



**Workshop**  
Institute of Aviation (IoA)  
Warsaw, July 7- 8, 2009



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

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**Member of the European Parliament**

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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



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- General and business aviation is the fastest growing segment of civil aviation in Europe
- Complements regular air transport performed by commercial airlines

- **G&BA**

Transport

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;



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# Four axis of dialogue on G&BA

[http://ec.europa.eu/transport/air/internal\\_market/general\\_aviation\\_en.htm](http://ec.europa.eu/transport/air/internal_market/general_aviation_en.htm)

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



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### 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;



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### 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



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### 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



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### Environmental sustainability

- General and business aviation has a reduced environmental impact in terms of CO<sub>2</sub> 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;





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### 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;



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### 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**



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### 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



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**Thank you for your attention!**

**Prof. Bogusław Liberadzki**

**Member of the European Parliament**