GENERAL AVIATION MANUFACTURERS ASSOCIATION (GAMA)

General Aviation and the Next Phase of Europe's Aviation Competitiveness Strategy

Executive Summary

General and Business Aviation (GA/BA) is a strategic pillar of Europe's aviation ecosystem, combining a globally competitive manufacturing base with significant economic and societal contributions. The sector supports around 440,000 jobs and contributes approximately €110 billion annually to EU GDP, while providing critical connectivity to regions underserved by commercial aviation and enabling investment flows essential to European competitiveness.

GA/BA also delivers vital public services, including medical transport, humanitarian missions, firefighting and pilot training. It serves as a technological incubator, having pioneered innovations such as winglets, advanced materials, and avionics, and is now leading developments in hybrid-electric, electric, and hydrogen propulsion, as well as sustainable aviation fuel (SAF) compatibility.

Maintaining Europe's aerospace leadership requires a strong competitiveness framework. The EU Aviation Strategy should preserve open, rules-based trade; avoid protectionist measures; and ensure stable, innovation-friendly regulatory and funding conditions for manufacturers.

Decarbonisation must be technology neutral. SAF represents the most immediate emissions reduction pathway, while new propulsion technologies should be supported in parallel as they will scale over time. EU policy should incentivise performance-based outcomes, ensure fair access to SAF, and remove disincentives to normal fleet modernisation.

At international level, continued support for ICAO's CORSIA scheme is essential to maintaining regulatory coherence and avoiding market distortions. Unilateral EU measures risk undermining both competitiveness and climate effectiveness.

A high-performing regulatory system remains critical. The European Union Aviation Safety Agency (EASA) must be adequately resourced to deliver timely, predictable and proportionate certification, supported by regulatory agility and global coordination.

Safeguarding the integrity of the European Aviation Single Market is equally important. Fragmentation through divergent national measures or discriminatory policies risks increasing costs and weakening competitiveness.

Finally, workforce shortages are emerging as a structural constraint. Addressing skills gaps through education, reskilling, and targeted initiatives will be essential to sustaining Europe's aerospace leadership.

Overall, the EU Aviation Strategy should recognise GA/BA as a core industrial asset and align policy, regulatory, and funding frameworks to reinforce competitiveness, enable innovation, and support a coherent transition to climate neutrality.

Contents

1. General and Business Aviation as a Strategic Industrial Pillar of EU Aviation 3
2. Securing Europe's Competitiveness in Aircraft Manufacturing and Innovation 5
    2.1 Maintaining Free Trade in Service of EU Competitiveness 5
    2.2 Technological Neutrality in Service of Decarbonisation 6
    2.3 Supporting Global Solutions to Emissions Pricing 8
3. A Regulatory Framework that Enables Safe, Rapid, and Proportionate Certification 9
4. Ensuring a Fair and Coherent European Aviation Single Market 10
5. Workforce Issues 11
Conclusions 12

1. General and Business Aviation as a Strategic Industrial Pillar of EU Aviation

General and Business Aviation (GA/BA) are an integral part of Europe's aviation system, combining a high-value manufacturing base with tangible socio-economic and public-interest benefits for European societies. The EU Aviation Strategy should reflect the segment's importance and contribution to Europe.

As highlighted in the Draghi Report, sectors that combine advanced manufacturing, innovation, and export capacity are central to Europe's long-term competitiveness. Europe hosts globally competitive manufacturers of business aircraft, turboprops, rotorcraft, propulsion systems, avionics, and emerging zero- and low-emission platforms. This ecosystem spans multiple Member States and is supported by a dense network of specialised SME and suppliers. It sustains advanced engineering skills, anchors regional aerospace clusters, and contributes to Europe's export strength. Innovation in propulsion, materials, digitalisation, and systems integration within this segment strengthens the broader aviation value chain, including commercial aviation.

More specifically, it is worth pointing out the GA/BA segment's role in developing, testing, and proving the benefits associated with several innovative technologies that are helping drive innovation in aviation – GA/BA has played a pioneering role in the adoption of aerodynamic winglets, advanced composite materials, enhanced heads up displays, and proving the feasibility of using 100% sustainable aviation fuels[1].

GA/BA also deliver measurable connectivity and economic value. Business aviation connects approximately 80,000 unique airport pairs across Europe and serves around 1,000 airports not linked by scheduled airline services. The broader sector supports roughly 440,000 jobs and contributes around €110 billion annually to EU GDP, including tens of thousands of highly skilled manufacturing roles, demonstrating the sector's structural importance to the European economy.

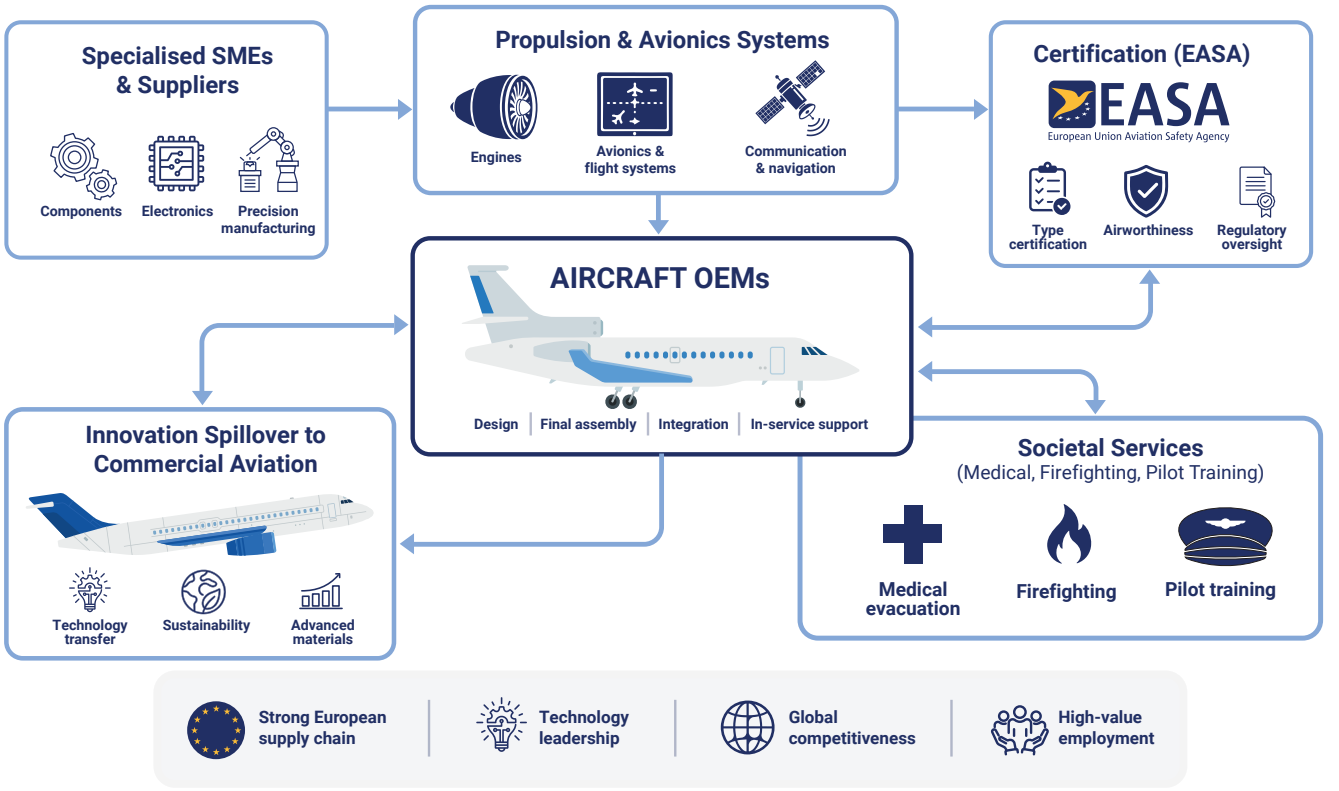
[1] BA: A test bed for sustainability innovations (2021) https://www.eurocontrol.int/article/business-aviation-test-bed-sustainability-innovations, EASA, A European Plan for Aviation Safety (2022) https://www.easa.europa.eu/en/downloads/134918/en (p.21)

In fact, as a 2025 Study by Oxford Economics demonstrated, the GA/BA sector is absolutely crucial when it comes to enabling the continued flow of Foreign Direct Investments (FDI) into Europe – a crucial enabler of European competitiveness. So much so, that the study found that if Europe were to restrict business aviation flights through targeted slot restrictions, outright flight bans, and other unfavourable policies, the EU economy would stand to lose approximately €120 bn in inwards FDI over a period of 5 years.

Beyond connectivity for industry and investment, GA/BA also perform essential societal functions. It supports medical evacuations, organ transport, and humanitarian missions at scale, conducting tens of thousands of medical flights annually, and underpinning aerial firefighting and civil protection capacity. It also forms the foundation of Europe's pilot training pipeline.

Crucially, the segment remains a technological catalyst. Many safety and efficiency innovations have first been developed and certified in this domain before wider adoption. Today, manufacturers are advancing hybrid-electric propulsion, battery-electric aircraft, hydrogen integration, and high-efficiency turbine platforms compatible with increasing SAF blends–reinforcing Europe's aerospace leadership and supporting sector-wide decarbonisation. Taken together, these industrial, economic, and societal contributions justify explicit recognition of the GA/BA segment as a strategic pillar of the EU aviation ecosystem.

General & Business Aviation Manufacturing Ecosystem in Europe



Action

In recognition of the important contributions that the General and Business Aviation sector makes to European economies and societies, GAMA calls on the European Commission to:

- **Explicitly recognise the societal and economic contributions of the GA/BA sector to European economies, societies, and the European aerospace industry in the upcoming Aviation Strategy.**

2. Securing Europe's Competitiveness in Aircraft Manufacturing and Innovation

As underscored in the Draghi Report, Europe faces structural competitiveness challenges driven by fragmented policy frameworks, slower capital mobilisation, and regulatory complexity. European manufacturers work in partnership with, but also compete directly with, firms in the United States, Canada, Brazil, and emerging aerospace economies. In many of these markets, regulatory agility, coordinated industrial policy, and deep capital markets provide structural advantages. At the same time, innovative European propulsion developers and advanced aircraft manufacturers face global competition for investment, talent, and industrial scale-up. In this context, regulatory unpredictability, fragmented policy approaches, or misaligned funding frameworks within the EU risk weakening Europe's industrial base and incentivising relocation.

Maintaining Europe's position as a leading location for the design, certification, and production of aerospace technologies, including GA/BA aircraft requires a clear strategic vision within the EU Aviation Strategy.

2.1 Maintaining Free Trade in Service of EU Competitiveness

The European ecosystem is deeply interconnected. Established Original Equipment Manufacturers (OEMs) working on incremental efficiency gains; scaleups developing hybrid, electric, or hydrogen aircraft; and highly specialised suppliers – all operate within the same ecosystem. They depend on shared certification expertise, testing infrastructure, and integrated supply chains. A competitiveness agenda must therefore strengthen the ecosystem as a whole, ensuring that incremental innovation and clean-sheet development pathways reinforce rather than compete with one another.

At the same time, Europe's strategic vision must not translate into protectionism. As several studies have demonstrated over the past decades, Europe and Europeans benefit from free trade, through high quality jobs and rising prosperity[2]. Indeed, aviation manufacturing is inherently globalised. Aircraft platforms integrate components, systems, and materials sourced across continents; and certification frameworks rely on long-standing cooperation between authorities. Attempts to fragment supply chains or pursue technological isolation would undermine competitiveness, increase costs, and slow innovation. Even in a context of geopolitical uncertainty and trade tensions, preserving open, rules-based trade, and regulatory harmonisation remains essential to Europe's aerospace success.

A forward-looking EU Aviation Strategy should therefore pursue industrial strength and global integration in parallel: reinforcing Europe's manufacturing capabilities, safeguarding its export potential, and deepening international cooperation rather than retreating from it.

Action

To help support European industry's continued competitiveness GAMA calls on the European Commission to:

- **Safeguard exclusions for the aeronautics sector from any tariff measures levelled against any of the EU's trade partners, in alignment with the WTO's 1980 Plurilateral Agreement on Trade in Civil Aircraft.**
- **Develop industrial policy measures that strengthen European technology leadership while reflecting the complexity and global, multi-tier nature of aviation manufacturing supply chains.**

[2] EU Exports Support 38 Million Jobs – DG Trade (2021) : https://ec.europa.eu/commission/presscorner/api/files/document/print/en/ip_21_5904/IP_21_5904_EN.pdf

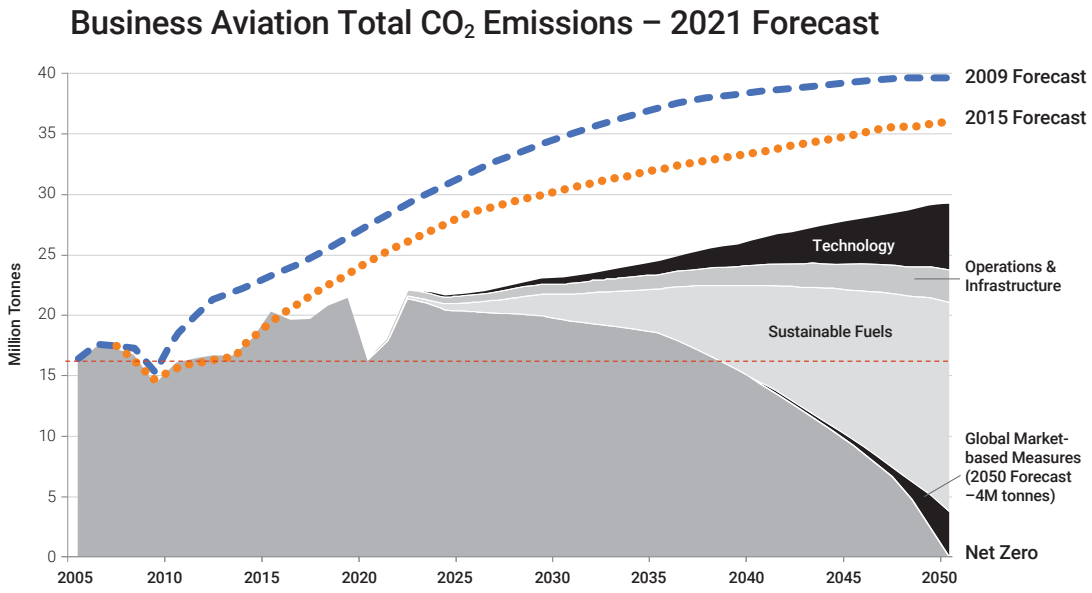
2.2 Technological Neutrality in Service of Decarbonisation

As highlighted in the Draghi Report, Europe's decarbonisation strategy must be closely aligned with industrial competitiveness, ensuring that climate ambition does not come at the expense of innovation capacity, investment attractiveness, or technological leadership. In aviation, this requires a policy framework that is technologically neutral, economically viable, and operationally workable across a diverse range of aircraft categories and use cases.

The decarbonisation of aviation is a shared global objective, and the GA/BA industry is committed to doing its part, as expressed in our industry decarbonisation roadmap, the Business Aviation Commitment on Climate Change (BACCC)[3]. As highlighted by the BACCC, and other aviation industry roadmaps, achieving net-zero requires a pathway that is technologically neutral, economically viable, and operationally workable across the full spectrum of aircraft categories. The EU Aviation Strategy should reflect the diversity of solutions, many of which are emerging from within the GA/BA aviation manufacturing industry and ensure that policy frameworks support rather than distort this transition.

Policymakers should acknowledge that no single technology will deliver aviation decarbonisation on its own. Hybrid-electric propulsion, battery-electric aircraft, hydrogen-based systems, increasingly efficient turbine platforms, and the scaled deployment of sustainable aviation fuels (SAF) each have a complimentary role to play. These solutions operate on different timelines and address different mission profiles. Policy should therefore focus on rewarding performance outcomes, such as verified emissions reductions and efficiency gains, rather than privileging specific technologies

Furthermore, flagship EU programs intended to further the decarbonisation of aviation, such as the Clean Aviation Joint Undertaking (CAJU), should be maintained with a high-level of funding and encouraged to support developments in the GA/BA aviation segment, given the track record of this segment in developing and proving innovative technologies. Given that negotiations of the EU's next Multiannual Financial Framework (MFF) are taking place now, this might be an opportune moment to both maintain and strengthen the existing Joint Undertaking's workstreams, while at the same time consider creating a specific funding vehicle for the GA/BA segment.



Our Goal Is Achievable

Through our collective and ongoing work on technological advancements, alternative fuels, operational and infrastructure improvements, and global market-based measures, our forecasts show that we can achieve our goal of net-zero carbon emission by 2050.

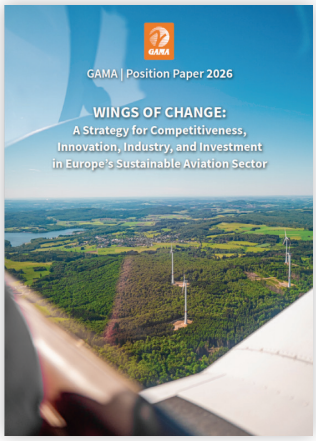
[3] Business Aviation Commitment on Climate Change https://ibac.org/assets/documents/baccc_update_0523.pdf

While new forms of propulsion technologies will scale-up in the medium to long term, SAF usage remains the most immediate and scalable lever for emissions reduction across the existing fleet. Accordingly, ensuring reliable and fair access to SAF for smaller operators and non-Union airports is essential to avoid structural disadvantages within the market. Market-based mechanisms that enhance flexibility, such as a credible fraud-proof book and claim system, can support SAF uptake while stimulating European production capacity.

At the same time, normal fleet modernisation represents a significant near-term climate opportunity. Replacing older aircraft with newer, more efficient models reduces fuel burn, noise, and emissions.

This is why it is unfortunate that the Sustainable Finance Taxonomy, adopted in 2020, excludes - through the CO2 emission criteria set out under point 3.2.1 (C) of the Climate Delegated Act – private and commercial business aviation from its scope. This exclusion ignores the fact that the entire sector, including GA/BA manufacturers, are investing heavily in 100% SAF use, as well as new and more efficient airframes and propulsion technologies. The fact remains, that in the short term, there is no zero-emission or hybrid solution available for all existing aircraft types and design ranges, including in business aviation. To ensure a coherent approach across aircraft manufacturers, we recommend making all areas of the aviation sector eligible, including aircraft with fewer than 19 seats, under the criteria outlined in point 3.2.1 (C).

In parallel to widespread SAF adoption, emerging zero- and low-emission aircraft will progressively enter service on short and regional routes. Their deployment will require coordinated development of charging and hydrogen infrastructure, proportionate certification pathways and supportive demand-side measures. Early adoption and investment should be encouraged through coherent policy signals rather than fragmented national approaches. For a detailed view on GAMA's policy suggestions for the zero- and low-emission aviation manufacturing segment, including recommendations on financing and market creation measures, please refer to GAMA's 2026 White Paper: Wings of Change: A Strategy for Competitiveness, Innovation, Industry, and Investment in Europe's Sustainable Aviation Sector.



A credible decarbonisation strategy for European aviation must combine immediate emissions reductions with long-term technological transformation. By embracing a technology-neutral and performance-driven approach, the EU can accelerate progress towards decarbonising aviation while safeguarding industrial competitiveness and operational viability.

Action

To help enable rapid, technologically neutral decarbonisation of the aviation sector, GAMA calls on the European Commission to:

- **Maintain and appropriately fund the Clean Aviation Joint Undertaking.**
- **Introduce a fraud-proof book and claim system under the ReFuelEU Aviation Regulation to help kickstart the emerging sustainable fuels market and help ensure availability of SAF across the entire Union.**
- **Revise the sustainable finance taxonomy to include general and business aviation manufacturing, in recognition of the sector's contribution to innovation in service of decarbonization.**
- **Acknowledge and integrate the recommendations and expert work conducted under the aegis of the Alliance for Zero Emission Aviation (AZEA), as expressed in the AZEA Roadmap.**
- **Acknowledge and integrate the recommendations of the Advisory Council for Aviation Research and Innovation in Europe (ACARE) as set out in ACARE's 2026 Position Paper – "Safeguarding Europe's Competitive Edge in Global Aviation".**
- **Acknowledge and integrate the recommendations of GAMA's Wings of Change Policy Paper.**

2.3 Supporting Global Solutions to Emissions Pricing

GAMA applauds the European Commission's position, as expressed during the 42nd General Assembly of ICAO, held in September of 2025 which recognized the transboundary nature of aviation emissions, and the value of upholding the integrity of the International Civil Aviation Organization's (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). As noted in the Draghi Report, fragmented or unilateral regulatory approaches risk undermining European competitiveness in globally integrated sectors. Accordingly, we urge the Commission to maintain its support for the scheme, in recognition of the program's intended aim to obtain global coverage, and its ability to ensure regulatory coherence and legal certainty for industry.

While CORSIA is not without its challenges, including the need to further strengthen offset quality, enhance ambition, and ensure more consistent participation, it represents a significant and evolving step forward in global aviation climate action. These areas for improvement are already well identified within the international climate community and form part of an active agenda to enhance the scheme's environmental integrity, notably through tighter eligibility criteria, improved transparency and monitoring, reporting and verification (MRV) systems, and closer alignment with Paris Agreement objectives. Importantly, ICAO provides a structured and collaborative forum to deliver these enhancements. In this context, CORSIA's global reach and established governance framework offer a strong foundation on which ambition can be progressively built, making it a uniquely valuable instrument for addressing emissions in a fundamentally international sector.

By corollary, expanding the scope of the Union's own emissions pricing scheme (the Emissions Trading System (ETS) Directive) to include departing flights, the Union would be sending the wrong signal to Europe's global partners, undermining CORSIA's viability. Given the global nature of aviation, unilateral EU action would also risk creating significant market distortions and opportunities for carbon leakage, severely disadvantaging European operators, and undermining the aim of reducing global emissions.

In that same vein, we call on the Commission to recognise that measures addressing aviation's non-CO_2 impacts must remain science-based, proportionate and internationally coordinated if they are to serve their intended purpose, while being mindful of European competitiveness. Premature or unilateral regulatory frameworks or pricing schemes for non-CO_2 emissions risk creating regulatory divergence without delivering measurable climate benefits, at the expense of European competitiveness.

Action

To help enable meaningful reductions from aviation emissions, GAMA calls on the European Commission to:

- **Continue to maintain support for CORSIA and work to strengthen its integrity, ambition, and coverage.**
- **Refrain from expanding the scope of the ETS Directive to departing flights, as this would undermine European competitiveness and CORSIA's viability while risking carbon leakage and market distortions.**
- **Support work within ICAO's Committee on Aviation Environmental Protection (CAEP) to advance the study and understanding of non-CO_2 emissions and refrain from introducing unilateral pricing measures in the EU, as this would disadvantage European competitiveness without solid scientific foundations.**

3. A Regulatory Framework that Enables Safe, Rapid, and Proportionate Certification

The European Union Aviation Safety Agency (EASA) is one of Europe's greatest competitive assets. A strong, credible, and internationally respected safety system underpins global market access for European aircraft and reinforces confidence in European manufacturing. The EU Aviation Strategy should build on this foundation by ensuring that regulation continues to enable innovation while maintaining the highest safety standards.

EASA has played a pioneering role in certifying new technologies, including electric propulsion systems and emerging aircraft categories. This leadership enhances Europe's global standing and strengthens export potential. However, the pace and complexity of technological change, particularly in hybrid-electric, battery-electric, and hydrogen-powered platforms, as well as increasing use of automation in aircraft systems, require regulatory processes that are responsive, predictable, and appropriately resourced.

Certification timelines have a direct impact on industrial competitiveness. Delays, administrative bottlenecks, or inconsistent interpretation of requirements can increase development costs and deter investment, particularly for SMEs and scaleups operating with limited capital buffers. A regulatory environment that is proportionate and risk-based is therefore essential to ensure that safety oversight remains rigorous without becoming unnecessarily burdensome.

Predictability is equally important. Manufacturers must be able to plan development programmes around stable regulatory expectations, transparent guidance material, and timely decision-making. EASA understands this well, and the Agency's pre-application services (launched in 2023) have proved to be popular and successful with OEMs. Initiatives like it, as well as consistent application of special conditions for novel technologies should remain central features of the European system. In this regard, GAMA welcomes the European Commission's proposed creation of regulatory sandboxes put forward in the Military Mobility Package.

Global harmonisation must also remain a priority. Close coordination with the U.S. Federal Aviation Administration (FAA) and other major authorities reduces duplicative certification efforts, supports mutual recognition and preserves access to international markets. Divergence without clear safety justification weakens Europe's export position and fragments an industry that depends on cross-border integration.

Finally, regulatory proportionality is essential across the full spectrum of GA/BA. Rules and compliance mechanisms should reflect the scale and operational complexity of different aircraft categories and operators. Ensuring that smaller manufacturers and training and maintenance organisations can comply without disproportionate administrative burden is critical to maintaining a dynamic and diverse ecosystem.

A regulatory framework that combines safety leadership, agility, proportionality, and global cooperation will be central to sustaining Europe's competitiveness in aircraft manufacturing and innovation.

EASA Funding

Adequate resourcing of EASA is critical to maintaining Europe's aerospace competitiveness. Its finances are under pressure from expanded policy and rulemaking duties, a limited EU subsidy, and declining fee-based revenues from industry.

Action

To ensure the continued operational success and strength of the European Aviation Safety Agency (EASA), GAMA calls on the European Commission to:

- **Find a viable solution to strengthen the financial health of EASA, either through the next Multiannual Financial Framework (MFF), the Competitiveness Fund, or other EU financial instruments.**
- **Ensure that EASA is adequately staffed, so that it is able to proceed at pace with its core rulemaking and certification tasks.**

4. Ensuring a Fair and Coherent European Aviation Single Market

A well-functioning Single Market remains fundamental to the strength and resilience of European aviation. Regulatory coherence, non-discrimination, and legal predictability are essential conditions for sustainable operations and continued industrial investment of the entire aviation ecosystem. The EU Aviation Strategy should reaffirm these principles.

The GA/BA industry operates across borders, serving a wide range of missions including corporate mobility, medical transport, aerial work, and training. Divergent national interpretations of EU legislation, inconsistent environmental measures, fragmented tax, and administrative requirements risk creating distortions within the internal market. Such fragmentation increases operational costs, reduces legal certainty and can undermine Europe's overall competitiveness.

Non-discriminatory access to airspace and infrastructure is equally important. Policies addressing environmental performance, noise, or climate objectives must apply proportionately and consistently across user categories. Measures that single out specific segments without clear justification risk distorting competition and discouraging investment in newer, cleaner aircraft.

Taxation and fiscal measures should also reflect the global nature of aviation. Uncoordinated or asymmetric approaches within the Union can incentivise operational relocation without delivering environmental benefit. A coherent European framework, aligned where appropriate with international standards, is more effective than fragmented national tax initiatives targeting GA/BA, which have increasingly proliferated across Member States in past years.

Legal clarity is particularly important for smaller operators and training organisations, which may lack the administrative capacity to navigate divergent national regimes. Ensuring harmonised interpretation and implementation of EU rules reduces compliance burdens and supports a level playing field across Member States.

A strong Single Market for aviation must therefore combine environmental ambition with regulatory consistency and proportionality. By safeguarding coherence, transparency and equal treatment, the EU can preserve operational flexibility, maintain competitiveness, and ensure that policy objectives are pursued without undermining the integrity of the internal aviation system.

Action

To ensure a fair and coherent aviation Single Market, GAMA calls on the European Commission to:

- **Apply the principle of regulatory coherence and non-discrimination with regards to the GA/BA Sector.**
- **Avoid discriminatory EU tax initiatives targeting the GA/BA industry – such as the proposed kerosene tax (in the proposed Energy Taxation Directive).**
- **Discourage Member States from fragmenting the Single Market by introducing national taxes, slot restrictions, or other operational limitations targeting the GA/BA industry.**
- **Restrict Member States' ability to impose environmental flight bans based on dubious justifications, impinging on operators' freedom to provide aviation services.**

5. Workforce Issues

Workforce constraints are emerging as a structural bottleneck for the European aerospace manufacturing industry, with implications for competitiveness, innovation capacity, and the timely delivery of next-generation aircraft programmes. The sector relies on a highly specialised talent base spanning engineering, advanced manufacturing, certification, and maintenance disciplines, yet faces persistent shortages driven by demographic trends, increasing global competition for skills, and evolving technological requirements linked to decarbonisation and digitalisation. Addressing these gaps requires coordinated action at EU and Member State level, combining education, reskilling, and targeted labour mobility measures.

Initiatives such as **AviAll – Aviation for All** play an important role in widening the talent pipeline by promoting diversity, inclusion, and outreach to underrepresented groups, thereby helping to expand the sector's long-term skills base. At the same time, industry-led platforms like **GeneralAviation.eu** contribute to improving labour market visibility and matching by centralising employment opportunities across the GA/BA aviation ecosystem. Scaling up such initiatives, alongside stronger alignment between training programmes and industry needs, will be essential to ensure that Europe retains the human capital required to sustain its aerospace manufacturing leadership and deliver on its strategic and climate objectives.

Action

To ensure that the European aviation manufacturing ecosystem has access to a skilled workforce, GAMA calls on the European Commission to:

- **Strengthen and encourage partnerships between industry and higher education institutions by creating a dedicated "Pact for Aviation Skills" initiative, under the Commission's existing Pact for Skills programme.**
- **Recognise and offer official support for initiatives such as AviAll – Aviation for All, or platforms like GeneralAviation.eu to improve interest in aviation jobs amongst Europe's youth, and strengthen Europe's aviation skills and jobs pipeline.**

Conclusions

In conclusion, the GA/BA segment is a core industrial and strategic asset for Europe's aviation ecosystem that underpins competitiveness, innovation, and connectivity. Its contribution to technological advancement, regional cohesion, and essential public services makes it indispensable to the Union's broader economic and policy objectives.

As the European Union defines its future Aviation Strategy, it must adopt a coherent and forward-looking approach that reinforces industrial strength, ensures regulatory efficiency, preserves the integrity of the Single Market, and supports a sustainable transition grounded in technological neutrality. This requires aligning policy, funding, and regulatory frameworks with the realities of aerospace development and global competition.

By doing so, Europe can secure its position as a global aerospace leader while enabling the GA/BA sector to continue acting as a catalyst for innovation, a driver of economic value and a cornerstone of a resilient and sustainable aviation ecosystem.

About GAMA

The General Aviation Manufacturers Association (GAMA) represents more than 130 of the world's leading manufacturers of Business and General Aviation aeroplanes, rotorcraft, engines, avionics, components, and related services and technologies. GAMA members are also providers of maintenance and repair services, fixed-based operations, pilot and maintenance training, and aircraft management. Additionally, GAMA represents companies in the emerging sector of new air mobility, which includes the development of vertical take-off and landing (VTOL) aircraft as well as electric, hybrid, and hydrogen propulsion and autonomous systems for civil purposes. GAMA member companies have facilities in over 30 countries.