

General Aviation & Weather: US Support for China Development

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Friends/Partners in Aviation Weather

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Introduce (Reintroduce) Myself

- 1990 – 2000 Various Joint FAA/Industry General Aviation (GA) safety, technology development, training enhancement programs
- 2000- 2007 FPAW member: Subject Matter Expert on data link and displays of traffic and weather, wake turbulence, and weather related FAA programs in Alaskas and CONUS
- 2007 – 2016 Cirrus China Country Manager, 5 years Live in China and manage engineering support and production programs.
- 9 years Transmit US-FAA GA infrastructure development and safety regulation methods to China Aviation Industry and Civil Aviation Agency of China (CAAC) -- support increased US aviation exports: Infrastructure – physical and policy, airspace, airports. FBOs, FSS,
 - Co-Leader of Cirrus Jet program, Director Flight Training Centers, international
 - Chairman, General Aviation/Business Aviation Committee, of US-China Aviation Cooperation Program (ACP) (all US aerospace companies active in China).
 - Head of Cirrus China office, Government Affairs and International Cooperation, Manager of China production programs. Cirrus bought by China State Owned Enterprise in 2011
- In China – Aviation is Government, and Government is Politics, back stage Party contr

FPAW Members China Connections Discussion

- Work with China Weather Providers? Chinese Airlines Met Depts?
- Work in US with Chinese? Visit/Work in China? Live in China?
- Joint US-China Weather Work
- My Initial Weather work with China
 - Meetings in US and China discuss: FPAW, Av Wx Reqts, NCAR, MITLL, etc.
 - Hong Kong Observatory visits; best weather in China – but PRC not follow HK
 - My Observatory App – friends on the way right now HK to ORD
 - Included in ACP GA/BA Reports to CAAC
 - Only a little real FSS development – but GA not for transportation
 - Little Charter (too many Gulfstreams), too much noise
 - Flight tourism only economically sound area of GA, some float plane operations
 - Not really wanted by CAAC because not wanted by top political leaders

Methods to Support China GA Development

- Five Reports, funded by US Trade Development Agency, answering questions of CAAC and providing info US industry deemed critical
- Each report prepared over two years -- \$3.5MM TDA + member work
- General Aviation/Business Aviation Committee Co-Chairs: Cirrus, Textron, Honeywell, Gulfstream.
- Host several groups of CAAC leaders site visits to US: DC, NYC, Alaska
- US Company training events in China and the US

China Aviation Real Priorities

- Follow the leaders, different priorities, apply Resources and Policy
 - CAAC Administrators look to CPC leaders: Hu Jintao, Li Keqiang, Xi Jinping
 - No.1 goal of PRC – Make China Great Again, the world leader, displace the US.
- Major Programs: Top Leader Priorities
 - Asia Infrastructure bank to supplant IMF/WB
 - One Belt one Road – to everywhere but the US – to neutralize US Navy
 - South China Sea – a Chinese lake – Chinese Monroe Doctrine – Dragon 600
 - Made in China 2025 – Manufacturing 3.0
 - C919 – to supplant B737 and A320 – Global Leadership Requires This
 - Already own or JV with many US GA companies to get IP
 - Airline Weather for flow control is important to reduce delays

A Tale of Two Bad-Weather Flights

- Flight 1: A almost to destination B, turns back almost to A, turs back almost to B, but fuel emergency, Cabin Crew and Pax, landing at B.
- Flight 2: A to precautionary landing at B, Flight Crew and Pax, then on to destination C.

- Which one was:
 - US piston engine airline: 1930s
 - China turboprop airline: 1990s

- Chinese / American Cultural Characteristics

Working – Negotiating with Chinese

- Know your adversary and Know yourself
- Straw Ships Borrow Arrows
- Its China
- Its Complicated
- Don't believe anything unless you see it yourself– more than once.

Rip Van Winkle Back in the US

- Half the people are retired or dead
 - But only a quarter of the projects are completed
- The FAA is still the FAA
 - Top priority is still the FAA
- Still people who care about aviation
 - Make enough progress to avoid disaster (safety, capacity or efficiency)
- Another generational change
 - No one is in their office
- FPAW is still here.... Generational Change??

Is this the future: User Fees?

