

Business Aviation

MEP Quarterly



Interview with...
Jacek Krawczyk
President of the Employers'
Group, EESC

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Interview with... Jacek Krawczyk, President of the Employers' Group at the European Economic and Social Committee (EESC)

The latest EESC Opinion on the Aviation Strategy managed to identify a number of essential points for ensuring the Strategy's successful implementation. The EESC supports a holistic approach to further consultations with all stakeholders. What elements do you recommend be taken into account in setting up such a holistic approach?

First and foremost, the overarching goal of the EU Aviation Strategy should be to improve the investment climate so as to encourage more European investment in the EU aviation industry and increase the competitiveness of the sector and its role in the economy. Aviation can still be a money-making business in Europe!

Secondly, as the past clearly showed, a number of initiatives in European aviation failed due to insufficient implementation. This time it must be different. All stakeholders, all parts of the aviation value chain must be involved in the preparation of the Aviation Strategy and must see benefits emerging from its swift implementation. Only with strong political leadership from the Commission and the broad-based support of stakeholders and Member States will the Strategy succeed.

Thirdly, we have to address the needs of European aviation, taking into account the interests of all stakeholders. In the past, regulations on aviation often enhanced one aspect while distorting another. Future actions must be based on an in-depth, multidisciplinary evaluation of the sector.

The Commission has initiated a review of the guidelines on State aid for airlines and airports. How does the EESC feel about this decision to review and slightly modify the Commission's originally stricter application of the State aid rules?

During the last review of the guidelines, the EESC strongly regretted that the Commission had eased the initial proposal. In our opinion, the final guidelines did not provide enough tools to improve transparency in terms of State aid. The rules on State aid must, first and foremost, be clear and transparent. Any further loosening of the rules will make them less effective. We must provide a level playing field both within the EU and internationally.

"All parts of the aviation value chain must be involved in the preparation of the Aviation Strategy"

Before changing the rules, we should improve implementation of the existing ones. For that, we need to know exactly how State aid is allocated. The EESC has already suggested, in two different opinions, that the Commission should assess all State aid cases, and provide information on the amount and type of aid, its actual impact on regional development and efficiency of the economy and its impact on employment from a quantitative and qualitative point of view. Unfortunately, our proposal was not taken into consideration. In Europe, there is too much airport capacity in the wrong places.

SESAR, as the technological pillar of SES, can effectively support further EU ATM integration by creating new common technological applications. In this regard, what is the EESC's view on the implementation of satellite-based technologies at regional airports as a catalyst for EU ATM integration?

In my opinion, SESAR is an extraordinary example of effective cooperation between policy-makers (both at EU and Member State level), academia and industry. It could be treated as a case study for the future, especially on effective public-private partnership.

New technologies are one of the most efficient ways to improve the effectiveness and competitiveness of the EU ATM system and thus the whole of EU aviation. I support the implementation of all innovative solutions in European ATM, including satellite-based technologies at regional airports. However, the development of regional infrastructure should be preceded by a feasibility study. As we underlined in our opinion on airport capacity, investment in infrastructure should be justified by proportionate benefits in terms of capacity and operational excellence.

Did you know?

Business Aviation has access to more than

1000
airports in Europe

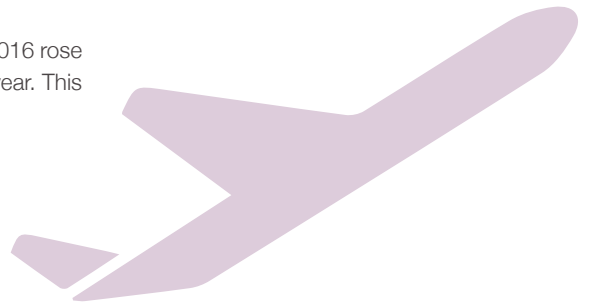
– this compares to commercial aviation only serving some 300 airports in Europe.



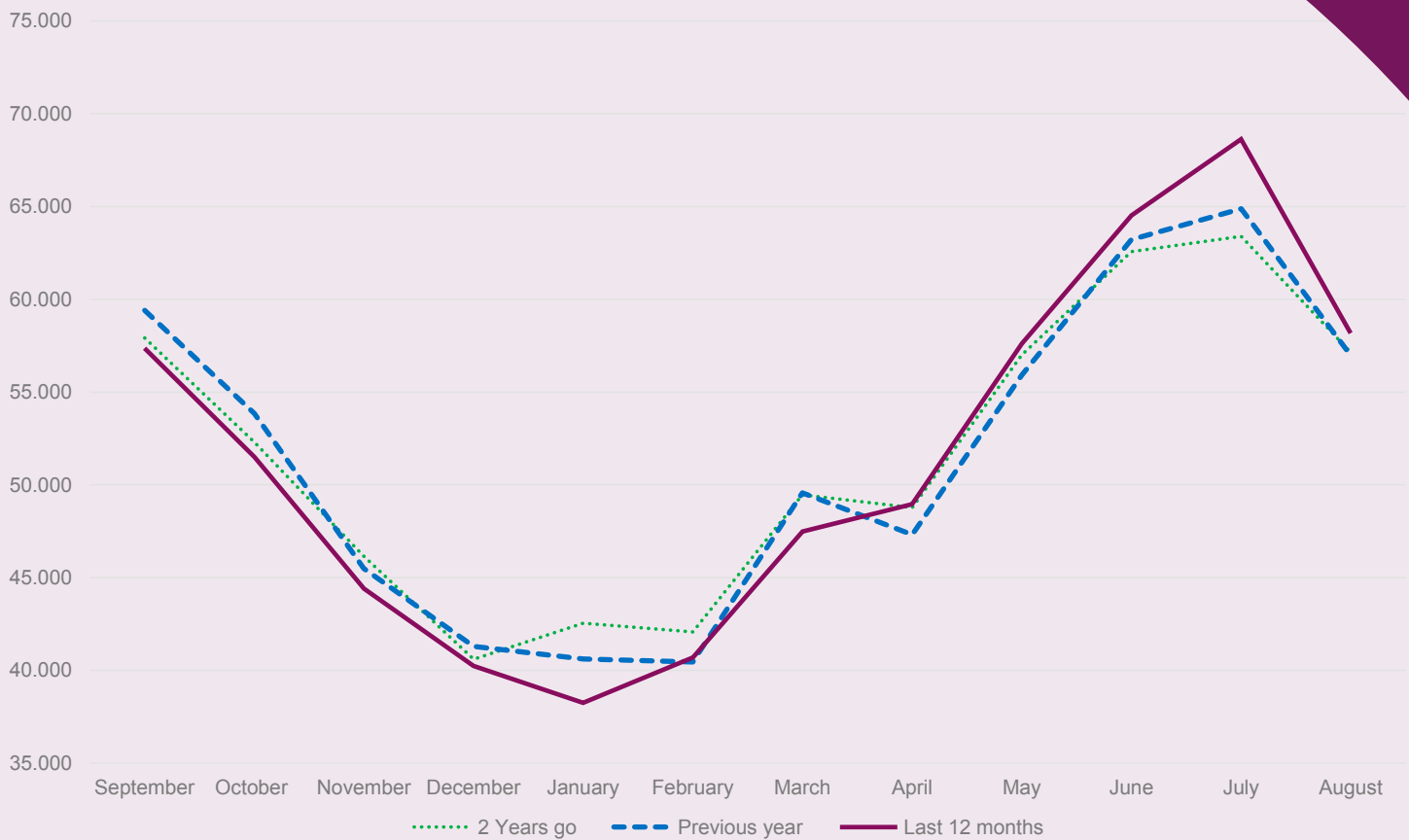
Business Aviation Traffic Figures

July and August Flights Soar

After slowly gaining altitude in Q2, traffic figures for daily departures for the EU28 in July 2016 rose sharply to 5.5% followed by 2.1% growth in August, compared to the same period last year. This brings the YTD 2016 growth of average daily flights firmly into positive territory at 0.9%.



Departures, arrivals, internals and overflights (DAIO) report



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To view the complete Traffic Tracker Report [follow this link](#).



Part NCC Compliance Network Established

Because of the challenge faced by some operators with the entry into force of the EASA Air Ops Regulation 965/2002 Part-Non Commercial Complex (NCC) on 25 August 2016, EBAA has setup a support network to assist members with compliance. “We have informed EASA about this initiative and they strongly support it,” says Fabio Gamba, CEO of EBAA.

Part-NCC applies to any operator with aircraft with principal place of business in Europe and of more than 5,700kg and/or with more than one engine, or rotorcraft of more than 3,175kg and/or with a crew of at least two.

The changes that Part-NCC will foster should not be underestimated and in substance will require that operational rules for non-commercial operators get more closely aligned with those of their commercial counterparts, in a proportionate way. Among other things, Part-NCC operators are expected to:

- Have an operations manual
- Have a safety management system, and
- Submit a declaration of compliance to their relevant National Authority

“We are taking this extraordinary step because EBAA has a duty toward the Business Aviation community,” says Gamba. “This duty includes making sure that European rules apply seamlessly across Europe and do not unduly discriminate against any sectors of the community. This is why we consider that a uniform application of Part NCC is important and hence why we are devoting so much time and effort to make it happen.”





A Stake in the Issue

EASA – PBN Implementation in the European Air Traffic Management Network

EASA recently published [Opinion 10/2016](#) addressing safety, interoperability, proportionality and coordination issues related to performance-based navigation (PBN) implementation in the European air traffic management network.

This Opinion includes a proposal that air navigation service providers (ANSPs) and aerodrome operators should implement a list of proposed changes to improve safety, ensure a harmonised implementation of PBN operations consistent with the ATM Functionality AF 1 and support the implementation of the European Air Traffic Management Master Plan.

While the EASA opinion simplifies the business operator's life in some ways (e.g. the common core pilot qualification requires a mandatory PBN-related training, meaning that the LPV SBAS qualification is now included in the standard PBN pilot training), it also contains grey areas. These include standardised aircraft RNP1 requirements and scope alignment between PBN and Pilot Common Project (SESAR Deployment) regarding the implementation of PBN approaches to airports.

The EASA opinion is now in the hands of the Commission, which will submit its own legislative proposal (taking into account the EASA opinion) to the Single Sky Committee by the end of the year. EBAA will call on the Commission to bring further clarification and flexibility where necessary.

ICAO to Agree on New Market-Based Mechanism for Aviation

By the time you read this, the 39th General Assembly of 191 Nations at ICAO will be meeting in Montreal as part of its deliberations to agree on a framework to implement a global market based measure that will help to achieve the business aviation sector's goal of carbon neutral growth.

Through ICAO's Committee on Aviation and Environmental Protection, the business aviation community has made significant contributions to the work towards establishing a global offsetting scheme that will achieve this.

This will be an important milestone within the "basket of measures" of environmental improvements towards an overall reduction of environmental impact. Already, 50 of the member states have voluntarily committed to joining the scheme when it starts at the beginning of the next decade, with more expected to do so prior to the assembly.

Ever since the business aviation community published the Business Aviation Commitment on Climate Change, it has been working diligently to fulfil its three goals of reducing CO2 by 50% by 2050 (relative to 2005), improving fuel efficiency by 2% per year from 2010 to 2020, and carbon neutral growth by 2020. These goals will be achieved through improved aircraft technologies, operational and infrastructure improvements and market based measures.

An update on the Business Aviation Commitment on Climate Change will be published in advance of the General Assembly as guidance to policymakers on how the business aviation community has been performing against the goals it set itself in 2009.

"We are confident that the ICAO General Assembly will agree on a suitable scheme going forward that will give the clarity and certainty that our operators desire with such a scheme in order that they can contribute in a straightforward and simple way towards the business aviation community's commitments in the future," says Bruce Parry, EBAA Senior Manager Environment.

EBAA intends to build on this agreement and the other activities included in the basket of environmental measures that are already delivering improved aircraft technologies, operational and infrastructure improvements and the gradual introduction and use of sustainable alternative aviation fuels. All of these elements are already contributing toward the overall improvement of the sector's environmental performance and goals.



Aviation Strategy - EP Presents Draft Report

On 26 September, the TRAN Committee of the European Parliament presented a Draft Report in response to the European Commission's communication on an Aviation Strategy for Europe published on 7 December 2015. As an Own Initiative Reports (INI), the Aviation Strategy is an important tool in the early phase of the legislative cycle trying to shape the agenda.

EBAA welcomes the Draft Report, which contains certain points that neatly reflect one of its priorities, i.e., the need to overcome the capacity crunch at many airports. In this regard, EBAA is in favour of a twofold approach:

- To review the current Slot Regulation to allow airports and national authorities to recognise grandfather rights where they have been established for both scheduled and non-scheduled operations; and
- To maximise the use of regional airports through existing low cost and widely applicable technologies, such as EGNOS, utilising the SESAR programme which promotes the deployment of GNSS-based approaches.



Members Split on Brexit Repercussions

Following the 23 June referendum in the UK in favour of leaving the European Union, the EBAA recently surveyed its members on their priorities and concerns regarding the potential effects of Brexit on our industry. The ambiguous results largely reflect the broader uncertainty surrounding the issue.

With a rather good response rate of some 50% of operators, this is clearly an issue of concern. While only 20% of respondents say they already feel the impact of Brexit on their business, they are roughly split evenly between Yes, No, and Uncertain when it comes to the expected impact once it comes into effect.

There is similarly no clear trend on the regulatory/legal way forward. Members are evenly split 50/50 regarding the question of reciprocal access between the UK and the EU Single Market. The clear majority of operators (67%) say they will not relocate their activities as a result of Brexit, however, presumably under the assumption that satisfactory arrangements for access will be agreed.

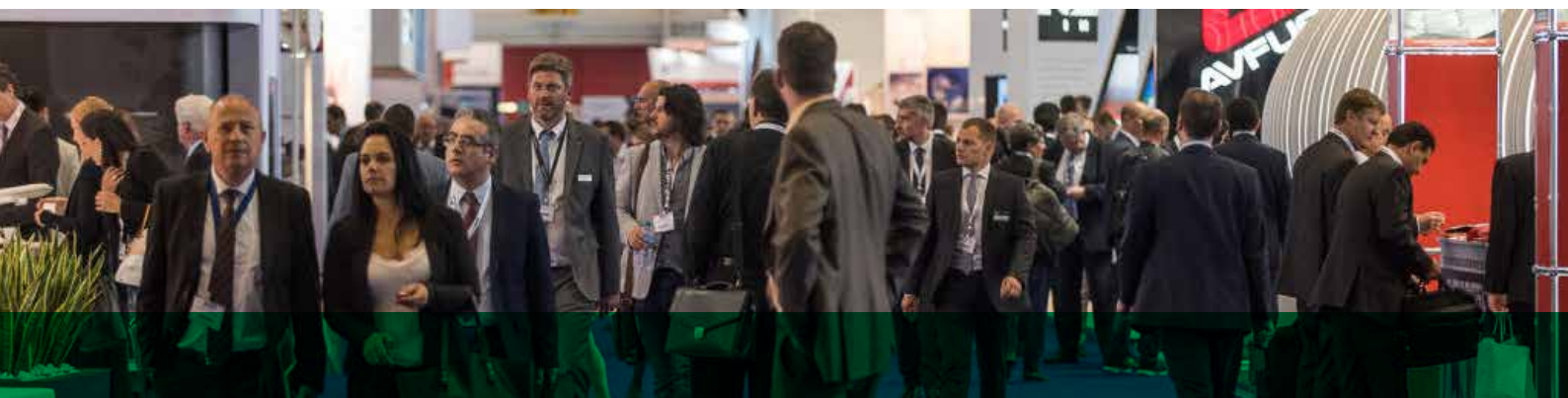
We will consider following up with a second questionnaire down the line once the issue has become more concrete.



A wide-range of industry-leading companies from the business aviation ground services community have confirmed their participation at AIR OPS Europe, a premier event taking place 12-13 October 2016 in Cannes, France. AIR OPS Europe offers unique networking opportunities and access to key business aviation operators and the support community, along with regulators in Europe, together in one forum.

For more information, go to:

<http://airopseurope.aero>



Meet Your MEP

As the voice of Business Aviation in Europe, one of our key functions at EBAA is to bring our members closer to legislators to enhance awareness and knowledge of Business Aviation at the EU decision-making level.

Bearing this in mind, we are launching a new kind of communication campaign – Meet Your MEP – aimed at bringing our members and their respective MEPs together to meet in Brussels or in their constituency.

At EBAA, we strongly believe this campaign will be a highly valuable exercise for the MEPs by enabling them to meet and have a direct dialogue with the people behind the Business Aviation industry, gathering information 'on the ground' so to speak and, in the case of an on-site visit, gaining practical insight into the true impact and footprint of Business Aviation in their constituency and region.

Fabio Gamba
Chief Executive Officer EBAA

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EBAA - The Voice for Business Aviation in Europe
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