

Business Aviation

MEP Quarterly



Interview with Florian Guillermet Executive Director of the SESAR Joint Undertaking

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Interview with... Florian Guillermet, Executive Director of the SESAR Joint Undertaking

Florian Guillermet is Executive Director of the SESAR Joint Undertaking, the public-private partnership responsible for defining and developing a high performing air traffic management system for Europe. Florian has been working in the field of civil aviation for more than 20 years, starting in the flight planning department of Air France before going on to the French Air Navigation Service Provider (DSNA), where he held several managerial positions. He then joined the European Central Flow Management Unit at Eurocontrol, where he contributed to a range of operational and IT projects. His experience ranges from ATM systems definition and implementation, to network operations management. In June 2008, Florian joined the SESAR Joint Undertaking, first as Chief Programme Officer to manage the SESAR Programme, and then as Deputy Executive Director Operations and Programme in 2012. Since 1 April 2014, he leads the SESAR Joint Undertaking as Executive Director.



The first phase of SESAR R&D is coming to an end and SESAR 2020 is about to take off. What will be the key priorities?

The role of technology and innovation are recognised in the EU Aviation Strategy as key enablers to boost Europe's economy and secure its leading role in international aviation. SESAR 2020 and its support of the Single European Sky are part of the Strategy's vision to overcome a number of short, medium and long-term challenges that stand in the way of fully exploiting the economic potential of the industry. They include dealing with the forecast increase in traffic through the introduction of automated tools and data communications to enable air traffic controllers to safely concentrate on value-added tasks. Airports are also reaching saturation and require solutions to maximise their capacity in all weather conditions, such as satellite-based tools for accurate navigation and landing. At the same time, European economic recovery remains slow;

this challenges the aviation and ATM industries to increase their productivity, sustainability and competitive edge. Technology and innovation are key enablers in this regard, allowing, in the medium term, for the development of leaner and more modular systems that are easier to upgrade and more interoperable with each other. In the longer term, virtualisation and the move towards 'connected aviation' will allow for a more efficient and flexible use of resources, substantially improving the cost efficiency of service provision and relieving congested airspace. SESAR 2020 will also address emerging challenges such as how to integrate drones into the airspace and ensure the system remains cyber resilient.

One of the most successful SESAR 1 demonstration projects called 'Augmented Approaches to Land' conducted over 360 trial flights in real-life environments. It demonstrated the feasibility and accuracy of some new technologies and operations that can provide benefits to the aviation community and the population.

In conjunction with other means, the Satellite Based Augmentation System (SBAS) precision landing capability was one of the project cornerstones. Will SBAS be further considered in the SESAR 2020 programme?

The Augmented Approaches to Land (AAL) large-scale demonstration project was very successful in demonstrating not only the accuracy of satellite-based precision landing tools, like SBAS supported by enhanced vision systems (EVS), but also the benefits these technologies offer in terms of increasing accessibility to local and regional airports at a much lower cost than current landing systems. Taking forward the work of AAL as well as other SESAR 1 projects, SESAR 2020 will look at the use of EVS with legacy sensors at airports for both take-off and landing, as well the human factors related to the use of affordable head down display with legacy sensors. These technologies will also be explored for use in enhanced rotorcraft and general aviation operations.

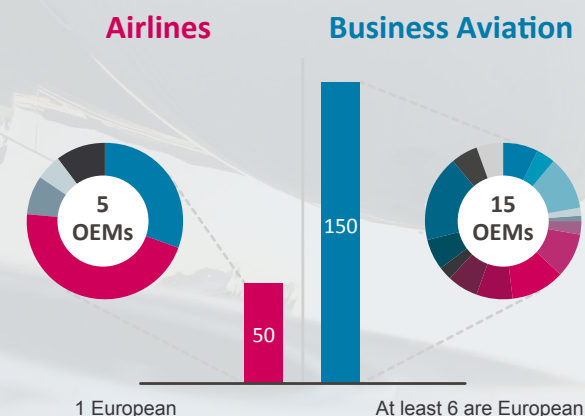
Where do you see Business Aviation's contribution fitting best in the SESAR 2020 programme?

As shown in the European ATM Master Plan, SESAR is a performance-driven project that recognises and seeks to address the needs of all stakeholders, including business aviation. SESAR 2020 seeks to answer the needs of the BA community as we see it is a very important category of airspace users for ensuring connectivity in Europe, enabling businesses to travel almost anytime, anywhere efficiently. In this respect, the programme is developing the above-mentioned solutions (SBAS, EVS) to increase accessibility to regional airports as well as adapted arrival procedures to enable BA aircraft to land at major airports. Of course, work continues on free routes for high density and lower airspace, as well as sector-less or flight-centric operations, which will also benefit the BA community.

Did you know?

3:1 Ratio Business Vs. Airliner Aircraft Manufacturers

In the Commercial Airliner industry, there are some 50 types of aircraft made by only 5 manufacturers (most by just 2 OEMs: Airbus and Boeing).

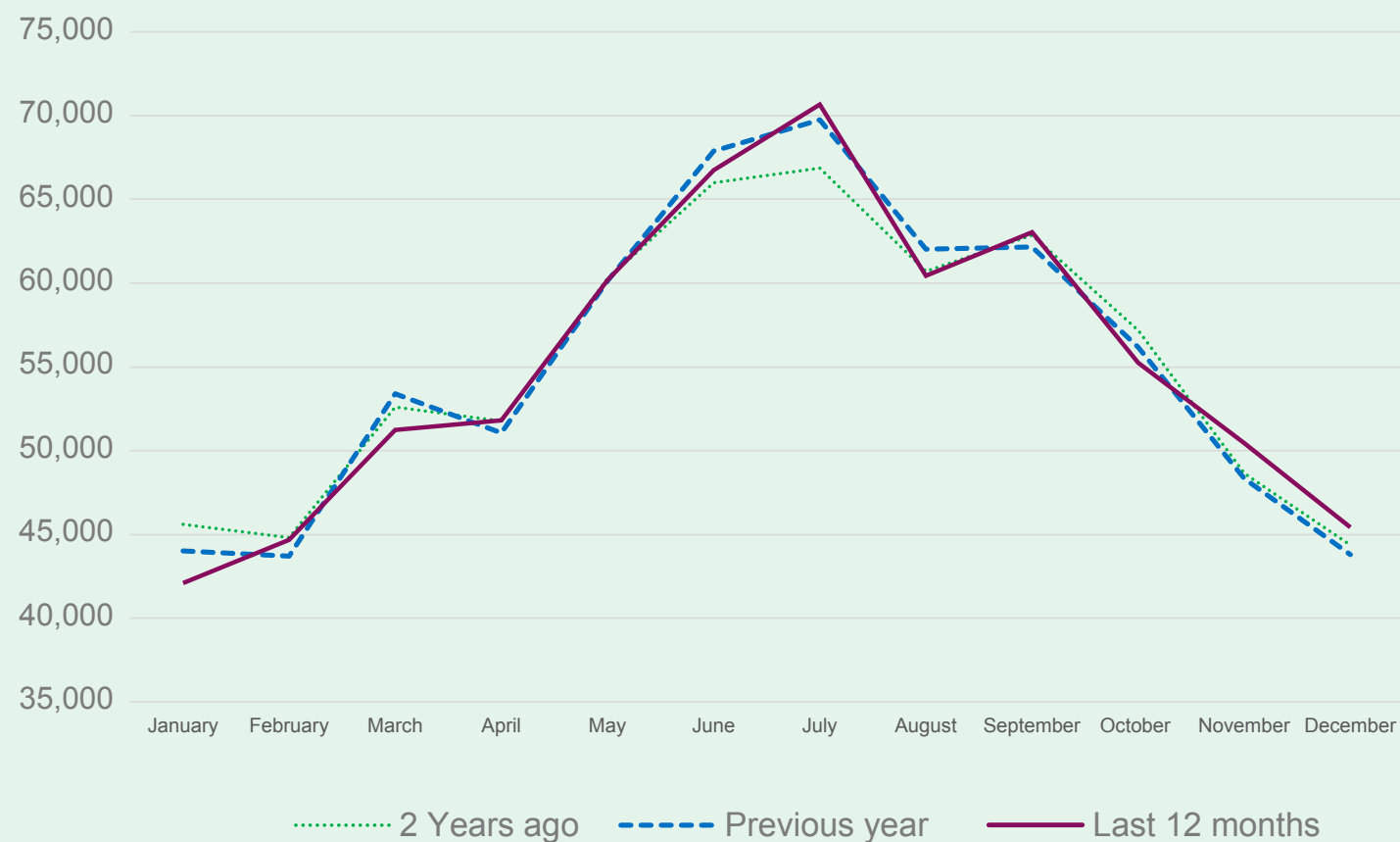


In the Business Aviation sector, there are more than 150 types of aircraft made by 15 different manufacturers – of which 6+1 are European: Dassault (France), Dornier (Germany), Piaggio (Italy), Diamond (Austria), Pilatus (Switzerland), Daher Socata (France) + Airbus (Europe).

Fourth Quarter Climb

After a shaky start to the fourth quarter, traffic figures for Business Aviation climbed strongly in November and December, with growth of 4.3% and 3.7% respectively, compared to the same months the previous year. This strong end of year result was almost enough to level the year off, with a slightly negative rate of -0.1% in daily departures in the Single European Sky area in 2016, compared to the previous year.

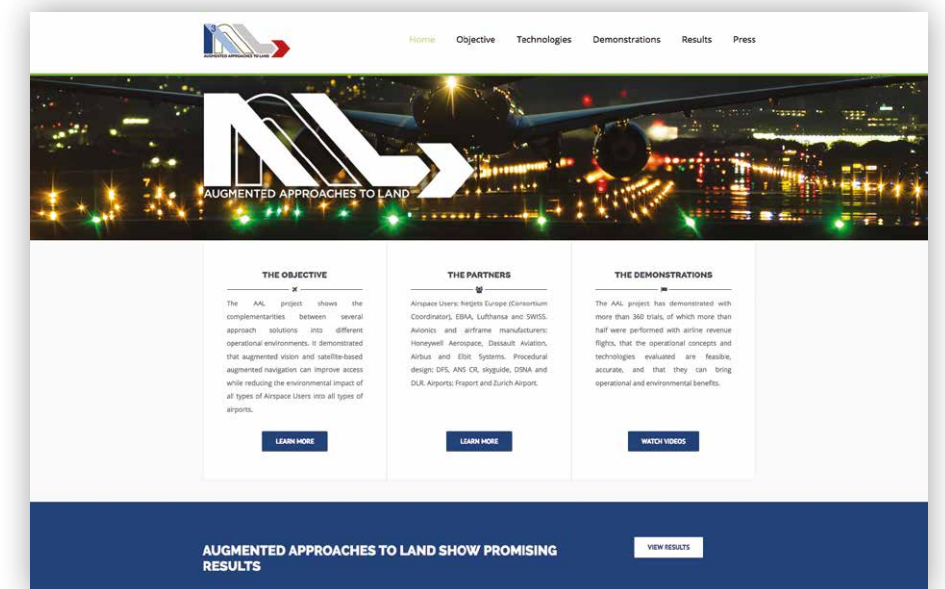
Departures, arrivals, internals and overflights (DAIO) report



Satellite-Based Augmented Navigation Trials Prove Technology

A two-year demonstration project involving 15 partners from across the aviation sector, Augmented Approaches to Land (AAL – see cover story this issue), has showed that curved satellite-based augmented navigation and augmented vision can improve airport access while reducing the impact on the environment. This ambitious SESAR Large Scale Demonstration project conducted over 360 trial flights, both with Airbus and Boeing airliners as well as with Dassault Falcon 900 and 7X business aircraft.

These trial flights were conducted in real-life environments to validate new technologies and operations that have proven to be feasible and accurate, and which can provide benefits to the aviation community and the population. The results of the project are presented on the dedicated AAL website, www.aaldemo.eu.



ICAO Shares Perspective at Annual EBAA Safety Conference

In sharing the Montreal-based organisation's perspective on global aviation risk portfolio, ICAO Representative, Captain Miguel Marin, expressed ICAO's recognition of EBAA's efforts in maintaining a dialogue between business aviation industry and the International Civil Aviation Organization. This was one of several pressing issues addressed by senior aviation professionals from various civil aviation sectors, including Civil Aviation Authorities, manufacturers, business aviation operators, aviation brokers and aviation enthusiasts at EBAA's Annual Safety Conference, 28-29 November 2016.

Participants at the Vienna event also discussed Part NCC compliance, augmented approach procedures for all types of airports, and pending EASA amendments to existing regulations. In addition, attendees had the opportunity to get first-hand experience on EBAA's safety occurrence reporting tool, E-SORS, as well as on the usage of IS-BAO in conjunction with Part- NCC, in order to fulfil EASA regulatory requirements.

IS-BAO Programme Director, Ben Walsh commended the event for contributing to closer cooperation between all partners in the business aviation sector. "This is the only way we can build trust and enhance safety culture across the entire community," he said. "Sharing common views and information concerning safety and safety occurrences can only contribute to our business' development and increase our spectrum of safety awareness."

Regulators and Industry Debate Europe's Aviation ETS

"Europe's aviation ETS will have to be reconsidered" in light of the October agreement reached at the International Civil Aviation Organization (ICAO) in Montreal, said Peter Vis, a senior advisor at the European Commission in charge of transport decarbonization. He was speaking at a 7 December conference organized by EurActiv on Innovation in Aviation. "We all have to act very quickly," he added, urging legislators in the European Parliament and the EU Council to stand ready for a quick approval of the revised ETS, so its scope doesn't inadvertently revert.

Jacqueline Foster, a British Conservative MEP who is vice-chair of the European Parliament's sky and space intergroup, commented that she preferred dropping the aviation ETS completely, but admitted this wasn't the majority view in the European Parliament where most MEPs want to strengthen it.

Representatives of manufacturers indicated that whatever scheme that is eventually adopted would need to encourage innovation in technologies to help curb aircraft emissions. Ron van Manen, Clean Sky Programme Manager, added that there was "no alternative to aggressive investment in technology" to reduce the aviation sector's carbon emissions.

Meet Your MEP Campaign Launches in Malta and Romania



The EBAA recently launched its new 'Meet Your MEP Campaign' with two productive events in November – one meeting took place in Malta and another was organized in Romania. The aim of the campaign is to bring MEPs together with EBAA members and business aviation stakeholders in their constituency to help the parliamentarians to better appreciate the value and needs of business aviation.

Organized jointly by EBAA and the Malta Business Aviation Association, and hosted by MCM Group, more than 20 professionals gathered near Valletta, Malta, to meet MEP Dr Miriam Dalli. The informal discussions between members and the MEP centred mainly on environmental challenges, in particular, the future of EU-ETS in the aftermath of the ICAO Agreement. "This event was a unique opportunity to raise MEP Dalli's awareness of the value and importance of Business Aviation for the Maltese Islands," says Stanley Bugeja, President, Malta Business Aviation Association.

The other Meet Your MEP event was held in Craiova, Romania, with MEP Marian-Jean Marinescu and all three EBAA members in the country, along with key aviation professionals. As a concrete outcome, Mr. Marinescu agreed to sponsor a satellite-based navigation event at the European Parliament in early 2017. He also proposed to endorse a resolution on revising the guidelines regarding State Aids for regional airports.

"These Meet Your MEP Campaign launch events were extremely positive in terms of content and outcome, according to our members, which augurs well for future events," says Thomas Bouilly, EBAA Political Affairs Manager.



Chewing Over 'Decentralized Aviation'

MEP Ismail Ertug (S&D, DE) recently sponsored a lunchtime debate on 'Decentralized Aviation' and the crucial role it plays in connecting regions throughout the European Union. Organized by ERAC and ECOGAS, together with EBAA, the 29 November event at the European Parliament was an opportunity to raise awareness among parliamentarians of the valuable role aviation plays in this regard. Addressing MEPs and staff at the event, Thomas Bouilly, EBAA Political Affairs Manager, outlined Business Aviation's key priorities regarding the Aviation Strategy. These include enhancing airport and airspace capacity through wide implementation of new navigation principles based on the development of GNSS-based approaches made possible by EGNOS, as well as a facilitated allocation of State Aids to existing regional airports.

On the Agenda

Mark Your Calendar: Engaging with the European Parliament

As part of its ongoing dialogue and outreach activities in 2017, EBAA is organizing two key events with the European Parliament to kick off the year:

- 26 January 2017 – Cocktail for MEP Assistants and key aviation sector experts at EBAA offices
- 9 February 2017 – European Parliament conference on satellite-based technologies as a means to overcome airspace and airport capacity constraints, sponsored by MEP M. Marinescu



CEO's corner



Essentials of Access

For Business Aviation to play its key role in the European economy, reasonable and fair access to slots at major airports is vital. However, the European Commission's current Slot Regulation proposal fails to grasp the unique value proposition of non-scheduled and Business Aviation operators – that is, the ability to go anywhere at any time – and therefore could be detrimental to Europe's connectivity and the EU's regional development policy.

At the same time, greater access to local and regional airports could alleviate some of the burden on primary airports, while also contributing to the economic development of these areas. This could be achieved by enhancing airfield access through the greater use of satellite-based navigation (EGNOS) at regional airports, as well as the best use of existing regional airport capacity through revised state aid allocation rules.

As a specialized travel solution and regional investment facilitator, Business Aviation needs access to airports – both primary and regional.

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EBAA - The Voice for Business Aviation in Europe
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