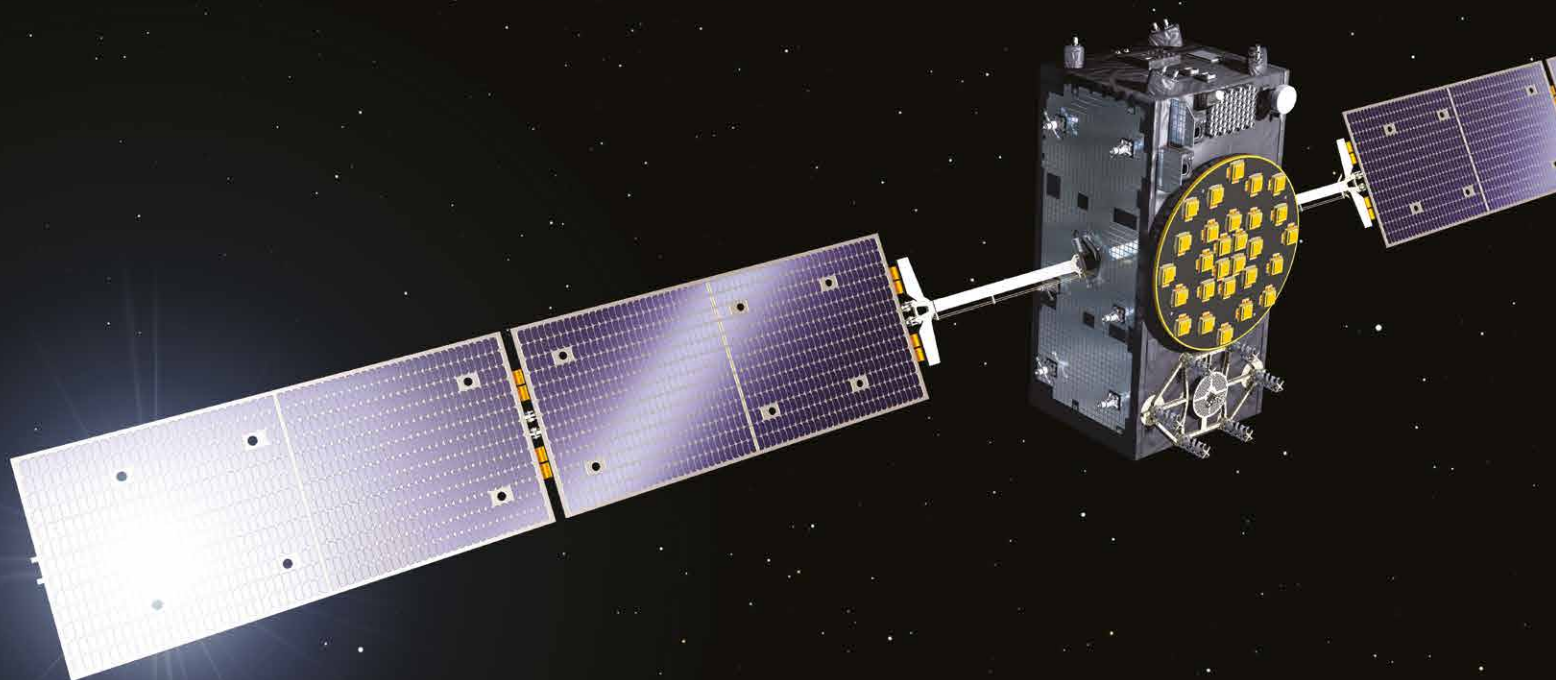


Business Aviation

MEP Quarterly



Interview with Pierre Delsaux Deputy Director General at DG Growth

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Interview with... Pierre Delsaux, Deputy Director General at DG Growth

Pierre Delsaux is Deputy Director General for Space Policy and Defence at the European Commission Directorate General for the Internal Market, Industry, Entrepreneurship and SMEs (DG Growth). Prior to his current mandate, Mr. Delsaux served as Deputy Director General for Internal Market and Services from 2011 to 2015 and Director responsible for regulating financial services, from 2007 to 2011. He started his career within the European Commission in the Directorate General for Competition in 1991, before which he worked in the private sector. He also served as Legal Secretary at the European Court of Justice from 1984 to 1987. He studied law at the University of Liège, after which he obtained his Master of Law at Northwestern University, in Chicago, in 1983.

The Commission published an excellent and promising Space Strategy last autumn, which aims to maximize the benefits of space solutions.

With regard to aviation, EBAA fully supports the need to promote the use of satellite-based technologies at airports. What is DG GROWTH's view on the EGNOS navigation system's contribution to regional connectivity? And to the European economy?

The benefits of satellite navigation are all around us. GNSS improves traffic flow and vehicle efficiency, guides users, and helps track parcels and shipments by providing added value logistic solutions. It facilitates civil protection operations in harsh environments, speeds up rescue operations and provides critical tools to coastguard and border control authorities. GNSS is also used for time-stamping financial transactions. Around 11% of the European economy relies on GNSS. With Galileo and EGNOS, users benefit from greater accuracy and availability, paving the way to the development of new space navigation-based applications.

As regards aviation, GNSS is a key enabler for Performance-Based Navigation, which is the future of all navigation concepts, including in the Single European Sky. EGNOS is designed to become a pillar for the modernisation of aviation in Europe. By bringing state-of-the-art navigation and landing capabilities to regional airports at

an affordable cost, EGNOS should boost regional connectivity. Airports can increase accessibility and safety by implementing approaches with vertical guidance without the need for investing in costly ground nav aids. In this way, regional airports remain accessible in all weather conditions and help in decongesting main hubs. The reduction in delays, diversions and cancellations leads to economic savings.

The implementation of GNSS technologies in Europe is lagging behind that in the US. What should be done, at EU level, to generate incentives for a wider deployment?

Indeed, the US has a longer experience with GNSS and therefore also had more time to create favourable conditions for the adoption of such technologies, including a long-term Federal Radio Navigation Plan and regulatory action to impose the use of satellite navigation for some operations. We see other regions, notably in Asia, following a similar path.

Europe should learn from this experience. The approach we are developing is based on three axes:

1. A clear vision on how EU GNSS can be used in various domains (notably aviation) following the adoption of the Space Strategy and the Aviation Strategy. In parallel, a European Radio-Navigation Plan is being developed.
2. Adopt the necessary regulatory measures setting-up common rules for EU GNSS adoption. The Performance Based Navigation Implementing Rule is an example of such key regulatory measures that the Commission can adopt.
3. Launch support actions for EGNOS adoption, including funding mechanisms.

How can stakeholders help in the Space Strategy's effective implementation?

One of the key objectives of the Strategy is to optimize the benefits that space brings to society and the wider EU economy. The Space Strategy is made to encourage and support European citizens and industry to better seize the opportunities offered by space applications, data and services. The success of its implementation will be measured by the increased level of market uptake as well as public awareness.

The space and business aviation sectors have a mutual interest in promoting and raising awareness of their activities, and synergies can probably be explored in communication activities.

Furthermore, as a key user of space applications, notably space-based navigation applications, business aviation can play a model and leadership role, showing the way to other potential users of safe and precise satellite signals and space services.

Finally, beyond this, all stakeholders are welcome to comment on the Strategy and propose concrete implementation measures that could make space even more useful for our life on Earth.

The Commission's Space Strategy stated that the Commission invites the European Parliament and the Council to discuss and support this Strategy, and to steer its effective implementation, in close cooperation with all relevant stakeholders. What are the concrete measures that DG GROWTH has taken or has planned to (further) engage with the European Parliament?

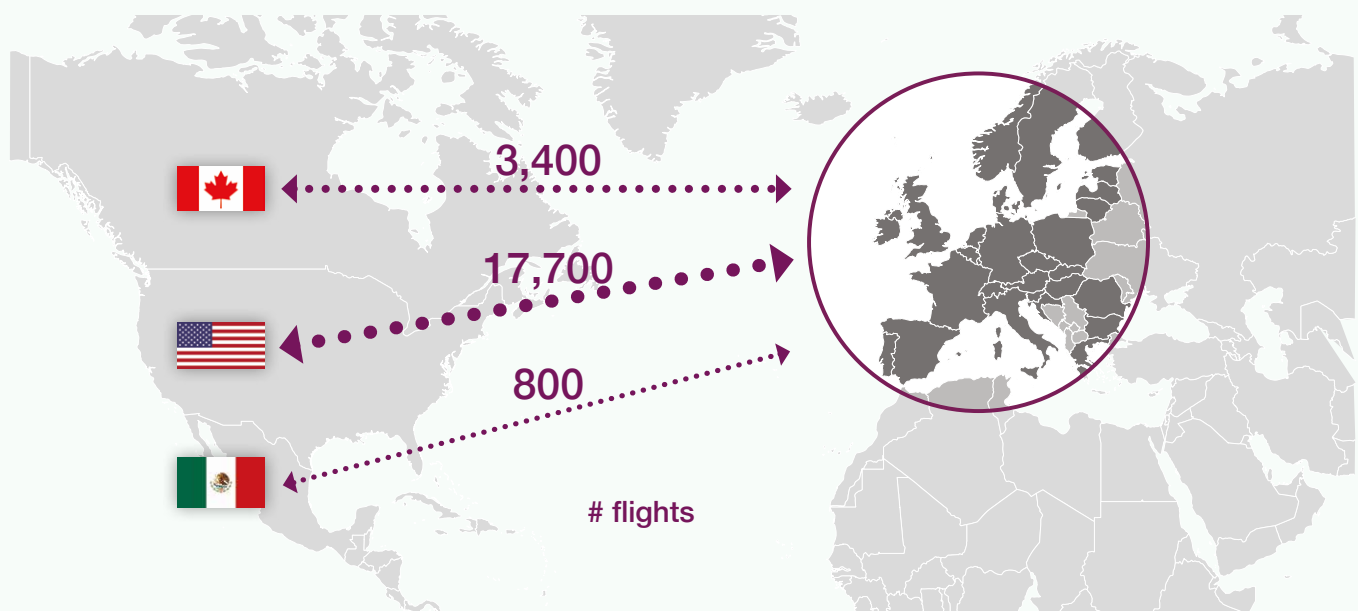
The Commission is closely following the preparation of the own-initiative report on the Space Strategy by the ITRE Committee, under the leadership of MEP Constance Krehl and the contributions of the other Committees concerned, such as PECH, AFET, TRAN, etc. The draft version of the Report, released on 27 March 2017, is very promising and contains useful recommendations, even in new areas that were not covered in the Strategy.

The Commission will continue to follow the progress of the Report and its adoption in plenary and will take its recommendations into account when developing its internal implementation roadmap.

The Commission was also involved in the EGNOS event organized by EBAA at the European Parliament on 9 February 2017 and is prepared to support further events of this kind.

Did you know?

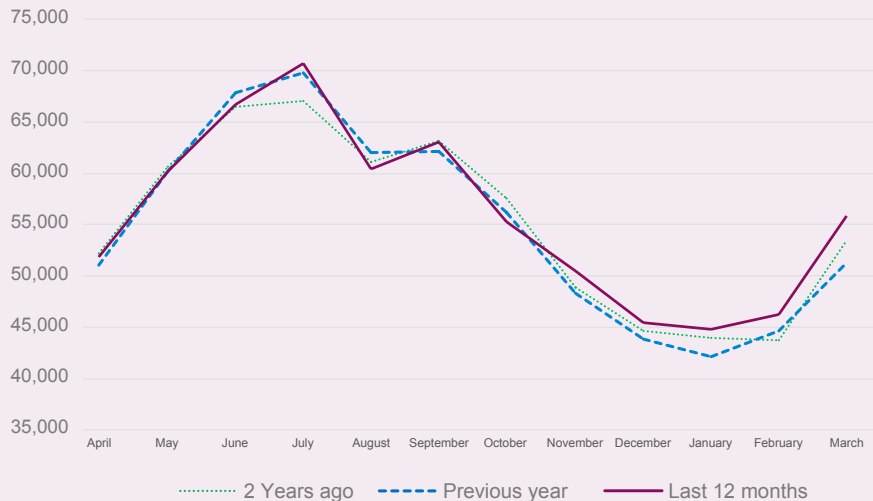
North America-Europe Business Aviation movements in 2016



💡 Business Aviation Traffic Figures

Strong March Traffic Boosts Q1 2017

Departures, arrivals, internals and overflights (DAIO) report



© European Organisation for the Safety of Air Navigation (EUROCONTROL) 2017

Business Aviation traffic figures rose in March for a fifth consecutive month, thrusting ahead an additional 9%, to top off rises of 3.6% in February and 6.4% in January, compared to the same period last year. The total growth in departures, arrivals, internals and overflights in the Single European Sky area came to 6.7% for Q1 compared to 2016, for a 12-month total of 1.7% growth.

View the complete [Traffic Tracker Report](#).

An Eye on Safety

EASA Approves Single Engine Turbine Commercial Flights

Effective 1 March 2017, EASA has approved single-engine turbine aircraft for commercial operations in Europe. This landmark decision by EASA means that aircraft like the Pilatus PC-12 can now be operated commercially at night, and under instrument flight rules, across all 32 EASA member states (Commercial Air Transport Single-Engine Turbine in Instrument Meteorological Conditions - CAT SET-IMC).

“Having a lower-cost option is likely to attract new people to the market,” says Brian Humphries, President of the European Business Aviation Association (EBAA). “We want people to have as wide a range of options as they can for using business aviation. The key is to make sure these aircraft are operated in a highly professional manner. The safety case is predicated on proper training and flight planning.”



Slots Allocation Regulation Soon to Be Unlocked?

MEPQ speaks to MEP Dominique Riquet (FR, ALDE)

Dominique Riquet (FR, ALDE) is Vice-Chair of The Transport Committee of the European Parliament and Rapporteur of the Slot Regulation Recast, as well as Rapporteur for the report on new opportunities for small transport businesses, including collaborative business models.

In its recently-approved Report on the Aviation Strategy, the Transport Committee urges Member States to make progress on essential dossiers such as revision of the Slot Regulation, something that has been held hostage to debate within the Council. In this respect, what is the Transport Committee doing to help the Council move forward?

DR: After having alerted the European Commission, the Council as well as Member States, I am afraid there is not much more we can do. The means to pressure the Council to reopen a file are indeed limited. However, I believe the Brexit negotiation process is a unique opportunity to break the deadlock generated by the Gibraltar case and therefore move forward on important issues such as the recast of the Slot Regulation, as well as other stalled aviation files. Let's seize the momentum!

Considering its non-scheduled nature and need for flexibility, Business Aviation cannot adapt to the current mechanism of slot acquisition, nor can it fit the definition of "Programmed non-scheduled". Consequently, Business Aviation operators are marginalised if not banned from newly coordinated airports. What would you propose to effectively take into account grandfather rights of Business Aviation operators at newly coordinated airports?

DR: It is crucial to warrant some flexibility in the slot allocation system to accommodate on-demand air transport, especially

Business Aviation, as well as General Aviation, and so on. Additionally, your proposal to recognise grandfather rights of Business Aviation operators when the airport they historically operate at becomes coordinated is most interesting.

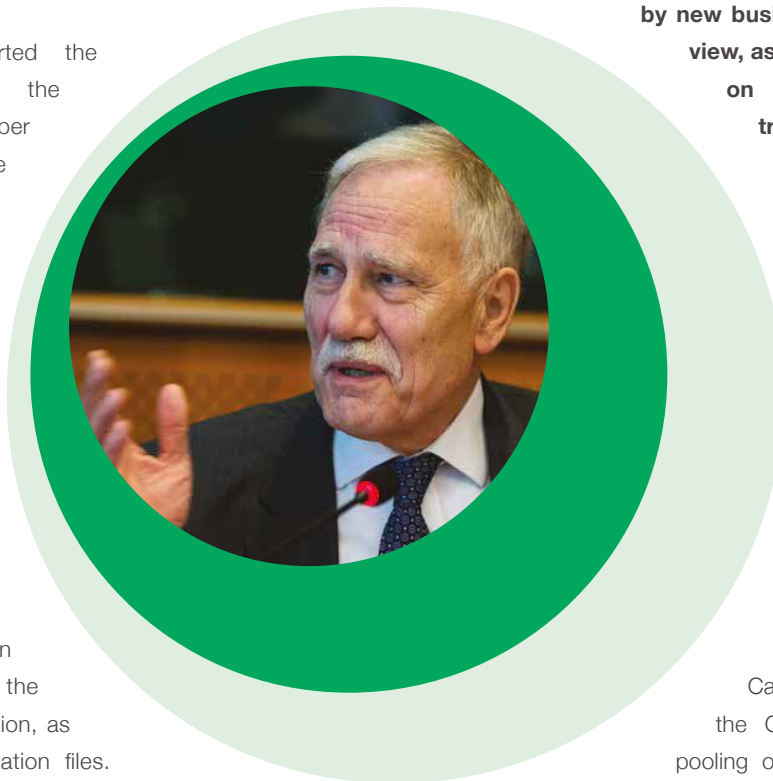
In any case, I believe we should encourage private operators to team up to acquire slots on the secondary market.

The Transport Committee of the European Parliament recently adopted, under your guidance as Rapporteur, an Initiative Report on the new opportunities for small transport businesses, including collaborative business models. Business Aviation, predominantly made up of SMEs, is not exempt from tremors caused by new business models. What is your view, as MEP and European citizen, on the "Uberisation" of air transport?

DR: My Initiative Report is the result of the positive feeling I have about this phenomenon that is likely to foster the development of new uses, users and players on the market. In this regard and in light of the opportunities for Business Aviation, my Report states that the European Parliament:

Calls on the Member States and the Commission to consider the pooling of small transport companies, which would facilitate the development of partnership between such companies and help customers locate the desired small transport company services according to their needs;
(...) Believes that collaborative business models constitute a major resource for the sustainable development of connections in outlying, mountainous and rural regions, and also offer indirect benefits for the tourism sector;

"Uberisation" will also optimise the load factor of airplanes as well as profitability of the flights. Finally, it will bring more flexibility and versatility to the air transport sector as a whole.



EBAA Spotlights Satellite-Based Navigation at the European Parliament

The Transport Committee of the European Parliament (EP) recently adopted an Own Initiative Report on the Aviation Strategy. This Report will serve to guide the European Commission and the Council with regard to the next steps in the implementation of an Aviation Strategy for Europe.

EBAA closely monitored the discussions at the EP, which were led in a transparent manner by the Rapporteur, MEP Pavel Telicka. Indeed, together with other key aviation stakeholders, EBAA was invited to participate in a 'roundtable' where our CEO emphasised the need to foster the use of satellite-based technologies as a key remedy for the airspace and airport capacity crunch, identified by the Aviation Strategy as a crucial challenge for the European aviation sector.

"As a concrete action to foster full deployment of GNSS applications, ADS-B and EGNOS requirements for all aircraft could be introduced as from 2018 in the Annex II - Essential requirements for airworthiness of the EASA Basic Regulation"

MEP MJ Marinescu

As a concrete contribution, EBAA eventually secured the inclusion in the final version of the text of an amendment stressing the need to foster the use of such technologies. Building on this momentum, EBAA then organised, together with MEP Marian-Jean Marinescu, a debate on this topic at the European Parliament. The 9 February event brought policymakers and aviation stakeholders together in a joint call for wide implementation of new navigation principles to enhance airspace and airport capacity based on the development of GNSS-based approaches made possible by EGNOS. Participants acknowledged the willingness of the European Parliament in this regard.



Industry Meets with MEP Georges Bach (LU)

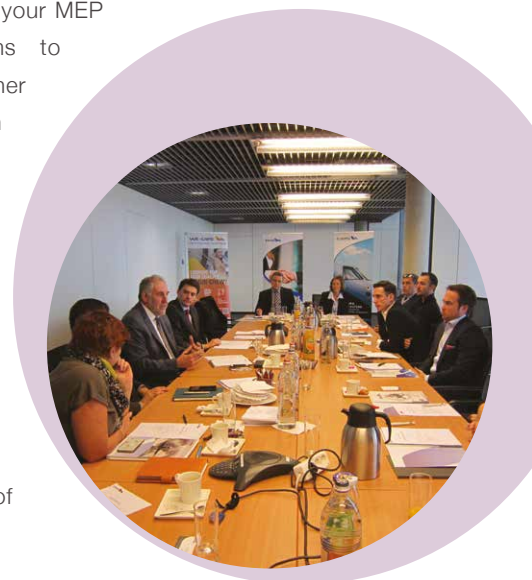
As part of its ongoing outreach campaign, 'Meet your MEP', EBAA recently organised a meeting in Luxembourg with MEP Georges Bach from the Transport Committee of the European Parliament and local Business Aviation industry stakeholders.

Operators such as Luxaviation and JetFly were invited to engage in a direct dialogue with Mr Bach and key officials from Luxembourg CAA and the Ministry of Transport on pressing issues on the aviation policy agenda. These topics included security (Passenger Name Record, implementation of amended version of 1254), environment (revision of the EU-ETS scheme) and safety (Part-NCC, SET-IMC operations).

Operators lamented the ‘one size fits all’ approach that is all too often taken on these various issues and called on legislators to adopt commensurate policies to take into account the specific requirements of smaller players like Business Aviation operators. Luxembourg officials and Business Aviation operators were like-minded on this point. Both recognised

the value of dialogue among stakeholders, which is a long-standing position of EBAA at the European level.

The 24 March event proved once again the value of the Meet your MEP concept, which aims to bring MEPs together with Business Aviation stakeholders in their constituency to help policymakers to better understand the value Business Aviation brings to the economy, region and community, as well as the specific needs of the industry to thrive.



AAL Project Wins SES Award

The Augmented Approaches to Land (AAL) demonstration project has received the 2017 Single European Sky Award for Innovation and Technology. The award was delivered by Commissioner for Transport Violeta Bulc and European Commission Director-General for Mobility and Transport Henrik Hololei at the World Air Traffic Management Conference and Exhibition in Madrid on 7 March 2017.

“Enhanced Vision Systems (EVS) and Synthetic Vision Systems (SVS) will play an important role in future commercial air transport operations, and this project is blazing a trail in the innovative application of this technology to complement highly precise operations in marginal

landing conditions,” said Mr Hololei. “Moreover, it also brings together a full range of ATM stakeholders and demonstrates real environmental and noise benefits of SESAR solutions.”

He added: "It is the first initiative worldwide to analyse and describe the minimum airport requirements to enable low visibility landings using several advanced approach procedures at all types of airports and to demonstrate with full flight simulator and trial flights that such operations are safe and feasible at affordable airport costs."

For more about AAL, go to aaldemo.eu.



EBACE 2017 – Europe's Key Business Aviation Event

Thousands of business leaders, government officials, manufacturers, flight department personnel and other business aviation stakeholders will meet in Geneva to conduct business and debate issues this coming May. EBACE exhibits will showcase more than 500 exhibitors and 60 business aircraft on static display. Don't miss it!

[EBACE2017](#) - 22-24 May, Geneva

AIR OPS Europe 2017 – For the Ground Operations Community

The second edition of Europe's premier event for the ground-handling community will take place in the beautiful Hangar 16 at Cannes Mandelieu Airport, 20-21 September 2017.

[AIR OPS Europe](#) - 20-21 September, Cannes

CEO's corner

Key Milestones in Europe

The year 2017 marks the 60th anniversary of the founding of the European Union as well as the 40th anniversary of our Association, the EBAA. Europe has been through tremendous change over these decades, as has the world of Business Aviation. Our Association has also evolved significantly, growing from a mere 12 members in 1977 to close to 700 today.

Four decades ago, the EBAA was born of a vision to bring together business aircraft users and operators from across Europe to represent their interests and concerns, in a common pursuit of furthering safety, recognition, proportionate regulation and access to key airports. We continue to stand up for the interests of our industry in terms of rulemaking, including runway performance and flight time limitation regulations, not to mention airport access and take-off and landing slot regulation.

We also have a powerful message to deliver about our sector. A symbol of European excellence, Business Aviation is a dynamic industry that fosters technical innovation and environmental stewardship across the full value chain, from manufacturers to operators. It provides highly skilled jobs and brings economic growth to local communities, not only around the airports.

As we celebrate 40 years of European Business Aviation, we can applaud a sector that has boosted European competitiveness and productivity, connected communities and remote regions, contributed to improved environmental sustainability and led the way in terms of operating to the highest safety and security standards.

Brandon Mitchener
EBAA Chief Executive Officer

New EBAA CEO

Brandon Mitchener has been appointed Chief Executive Officer of the European Business Aviation Association (EBAA), effective 3 April 2017. A French and US citizen, Mitchener's career as a journalist and public affairs professional spans more than 25 years in Europe, including the last 20 in Brussels.

Before joining EBAA, Mitchener headed corporate communications for Monsanto Co. in Europe and the Middle East for four years, where he helped demonstrate the contribution of agricultural technology to global food security. Prior to this, he served as director of public relations EMEA for First Solar, Inc., where he launched the company's corporate communications presence in Europe, the Middle East, India, China, Thailand, Malaysia and Vietnam. Mitchener's experience also includes working as a European public affairs consultant at APCO Worldwide for four years, advising a variety of blue-chip companies, business associations, non-profit organisations and governments on relations with the EU, the media and other stakeholders.

Mitchener spent the first 15 years of his career as a journalist and foreign correspondent for The Wall Street Journal, The International Herald Tribune and Dow Jones Newswires in New York, Germany and Brussels.

