Basic information

2008/2134(INI) INI - Own-initiative procedure	Procedure completed
Agenda for sustainable future in general and business aviation **Subject** 3.20.01 Air transport and air freight 3.20.01.01 Air safety 3.40.05 Aeronautical industry, aerospace industry 3.70.20 Sustainable development	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	QUEIRÓ Luís (PPE-DE)	06/06/2008

Committee for opinion	Rapporteur for opinion	Appointed
ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.	
ITRE Industry, Research and Energy	CASPARY Daniel (PPE-DE)	23/06/2008

European Commission

Commission DG	Commissioner
Energy and Transport	TAJANI Antonio

Key events

Date	Event	Reference	Summary
11/01/2008	Non-legislative basic document published	COM(2007)0869	Summary
22/05/2008	Committee referral announced in Parliament		
02/12/2008	Vote in committee		Summary
12/12/2008	Committee report tabled for plenary	A6-0501/2008	
02/02/2009	Debate in Parliament		
03/02/2009	Decision by Parliament	T6-0036/2009	Summary
03/02/2009	Results of vote in Parliament		

03/02/2009	End of procedure in Parliament		

Technical information	
Procedure reference	2008/2134(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55-p4 Rules of Procedure EP 55
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/62888

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE412.348	15/10/2008	
Committee opinion	ITRE	PE409.649	05/11/2008	
Amendments tabled in committee		PE415.122	12/11/2008	
Committee report tabled for plenary, single reading		A6-0501/2008	12/12/2008	
Text adopted by Parliament, single reading		T6-0036/2009	03/02/2009	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(2007)0869	11/01/2008	Summary
Commission response to text adopted in plenary	SP(2009)1843	18/06/2009	

Agenda for sustainable future in general and business aviation

2008/2134(INI) - 11/01/2008 - Non-legislative basic document

PURPOSE: to outline an agenda for a sustainable future in general and business aviation.

CONTENT: following a request to do so from stakeholders, industry and the Member States, the Commission has decided to prepare this report on general and business aviation. General and business aviation concerns 1) all civil aircraft operations other than commercial air transport; and 2) on demand, remunerated, civil air transport operations. The scope includes, *inter alia*: specialised aerial works, aerial training, recreational flying, on-demand air taxi operations, and company/individual owned aircraft operated for business/professional purposes.

Until recently, the EU had very little dealings with this aviation sector. In recent years, however, a number of developments have required the Commission to reassess this policy. This is due: to the Community's growing responsibility for aviation safety and security; the recent upgrading of the Single European Sky; the deployment of the new Air traffic Management system for Europe; the expected "capacity crunch" and concerns about aviation's impact on the environment.

Currently there are up to 50 000 motor-powered **General and Business Aviation aircraft** in Europe (including around 2 800 turbine-powered) compared to around 5 000 aircraft in the European commercial airline fleet. In addition 180 000 – 200 000 micro-light and non-motor powered aircraft are used for

sport and recreation. In 2006 around 9% of all aircraft movements registered by Eurocontrol accounted for General and Business aviation. This sector of the aviation industry provides closely tailored, flexible, door-to-door transportation for individuals, enterprises and local communities. It offers increased mobility, business productivity and regional cohesion.

At the same time, however, many in the business have expressed concerns regarding the number and extent of regulations that affect them. Many SME's, as well as not-for-profit organisations, have called on the Commission to show due regard to the proportionality and subsidiarity principle. In this report, the Commission agrees to monitor application of both the proportionality and the subsidiarity principles. This monitoring will include technical mandates given by the Commission to specialised agencies, such as Eurocontrol.

A number of stakeholders, representing mainly recreational and sport aviation, have expressed concern regarding the future definition and regulation of different kinds of local flights. Thus, when revising the EASA Regulation, and when preparing the implementing Regulations, the Commission agrees to develop appropriate rules that are capable of being adapted to the complexity of the aircraft as regards both the maintenance and operation of aircraft, as well as crew licences.

On the demand side, the report notes that Europe is facing an ever growing gap between capacity and demand. If the current growth trends are maintained and capacity levels not increased the report predicts that air traffic in Europe will double in the next 20 years and over 60 European airports could be heavily congest. Europe's top 20 airports could be saturated at least 8-10 hours per day by 2025. If this predicted trend is to come true than General and Business aviation will find itself competing for access to airspace with the commercial aviation sector.

The Commission suggests a two track approach to alleviating air congestion:

- Better planning to optimize the use of existing capacity – such as the use of dedicated, reliever runways and airport/aerodrome areas, to meet the needs of General and Business aviation.
- The development and implementation of modern technologies. Automatic weather reporting systems unmanned Air Traffic Services, as well as Global Navigation Satellite Systems in Air Traffic Management procedures, which could prove useful in tapping into local and regional capacity in a cost-efficient way.

Similarly, in a bid to address the problem of airspace capacity, the Commission is implementing a number of institutional and technological reforms within the framework of the Single European Sky and the SESAR project. These initiatives are expected to bring safety, cost and efficiency benefits to all users – including General and Business Aviation. The report estimates that in 2005 approximately 15 million General and Business aviation flights took place in Europe. Less than 1 million of them were operated under the supervision of air traffic control. Those involved in General and Business Aviation as well as those using airspace without the supervision of air traffic control, have expressed particular concern regarding the proliferation of controlled airspace, future airspace classification and equipage requirements that are being defined in the Single European Sky and its SESAR programme.

From an environmental point of view, General and Business aviation, in common with the wider airline industry, imposes negative impacts on the environment in terms of noise and gaseous emissions.

To conclude the report, the Commission calls on all interested parties to pursue a dialogue on the future of this sector in Europe. For its part, the Commission will monitor future developments. It will, in particular, seek to:

- build a basic set of data regarding European General and Business aviation;
- remain vigilant vis-à-vis the correct application of the proportionality and subsidiarity principles;
- take account of airspace and infrastructure needs during capacity optimisation and planning;
- promote new technologies that allow the industry to maintain a competitive edge and to untap regional and local capacity in a cost efficient manner;
- facilitate General and Business aviation access to foreign markets;
- ensure General and Business aviation remain environmentally sustainable.

Agenda for sustainable future in general and business aviation

2008/2134(INI) - 03/02/2009 - Text adopted by Parliament, single reading

The European Parliament adopted, by 524 to 74 with 6 abstentions, a resolution welcoming the Commission Communication on an Agenda for Sustainable Future in General and Business Aviation since it provides a sound analysis of the issues affecting the sector and identifies a number of suitable approaches for addressing the specific needs of this sector within a framework of permanent dialogue between all the stakeholders.

The resolution underlines that general and business aviation is the fastest growing segment of civil aviation in Europe. It complements regular air transport performed by commercial airlines and thus provides specific social and economic benefits such as increasing the mobility of citizens, the productivity of businesses and regional cohesion. However, EU aviation policy has traditionally focussed on commercial air transport, while not giving due consideration to its growing impact on general and business aviation.

The resolution underlines the main areas to be reviewed in-depth:

Proportionate regulation and subsidiarity: MEPs call on the Commission to ensure the application of the proportionality and subsidiarity principles in the design and implementation of both existing and future aviation legislation. The Commission is invited to ensure that they are proportionate and commensurate to the complexity of the respective category of aircraft and operation. It is also invited to: i) examine the possibility of laying down simplified security procedures and screening processes for business aviation passengers and to facilitate the exchange of best practice on security measures at small to medium-sized airports; ii) facilitate the exchange of best practice on security measures at small to medium-sized airports.

Airport and airspace capacity: MEPs point out that it is becoming increasingly difficult for General and Business Aviation to get access not only to major airports but also to regional airports. In this respect, they urge the Commission and Member States to tackle these problems by implementing measures to optimise the use of existing capacity by better planning and through the deployment of modern technologies. MEPs also request that helicopters be included in the capacity-enhancing strategies. MEPs consider it vitally important that airspace zoning around small and medium-sized airports be appropriate for General and Business Aviation users. They also underline that 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 and request the Commission to examine and prepare a report to Parliament by the end of 2009 on whether there is a need to adapt relevant provisions of the existing Slot Allocation Regulation.

Air traffic management system: the resolution calls for the development, at European level, of a harmonised approach for guaranteeing consistency between airport slots and flight plans and call on the Commission to propose appropriate measures. MEPs expect that the introduction of a system of Air Traffic Management with state-of-the-art and innovative technologies within the framework of the SESAR Joint Undertaking would contribute to fighting fragmentation of European airspace and its forecasted congestion and would significantly increase airspace capacity. However, they stress that the 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. They believe that it should be one of the objectives to provide Visual Flight Rules (VFR) users with access to traffic, meteorological and aeronautical information in a user-friendly and cost-effective way. MEPs insists that the "Single European Sky" legislation and SESAR do not lead to disproportionate and excessively costly technological requirements for small aircraft operated under VFR, while fully recognising that all aircraft using controlled airspace must feature equipment providing for an adequate level of safety, such as positioning devices.

Environmental sustainability: MEPs consider that General and Business Aviation has a reduced environmental impact in terms of CO2 emissions and noise, when compared with that of commercial air transport. However, they believe 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.

Parliament also calls on the Commission to take appropriate measures to facilitate access of the EU's General and Business Aviation manufacturing industry to world markets and considers it necessary that the interests of general and business aviation are taken into account in the development of the EU’s external aviation policy. The Commission is called upon to reinforce support for aeronautical research, development and innovation, in particular by SMEs that develop and build aircraft for general and business aviation. MEPs consider as essential the promotion of recreational and sport aviation, as well as of European aeroclubs, and call on the Commission to take account of the important role that this aviation sector plays and can continue to play in the development of vocational training for pilots. MEPs request Commission to report back to the European Parliament by the end of 2009 on progress achieved in relation to these issues.