

Business Aviation

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EASA Talks Basic Regulation: Interview with Luc Tytgat, Strategy and Safety Management

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EASA Talks Basic Regulation: Interview with Luc Tytgat, Strategy and Safety Management

As EASA Director of the Strategy and Safety Management Directorate, Luc Tytgat is in charge of defining the new strategy and raising safety intelligence as one of EASA's key priorities and developing a better and more agile regulatory framework. Prior to joining EASA in 2015, Luc Tytgat served as Director of the Pan-European Single Sky Directorate at Eurocontrol for four years, after having spent 20 years in the field of air transport and space at the European Commission and 10 years in the Belgian Air Force.

In the context of the revision of the EASA Basic Regulation, what are your recommendations for taking Business Aviation into account?

We need to adapt the European Union (EU) regulatory system to both changing market conditions and rapidly evolving technologies. Only modern rules will bring new ideas, approaches and solutions for business aviation.

In general, the regulatory system has to become more efficient, proportional, and flexible.

The revised Basic Regulation aims to develop a harmonised EU regulatory system based on a performance approach, focusing on processes as much as on results, and taking and implementing measures that are proportional to the risks.

Furthermore, the regulatory system has to be flexible enough to adapt to the specific characteristics of the business aviation sector, and to the optimal use of the available resources at EU level.

Business aviation should fit into the overall philosophy applied to the regulatory and rulemaking process and, therefore, should not be treated as a new project.

What priority elements should be covered in the revision of the EASA Basic Regulation?

The proposed amendments to the Basic Regulation aim to achieve a more integrated approach to reinforce EASA's presence at international level.

Regarding safety, the European Plan for Aviation Safety (EPAS) establishes a clear mandate to reinforce the link with national safety programmes. EPAS should be more transparent, evidence-based and data-driven, and should encompass all EASA safety priorities. This is reflected in EASA's sizeable Data4Safety project, the European Big Data programme for aviation safety.

Reinforcing EASA's contribution in the field of environmental protection is also paramount. New interdependencies are being developed between safety, environment and performance targets. EASA will also be formally associated with the REACH regulation process.

We need the appropriate resources and flexibility to ensure that these processes, especially the ones financed by industry, will be run in an effective and efficient manner. Furthermore, the possibility for EASA to have access to additional resources should be established, and the framework for the funding of tasks should be harmonised.

The role of EASA in the Single European Sky should also be clarified.

What are the key success factors for the revision of the EASA Basic Regulation?

The key success factors are a combination of improved existing and new factors:

- The further evolution of the EASA system with regard to safety, competitiveness, environmental protection, and quality of air services.
- Associating with or outsourcing more to national aviation authorities to further build up the EASA system.
- A new system to improve the ability to identify and mitigate safety risks, monitor performance, define a better environmental contribution, and address new developments in a dynamic way.
- Introducing different regulatory approaches proportional to the risks.
- Recognition of EASA at international level as the centrepiece of the European aviation safety system, and recognition of EASA's role within ICAO. This should endorse a higher level of safety, along with the reinforcement of the EU aviation industry's competitiveness and exports.

Together with the clarification of the role of EASA within the air traffic management area, all of these will also contribute to the deployment of the Single European Sky legislative framework.

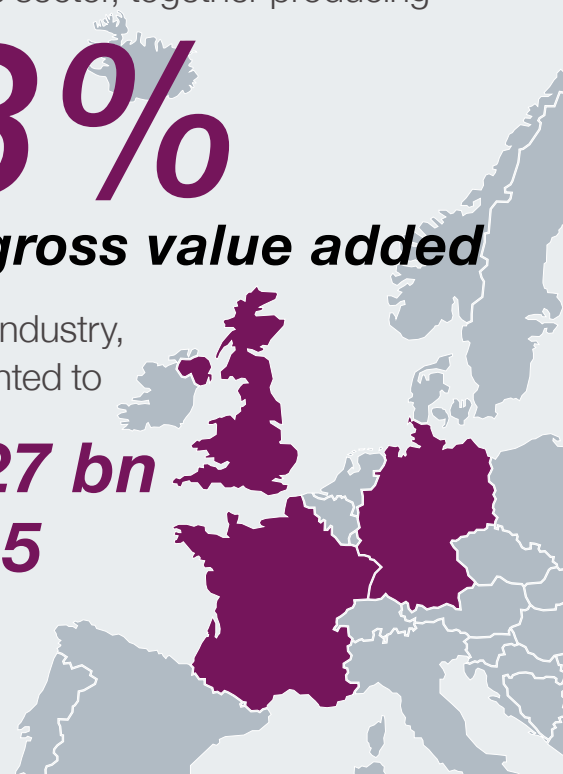
Did you know?

Germany, France and the UK are the main players in the sector, together producing

63%
of the gross value added

(GVA) of the industry,
which amounted to

EUR 27 bn
in 2015

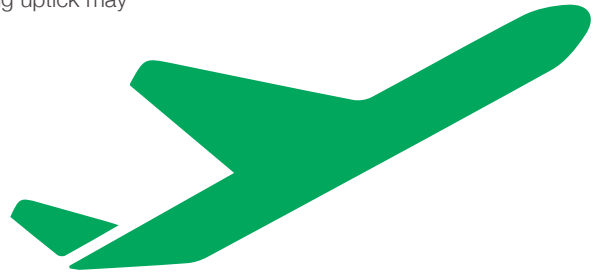




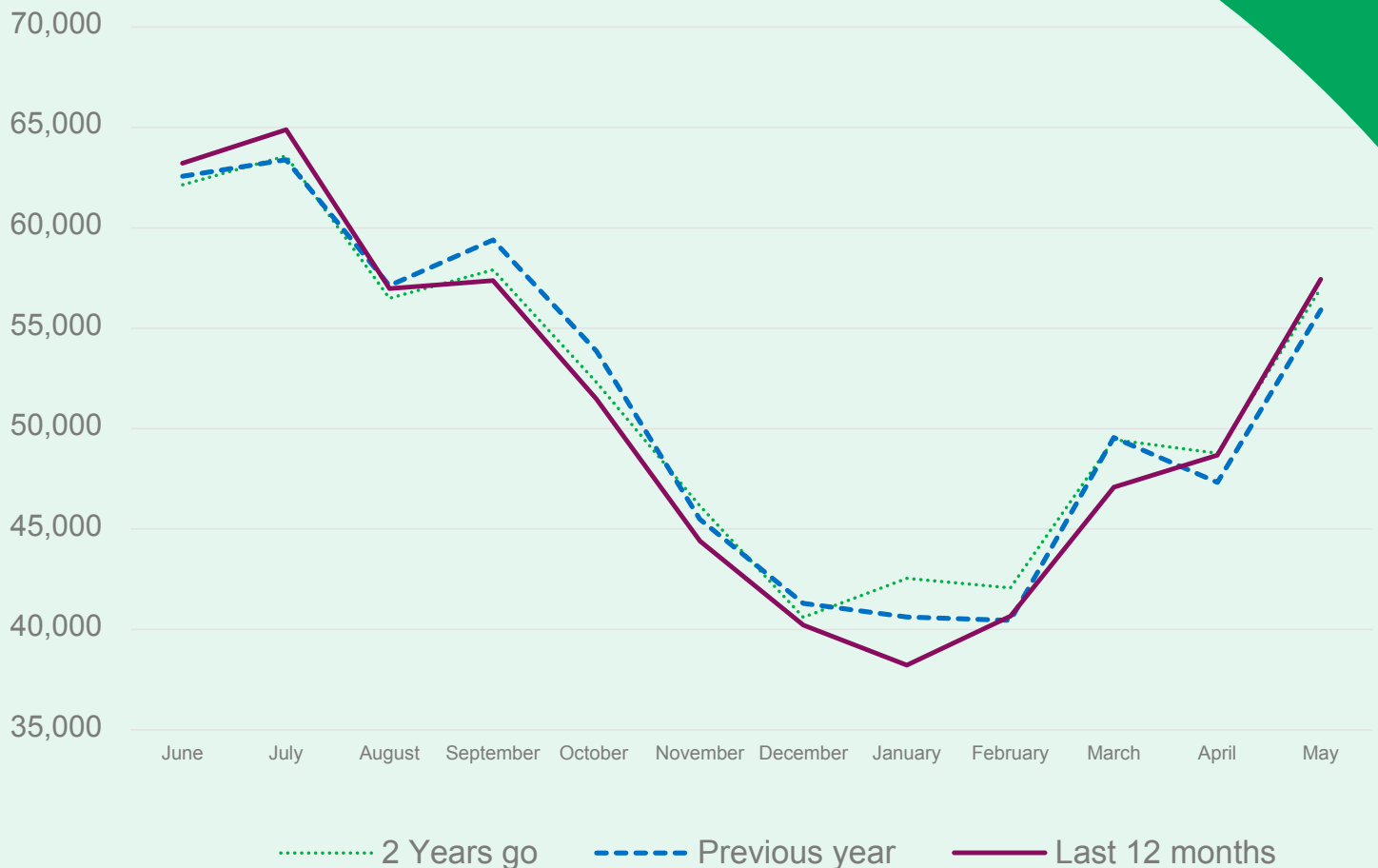
Business Aviation Traffic Figures

Business Aviation Traffic Figures – Back in Black? Traffic Figures on the Rise

The April and May traffic figures for departures, arrivals, internal and overflights for the EU28 show an increase of 3.3% and 2.7%, respectively. This rise in traffic compared to the same period last year provides a welcome turnaround in contrast to the first quarter of 2016. While two months of positive growth do not yet bring the year-to-date figures into the black, this promising uptick may mark a long-awaited turnaround that would bode well for the summer period.



Departures, arrivals, internals and overflights (DAIO) report





Patrick Ky Calls for Greater Role for Industry Standards Approach

In his keynote address to EBACE on 24 May 2016 in Geneva, Patrick Ky, Executive Director of the European Aviation Safety Agency (EASA) cited business aviation's remarkably low accident rate, saying it's clear the industry is "very mature in terms of safety management and risk." As EASA implements Part NCC and begins working on its new basic regulation, Ky said, "We should rely more on the industry's capability to undertake its own safety management."

This would be a fundamental change for EASA, but it would recognize that it oversees "an industry whose business is to be safe," said Ky. This year, EASA was taking this approach with initiatives "such as testing a risk-based approach for the certification of business aircraft and depending more on industry standards, IS-BAO for example, to reduce risk."

He added that the agency's rulemaking branch has been reshaped to collaborate more closely with the oversight branch for better understanding of how the rules are implemented and what their effects are. The regulators were also reminded to focus more on risk than on prescriptive rulemaking. "Regulation is not the goal," Ky said. "The goal is safety."

EASA Basic Regulation Changes Proposed

In the context of the Commission's proposal to review the EASA Basic Regulation, EBAA has proposed changes to the definition of commercial air transport to better reflect the wide range of air operations and has also proposed to develop detailed implementing rules, specific to each segment of the aviation industry. With regard to the extension of EASA scope, EBAA has proposed to remove the ground handling services and supports the use of existing industry standards which provide the required level of safety (e.g ISAGO, ISBAH).



Business Aviation Optimistic Toward SESAR2020

With the completion of SESAR1 marked by the SESAR Showcase in Amsterdam, 14-16 June 2016, and as the next phase is rolled out under SESAR2020, this an opportune moment to reflect on the positive aspects for business aviation.

“While we have had to make sure our voice is heard, in the end, the European business aviation community is pleased overall with the outcome of SESAR1 and we are looking forward to playing an active role in SESAR2020 going forward, particularly with Dassault’s membership in the programme,” says Fabio Gamba, EBAA CEO.

The business aviation sector is especially pleased with the positive outcomes on a number of satellite navigation-related initiatives in SESAR 1 and in particular the Augmented Approaches to Land (AAL) project, led by the sector. Recent SESAR AAL test flights have demonstrated the validity of new approach and landing solutions, which will not only benefit business aviation, but will improve flight efficiency for airlines as well and is a key enabler for the looming capacity crunch.

As the AAL project winds up this year, the EBAA will be looking to continue this and similar productive work under SESAR 2020.

First Aircraft to Fly 200 ft Minima Instrument Approach Using Europe’s EGNOS LPV200 Service

On 4 May 2016, Dassault’s Falcon 2000LXS became the first business jet to fly an Instrument Approach Procedure (IAP) with a published LPV minima of 200 ft, using Europe’s EGNOS LPV200 service. The flight, at Paris’ Charles de Gaulle Airport, was performed as part of initial European LPV200 trials, which also involved Airbus 350 and ATR 42-600 commercial aircraft.

LPV approaches make it possible to land at facilities not equipped with expensive instrument landing systems, which includes many small regional and local airports.

“The accuracy and stability of LPV guidance is really amazing, much better than with ILS,” said Dassault test pilot Jean-Louis Dumas, who was at the controls alongside operational pilot Olivier Perriaud during the EGNOS LPV200 trials. “Lowering the minima to 200 ft will be a great boon for European business aviation operations.”

EBAA is working closely with the European GNSS Agency to boost LPV deployment in Europe, the rate of implementation of which currently stands considerably behind that in the US.





A Stake in the Issue

Commensurate Implementation of Passenger Name Record Directive to Business Aviation

The provision of Passenger Name Record (PNR) data is widely considered as a necessary step in the fight against terrorism and serious crime. Notwithstanding this, it is important that new requirements are proportionate to all sectors of activity within the scope of associated legislation.

The vast majority of Business Aviation operators are small or medium sized enterprises (typically 25 to 50 employees with between three and seven aircraft on average in their fleet). In most cases, Business Aviation operators do not boast large or complex Flight Operating Centers (FOC) to manage their daily operations. Moreover, their IT systems are not as sophisticated as those used by airlines with automatic data transfer. Many operators have actually no reservation system at all. The rules related to the aviation data collection must be adapted and proportionate to each segment of the aviation sector, to the size of the companies in question and the number of passengers that they carry. Small structures should not be treated in the same way as large and complex ones.

The EBAA therefore requests that operations using aircraft with a capacity of 19 or fewer passengers be either fully exempted or treated in a specific way more commensurate to their size and specificities, in accordance with the Directive's scope imposing the data transfer to air carriers 'to the extent that they have already collected such data in the normal course of their business', which obviously limits the scope to operators already having the capability to ensure data transfer by electronic means.

Extension of the GBER to Ports and Airports Welcomed

EBAA fully supports the Commission's long-overdue initiative to simplify the aid measures for regional airports falling into the General Block Exemption Regulation (GBER) scope. This is a step in the right direction to facilitate and speed up the implementation of projects at regional and smaller airports, as it corresponds to a de facto recognition of the important role that these airports play for their community.

This is also an excellent opportunity to foster and maximise the best use of existing airport capacity, which is a key pillar of the Commission's Aviation Strategy.

ATAG EP Forum Airs Views on Aviation CO₂ Emissions

At the ATAG European Parliament Forum on 16 June 2016, Members of the European Parliament and industry representatives gathered to discuss the current negotiations underway at the International Civil Aviation Organization (ICAO) on a global market-based mechanism for aviation's CO₂ emissions. The Forum was well attended by representatives of the various stakeholders, including the European Commission, the European Regional Airlines Association (ERA), the Aerospace and Defence Industry Association (ASD), and the World-Wide Fund for Nature (WWF).

"The panel discussion agreed that it was important for all stakeholders to build consensus and ensure that agreement was reached on one global mechanism, which wouldn't lead to a double counting process," says Bruce Parry, recently appointed EBAA Senior Manager Environment.



AIR OPS Europe a 'Crucial' Platform for Business Aviation Support Services Community

A wide-range of industry-leading companies from the business aviation ground services community have confirmed their participation in AIR OPS Europe, a premier event taking place 12-13 October 2016 in Cannes, France, to network, debate policy and market ground support services.

"AIR OPS Europe will be a great platform to network with key decision makers and strengthen existing relationships with our customers," says Paul James, DC Aviation. "It's also a great venue to learn the latest industry trends and share best practices."

"This business aviation support services convention will give us the opportunity to see our customers and providers, expand our network and be a part of the debate regarding the legislation and standardization of procedures for improving the ground operations services provided to our customers," adds Karim Berrandou, G-Ops.

"At GlobeAir, we strongly believe that the key for success lies in having a network of trustworthy international partners throughout the entire value chain, and AIR OPS Europe has the potential to become a crucial platform to guarantee transparency and synergy in our industry," says Bernhard Fragner, Founder & CEO, GlobeAir.

For more information: www.airopseurope.aero



CEO's corner



Get SET for Growth

Innovative designs and technology can open up new market opportunities, so long as regulations keep up with the pace of innovation. This is precisely the case with the promise of cleaner, more efficient, single engine turbine aircraft for commercial operations in Europe. Thankfully, regulators are seeing the light, due in large part to the great work done by EASA and its recent positive opinion on single engine turbine for commercial operations in instrument meteorological conditions (CAT SET-IMC).

One of the main advantages of the single-engine turboprop is that it can offer air services to remote regions and cities with small airfields that are just not accessible by other means. From an environmental standpoint, there is also a strong argument in favor of SET aircraft, which have a more favorable footprint.

Our industry is ready to harness the benefits of commercial SET operations in Europe – now we just have to make sure national regulators understand the virtues of this low risk, high value proposition.

Fabio Gamba
Chief Executive Officer EBAA