



*General Aviation and European Air Transport System Third Call FP7
Brussels, 23.11.2009*

*„Short overview of Europarliament GA Resolution and
expected EC/sector actions ”*

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Short history

1.01.2007 – Start of EPATS (European Personal Air Transport System) Project

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 Aviation – facts

- 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;



Four axis of dialogue on G&BA

http://ec.europa.eu/transport/air/internal_market/general_aviation_en.htm

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



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;
- **Need** to take into account the interests and specificities of general and business aviation in the development of future air transport policy initiatives, with a view to strengthening its competitiveness;



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
- "Single European Sky" legislation and SESAR can not lead to disproportionate and excessively costly technological requirements for small aircraft operated under VFR;



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;
- 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



First successes





General Aviation topics open in 3rd Aeronautics Call of FP7

AAT.2010.3.3-3. Avionics

Advanced concepts and technologies to counteract hazards specific to the flight operation of small-size aircraft operating in non-scheduled flights, improving automation, smart responsiveness to unforeseen situations in piloting the vehicle, including those adapted to less-skilled pilot operations.

Funding scheme: Collaborative Projects small or medium-scale focused research, Coordination and Support Actions aiming at coordinating research activities

Note: Limits on the EC financial contribution apply. These are implemented strictly as formal eligibility criteria. You must refer to the call fiche for details of these limits

Open in call: FP7-AERONAUTICS and AIR TRANSPORT (AAT)-2010-RTD-1





General Aviation topics open in 3rd Aeronautics Call of FP7

AAT.2010.7-12. Assessing and further developing the role of small aircraft in the air transport system

Expected impact: Proposals should demonstrate contributing to an improved understanding of the role that small-size aircraft operating on scheduled or non-scheduled flights can play as a component of the air transport system to satisfy the needs of transportation in regions where transport networks are underdeveloped.

Scope: Study to develop a road map and supporting business case to address the benefits of the use of small aircraft as a component of the air transport systems. The task will identify the technologies necessary to meet the safety, environmental, operational and economic requirements, including integration into the European ATM environment, ensuring complementarity with SESAR. The implications of the safety regulation process as it applies to small aircraft will also be considered.

The existing capabilities in the Member States and Associated Countries regarding this sector should be assessed.

Funding scheme: Coordination and Support Actions aiming at supporting research activities

Open in call: FP7-AERONAUTICS and AIR TRANSPORT (AAT)-2010-RTD-1



Expected EC/sector actions



Expected EC/sector actions

EC support:

- Adoption of important GA topics into FP7/8 Work Programmes
- AirT-Net+
- ?

GA sector activities:

- Contribution to the GA roadmap and its implementation
- Coordination of actions at European and transnational level via EGAC (European General Aviation Community)
- ?



Thank you for your attention!

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