agencies, security experts, and other general aviation associations ensures that vital security enhancements are implemented.

To avoid doing significant damage to the economy, GAMA's goal is to ensure that the security requirements imposed on general aviation are kept in perspective with other modes of transportation. We will continue to focus on mitigating risks identified by intelligence and security experts, while ensuring that security procedures are meaningful and targeted.

AIRCRAFT CERTIFICATION

Budget pressures led the FAA to reduce the number of aviation safety inspectors and engineers. As a result, the FAA has reduced the level of aircraft certification services provided to industry, delaying the introduction of new products and technologies. This places U.S.-based manufacturers at a competitive disadvantage. If the level of certification services is not restored, the aviation industry's positive contribution to the U.S. trade balance may be in jeopardy.

In 2005, GAMA fought hard to get the Congress to increase FY06 appropriations to restore staffing levels in the FAA's Aircraft Certification Service. The legislation provided \$4 million above the FAA budget request. Lawmakers made it clear this was intended to restore staffing to FY04 levels. GAMA is fighting to make sure that these funds are spent for their intended purpose. Additionally, GAMA will continue to support FAA efforts to improve the efficiency of the certification process and the implementation of Organization Designation Authorization (ODA) and Certified Design Organizations (CDO).

Conclusion

Governments should do no harm to an industry that has such a positive impact on the U.S. and world economies. As long as GAMA, backed by 56 of the world's leading general aviation manufacturers, working in concert with fellow general aviation associations, is able to keep the challenges facing our industry in check, general aviation will continue to be a powerful engine for global economic prosperity.



2006 Agenda

Increase the Margin of General Aviation Safety

Constantly reducing the worldwide number of general aviation (GA) airplane accidents — no matter the cause — continues to be GAMA's highest priority. Using systematic, data driven analysis of accidents, our industry works diligently to identify adverse trends, develop and implement appropriate interventions, adapt training standards, and disseminate safety information. This requires a thorough and timely on-site investigation led by the National Transportation Safety Board or its equivalent outside the U.S.

Safeguard GA Growth and Vitality

During the FAA reauthorization debate, GAMA will strongly oppose efforts to establish user fees on general aviation. Such fees could adversely affect the industry that is a leader in U.S. economic growth and job creation, as well as one of the leading manufacturing sectors in the U.S. with a positive balance of trade. GA currently pays into the aviation trust fund through fuel taxes. This is an efficient and transparent process. GAMA is opposed to establishing a new bureaucratic organization to administer user fees, scrapping a system that works.

Modernize the Air Transportation System

GAMA members are active partners with the FAA in development of the Next Generation Air Transportation System (NGATS) and similar efforts in other areas of the world, such as the European Convergence and Implementation Plan. GAMA will ensure modernization plans reflect the many advances in GA capabilities and technologies, including new airplanes, engines, and avionics designs. GA manufacturers are at the forefront of bringing new technology and designs to the aerospace industry. GAMA believes the core issue of the upcoming FAA reauthorization debate must be a blueprint for modernization.

Ensure GA Security

General aviation security has been significantly enhanced since 9/11 through partnerships between government and industry based on sound risk analysis. This constructive dialog and partnership is critical to ensure that security measures are based on actual risk analysis and not political expediency. GAMA will work diligently with the GA coalition to continue to educate the entire GA community on security procedures, awareness, and enhancements.

Fight to Preserve and Expand GA Access to Airports and Airspace

GA access to all airspace systems worldwide is being challenged both in the air and on the ground. In the U.S., some are lobbying Congress using words such as “commercial airspace” in which U.S. airspace would be divided and users charged based on commercial and non-commercial uses. At the same time, there are efforts underway to circumvent the law in order to establish local prohibitions on GA. If these efforts succeed, the effectiveness of GA and its vital role as an engine of economic growth would be diminished. GAMA will oppose any effort to restrict GA access to airports and airspace.

Optimize Certification Processes

Industry must work with the FAA, EASA, and other national aviation authorities to optimize certification processes and leverage resources to enhance efficiency and safety. GAMA will constantly work to improve and refine the safety standards and processes used to certify aviation products. The FAA must devote the resources necessary to support the continued growth of aviation product development and manufacturing. In coordination with worldwide aviation authorities, GAMA will promote the international acceptance of aviation safety standards and certification processes to facilitate development and trade in the global economy.

Protect the General Aviation Revitalization Act

Safeguarding the General Aviation Revitalization Act (GARA) and working to eliminate or reduce the impact of frivolous claims against manufacturers is a GAMA priority. These claims threaten our industry’s ability to bring safer and more efficient products to the marketplace because of ever increasing liability protection requirements. Furthermore, frivolous lawsuits stymie business growth by adding administrative costs and reducing funds available for new product research. GAMA will continue its efforts in Washington to enact meaningful tort reform and protect GARA from those who wish to weaken its needed protections.

Facilitate Aviation Research

Government support for advancing high-risk, pre-competitive aviation research related to GA is critical to bringing new designs, processes, and our future transportation system from drawing boards to reality. GAMA will strive to ensure this research remains transparent, pre-competitive and is coordinated between governments and industry to avoid duplication. GAMA will work to be an active partner with NASA, FAA and the appropriate European Union agencies.

Foster a Positive Economic and Regulatory Environment in International Markets

GAMA will strive to protect its members’ ability to market products around the globe and gain access to new markets, particularly in Europe and Asia. GAMA will facilitate its members’ engagement as appropriate with regulatory authorities dealing with controls on the export of aviation products and technologies. GAMA will work to ensure that the economic, environmental, safety, and security regulation of general aviation worldwide develops within

the internationally-agreed rules of the International Civil Aviation Organization (ICAO). General aviation is an important catalyst in the economic development of emerging economies. GAMA will continue to develop strong partnerships in key markets with domestic and foreign aviation, environmental and trade agencies and foster a regulatory climate conducive to the manufacture, sale, and operation of general aviation airplanes worldwide.

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