European Institutions support for General Aviation
(Agenda G&BA, EP Resolution)

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Short information on GA history

1.02.2007 – DG TREN discussion paper on General Aviation and Business Aviation
8.03.2007 – 1st European discussion forum on General Aviation and Business Aviation

✓ Dassault Aviation
✓ EASA (European Aviation Safety Agency)
✓ EBAA (European Business Aviation Association)
✓ ECOGAS (European Council of General Aviation Support)
✓ IAOPA (International Council of Aircraft Owner and Pilot Associations)
✓ IAOPA Europe
✓ General Aviation in France
✓ General Aviation in Germany
✓ The UK General Aviation Strategic Review

21.05.2007 – EC report on GA consultations

22.05.2007 – Creation of EGAMA

11.01.2008 – An Agenda for Sustainable Future in General Aviation and Business Aviation
07.04.2008 – Council Conclusions on the Commission „Agenda for Sustainable Future in General and Business Aviation”

18.09.2008 – Hearing on General and Business Aviation in the European Community

03.02.2009 – European Parliament resolution of 3 February 2009 on an Agenda for Sustainable Future in General and Business Aviation
General and business aviation is the fastest growing segment of civil aviation in Europe.

Complements regular air transport performed by commercial airlines.

**G&BA**

- Aerial works
  - aerial cartography
  - agricultural flights
  - firefighting
  - traffic surveillance
  - aerial training
  - recreational flying

EP Believes that helicopters can be an important short-haul means of connecting between airports and urges the Commission and Member States to include them in capacity-enhancing strategies;
Four axis of dialogue on G&BA

Proportionate regulation and subsidiarity
Airport and airspace capacity
Environmental sustainability
Other issues

http://ec.europa.eu/transport/air/internal_market/general_aviation_en.htm
Proportionate regulation and subsidiarity

- Commission when adopting implementing rules on aviation safety, needs to ensure that they are proportionate and commensurate to the complexity of the respective category of aircraft and operation;

- EC is invited to examine the possibility of laying down simplified security procedures and screening processes for business aviation passengers without in any way compromising their security and safety;

- Commission is suggested to facilitate the exchange of best practice on security measures at small to medium-sized airports;
Airport and airspace capacity

- **EP Believes** that helicopters can be an important short-haul means of connecting between airports and **urges** the Commission and Member States to include them in capacity-enhancing strategies;

- **Encourages** Member States and regional and local authorities to invest in the modernisation and establishment of small and medium-sized airports, which are of major importance for general and business aviation.
Airport and airspace capacity

- Business aviation should be given, where possible, adequate access to major airports in order to enable it to connect Europe's regions to its economic centres.

- SESAR programme must fully take into account the specificities of general and business aviation and deliver real benefits to the sector without placing unnecessary burdens on it.
  - Common airspace not only for MS but for all types of aircraft.
Environmental sustainability

- General and business aviation has a reduced environmental impact in terms of CO2 emissions and noise, when compared with that of commercial air transport;

- It is necessary to reduce emissions through further enhancing the environmental performance of smaller aircraft by using cleaner fuels and by promoting research, technological development and innovation; in this respect stresses the importance of initiatives such as "Clean Sky" and CESAR;

- Noise issues should be dealt with at national and local levels;
Other issues

- Commission **has to** take appropriate measures to facilitate access of the EU's general and business aviation manufacturing industry to world markets;

- Commission **is requested** to reinforce support for aeronautical research, development and innovation, in particular by SMEs that develop and build aircraft for general and business aviation;
Other issues

- Promotion of recreational and sport aviation, as well as of European aeroclubs, which constitute an important source of professional skills for the entire aviation sector is considered as essential.

- Commission is requested to report back to the European Parliament by the end of 2009 on progress achieved in relation to the issues identified in the resolution.
Conclusion:

- European Air Transportation System will have to be based on General Aviation

Remark by the presenter

- The Commission will have to support financially the development (R&D&I) of such a system
- Building up ERA and facilitating transnational cooperation
Thank you for your attention!

Prof. Bogusław Liberadzki

Member of the European Parliament