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Bringing Value to Airspace in Europe

An Interview with
EUROCONTROL
Director General
Eamonn Brennann

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Bringing Value to Airspace in Europe

An Interview with EUROCONTROL Director General Eamonn Brennan

Eamonn Brennan was appointed by the 41 Member States of EUROCONTROL to lead the organisation as its Director General from 1 January 2018.

Prior to joining EUROCONTROL, he was the Chief Executive of the Irish Aviation Authority (IAA) where he was responsible for the provision of Air Traffic Management (ATM) services in Irish controlled airspace, aeronautical communications on the North Atlantic, and Air Traffic Control at the major Irish Airports, as well as the safety and security regulation of the Irish civil aviation industry.

Eamonn Brennan has held many leading roles in the Air Traffic Management industry during his career of over 35 years, working across three continents, in over 25 countries, in both the public and private sector. He has played a central role in the development of aviation policy both in Ireland and abroad and has keenly supported the implementation of the Single European Sky programme, working closely with the EU, EC, EASA, EUROCONTROL and SESAR.

What are the key challenges as the newly appointed Director General? What's the added value of your background to better accommodate the needs of all airspace users including the business aviation community?

The role of Director General of EUROCONTROL has a remarkably wide scope – which reflects the range of activities in which the Agency is actively working to support European aviation. These activities include those of the Network Manager, the Maastricht Upper Area Control Centre, a massive contribution to SESAR, the Central Route Charges Office, support to States, working with ICAO, making detailed and authoritative forecasts on the future levels of traffic – the list goes on. We work with 41 Member States, as well as Morocco and Israel and a wide range of airspace users, including airlines, the military and, of course, business aviation.

We also have very close links with the European Commission and its agencies, such as EASA and the SESAR Deployment Manager. Working together with the Commission, we jointly founded the SESAR Joint Undertaking, which has been a major force in steering ATM research in the right direction.

So, I am fortunate to have years of experience in working in both the regulatory and operational sides of the industry. I am keenly aware of the need to be independent and impartial in how we work with airspace users. But this is actually one of EUROCONTROL's great strengths – it is widely recognised for its focus on improving the performance of European

aviation as a whole, rather than singling out any particular element at the expense of others.



What's your programme and your vision for the European Air Traffic Management system and what will be the priorities of your mandate?

As the European Union has dramatically increased its presence in aviation over the last decade, I feel that the role of EUROCONTROL has become less clear. We need to change that, by making the organisation more focused on the needs of our stakeholders, by investing in those activities in which we excel (such as the Network Manager functions) and by engaging with our stakeholders to make sure they understand how EUROCONTROL is already providing remarkable value to European aviation.

Many of our activities are world class and we make major contributions to European aviation. The Network Manager is only one example out of many. For instance, we are not only a founding member of the SESAR Joint Undertaking, we are a major contributor in terms of effort and expertise. In Wave 1 (Industrial Research and Very Large Demonstrations) of SESAR 2020, we contribute to 24 out of 25 projects, to the tune of €183 million.

I want EUROCONTROL to be much more widely recognised for the major contribution it makes to European aviation. So, I will be building bridges with all our stakeholders, such as the EBAA and its members, reaching out to tell you more about our work and to make sure that we are doing what you want. I think it is vital that you are kept informed of how EUROCONTROL, with its wealth of experience and expertise and its unique, impartial pan-European, civil-military nature, is helping European aviation to improve its performance.

One size does not fit all. An inclusive and innovative European ATM policy is a prerequisite for a sustainable, competitive and inclusive air transport in Europe. How can we enhance the integration of Business Aviation in the ATM framework harmoniously?

It is clear that aviation is becoming more data-centric, with a move towards 4D trajectories, updated in real time. This will be necessary if we are to cope with the traffic levels forecast and to improve performance. The implementation of this will be progressive and needs to be matched to the needs of aviation. However, some of the solutions required for the busiest parts of Europe will not be needed everywhere at the same time and this process of implementation will need to be managed carefully.

At the same time, everyone will need to keep informed of what is happening and what is in the pipeline so as to be ready. We are already seeing dramatic progress in data exchange, using the common 'language' of SWIM (System Wide Information Management), something in which EUROCONTROL has been heavily involved.

I see organisations such as the EBAA as playing a vital role, both in making sure that the needs of business aviation are taken into account and also in sharing news of developments to the business aviation community. EUROCONTROL can also play its part, acting as a champion for all airspace users.

How could the ATM framework support and improve the air connectivity within Europe?

I've already spoken about sharing data and we are in the process of developing NewPENS, which will add hardware connectivity to the common language of SWIM. More than that we are connecting to the network airports across Europe, both through Airport Collaborative Decision Making and also through the Advanced ATC Tower concept. This means that airspace users and airports will be much more connected to the network, helping both them and also the network as a whole.

Again, at a very practical level, we are working with air navigation service providers and states across Europe to implement Free Route Airspace, both within countries and across borders. This will help airspace users plan more efficient routes, even where they are not using major airports.

The European Union is committed to improving connectivity and here we are helping them by developing a tool showing just how connected individual regions are. This should assist in the kind of longer term planning required to improve transport connectivity in general and air connectivity in particular.

Tackling the airspace and airport capacity crunch is one of the main challenges of European aviation. The

full deployment of EGNOS and Galileo can provide the keys to increased capacity; EGNOS could put hundreds of regional and tertiary airports on the map and free up capacity at major hub airports. What is your advice for a swift and efficient implementation of those cutting-edge systems?

EGNOS-based procedures can be a very cost-effective, safe way of providing precision approaches to airports, without the need for costly ground infrastructure. There are already hundreds of EGNOS-based approaches across Europe and EUROCONTROL has been working on this since the beginning, actively supporting EGNOS deployment.

Here we work closely with EASA on the safety and regulatory side, and the GSA, with which we have a cooperation agreement on promoting the uptake of EGNOS. The GSA have been actively supporting airspace users (with grants) so they can make use of EGNOS approaches. And of course, we are also already working with the EBAA, which represents an important group of users of EGNOS and which has demonstrated its active interest and support for EGNOS. Indeed, the members of the EBAA are well placed to urge airports to establish EGNOS approaches where useful.

So a lot is already being done, to make sure that the politicians and other decision makers are properly informed about the value of EGNOS, to help states put in place the procedures needed to implement EGNOS at a local level and to work with the airports involved so they have the information needed to set up the procedures and also to persuade their local communities of their value.

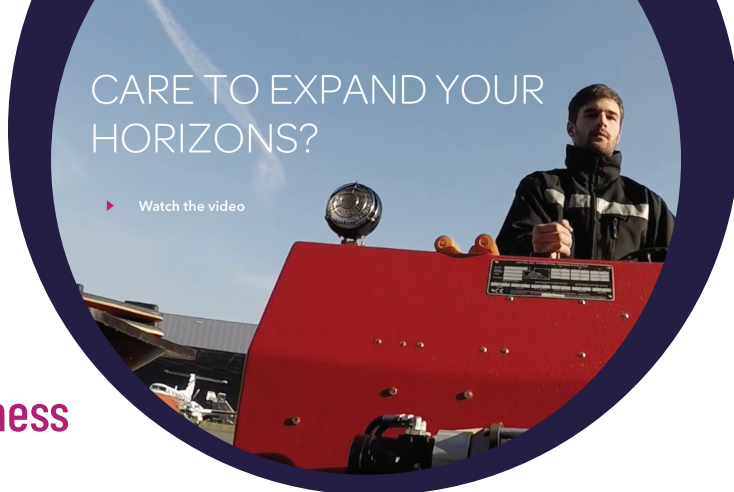
We need now to build on the success already seen and to keep up the momentum, especially as Galileo comes on line. Many new aircraft models are already equipped for EGNOS and more than 900 EGNOS procedures are planned across Europe. While these are all local decisions, together they will have a significant network effect and will boost the effective capacity of smaller airports, something that will be essential if we are to cope with the forecast levels of traffic in the decades to come.

Exchanging Views with EUROCONTROL and SESAR JU

EBAA met with EUROCONTROL Director General Eamonn Brennan and Executive Director of the SESAR Joint Undertaking Florian Guillermet on 18 and 19 January, as part of continuing discussions over key challenges and future collaboration between the partners.

Mr. Brennan informed the EBAA of an ongoing organisational reform with the objective of providing more value to the stakeholders and their involvement. He also expresses his willingness to support the EBAA in promoting the implementation of EGNOS.

EBAA will also work with EUROCONTROL to have a representative of the Network Manager Directorate visit business aviation operators to get a better understanding of the specific needs of the sector.



Expanding Horizons: Raising Awareness of BizAv's Role in Europe

With the goal of raising awareness of business aviation's growing role in Europe, EBAA recently launched its Expanding Horizons program (expandinghorizons.com). The five-year campaign seeks to inform perceptions of the value and benefits of business aviation to Europe. The launch was complemented by the release of the ground-breaking Booz Allen Hamilton [Economic Report on Business Aviation in Europe](#) (see next story).

"Many people are unaware of the vital connection business aviation provides communities in Europe," says Eric Drosin, director of communications for EBAA. "Expanding Horizons aims to promote the value and contribution of business aviation throughout Europe."

The Expanding Horizons campaign will be an ongoing effort, to include the website expandinghorizons.com, social media assets, hero video and member profiles. Expanding Horizons will also publish a Future of Sustainable Air Transport report, considering the insights of millennials across Europe, and a social media video to raise awareness among potential users of business aviation.

EBAA invites all industry members planning to attend EBACE2018 to join association representatives at a Communicators Breakfast on 30 May, to learn more about the campaign, and how the business aviation community can use social media to share the value of business aviation in Europe.

Booz Allen Hamilton: 'Business Aviation Stimulates Economic Growth in Europe'

According to a new report published in March 2018, [Business Aviation: Economic Value and Business Benefits](#), business aviation connects distant and remote regions across Europe, spurring investment and enabling economic growth.

The report, commissioned by the EBAA and produced by Booz Allen Hamilton in collaboration with Deutsches Zentrum für Luft-und Raumfahrt (DLR), examines the economic impact of the business aviation sector on the European economy, building on a similar report published in 2016.

The report quantifies the value that business aviation brings to the European economy, by attracting jobs and investment, driving efficiencies across businesses, and providing connectivity across Europe, particularly from hard to reach corners of the continent. Through engaging infographics, the report provides unique data on the individual contribution made in each of the EU28, along with Switzerland, Norway and Iceland.

"From the substantive number of jobs to the simple societal benefits – such as air ambulances and medical evacuations – the sector provides a huge amount of value for the European economy and to European business," says EBAA Chairman Juergen Wiese.

Key facts about business aviation:

- 374,000 European jobs are either directly or indirectly dependent on BizAv
- €87 billion in output, €32 billion in gross value added (GVA) and €25 billion in salaries
- Serves over 25,000 city or area pairs not connected by nonstop commercial flights
- 12,000 departures flown to serve medical evacuations

View [the report](#) on www.ebaa.org.

Brexit Study Outlines Scenarios for Aviation in Europe

Publishing a [Brexit analysis](#) at the start of the year, EBAA called for negotiators in both Brussels and London to preserve the current mutually beneficial aviation framework as far as possible.



The report, completed in partnership with the EBAA national associations and Clyde & Co, presents six scenarios for a future relationship between the EU and the UK in the aviation sphere. It maps out the key topics of interest for the business aviation industry – traffic rights, ownership and control, VAT/customs duty and the future relationship with the European Aviation Safety Agency (EASA) – analysing how these topics would fare under future scenarios.

The report concludes that maintaining the existing relationship as far as possible is key to avoiding a detrimental impact on the business aviation community.

The report can be accessed on [ebaa.org: http://www.ebaa.org/en/news-publications/publications/brexit-report.aspx](http://www.ebaa.org/en/news-publications/publications/brexit-report.aspx)

Join the EBAA BizAv Brexit Roundtable on 25 April

EBAA is organising the first ever Brexit roundtable on the impact of Brexit on Business Aviation across Europe, on 25 April 2018. The event will bring together EBAA members, the wider business aviation community and key EU stakeholders, including MEP Jacqueline Foster (UK), MEP Claudia Țăpărdel (Romania) and others.

To take part, please contact David Grivet at EBAA: dgrivet@ebaa.org

Brexit





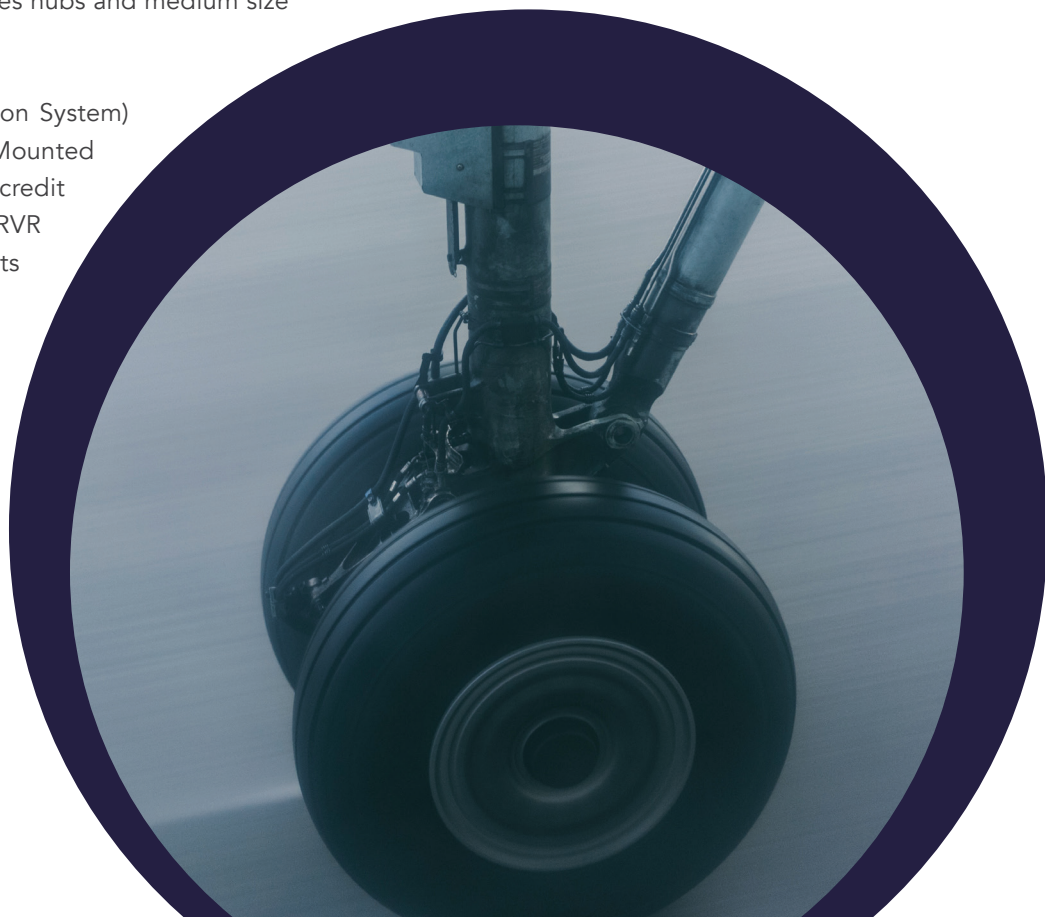
A STAKE IN THE ISSUE

AAL 2 Kick Off

On 15 February, EBAA held a kick off meeting for the AAL2 project with all members of the AAL2 consortium, including a number of small, medium and large airports, airspace users, air navigation service providers (ANSPs), OEMs, and regulatory bodies.

(AAL2) is a project addressing the full scope of the call, SESAR-VLD1-06-2016: Increased access to airports for low visibility mixed fleet operations. It builds upon the results from the previous award-winning SESAR project, [AAL](#), and will demonstrate augmented approaches and landing operations based on the following SESAR solutions:

- GBAS (Ground Based Augmentation System) CAT II with CAT I airborne and ground equipment, enabling lower decision heights to CAT II minima (DH 100ft) (addresses hubs and medium size airports)
- EFVS (Enhanced Flight Vision System) to Land using Head Up or Mounted Display, with operational credit down to 300 meters RVR in non-CAT II/III airports (addresses medium and small size airports)





HIGH-LEVEL MEETINGS ACROSS EUROPE

In the first quarter of 2018, EBAA met with several key European stakeholders to raise awareness of key challenges for the business aviation sector, as well as strengthening our close cooperation with these partners.



Henrik Hololei, Director General of DG MOVE, European Commission

Meeting with Henrik Hololei of DG MOVE in February, EBAA had the opportunity to discuss key issues, including proportionate regulation, access to airports, EGNOS, FTL, Brexit, ownership & control, environment and decarbonisation. Mr. Hololei stated that he understands the importance of proportionate regulation for our sector, because "one size does not fit all".

Nicolas Warinsko, General Manager of SESAR Deployment Manager

In a meeting with Nicolas Warinsko in late February, he stated that business aviation operators are important stakeholders of the SESAR Deployment Manager and mentioned his office is very willing to support EBAA members in their implementation of the Pilot Common Project. The EBAA is currently drafting a position paper aiming at requesting a simplification of the EU funding processes.



Meet Your MEP İsmail Ertuğ at FAI Aviation Group, Nuremberg Airport

In early March, EBAA and the German Business Aviation Association (GBAA) invited MEP İsmail Ertuğ for a field visit to FAI Aviation Group at Nuremberg Airport.

The visit, which was very well received by all involved, was part of EBAA's "Meet your MEP" programme, providing a unique networking opportunity for MEPs to meet and talk to business aviation operators in their region. This initiative aims to bring EBAA members and their respective MEPs together to discuss challenges and opportunities in the different sectors of business aviation.

Find out more about the Meet Your MEP initiative by contacting David Grivet at EBAA: dgrivet@ebaa.org.



ON THE AGENDA

EBACE 2018 Welcomes Jetman, Yves Rossy, and 13,000 Aviation Professionals

Yves Rossy, pilot and inventor of a series of experimental jet packs, will inspire attendees and set the tone for an innovative, forward-thinking show at the 2018 European Business Aviation Convention & Exhibition (EBACE2018) in Geneva, Switzerland.

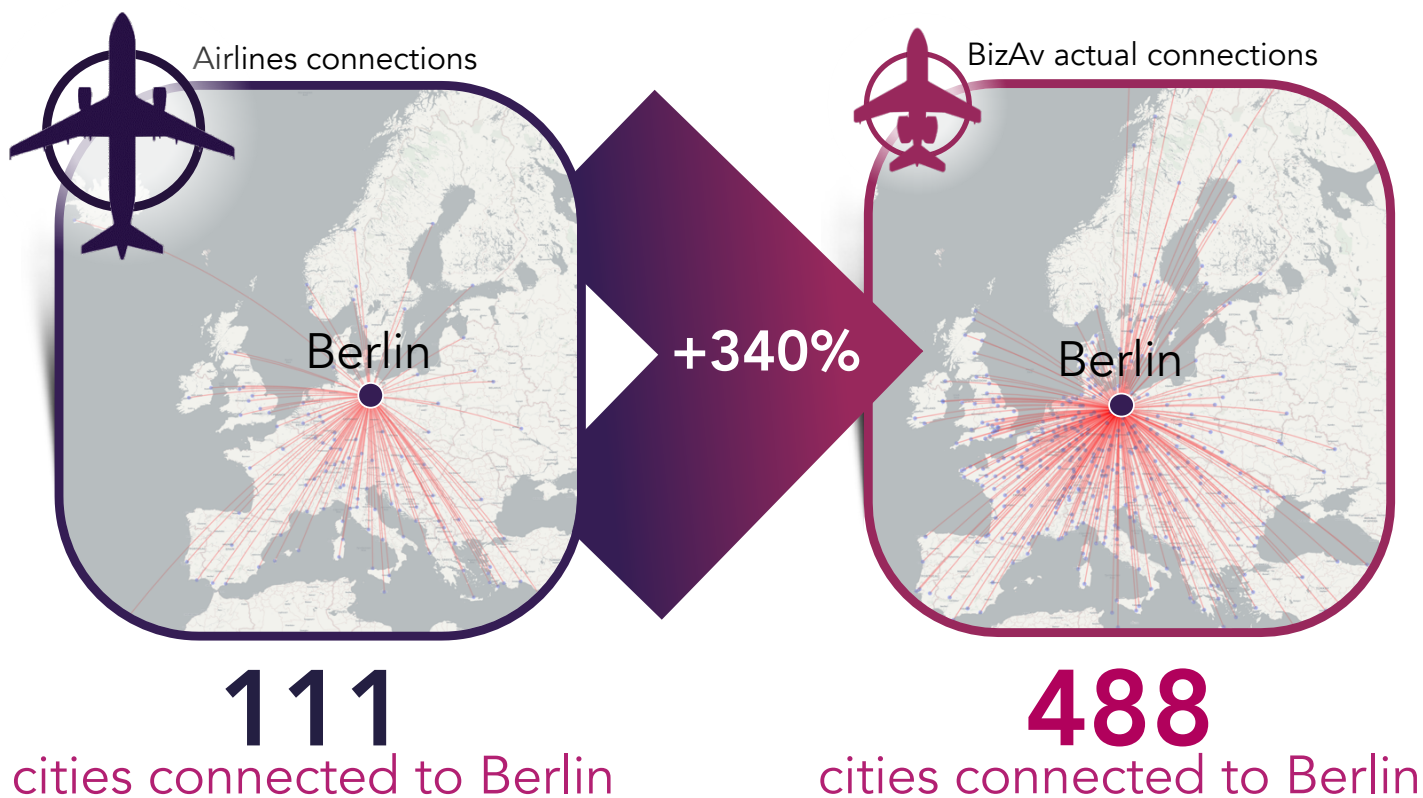
EBACE is the premier event for the European business aviation community. It brings together 13,000 aviation professionals and stakeholder from around the world, including business leaders, government officials, manufacturers, and all manner of professionals involved in nearly every aspect of business aviation. The impressive exhibition features over 400 exhibiting companies and more than 55 state-of-the-art business aircraft on-site.

If you are interested in attending EBACE 2018, please get in touch with David Grivet at EBAA: dgrivet@ebaa.org.



BUSINESS AVIATION IN FIGURES

Connecting regions



Source: WingX
(data 2014)

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European Business Aviation Association
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