

# GAMA-IAOPA European General Aviation Survey 2020

## Results and Analysis

Final Results

23<sup>rd</sup> March 2021

**#EGAS2020**

Final Results v1



General Aviation  
Manufacturers Association

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## IMPORTANT NOTE:

**This survey was conducted from February 2020 to June 2020, capturing flight hours and other data for the calendar year 2019.**

*The data presented in these results is from the year before the COVID-19 pandemic so its impact on GA activity will not be quantified until the results of the 2021 survey are published (expected Q3 2021)*

# GAMA-IAOPA European GA Survey 2020

4 Languages:



*Example Questions:*



Hours Flown in last year



Operating costs/hour



State of Registration



Equipage

Final Totals:



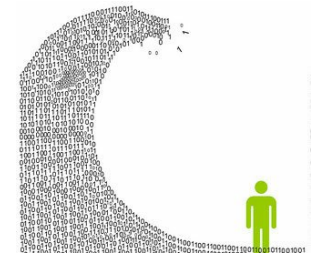
1,264 Individual Respondents



2,518 Aircraft



Registered in 40 countries



Over 100,000 data points

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Manufacturers Association

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# Key Conclusions from Survey Results

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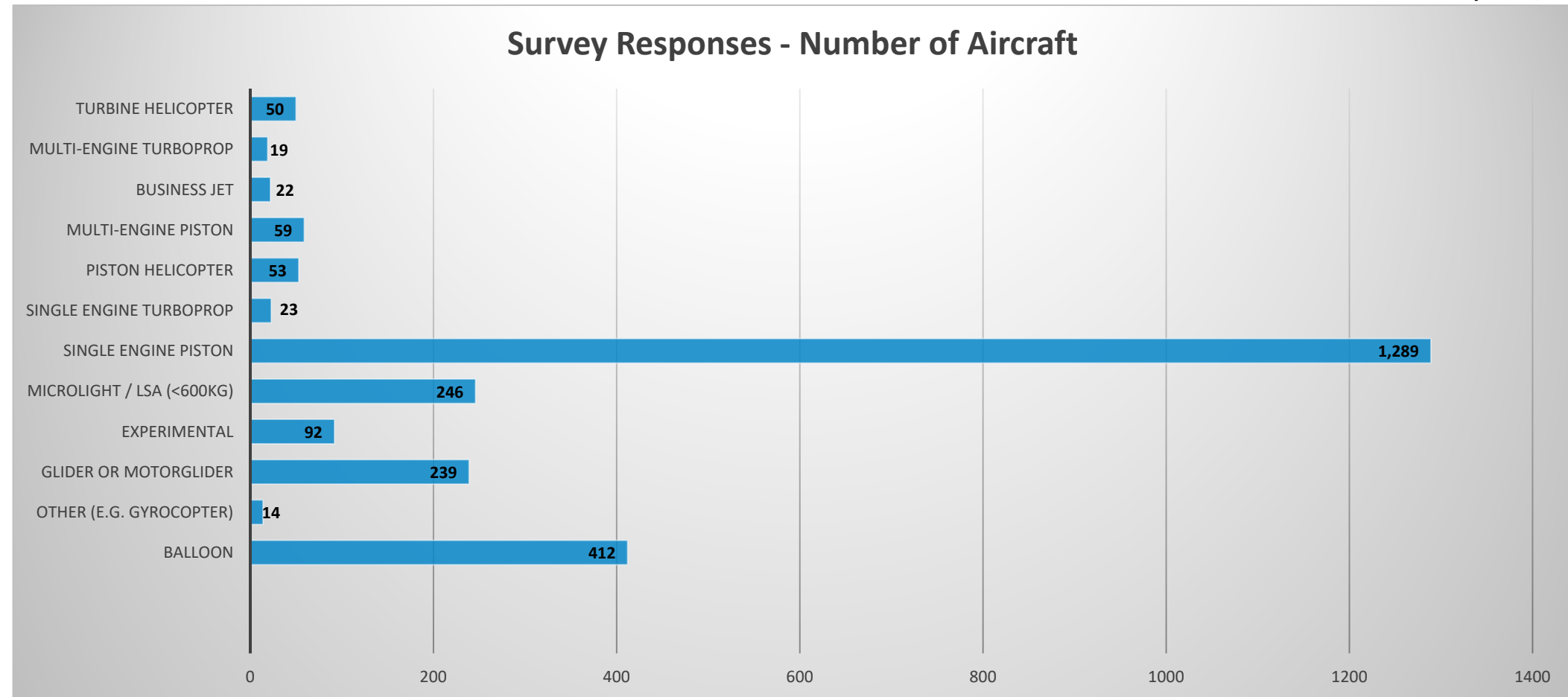
- European GA Flight activity for 2019 was at a similar level to 2018 across all sectors and regions but further improvements have been made to the 2021 survey to better quantify year-to-year changes
- Costs per flight hour continue to increase
- Regulatory burden (including certification, maintenance and training) as well as airport access and airspace complexity rank highly among concerns for European GA pilots
- Inconsistencies between EU Member States are widely reported, and cross-border flying remains unnecessarily complex
- There is a strong demand for new technology, including electronic conspicuity, flight planning and in-flight weather systems
- A great number of suggestions to improve GA safety were submitted, which will be reviewed in more detail with GA associations and EASA as part of efforts to continuously improve safety

# DETAILED RESULTS

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# Responses by aircraft category

(N = 2,518)



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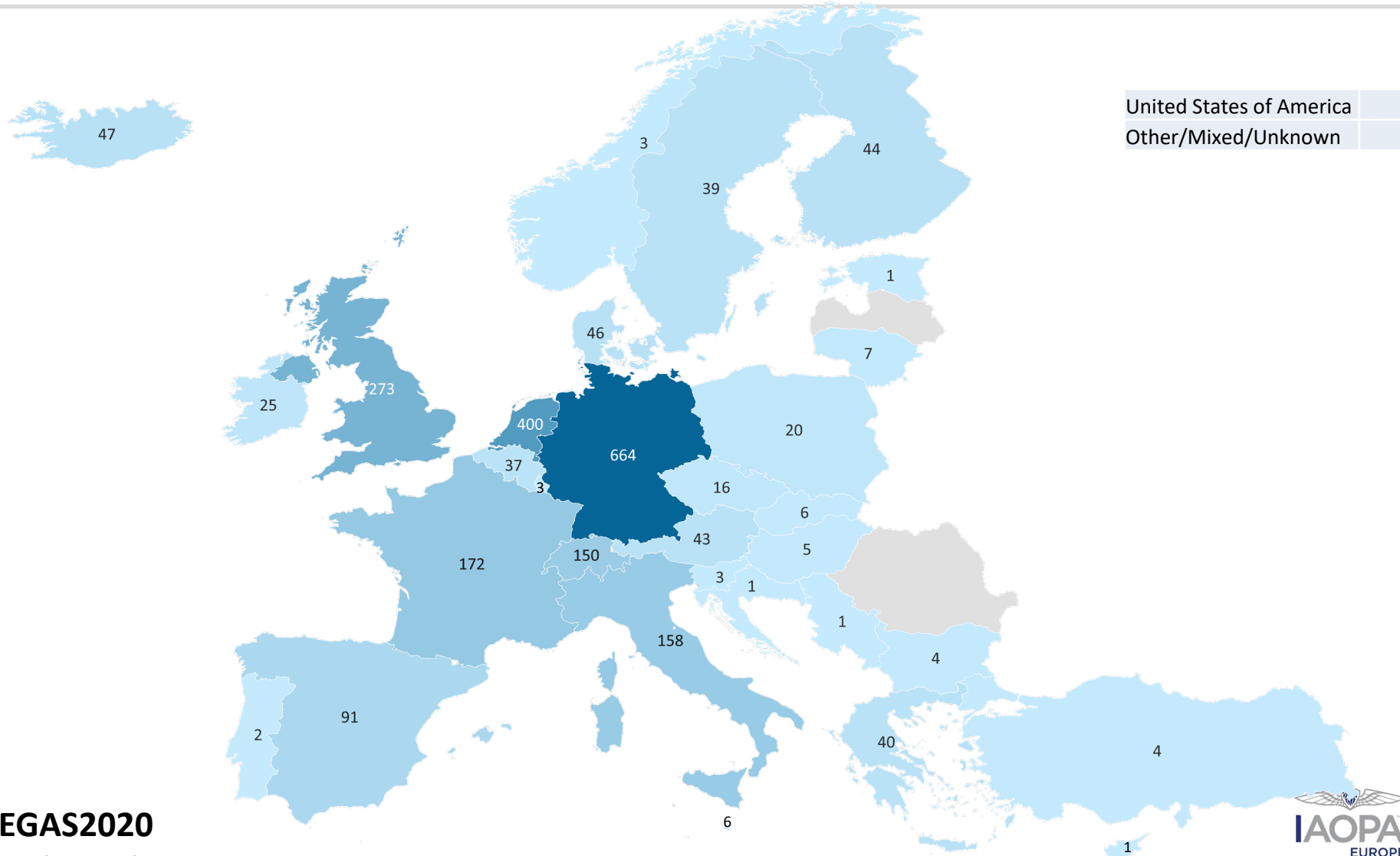
Final Results v1

ALL

# Aircraft State/Country of Registration

(N = 2,513)

United States of America	107
Other/Mixed/Unknown	94



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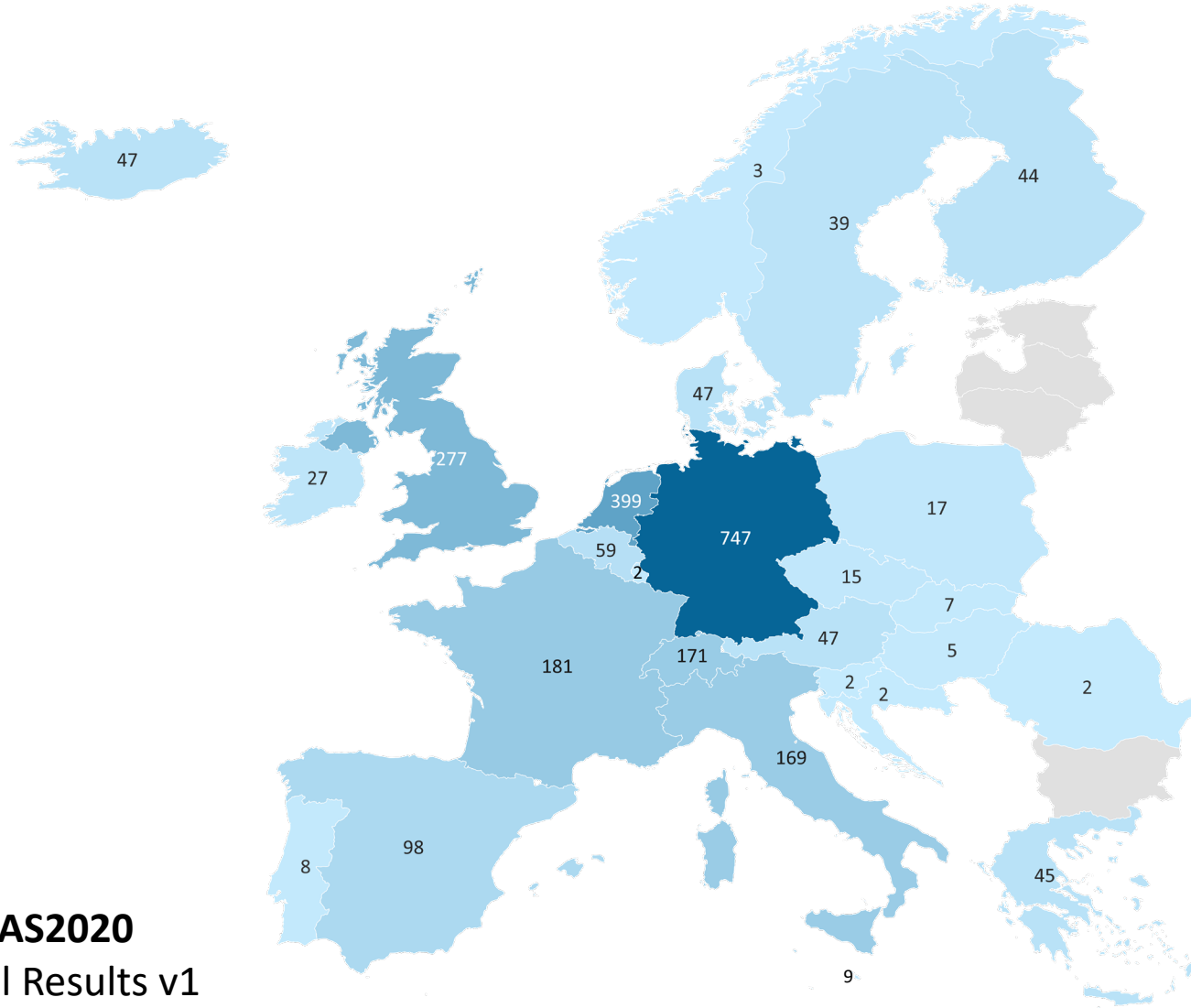
ALL

# Aircraft Primary Base Location Country

Survey Response - Number of Aircraft by Primary Base of Operation

(N = 2,478)

Other: 4



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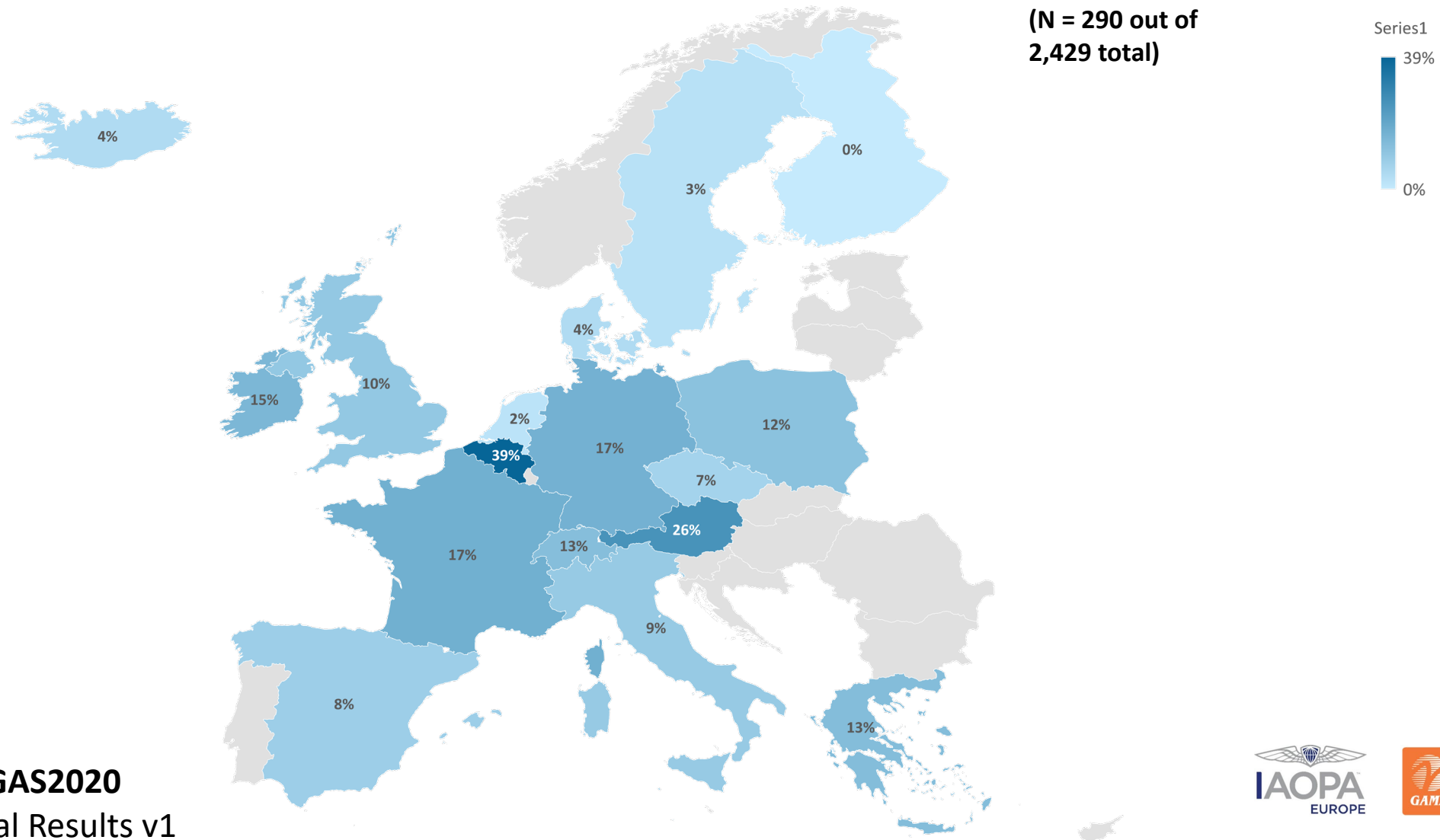
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ALL

# Foreign Registered Aircraft by Country (% of aircraft responding)



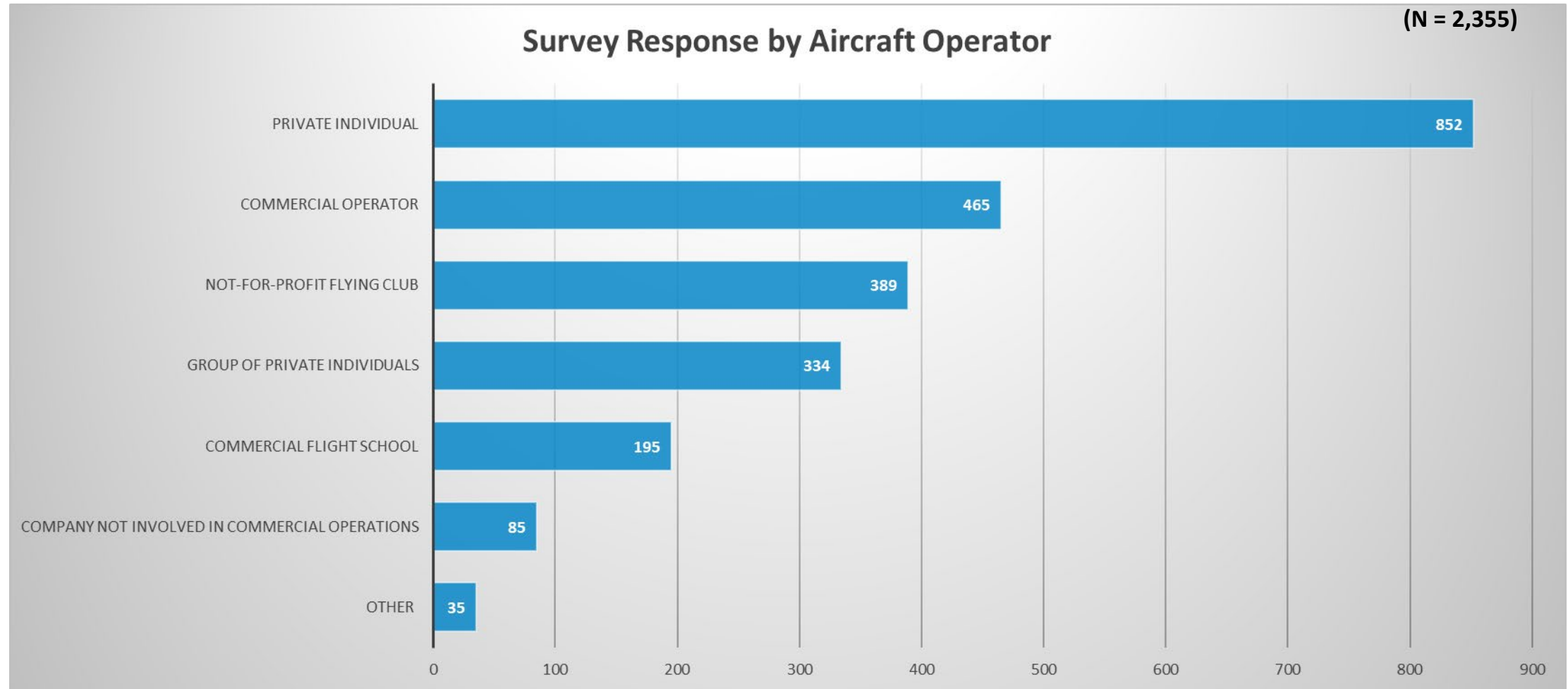
#EGAS2020  
Final Results v1



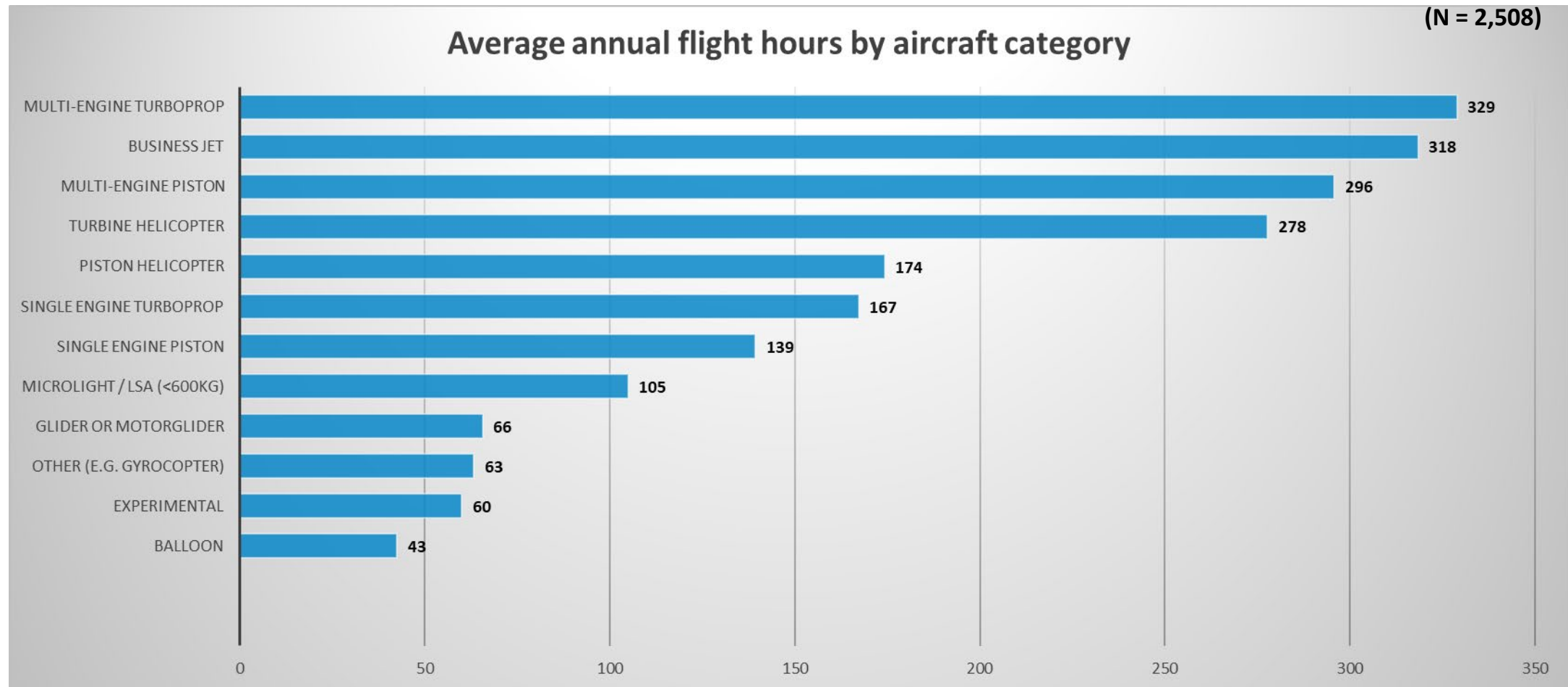
General Aviation  
Manufacturers Association

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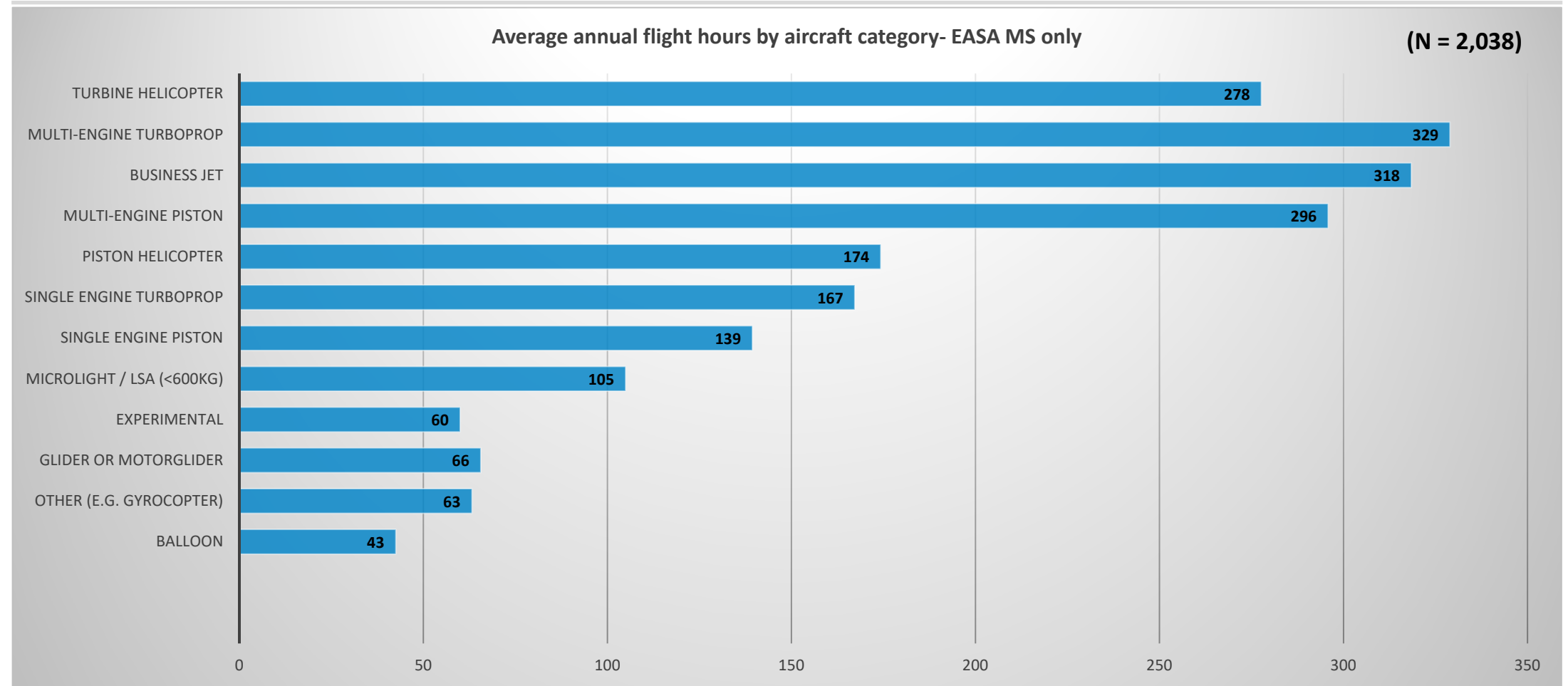
## Responses by type of owner/operator



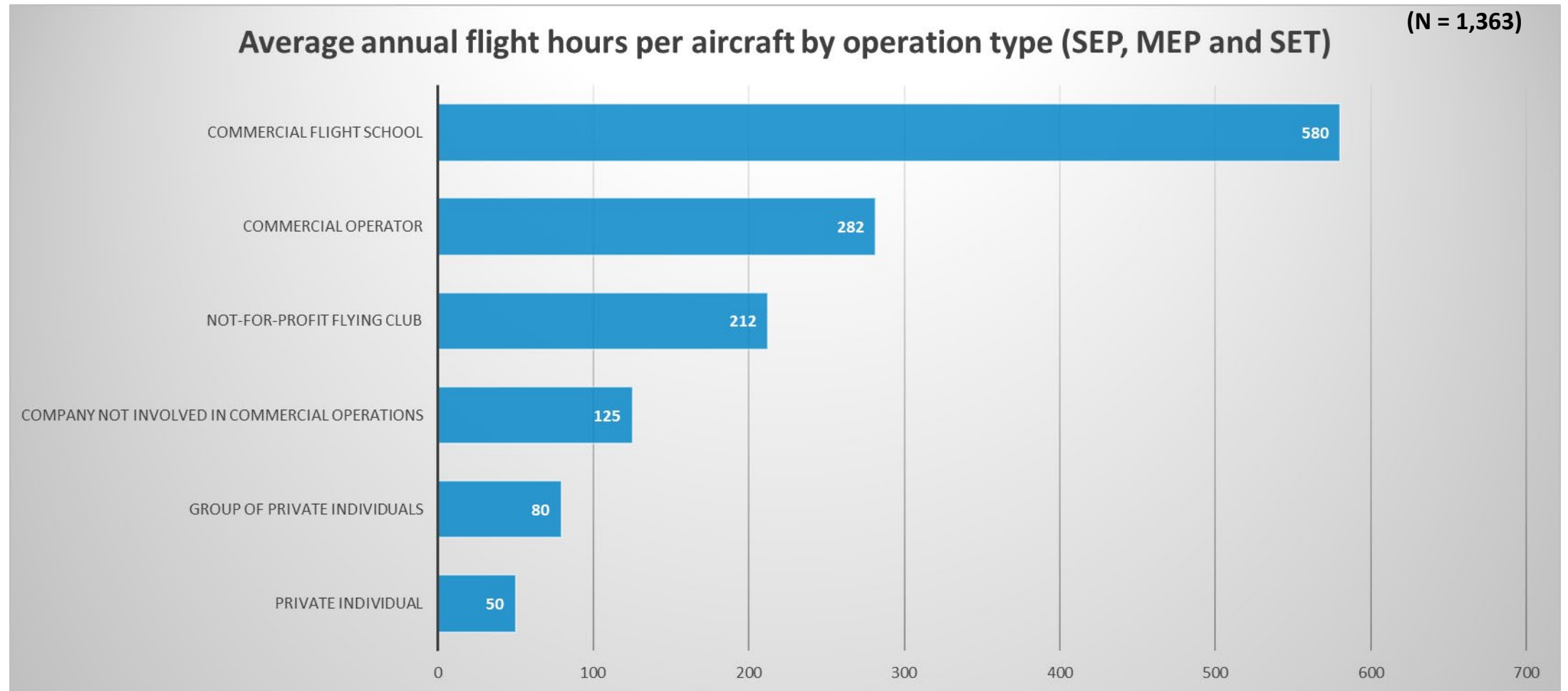
## 2019 Flight Hours (all aircraft categories)



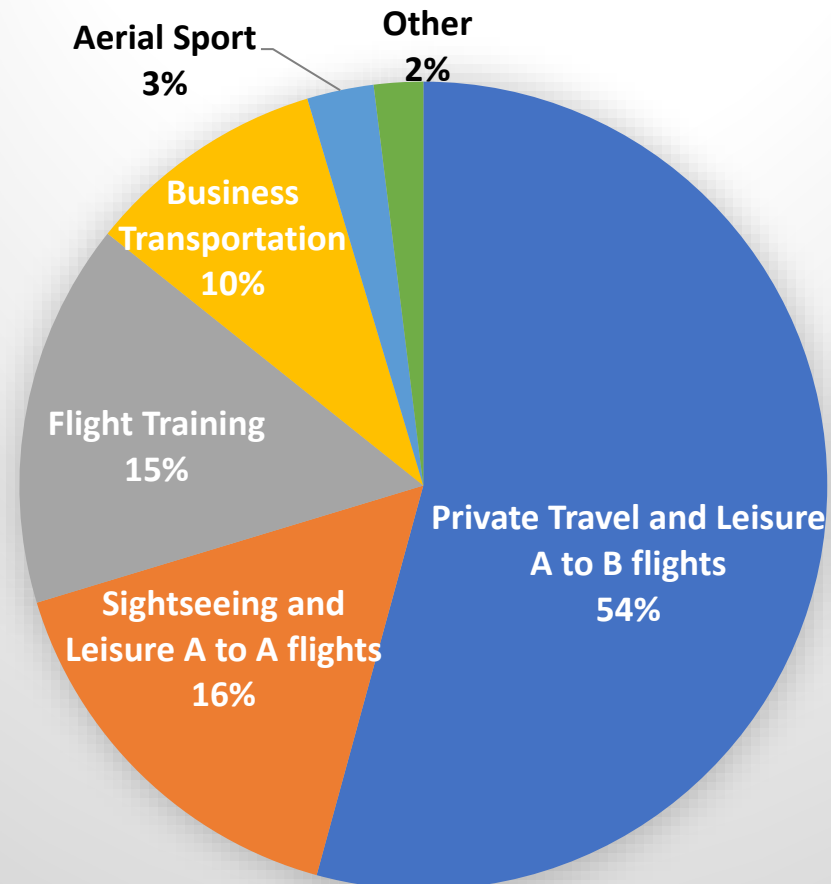
# Flight Hours (all aircraft categories – EASA MS only)



# 2019 Flight Hours (SEP, MEP and SET only)

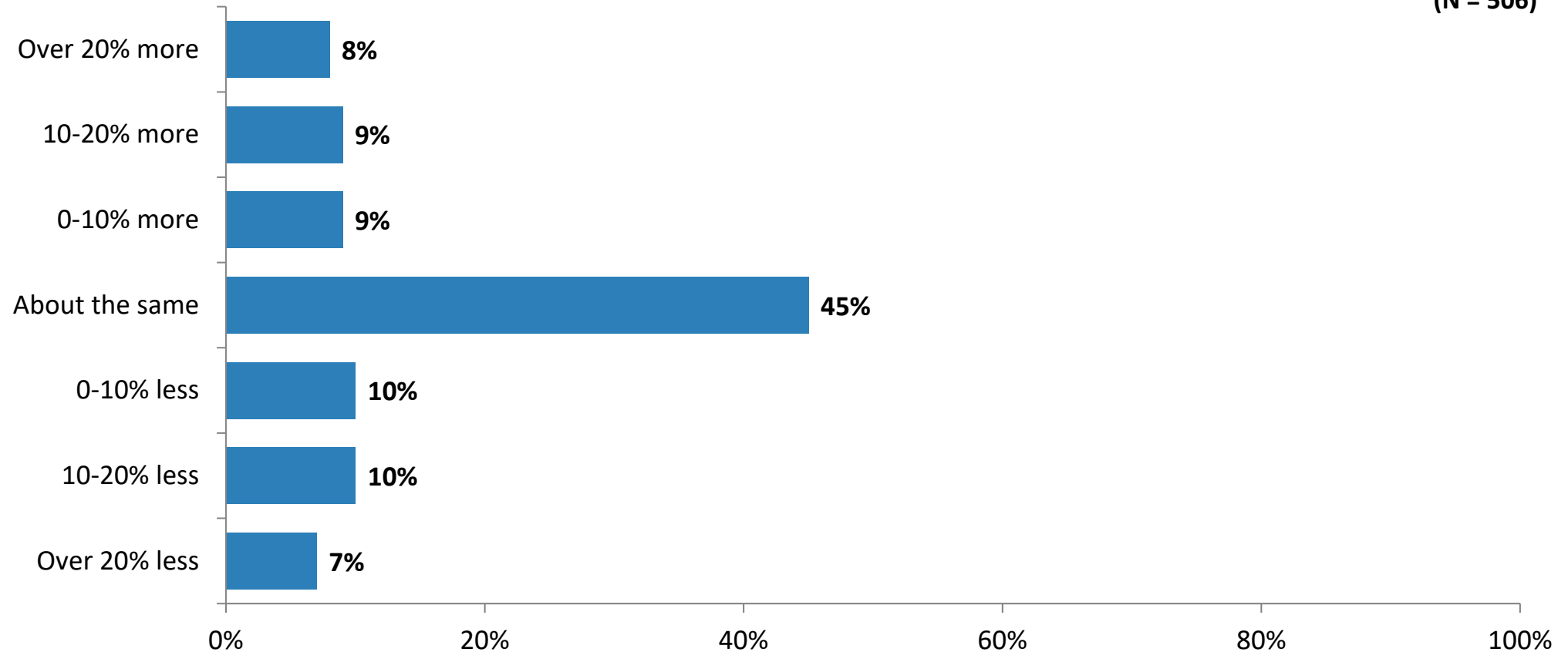


## Proportion of Flight Hours by Type of Operation (SEP/MEP/SET only)

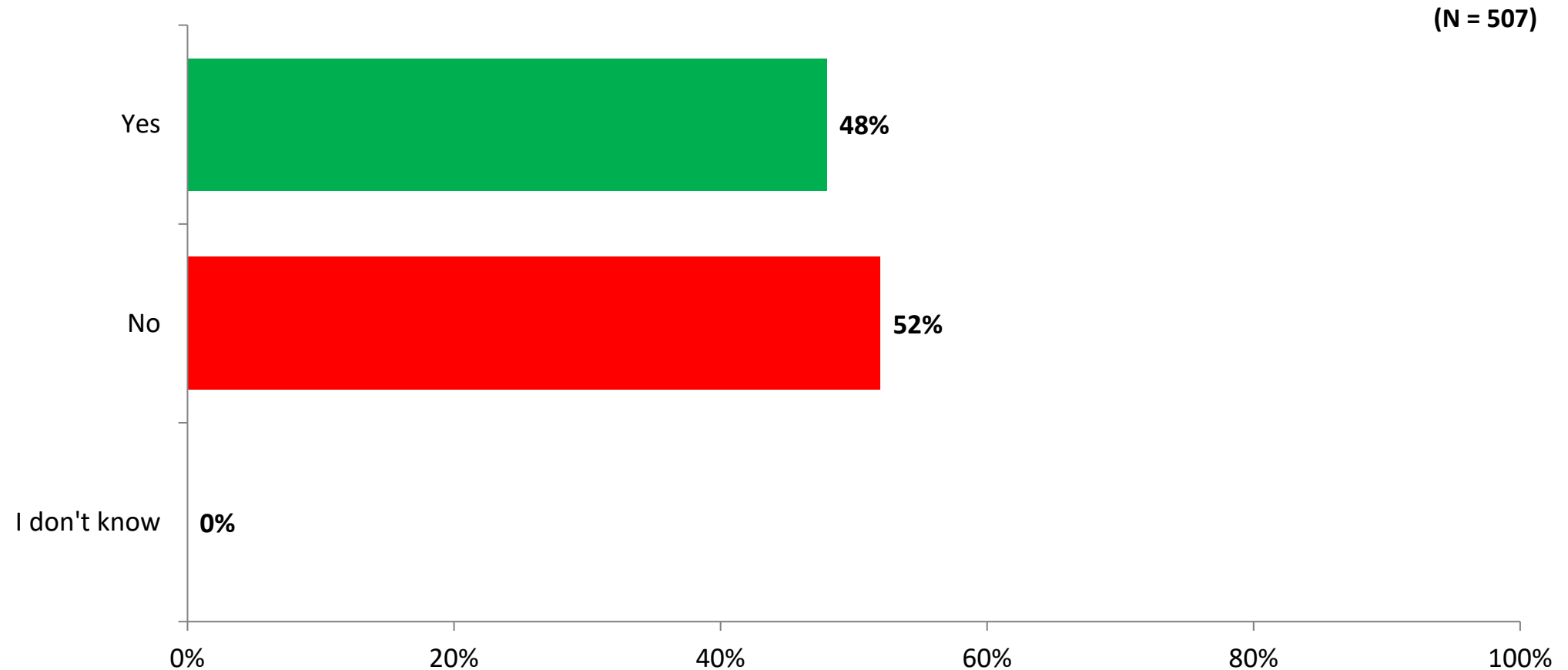


# In 2019, did your aircraft fly more or less than in 2018?

(N = 506)



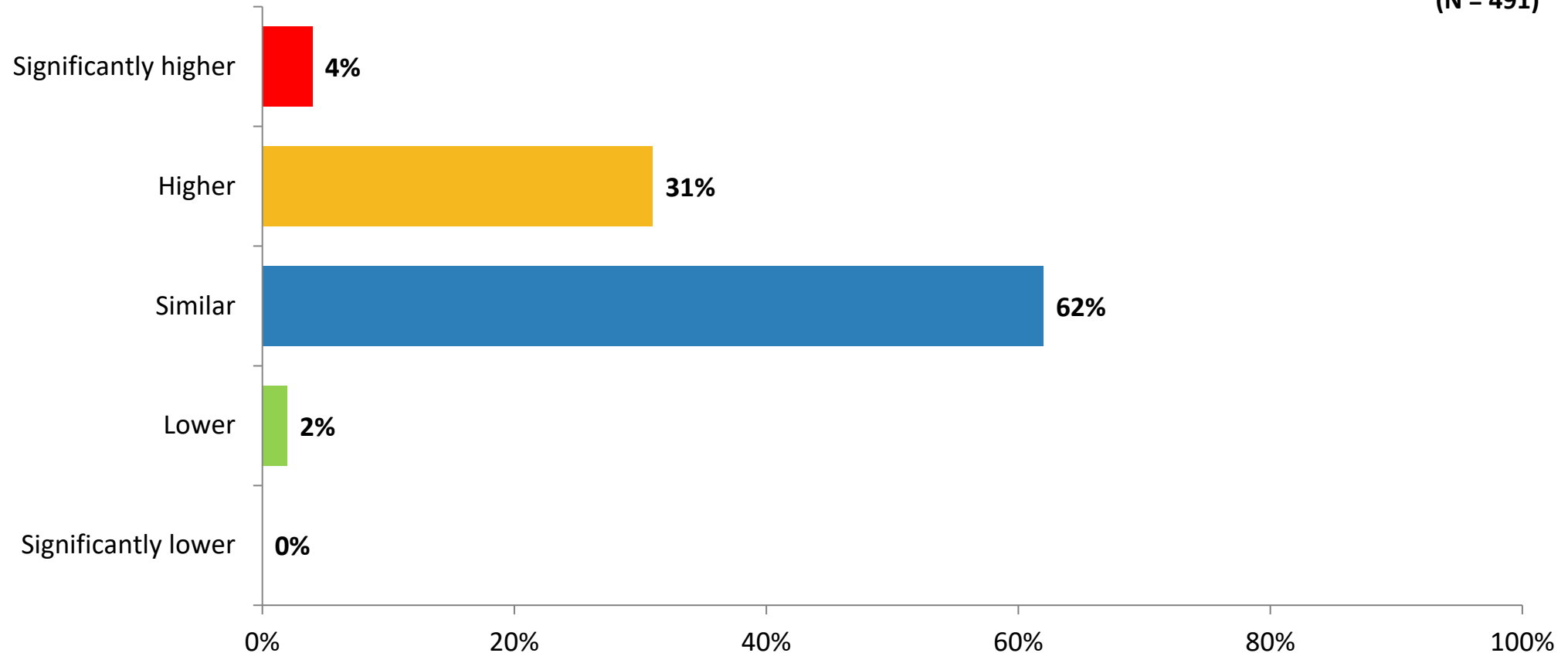
# Is your aircraft certified for IFR?





# How do the hourly costs of your aircraft in 2019 compare to the previous year?

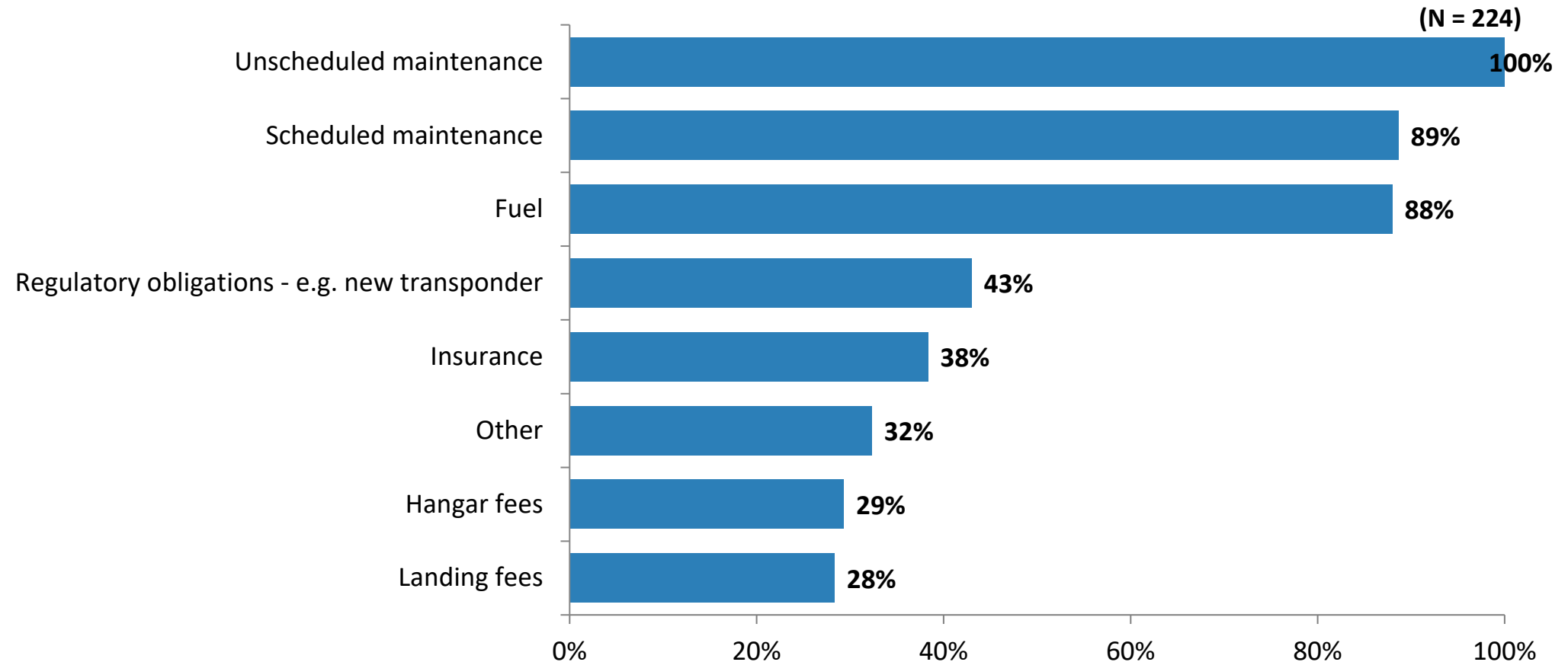
(N = 491)



# What were the primary causes of the increase in flight hour cost in 2019 compared to 2018?

ALL

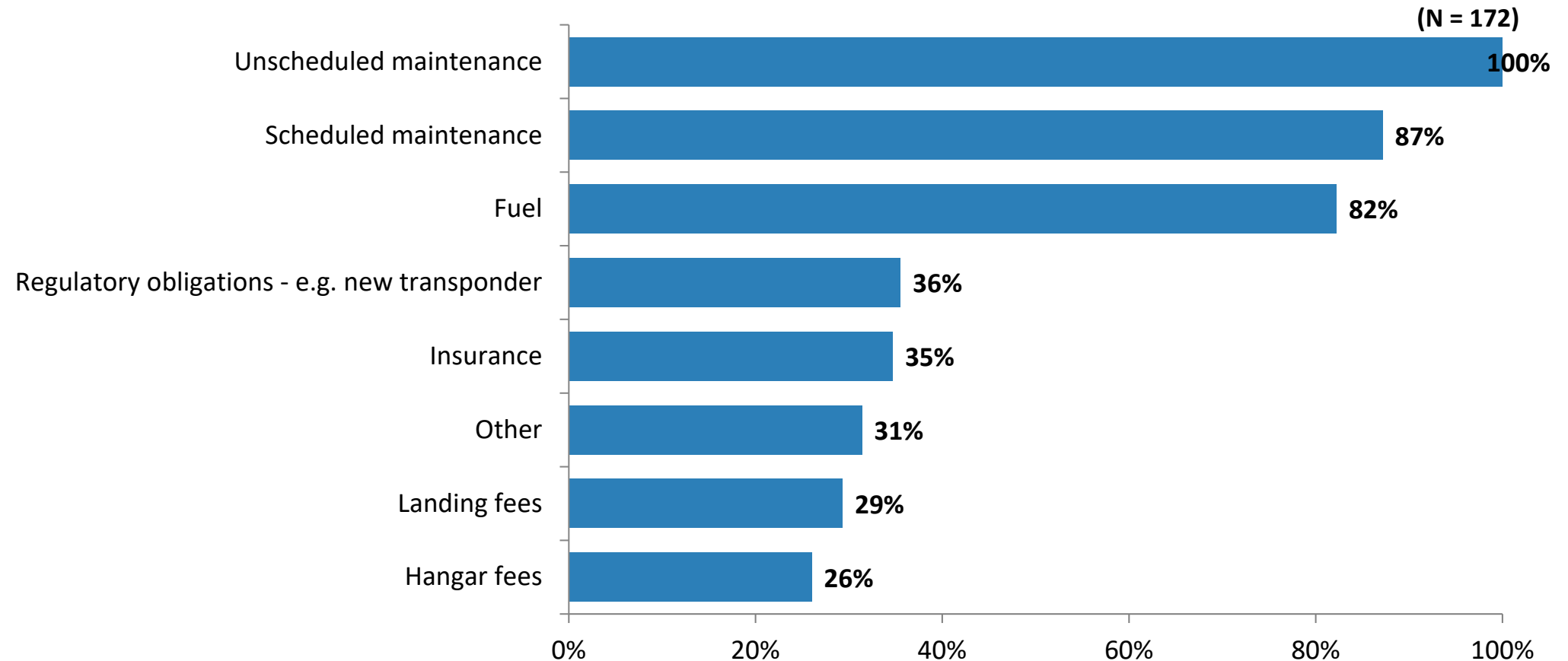
Note: please rank the top 3 reasons



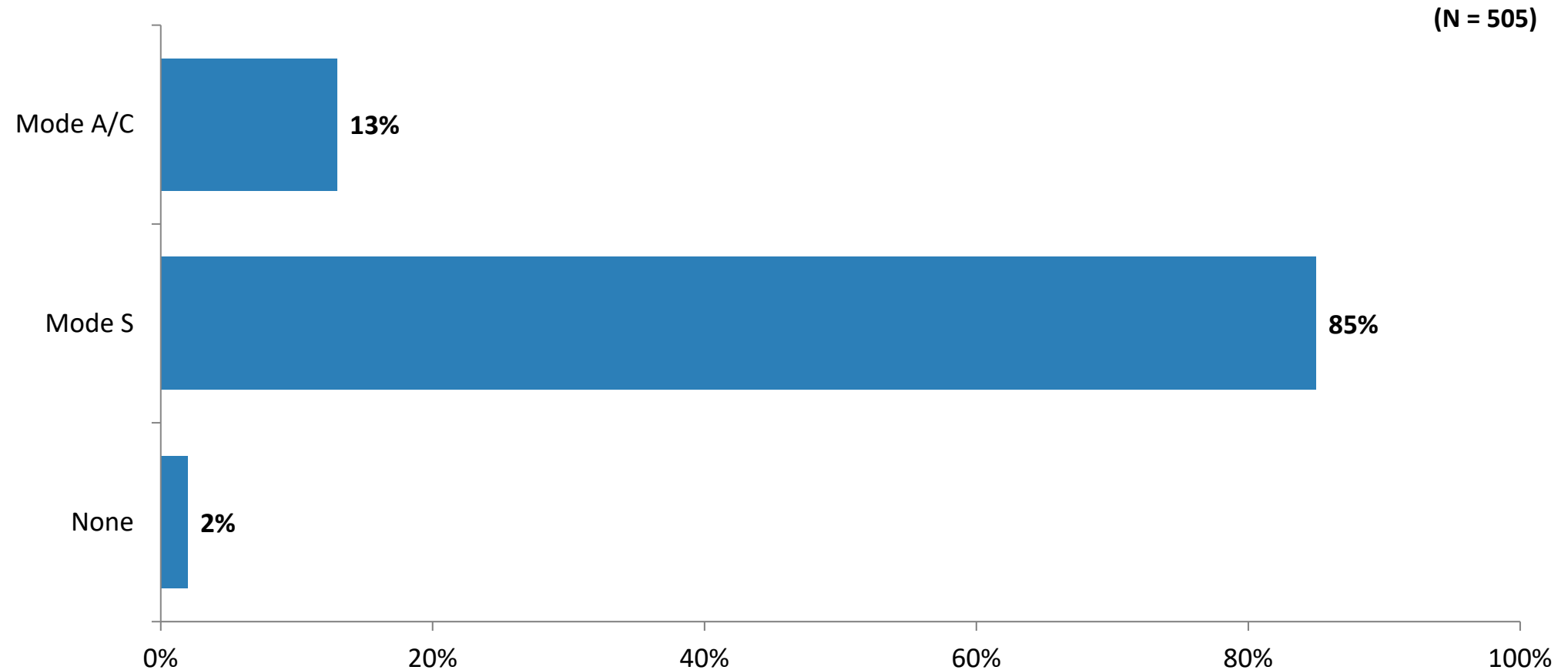
# What were the primary causes of the increase in flight hour cost in 2019 compared to 2018?

SEP/SET/  
MEP ONLY

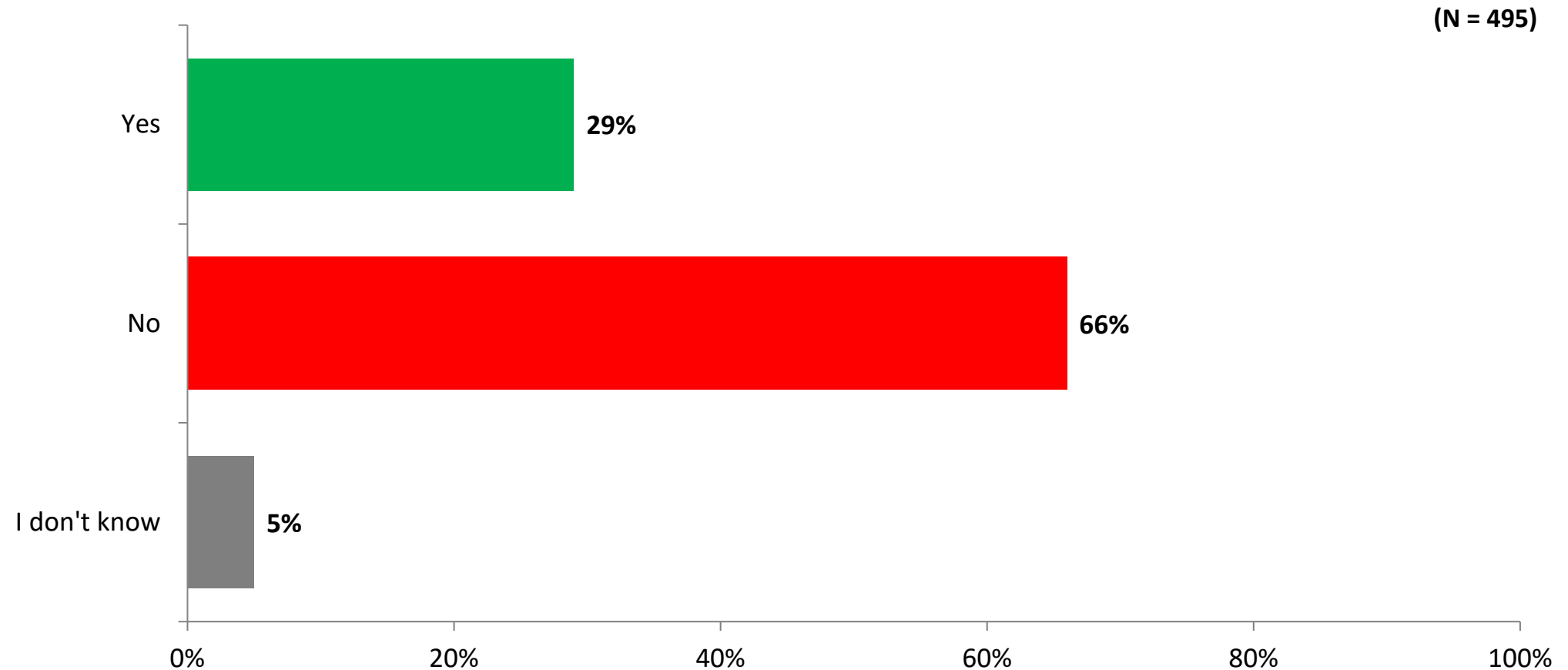
Note: please rank the top 3 reasons



# Does this aircraft have an installed transponder?

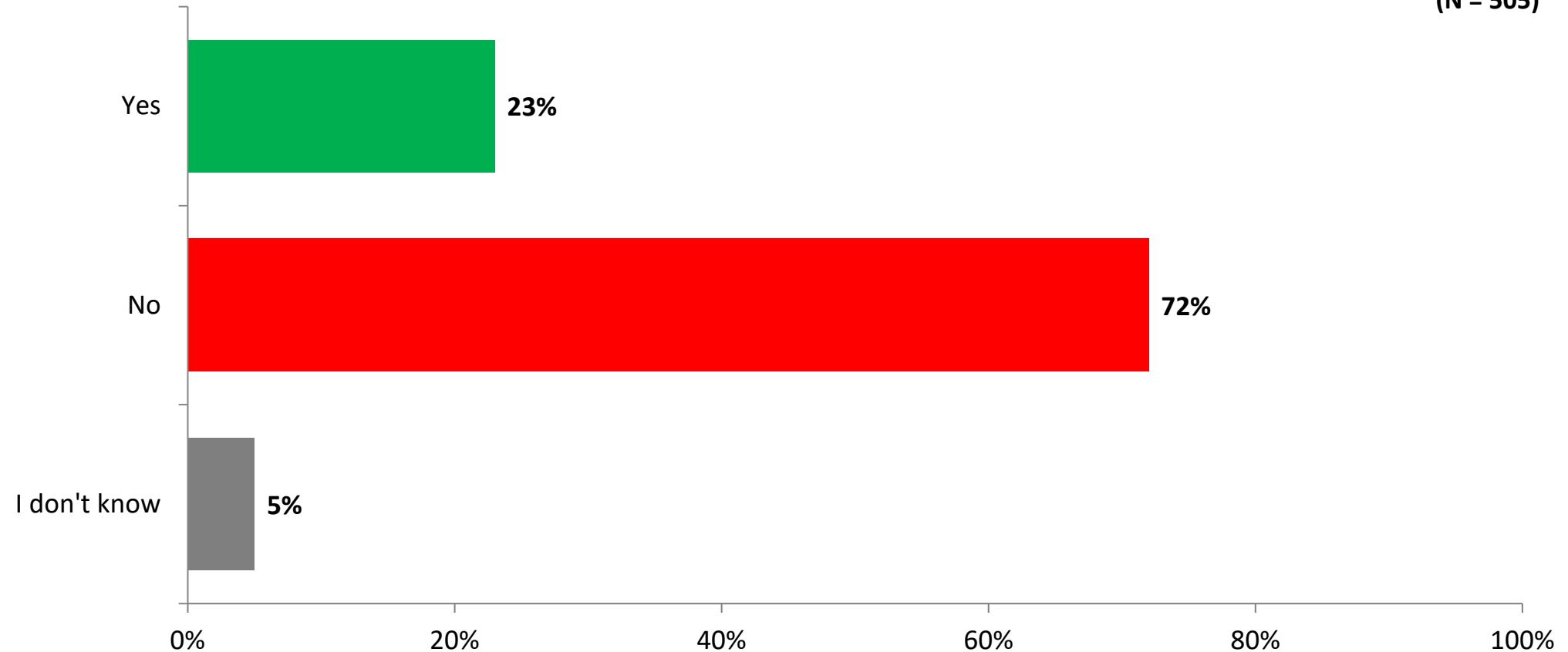


# Does the aircraft have an installed ADS-B Out device?



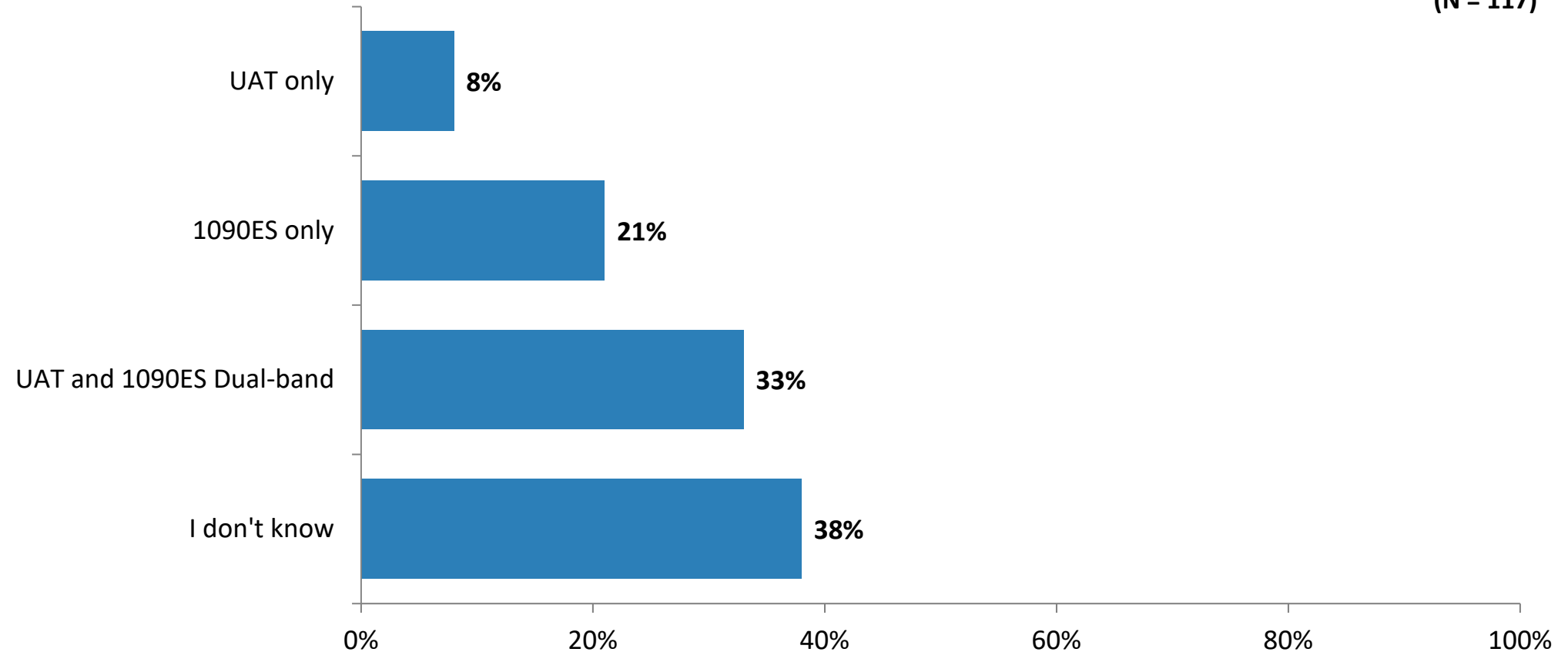
# Does the aircraft have an installed ADS-B In receiver?

(N = 505)

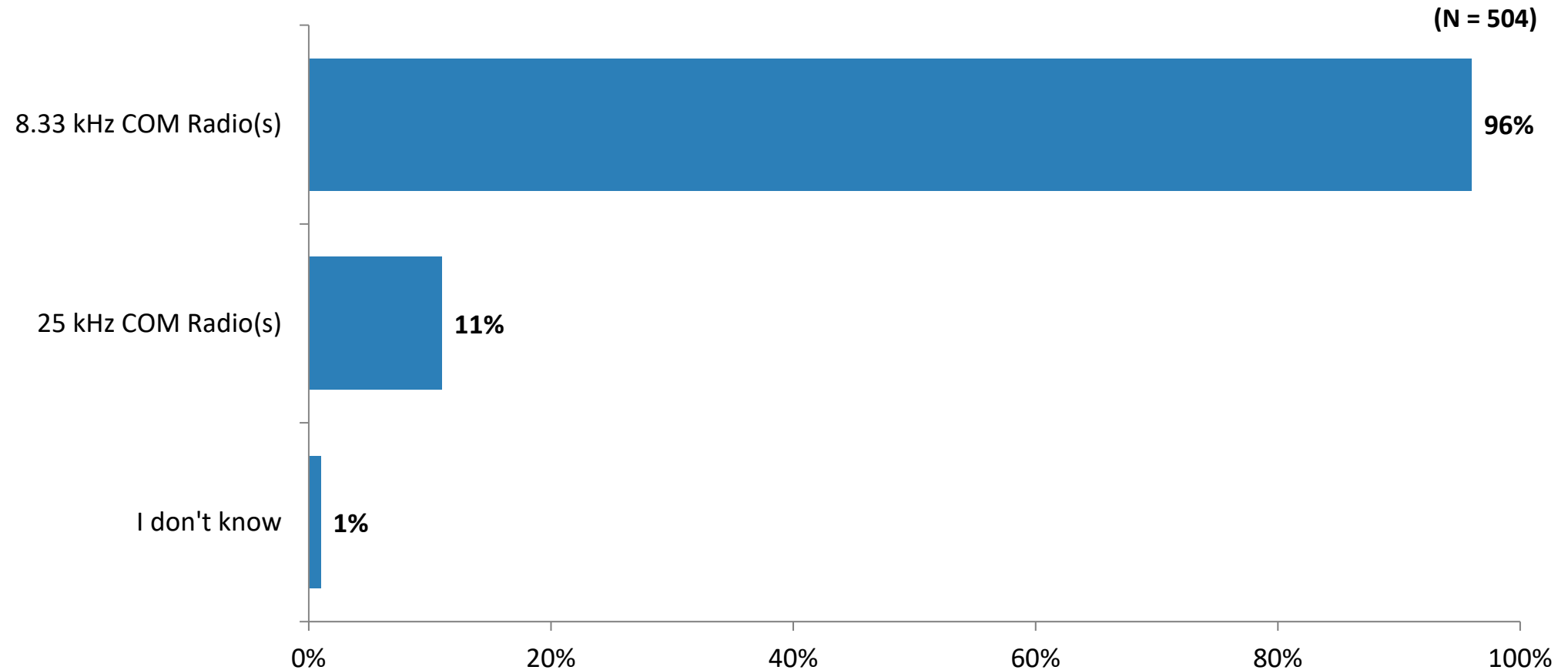


# Which ADS-B In receiver is installed in the aircraft?

(N = 117)

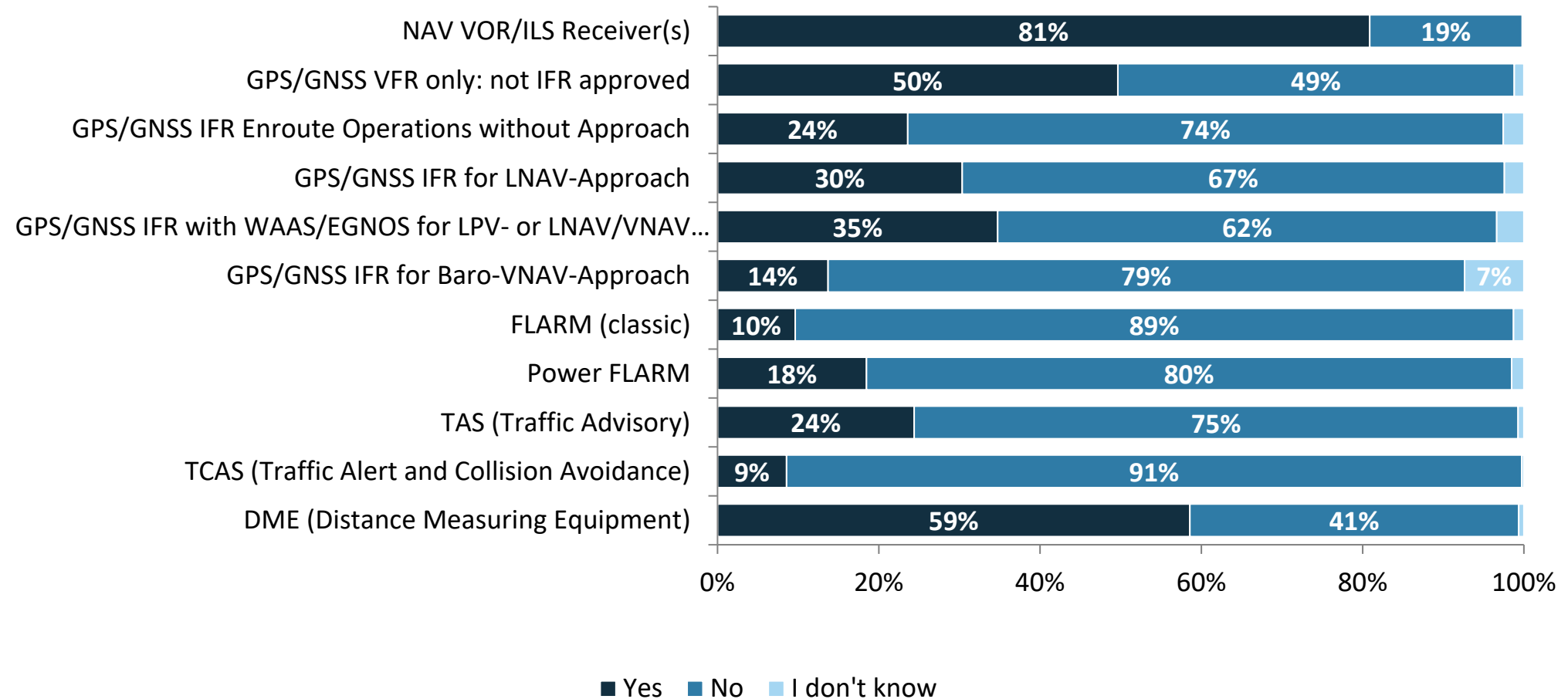


# What type of radio is installed on your aircraft?

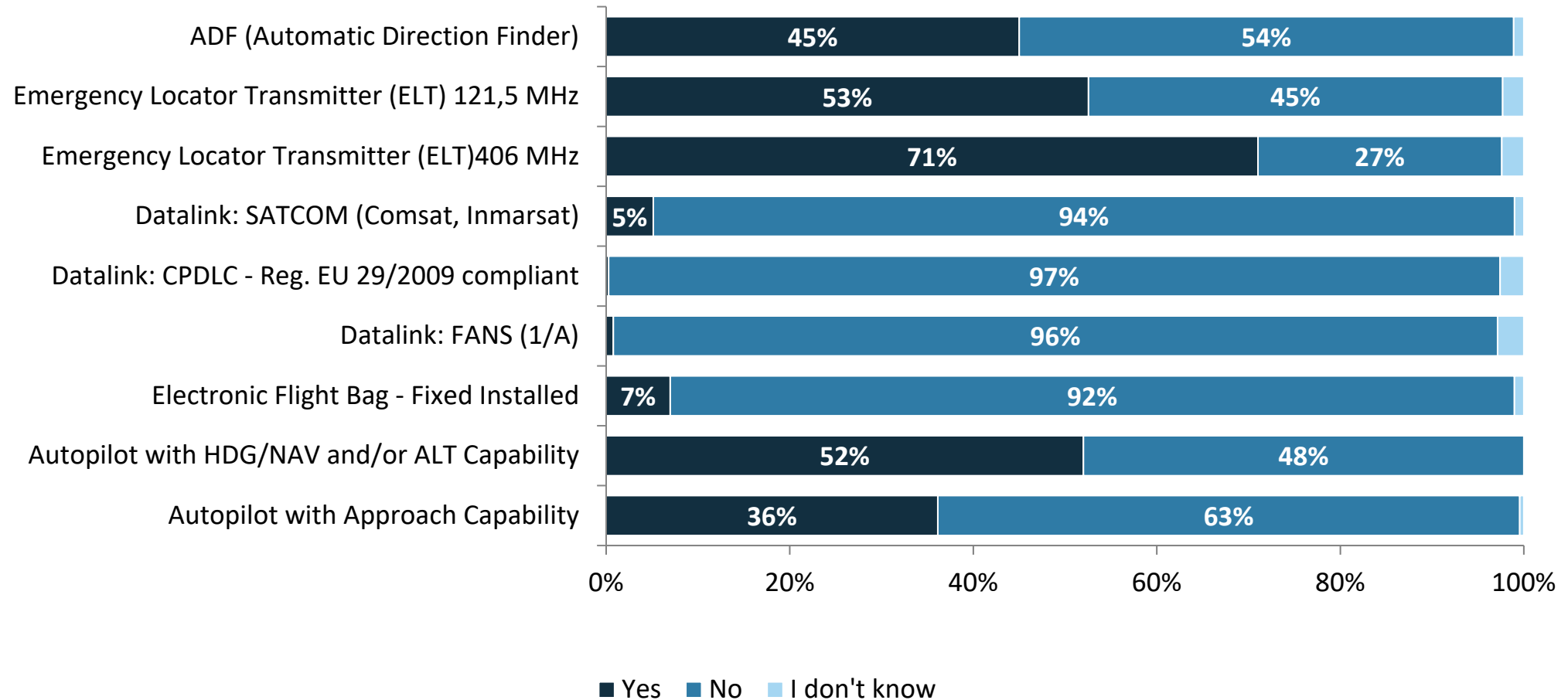




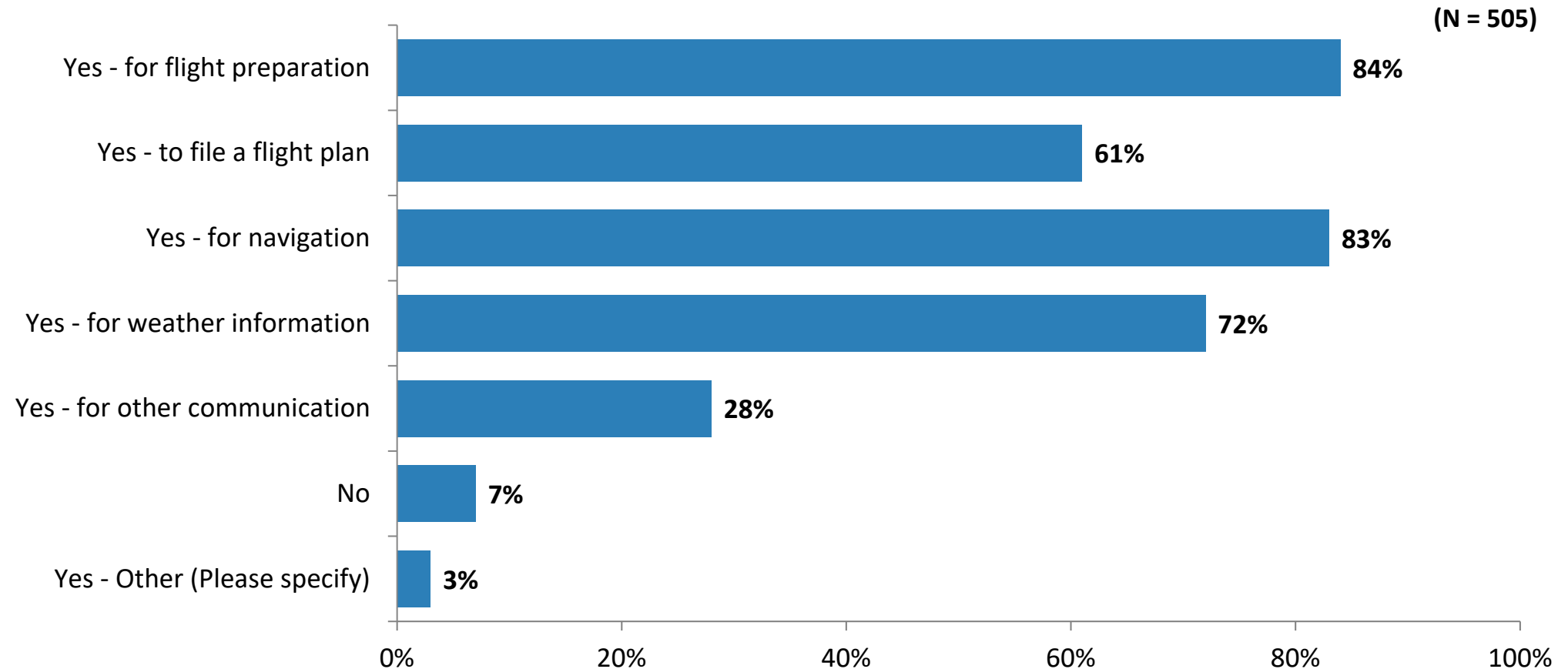
## Is any of the following equipment installed on your aircraft?



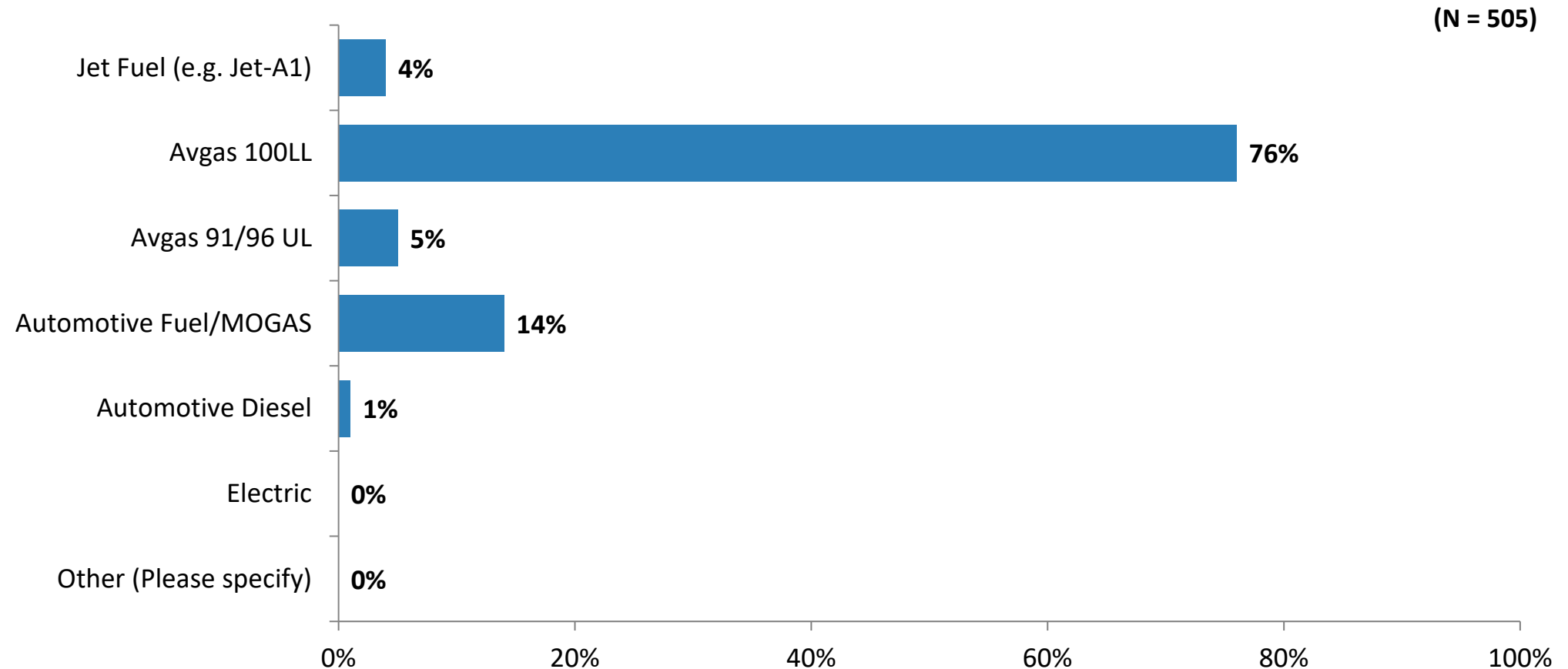
## Is any of the following equipment installed on your aircraft? (Continued)



# Do you regularly use any mobile phone/tablet applications in the cockpit?

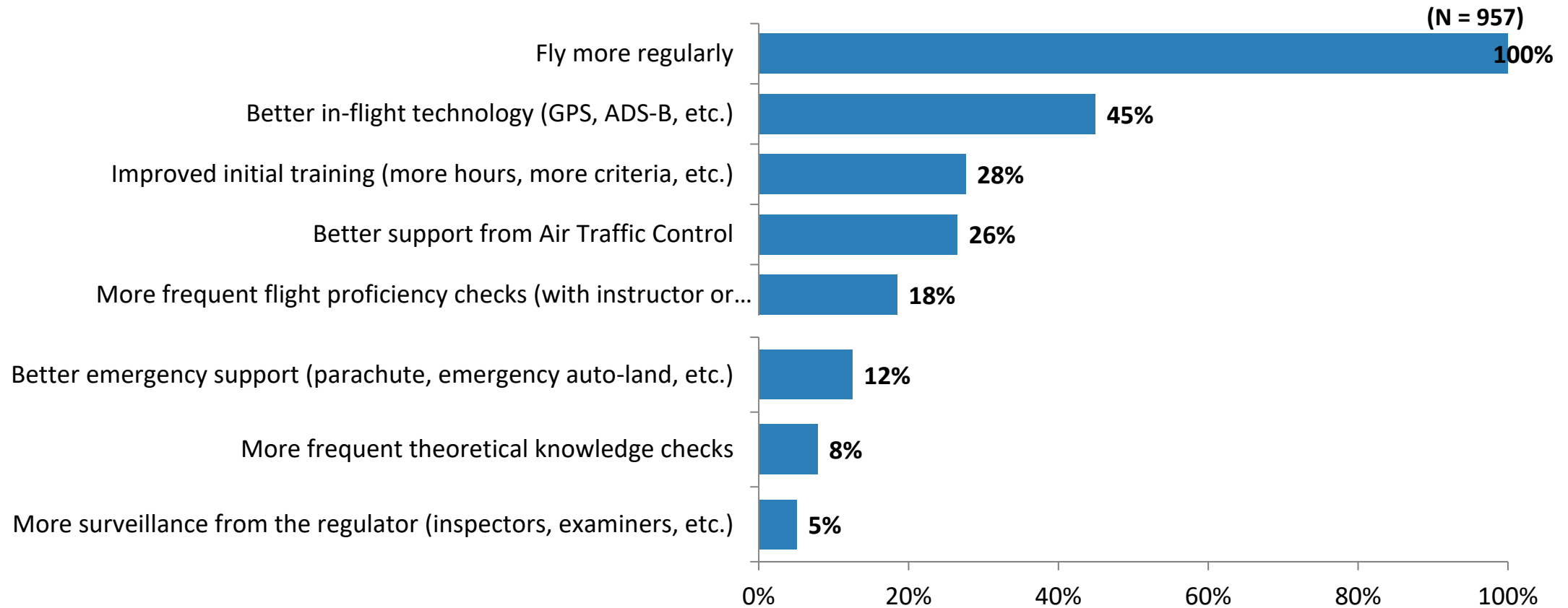


# What type of fuel does your aircraft primarily use?



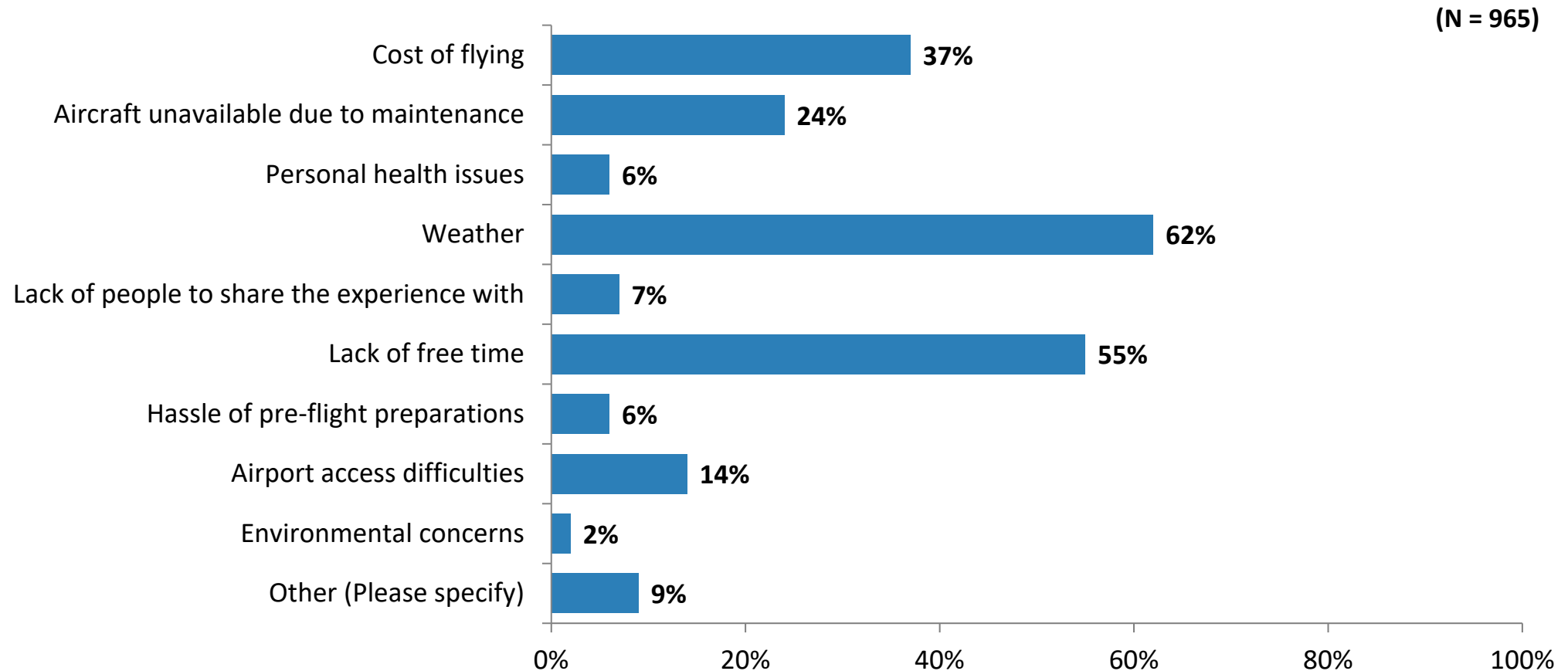
## What would you consider to be the best way to improve General Aviation safety in Europe?

Please rank your top 3 in order of importance.

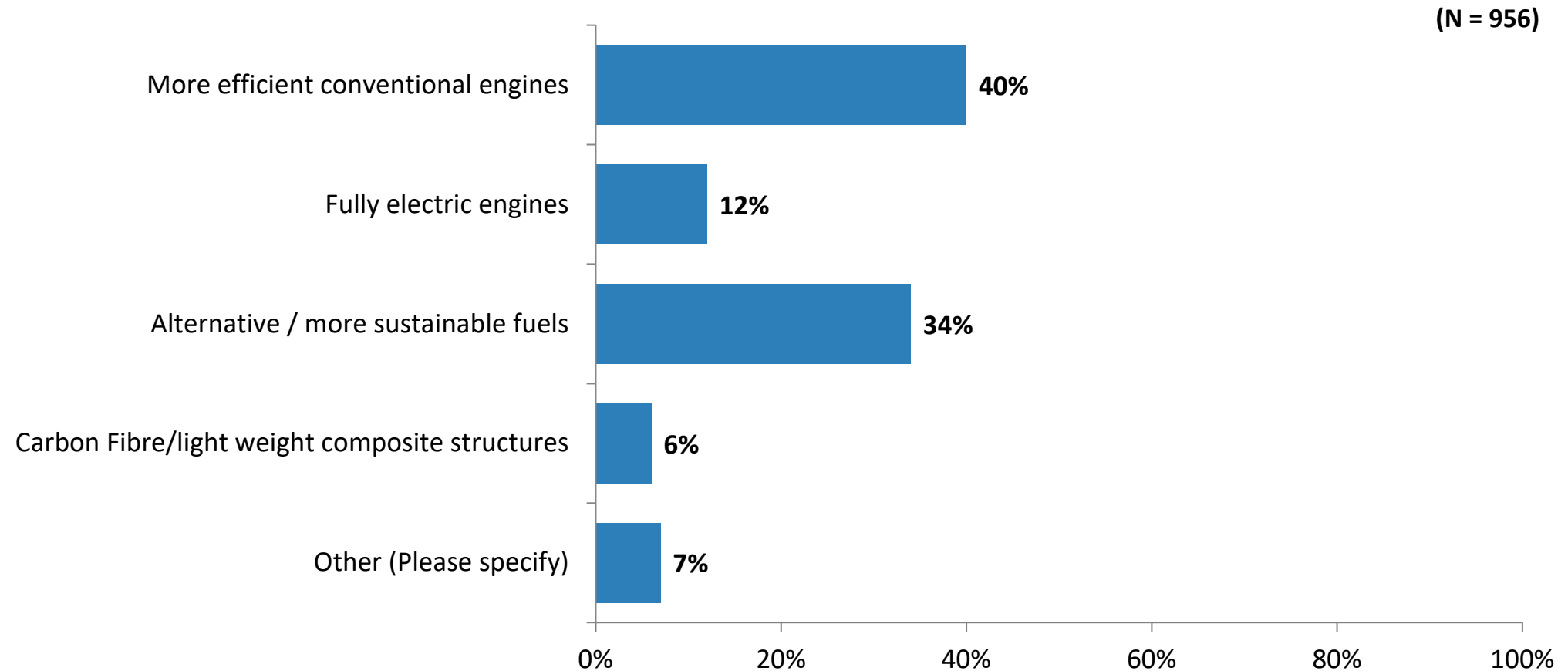


## What has been preventing you from flying more in the last year?

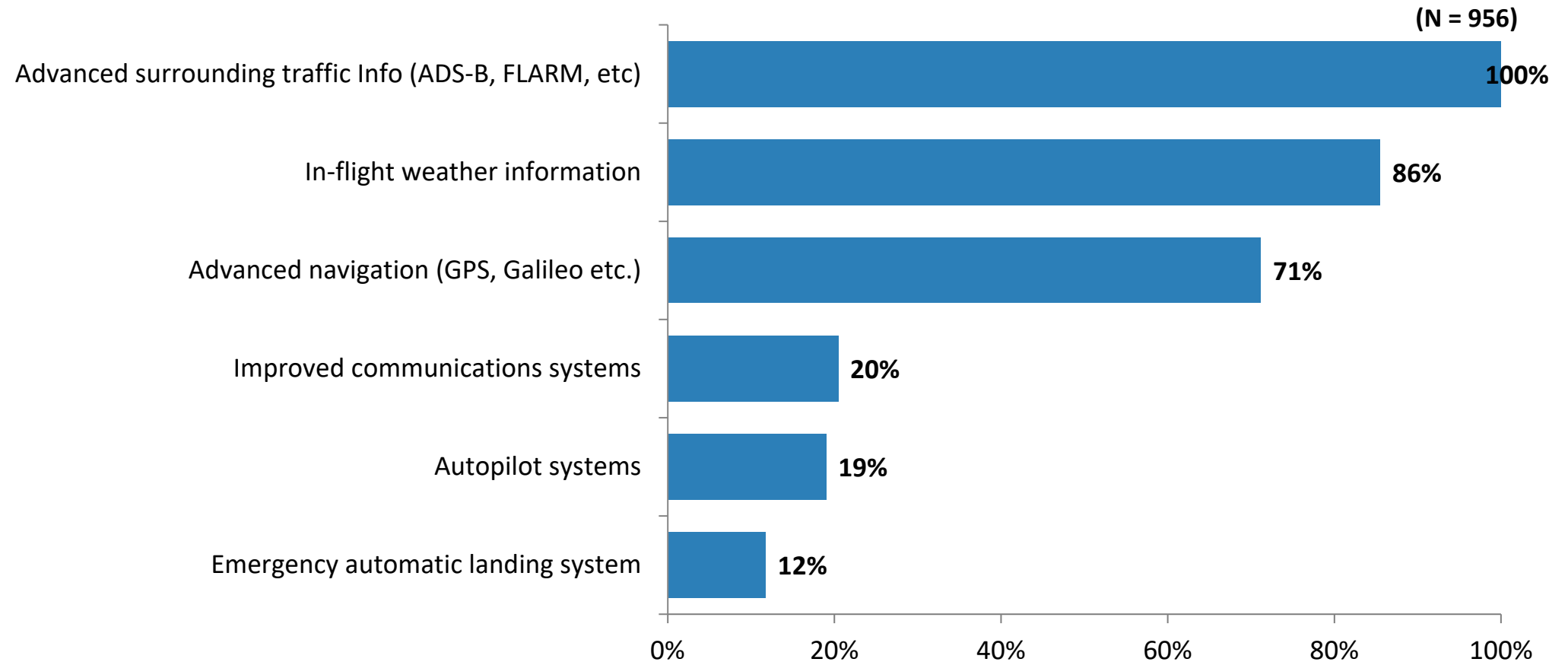
Select up to 3 options



## What is the best way to reduce the environmental impact of GA, in your view?

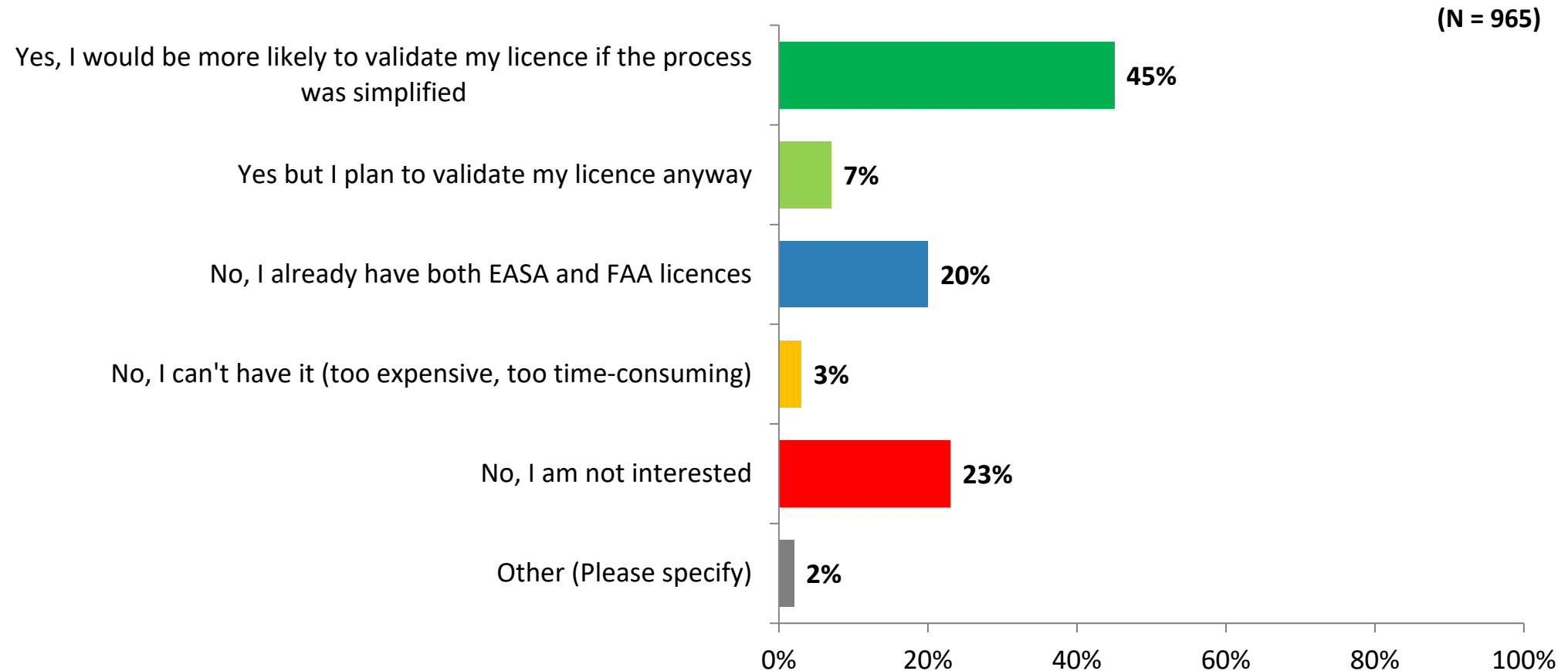


**What technological improvement in GA avionics would you consider to be the most important?**  
**Please select your top 3, in order of importance.**

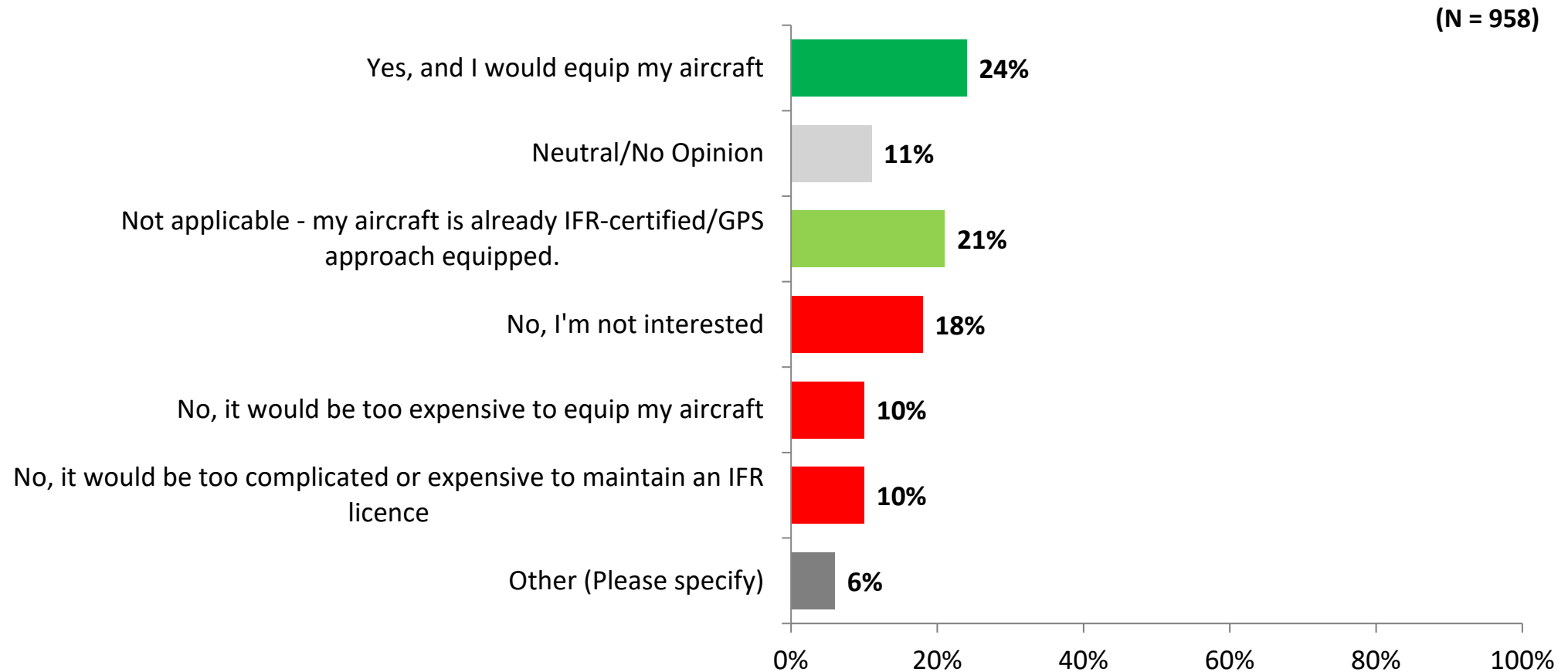




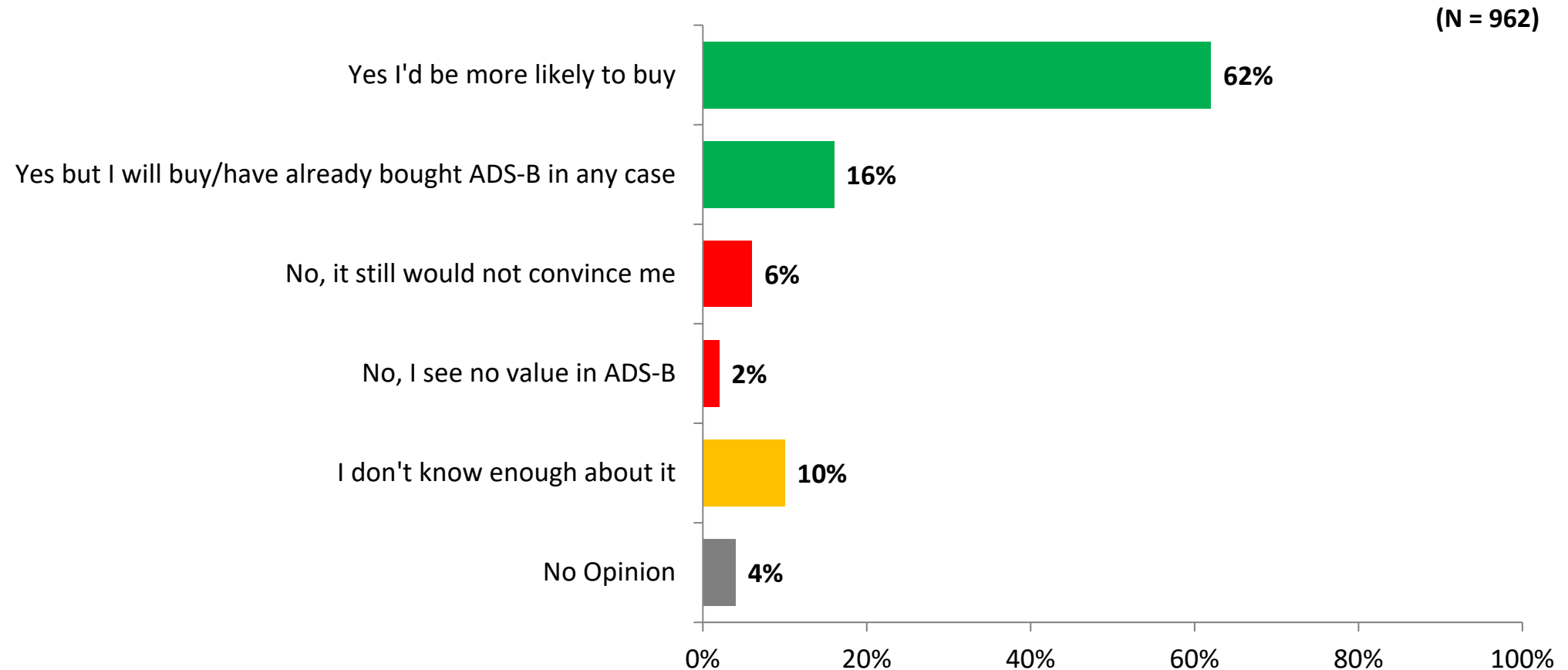
## If a simpler process for validating pilot licenses/ratings between Europe and the USA is introduced, would you be more likely to take advantage of it?



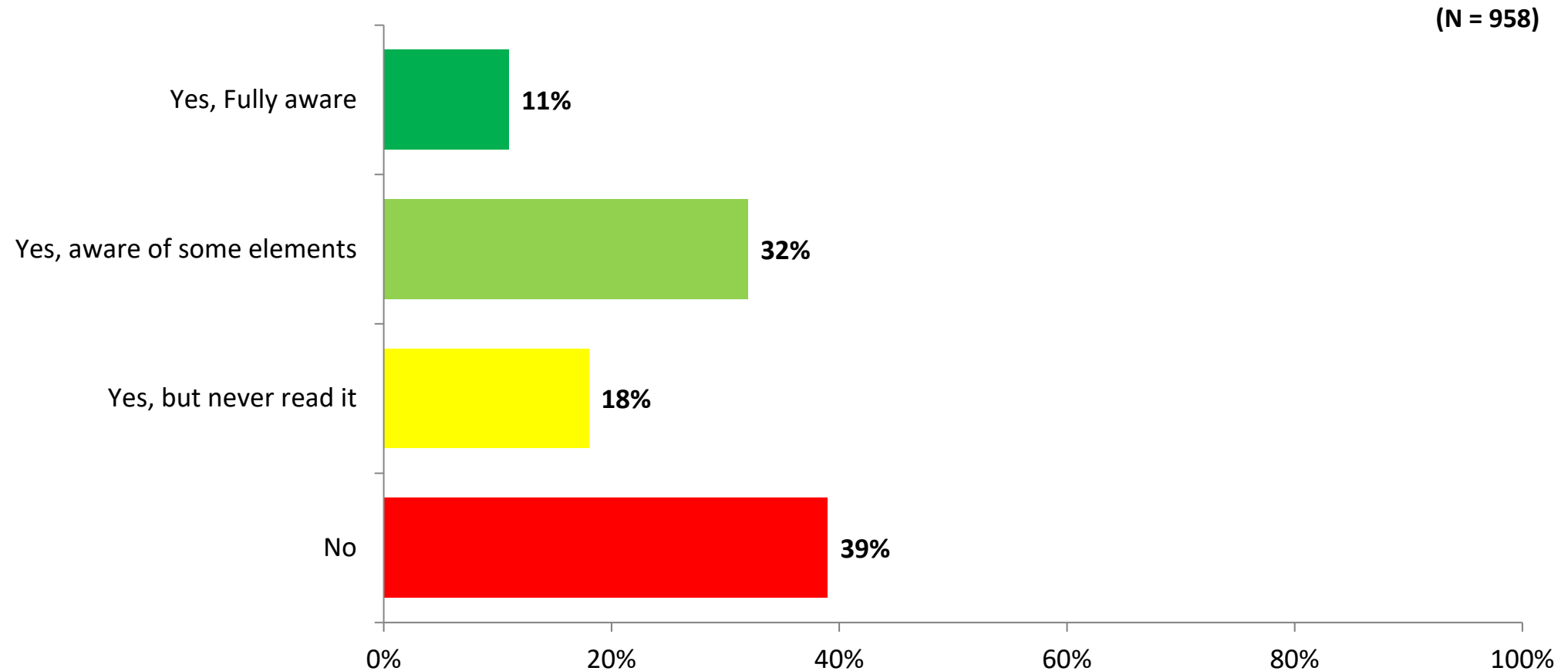
## If more local airfields had IFR approach procedures based on GPS, would you be more likely to IFR-certify your aircraft?



If weather, traffic and NOTAM information was available via ADS-B receivers during flight, would you consider purchasing it for your aircraft?

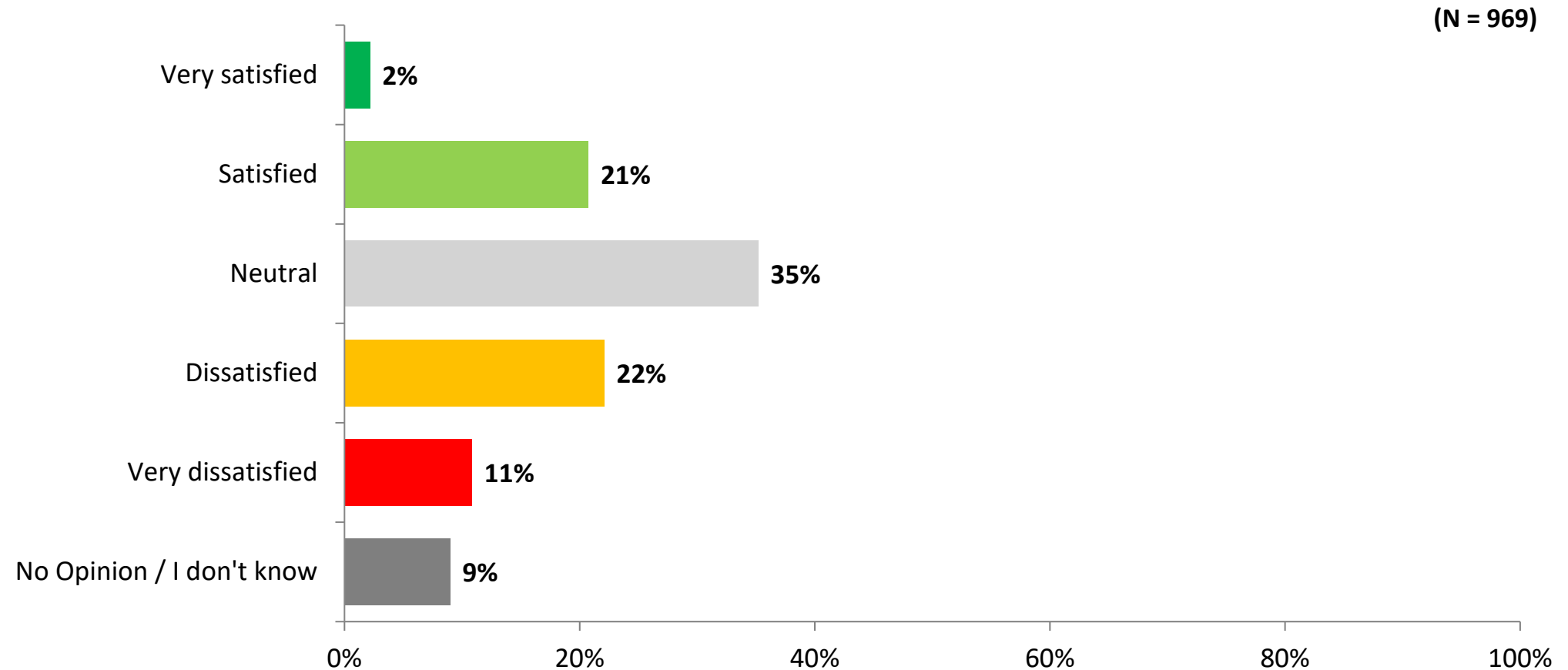


# Are you aware of the EASA General Aviation Roadmap?



ALL

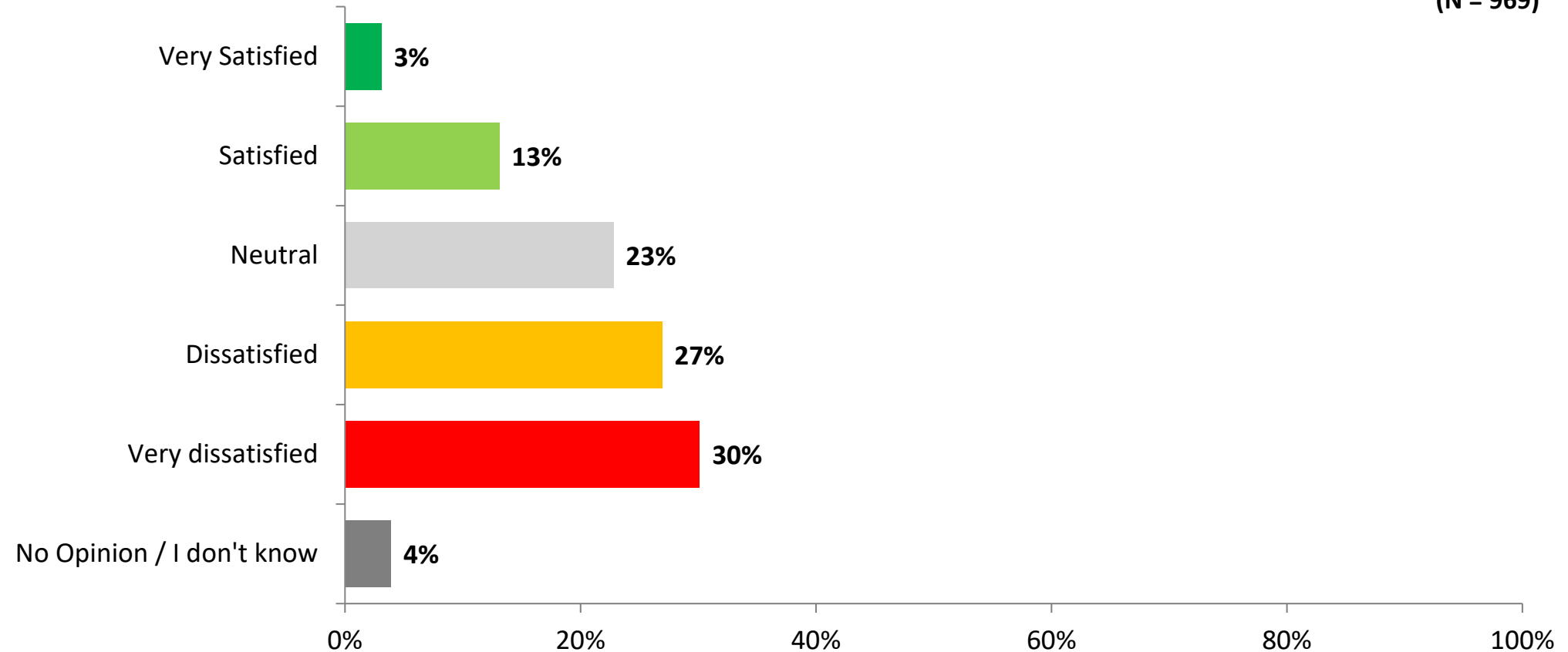
## How satisfied are you with the support of the European Aviation Safety Agency (EASA) to General Aviation in Europe?



ALL

## How satisfied are you with the support of your National Aviation Authority (NAA) to General Aviation in your country?

(N = 969)



# Questions

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If you have any questions about these results or require further information, please contact:

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