

Business Aviation

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Regional Airlines & Business Aviation: Common Approaches and Challenges

**Interview with Montserrat Barriga,
Director General of the European
Regions Airline Association**

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Regional Airlines & Business Aviation: Common Approaches and Challenges

Interview with Montserrat Barriga, Director General of the European Regions Airline Association (ERA)



Montserrat Barriga, Director General of the European Regions Airline Association (ERA), has a wealth of experience from within the aviation industry, the regional sector and the corporate travel and leisure business sector. Before taking on her role as ERA's Director General, Barriga was Director, International Development & Industry Affairs, at ERA member airline Binter. She also served as Head of Strategy at tourism group Pullmantur & Croisières de France, which includes cruise lines, tour operators, retail travel agencies and charter airline Pullmantur Air, now Wamos Air.

The European Regions Airline Association (ERA) is a non-profit trade association representing the European aviation industry. The association's strength and influence spans nearly four decades. ERA is the only European trade body to include the full range of companies involved in European aviation, representing 53 airlines and 148 industry related companies including airports, airframe and engine manufacturers, suppliers and other aviation service providers from all over the region.

What are the key challenges for a newly appointed Director General at the ERA? What's the added value of your background?

I look forward to continuing ERA's work to protect our members' interests by effectively influencing European policy institutions. I will be focusing on any new regulations affecting our members' business and operations. In my previous role as Director of International Development and Industry Affairs at ERA member airline Binter, my specific focus was on the airline's regulatory needs and its international expansion. This role gave me useful experience in European aviation and the issues faced in the European regulatory and political arena.

What are the key challenges of your industry? Do you share common challenges with the business aviation community?

Some of the key issues for ERA members right now are the EASA Basic Regulation revision, new safety and security developments, Brexit and its economic and regulatory consequences and CORSIA implementation. As with EBAA, the Single European Sky is of course one of the main areas of focus for ERA. We fully support the concept of the European air traffic control infrastructure modernisation and continue working with the European Commission, SESAR Joint Undertaking and Eurocontrol on the programme. There are as well major social challenges, such as new customer/passenger needs, and new purchase and travel patterns.

ERA recently published a position paper on Brexit. What are the key elements of this position paper?

Europe has one of the most liberal and effective air transport markets in the world, facilitated by the deregulation of the industry. It is essential that a wide-reaching aviation agreement is reached between the EU and the UK before the March 2019 negotiation deadline. To maintain a healthy, well-connected European aviation industry, ERA recommends that, at a minimum, the agreement should include an EU-UK bilateral agreement comprehensively guided by and in the spirit of EU Regulation 1008/2008. In the bilateral agreement, particular attention should be given to protecting certain principles included in EU Regulation 1008/2008 including Article 4 (a); (b); (f) – the conditions for granting an operating license; Article 6 (1) – the requirements to obtain an air operator certificate; Article 13 (1) – the provisions on leasing; and Article 15 (1) – the provisions on intra-community air services.

In addition, the agreement should also ensure continued application of EASA regulatory standards to UK operators and undertakings to support common safety compliance and a competitive, harmonised supply chain (for aircraft parts and materials) across the wider European region.

What are your thoughts on SESAR? Is ERA or are your members involved in EU research and development (R&D) activities in ATM?

Due to the increase in demand for airspace capacity, the existing Single European Sky programmes and future SESAR Air Traffic Management programmes will play increasingly important roles in the coming years. ERA's role is to ensure that our airline members have access to airspace infrastructure as and when needed in the most cost-effective manner and are able to take advantage of European funding on new innovative equipment to increase capacity and safety, and to actively participate in the development of new procedures and equipment.

As I mentioned earlier, ERA fully supports the concept of the European air traffic control infrastructure modernisation programme and works closely with the SESAR Deployment Manager representing airspace users on the SDM Consultation Platform and Thematic and Technical Sub-Groups. We will continue to work with the European Commission, SESAR Joint Undertaking and Eurocontrol, both independently and through the auspices of bodies such as the ICB, AAB, ANSB and working

with other airspace user associations to ensure members' interests are represented and that they remain part of the process.

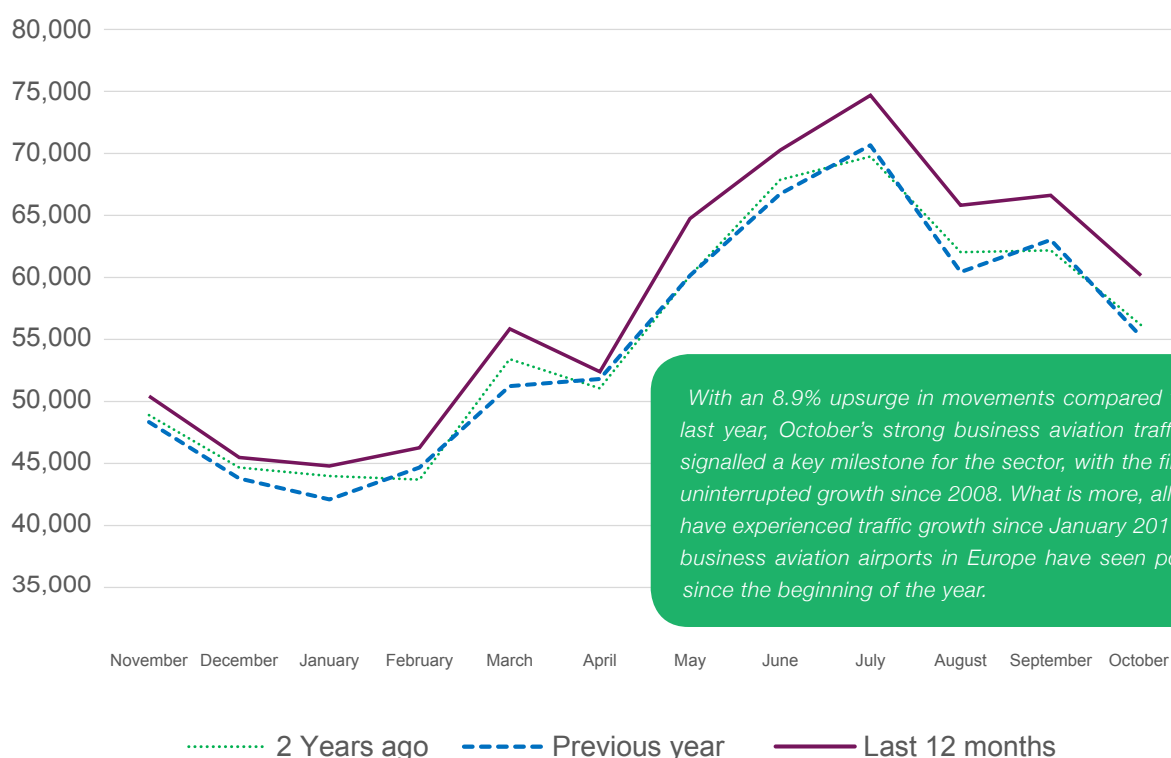
What are your plans to engage with the European institutions and to promote the interests of your sector in Brussels?

Given the complexity of our industry, the challenging and changing political and social environment and the variety of our individual member businesses, I will be focusing my efforts in dealing with the many regulatory issues which affect our members and their business continuity, profitability and operations. My team and I regularly meet with the EU's key decision makers, including the SESAR entities, the European Commission, EASA, the European Parliament, Eurocontrol and the European Civil Aviation Conference. We contribute expert advice, on an ongoing basis, to drive forward the work on all the areas of focus, including industry affairs, airspace, regulation, financing, air safety and security, operations and maintenance. I strongly believe it will be very beneficial to unite forces with other industry associations such as EBAA to ensure aviation's interests are heard and fully represented amongst the decision makers in Brussels.

💡 Business Aviation Traffic Figures

October Marks Full-Year of BizAv Traffic Growth

Departures, arrivals, internals and overflights (DAIO) report



Expanding the Definition of Business Aviation

The EBAA Board of Governors recently agreed on an expanded definition for business aviation, as follows:

Business Aviation provides closely tailored, flexible, point to point air transportation for individuals, governments, businesses and local communities in the most time-efficient way possible. It generally refers to an on-demand industry that consists of a mixture of commercial and non-commercial services that encompasses everything from charter to corporate and emergency medical flights. It makes people and businesses more efficient and contributes to connectivity and opportunities. Business Aviation is about the nature of the service provided, not about the size or type of the aircraft. It is both technology neutral and open to new technologies.

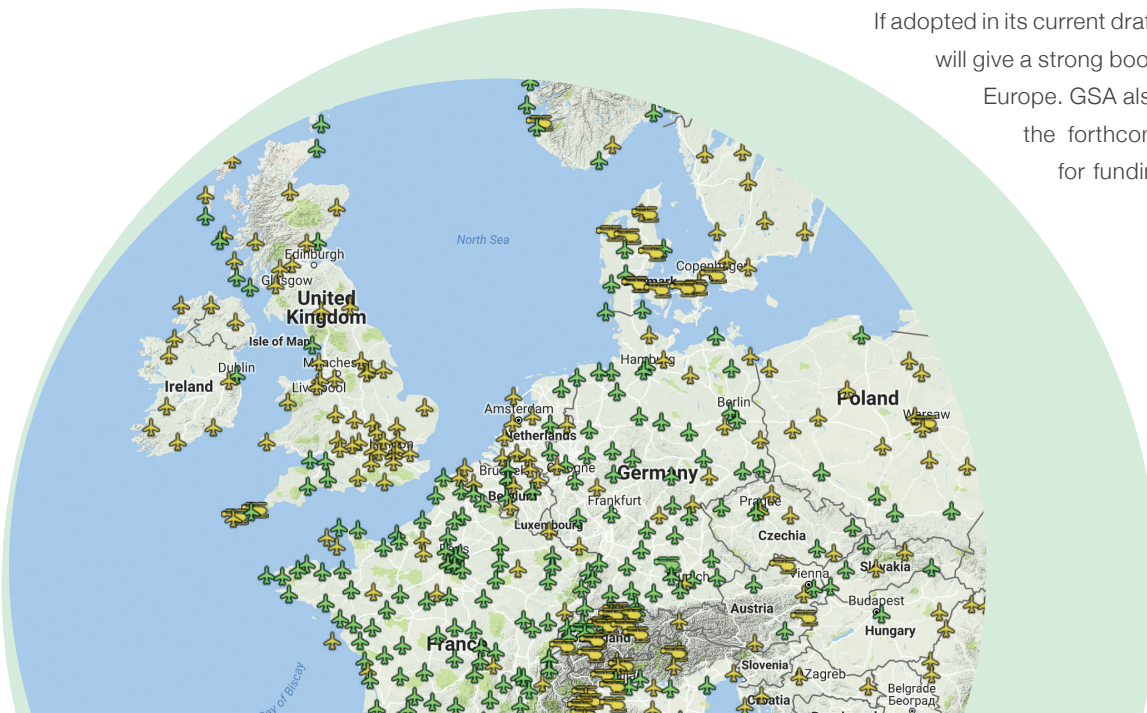


Pushing for LPV Deployment

EBAA's European Political Affairs team recently met with EASA, the European Commission (DG Move and DG Growth) and the Global Navigation Satellites Systems Agency (GSA) to urge them to put LPV deployment back to the top of the priority list of the navigation strategy, notably by addressing legislative deadlocks.

During the 22 September meeting, EBAA pressed the European regulators to tackle regulatory hurdles to ease the deployment of LPV at national level. The meeting covered DG Move's legislative proposal to mandate LPV deployment at instrument runway ends with no precision approaches by December 2020 and at all instrument runway ends where precision approaches already exist (together with the two other minima, LNAV and LNAV/VNAV) by January 2024. Approval is expected by the end of the year.

If adopted in its current draft version, this regulation will give a strong boost to LPV deployment in Europe. GSA also informed EASA about the forthcoming call for proposals for funding for aircraft operators for LPV upgrades.



Towards a Digital European Sky

#DigitalTransport

Towards the Digital European Sky

EBAA is a signatory of the Joint Industry Declaration, [Towards the Digital European Sky](#). The 7 November declaration, which is also signed by A4E, ACI, ASD, CANSO, EHA, and IATA, expressed the signatories' commitment to the digital transformation of aviation by creating a "Digital European Sky" through co-investing in the future of ATM research and development.

First-Ever Study on Brexit's Impact on Business Aviation

The EBAA has partnered with Clyde & Co to produce a prospective study assessing the impact of Brexit on business aviation. The report is the first of its kind specifically addressing this sector and is intended to provide useful and relevant information for negotiators on both sides of the channel, as well as to inform EBAA members. The study will be available on the EBAA website from mid-December 2017.

There has been much commentary in the media on the potential impact of Brexit on airlines. By contrast this report focusses on the current regulatory environment applicable to business aviation operators, and the potential impact on such operators.

Following the UK's exit from the European Union in March 2019, EU law will no longer automatically apply to the UK, leaving much uncertainty for the future of air transport, including the business jet market. In order to ensure continued access to liberalised air transport markets and a familiar regulatory environment, some form of arrangement between the UK and the EU will be necessary to provide a suitable legal framework post-Brexit.

Did you know?

Paris Le Bourget has more flights per year than some European countries

2016

FRANCE	➔	224730
UNITED KINGDOM	➔	31706
GERMANY	➔	11507
ITALY	➔	7299
SWITZERLAND	➔	6765
SPAIN	➔	6121
PARIS LE BOURGET	➔	4952
NORWAY	➔	4223
AUSTRIA	➔	4232
SWEDEN	➔	3844
TURKEY	➔	3845
NICE	➔	3570





A Stake in the Issue

ATM Service Continuity

The EBAA European Affairs team recently took part in two key conferences on ATM service continuity, including a public hearing organised by the EESC and a European Parliament conference on 'Aviation: Open and Connected Europe'.

The European Economic and Social Committee's (EESC) public hearing on 'Air Traffic Management Continuity in an Open and Connected Europe,' on 6 November, brought together key stakeholders from the aviation sector, trade unions, regulators and passenger associations, to take stock of the current situation in terms of service continuity and to explore ways forward

Jacek Krawczyk, President of the Employers Group of EESC, stated his commitment to European aviation and said that stakeholders should identify ways to make industrial actions less troublesome for passengers. Making this debate about the right to strike is counter-productive. The purpose is to discuss best practices in a constructive dialogue and take a proactive approach.

For its part, the European Parliament brought together a number of key stakeholders for a conference on 9 November to explore ways to enhance the efficiency of the European airspace. According to DG MOVE Director Aviation Filip Cornelis, "Dialogue with all stakeholders, including social partners, is the only way to find the right answers."

Statement on Decarbonisation Presented to DG Move

EBAA CEO Brandon Mitchener and his team recently met with key members of Commissioner Bulc's team, including Joshua Salsby, Member of Cabinet in charge of aviation. The purpose of the 24 October meeting was to introduce EBAA's new leadership team as well as to put forward the Association's key objectives. The EBAA team also presented the [EBAA statement on Decarbonisation](#) and invited Commissioner Bulc to speak at EBACE 2018.



Countdown to CORSIA Checklist

EBAA and IBAC, with the support of ATAG, have put together a [Countdown to CORSIA Checklist](#) to help operators to prepare for the pending implementation of the ICAO Carbon Offsetting and Reduction Scheme for International Aviation, or CORSIA. As part of the global aviation industry's climate change efforts, after 2020, technological, infrastructure, and operational efficiency measures will be complemented by CORSIA. Operators with international flights will be required to monitor their emissions starting on 1 January 2019.

CORSIA will help the industry meet its goal of carbon neutral growth from 2020 in support of the Business Aviation Commitment on Climate Change. In essence, aircraft operators whose operations are covered will be able to offset the growth in their carbon emissions from international flights on an annual basis from a 2020 baseline (i.e., the difference between the emissions of 2020 and those of subsequent years).



To further support these preparations, EBAA has launched a dedicated [CORSIA section on the EBAA website](#). This includes a description of the basic requirements for the scheme when it starts in 2021 and a table that will enable operators to determine their inclusion in the scheme.

On the Agenda

EBACE 2018

The Premier Business Aviation Event in Europe
Geneva, 29-31 May 2018

The 2018 European Business Aviation Convention & Exhibition (EBACE2018) is the annual meeting place for the European business aviation community. Held at Geneva's magnificent Palexpo, the convention will bring together business leaders, government officials, manufacturers, flight department personnel and other stakeholders involved in nearly every aspect of business aviation. Go to ebace.aero to learn more!



CEO's corner

Small Is Beautiful, and Crucial to Business Aviation in Europe

Europe's major airports are reaching capacity. At the same time, hundreds of smaller airfields are underutilised. This combination of factors creates a perfect opportunity for a new wave of lighter, more agile business aircraft that can land on and take off from shorter runways and help relieve congestion at bigger airports.



With their improved landing performance, this new generation of light jets and twin-engine and single-engine turboprop aircraft can access hundreds more airports than their bigger cousins. These aircraft have the choice of some 5,000 airports in Europe when flying privately and, when flying commercially (charter), at least 300 additional airports compared with bigger business jets. This gives users more choice, allowing them to avoid congested airfields and land closer to their destination.

That's good news because more and more people are using business aircraft. The latest data for business aviation traffic in Europe shows a full 12 months of uninterrupted growth, for the first time since 2008. This sustained climb provides strong momentum to build on for the future as business aviation attracts a broader public.

What is more, cutting-edge technology is enhancing the sector's safety in accessing smaller airports in all weather conditions, through satellite-based navigation and augmented vision technologies, for example. We work closely with national and EU authorities and regulators, such as EASA, to help ensure that the regulatory framework is proportionate to both technical realities and the needs of the sector, including allowing for expanded and safer access to smaller airports.

Working towards win-win situations for our sector and society is part of our mission at EBAA: To enable responsible, sustainable growth for business aviation, enhancing connectivity and creating opportunities.