

EBAA – Key issues

EBAA is involved in regulatory discussions in the various European bodies and especially with the European Commission, Council and Parliament, to communicate its position on issues affecting the business aviation industry in Europe, and to explain the unique characteristics of the sector.

EBAA regularly coordinates its actions with other aviation associations to optimize its lobbying capacity on those issues supported by the rest of the aviation industry.

To increase public awareness of business aviation's value to the community, EBAA has conducted a compelling study entitled "[The economic impact of business aviation in Europe](#)".

SECURITY

The rising threat of terrorism on a global scale means reliable security measures are needed across the aviation sector.

EBAA has played an active role in explaining to policymakers that, in business aviation, security begins at the cabin door, not the cockpit door. This contrast between business aviation and the airlines is only one of many, and the industry's work to underscore the ways business aviation security needs differ from those for the airlines paved the way for the adoption of a security framework tailored to the sector.



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ENVIRONMENT

Environmental protection is a key issue for the entire transport sector. The European Commission has issued a Directive on the introduction of aviation in the EU Emission Trading System (ETS).

Although EBAA accepts this measure, it has worked hard to explain a number of pertinent facts to the various regulatory bodies:

- The European business aviation fleet is one of the youngest and therefore the most advanced and environmentally friendly in the world.
- Business aviation has a relatively low level of emissions (business aircraft represent 7% of Eurocontrol traffic but less than 1% of aviation emissions and only 0.03-0.04 % of all EU emissions).
- The large majority of the estimated 1,500 business aviation operators in Europe have a small fleet (less than 5 aircraft).

EBAA, together with Eurocontrol, is continuing to work with the European Commission to seek solutions to the high administrative burden resulting from the inclusion of business aviation in the European ETS.

SINGLE EUROPEAN SKY AND EUROCONTROL

The European Airspace is fragmented and will become more and more congested, as traffic is forecast to grow steadily over the next 15 years. The main objective of the Single European Sky (SES) is to dramatically change the European ATM (Air Traffic Management) by 2020. The European Commission & Eurocontrol funded the SESAR (Single European Sky ATM Research) project, which is currently preparing the Master Plan for the ATM in 2020.

EBAA is actively participating in the implementation phase of SESAR and fully endorses the ATM master plan with specific attention paid to BusAv needs.

EBAA believes that a CNS/ATM (Communications, Navigation and Surveillance Systems for Air Traffic Management) paradigm shift is essential, and is also convinced that SESAR will have proven advantages for the environment.

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ACCESS

The sharp traffic increases witnessed in both business aviation and airline activity in recent years, bring enormous opportunities but are also starting to create serious challenges regarding the ability to access a growing number of key airports in Europe.

EBAA considers this matter as one of its main priorities and is working on a number of regulatory developments, especially regarding airport slot allocation, to ensure that access rules put business aviation at the same level as airlines.

EBAA is also lobbying authorities to improve the access and operational situation at a number of key airports around Europe where operational conditions are deteriorating.

SAFETY

Promoting safety within the business aviation sector is a high priority for all involved. The establishment of the European Aviation Safety Agency (EASA) and the transition from JAA (Joint Aviation Authorities) to EASA has created another major challenge for aviation stakeholders. EASA has adopted new fees and charges for certification activities which will have a direct economic impact on operators and manufacturers.

EBAA is actively involved in the regulatory activities of EASA, contributing to EASA working groups to ensure that both corporate and commercial business aviation operators in Europe enjoy a performance-based, coherent, fully harmonized set of rules at European level in the coming years.

One programme that has been introduced by the International Business Aviation Council (IBAC) to help apply effective safety standards is the IS-BAO (International Standard for Business Aircraft Operations). This code of best practice assists corporate operators with assessing and improving their operational practices. EBAA provides business aviation community members with informative material about IS-BAO implementation including regular newsletters and workshops.

Additionally, the aim of the Safety Management System (SMS) is to effectively manage safety risks. IBAC, together with Member Associations (including EBAA), has produced an SMS Toolkit to help commercial air taxi operators comply with the new International Civil Aviation Authority (ICAO) requirement calling for all commercial operators to implement an SMS. EBAA has also published an Emergency Response Planning (ERP) Guidance Manual, since ERP is recognized as being an essential part of every comprehensive Safety Management System.

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OUTSIDE EUROPE

Aviation is a global market regulated by an ever-increasing number of bilateral agreements, which are today negotiated by the European Commission on behalf of EU Member States.

EBAA participates in Commission negotiations with countries worldwide and has specifically set up direct negotiations with the business aviation industry in the United States with the objective to negotiate agreements on specific issues, which are ultimately recommended to authorities of both sides of the Atlantic.

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