

Business Aviation

MEP Quarterly



EBAA Talks Business Aviation with EU Commissioner for Transport

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EBAA Talks Business Aviation with EU Commissioner for Transport

Earlier this year, the EBAA met with EU Commissioner for Transport, Violeta Bulc, to discuss what Business Aviation can do to become a more involved partner in the Aviation Strategy. During these talks, the EBAA highlighted the many important contributions the industry makes to the European economy – including the number of jobs for which it accounts and the increased connectivity it provides to remote regions across Europe.

To ensure the Aviation Strategy continues to foster growth and augments business aviation's future contributions, the EBAA has formed a working group to help advise the Commissioner on how policies may positively nurture the industry's development. The working group has already identified three specific areas where the Strategy can boost economic growth by better serving the unique needs of the industry:

1. Accelerating the implementation of EGNOS-based localiser performance with vertical guidance (LPV) approaches at European airports – essential to guaranteeing Business Aviation's access to Europe's many small and regional airports
2. Allowing for a different approach to grandfather rights in slot coordination – one that takes into account non-scheduled operators, and
3. Ensuring the revision of EASA regulations adopt a truly risk-based approach to safety

As a next step, the EBAA has been invited to a follow up meeting to clearly define how and where these identified objectives fit into the Aviation Strategy. Undoubtedly, the process will be one of compromises, but a solid foundation to build on has been laid.



Did you know?

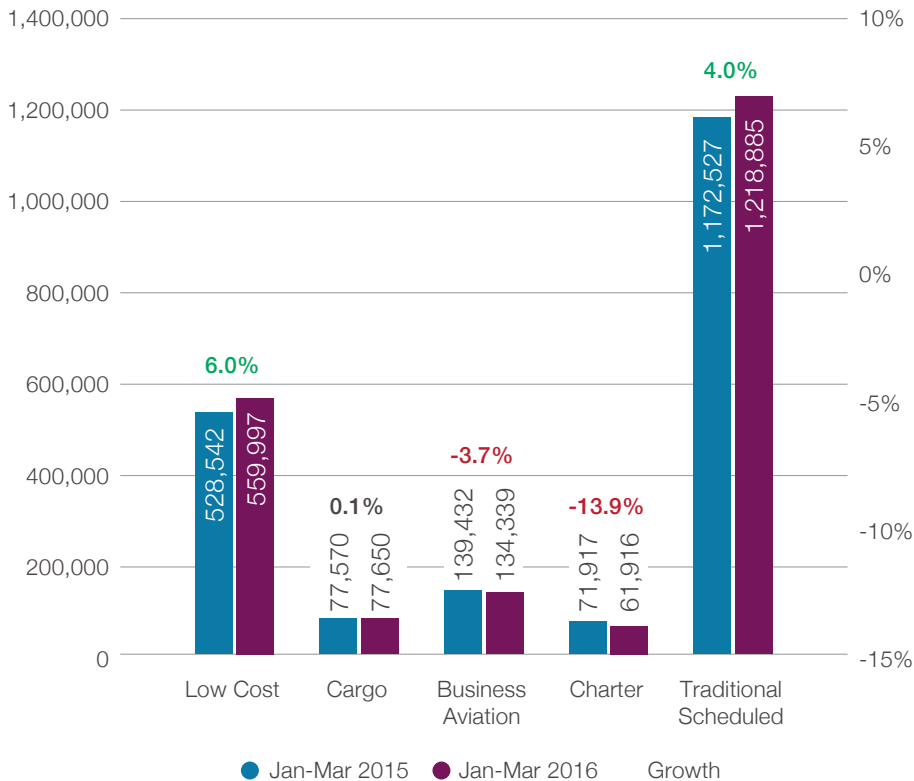
371,000
jobs

are directly or indirectly created by Business Aviation in Europe
(up from 164,000 in 2007).



Business Aviation Traffic Figures

Jan-Mar period for Air transportation



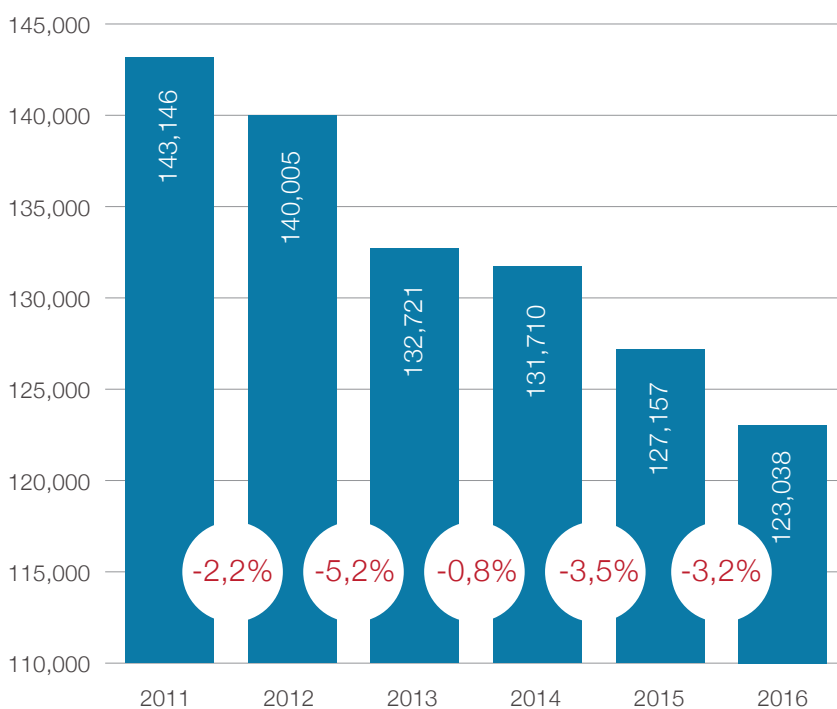
Waiting for the recovery

Looking at total Q1 movements across all sectors of air transport (low cost, cargo, business aviation, charter and traditional scheduled carriers), most sectors maintained – if not increased – traffic numbers in comparison to Q1 2015. For example, low cost carriers saw an increase of 4.8% over Q1 2015, and commercial services a 2.8% increase. The exceptions here are Business Aviation, which was down slightly (-3.7%), and charter, which saw a 13.9% decrease in movements over the same period last year.

As for Business Aviation, this change is in line with the overall trend of the past several years. Following a peak of 143,146 Q1 departures in 2011, the number has been steadily decreasing. 2015 saw a decrease of 3.5% from 2014. In comparison, the decrease between the first quarters of 2015 and 2016 is slightly less at 3.2%, for a total of 123,038 departures.

What we can understand from these figures is that Business Aviation, in comparison to other aviation sectors, continues to struggle. Although air transport as a whole suffered from the 2009 crisis, low cost and traditional scheduled carriers are showing clear signs of recovery. This of course makes sense, as air travel tends to mimic the economy – as the economy strengthens and businesses begin to utilise air travel again, they gradually move from low cost carriers to traditional scheduled carriers. As Business Aviation is often viewed through the lens of cost only, and as businesses remain price-conscious, the sector's recovery will naturally be slower than that of its peers.

International and Internal Business Aviation Departures Q1





Enabling Business for Europe

Economic Impact of Business Aviation in Europe

Booz Allen Hamilton recently completed an independent study that assessed the impact of Business Aviation on the European economy. A few of the compelling findings show that over 371,000 jobs are either directly or indirectly dependent on European Business Aviation. Furthermore, BusAv employees are responsible for over EUR 98 billion in annual output. There's also an induced economic impact, resulting from these employees spending a portion of their cumulative EUR 21 billion in annual salaries within their local communities – spending that leads to even more economic activity and more job creation.

To paint a picture of what this all means in practice, consider the UK's Farnborough Airport. After nearly a decade of neglect, TAG Aviation, an industry leader, was brought in to transform it into a thriving Business Aviation centre, with the specific objective of boosting the surrounding area's economy. Today, TAG Aviation employs 200 people at Farnborough alone, who provide services for its 23,000 yearly operations. The airport also stimulates the local economy, contributing to contractors, hotels and security services – among other sectors – which together account for nearly 8,000 jobs.

When you add to this the indirect and induced effects, the total employment supported by Farnborough Airport is estimated at almost 9,600 local jobs and an additional 12,000 in the region – and this is just one airport in one country. Add to this the hundreds of similar airports found across Europe and you can begin to see just how powerful a tool Business Aviation can be.



Innovation for Aviation

EBAA Calls for Greater Use of Advanced GNSS Capabilities

Global navigation satellite system (GNSS) refers to a constellation of satellites providing signals from space that transmit positioning and timing data to GNSS receivers. These receivers then use this data to determine location. Examples of GNSS include Europe's Galileo and the USA's GPS. GNSS performance can be improved by regional satellite-based augmentation systems (SBAS), such as the European Geostationary Navigation Overlay Service (EGNOS). SBAS improves the accuracy and reliability of GNSS information by correcting signal measurement errors and by providing information about the integrity of its signals.

Europe has long been a pioneer in the integration of GNSS into the design of its air navigation routes and procedures. As a result, air navigation in Europe is synonymous with a high level of accuracy and an optimisation of airspace capacity. However, if Europe is to maintain this hard-earned competitive edge, it must move away from conventional ground-based systems and towards satellite-based navigation aids.

The first step is to update its airports with the latest in satellite based navigation. Space-based technologies such as EGNOS, among others, mean more precise navigation and increased access to airports and heliports for European operators. These technologies also reduce an aircraft's fuel burn and noise. Furthermore, with the latest in satellite-based navigation, aircraft can safely land at secondary airports in all weather conditions, thus increasing airport capacity and safety across Europe.

Many of the latest models of business aircraft/rotorcraft come equipped with these systems, and airports can easily implement them. EGNOS, for example, is free of charge and an affordable alternative to the expensive ground infrastructure that many small airports simply cannot afford – making satellite-based navigation a winning solution for operators, airports, passengers and regulators.



An Eye on Safety

EBAA and EASA team up to shed light on Part NCC compliance



A hot topic in Business Aviation today is the impending August 25 deadline for Part NCC compliance. As of this date, all non-commercial operators of “complex motor powered aircraft” that are either registered or have their principal place of business in an EASA member state will be required to comply with the organisation’s Air Operations Regulation (EU) No 965/2012 relating to NCC operations. Introduced to ensure that an acceptable level of safety for private non-commercial operators corresponds to an equivalent of the performance based requirements for commercial operators, NCC operators must submit a declaration regarding their operations to their National Aviation Authority (NAA), regardless of where the aircraft is registered.

The EBAA is dedicating a great deal of energy to supporting operators and competent authorities in having a smooth transition from national rules to the new European regulation. For example, earlier this year the EBAA and EASA held a joint workshop to provide over 200 participants with information and examples of best practices to support the implementation of the new Part NCC rules.

One takeaway from the event was that with just four months until the deadline, there remains a lot of misinterpretation from all parties involved – operators, national authorities and regulators included. For instance, one issue that is causing continual confusion is the fact that the IS-BAO standard, an IBAC driven international standard issued and based on ICAO Annex 6-PartII for the same purposes as the NCC regulation, could only be recognised as an “acceptable means of compliance” by the EU. While the IS-BAO standard covers nearly 90% of the EASA regulation, within the remaining 10% there is substantial room for confusion. Bringing all parties together to address this gap went a long way to clearing up this grey area – and clearly demonstrated that such joint events are essential, particularly when dealing with complex regulatory issues.



On the Agenda

Industry visionaries coming to EBACE2016

The annual European Business Aviation Convention & Exhibition (EBACE), Europe’s premiere business aviation event, is set to land in Geneva 24 – 26 May. The event has a well-deserved reputation for being a who’s who and a what’s what of Business Aviation – a point made clear by the many industry and governmental visionaries set to participate.

This year, EBACE welcomes Bernard Kouchner, former Minister of Foreign Affairs of France and co-founder of Médecins Sans Frontières, who will discuss the important role Business Aviation plays in his organisation’s humanitarian missions around the world. Channel IT Group Founder and CEO Bassim Haidar will talk about how business aviation allows his company to carry out numerous development projects in remote areas, and EASA Executive Director Patrick Ky will provide an update on the Agency’s policy priorities.

In addition to the thought leadership happening at EBACE2016, attendees can also visit the static display to see the wide array of innovative solutions business aviation offers. Inside, the exhibit floor is set to be the largest in show history, with exhibitors coming from around the world. The convention also includes a packed agenda of workshops, lectures and panel discussions, covering everything from climate change to satellite-based technologies, women in aviation and aviation safety – to name just a few.

For business aviation professionals, end-users and everyone in between, EBACE is a must-attend show – so mark your calendars:

When: 24 – 26 May 2016

Where: Palexpo and Geneva International Airport

More Info: www.ebace.aero



With spring being a time of rebirth and rejuvenation, the EBAA has done a little spring cleaning itself – including a completely redesigned MEP Quarterly with a fresh and modern feel. As you read through this first edition of 2016, I'm confident you will find the new layout and content not only more engaging, but even more tailored to your information needs.

Although spring is usually about looking outward, sometimes we have to give pause and reflect within. Unfortunately, we find ourselves in a state of mourning and reflection following another act of callous terrorism and senseless violence. Keeping the victims of the Brussels terrorist attacks in our thoughts, it is only natural that we reflect on how security can be improved across the entire air transport industry to ensure such an act does not happen again. As such, it is an ongoing priority to move towards better risk-based security measures across aviation. The EBAA believes the future of security involves making better use of existing security tools in order to expand alternative measures and best practices, in particular, on the basis of what is being done outside of Europe with some degree of success.

Another ongoing priority is safety. On this topic, the EBAA has launched a number of projects that will support Business Aviation's leadership in establishing a more pronounced safety culture. From working with EU Commissioner for Transport Violeta Bulc on the Aviation Strategy, to a recent conference with EASA regarding new regulations and a proposal for the implementation of satellite based navigation technology at Europe's airports, when it comes to safety, European Business Aviation strives to maintain its reputation as Best in Class.

More concretely, the EBAA will officially launch an online safety occurrence reporting tool, called e-SORS, which will help operators meet both their mandatory and voluntary safety reporting requirements. The tool will be introduced at this year's EBACE convention and exhibition and will be widely available to all players in Business Aviation this June. I encourage members of the Parliament to join us at EBACE this May to learn more.

Fabio Gamba
Chief Executive Officer EBAA

Test Your Knowledge

Put your Business Aviation knowledge to the test:

- How many jobs can be directly and indirectly attributed to European Business Aviation?
371,000
- What does LPV stand for?
Localiser performance with vertical guidance
- How many Business Aviation departures happened in Europe during the first quarter of 2016?
123,038
- TAG Aviation Farnborough employs how many people?
200
- What does GNSS stand for?
Global Navigation Satellite Systems
- How much does it cost to use EGNOS?
nothing, it's free
- In what city will EBACE2016 take place?
Geneva
- Name one of the industry visionaries set to speak at EBACE2016
Bernard Kouchner, Bassim Halidar, Patrick Ky
- What is the deadline for Part NCC compliance?
August 25, 2016