

# Business Aviation: Role of the Associations in Combating Illegal Charter



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# WHAT IS BUSINESS AVIATION IN EUROPE

## Economic importance

- **628,000** yearly movements (7.2 % of all IFR traffic in Europe)
- **88,000** yearly city-pairs
- **160,000** jobs
- **621** operators (EU 27)
- **3,000 +** turbine aircraft
- **€9bn** – value of business aviation aircraft manufacturing







# BUSAV ECONOMIC IMPACT IN EUROPE

**Hear More at 12.30 Today**

**2012 Oxford Economics Study:  
The Economic Benefits of Business Aviation**

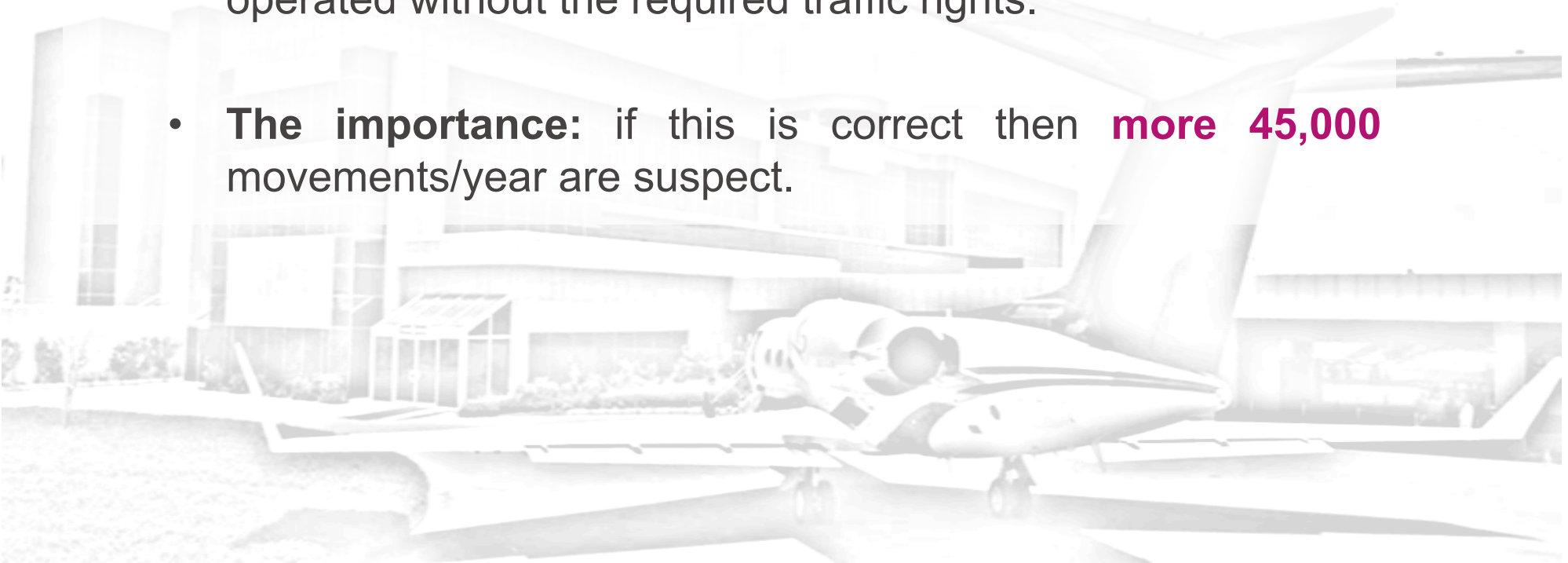
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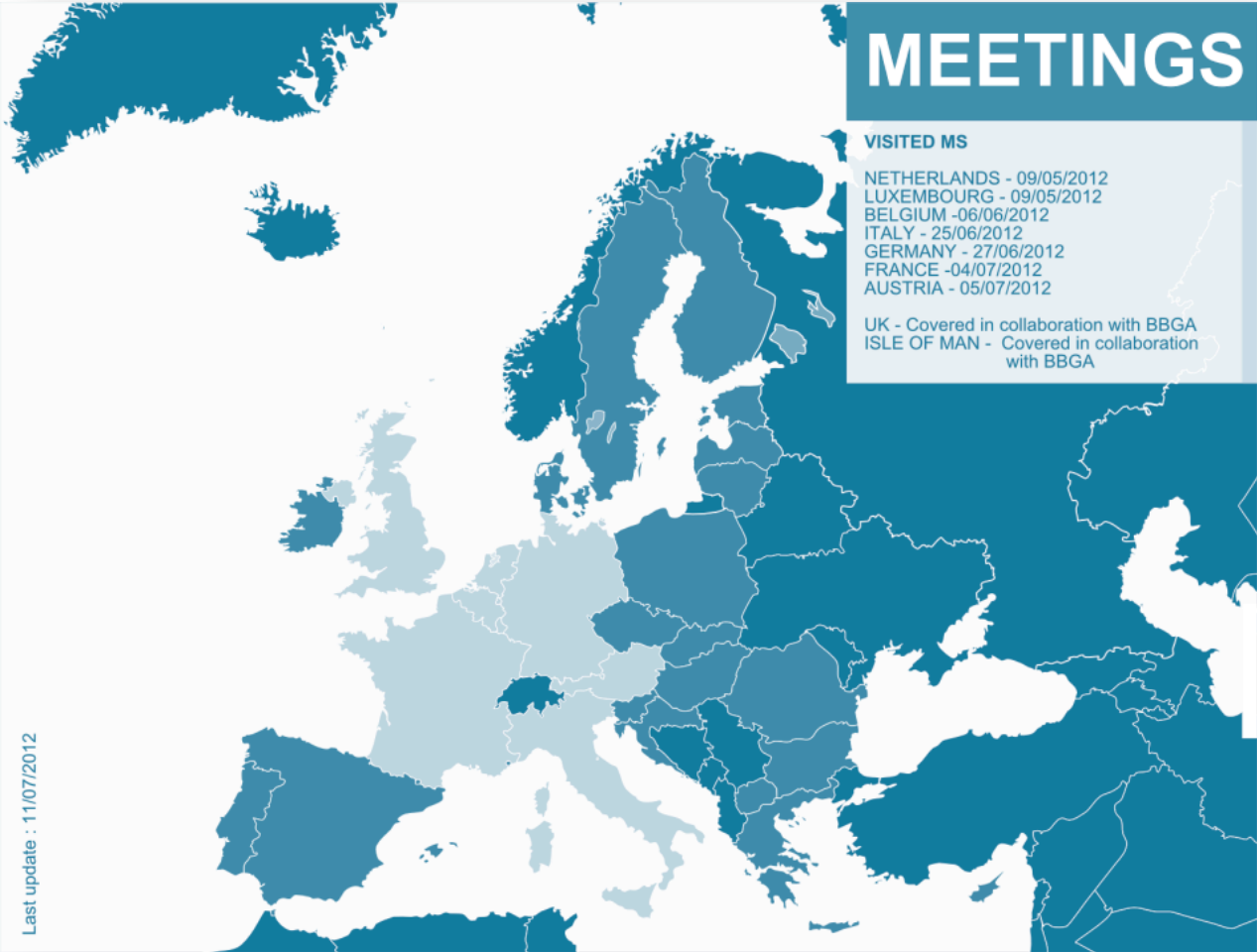
## THE ISSUE

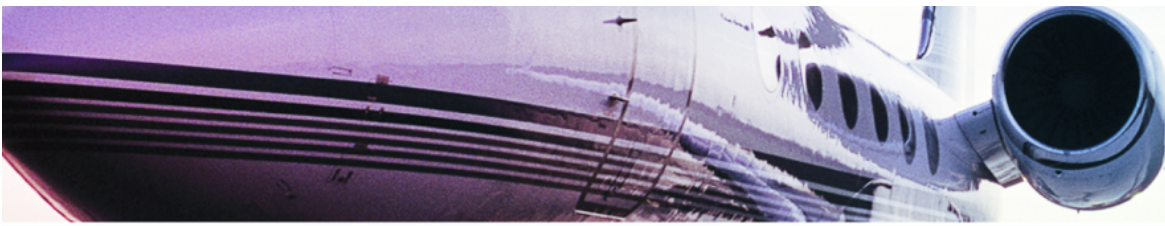
- **The issue:** On current circumstantial evidence, some **6% - 8%** of business aviation flights in Europe **may be** circumventing public transport rules and/or **may be** operated without the required traffic rights.
- **The importance:** if this is correct then **more 45,000** movements/year are suspect.





# EBAA FACE-TO-FACE MEETINGS WITH EU NAAS





## THE OUTPUTS OF THE EBAA CAMPAIGN

- Common problems faced by all NAAs:
- No common understanding of what is an “*illegal flight*”
- Identification of the problematic flights
- Lack of resources
- Only focused on airline operations and main airports
- Non-Objection right not applied
- Perceived lack of legal tools to punish the wrong doers
- Good communication among the MS
- Will of the inspectors to address the illegal flights issue





# THE OUTPUTS OF THE EBAA CAMPAIGN

## **Development of an EU definition of an illegal operation:**

- Proposed definition in final staffing.

## **Commissioning of an impact assessment**

### **Focus on:**

#### **EU Operators & Non-EU Operators**

- Operators performing public transportation within EU territory without a valid AOC.
- Commercial Operators pretending to be Non-Commercial to escape landing or FTL restrictions.

#### **Non-EU Operators**

- Non-EU operators performing public transportation within EU territory without traffic rights.

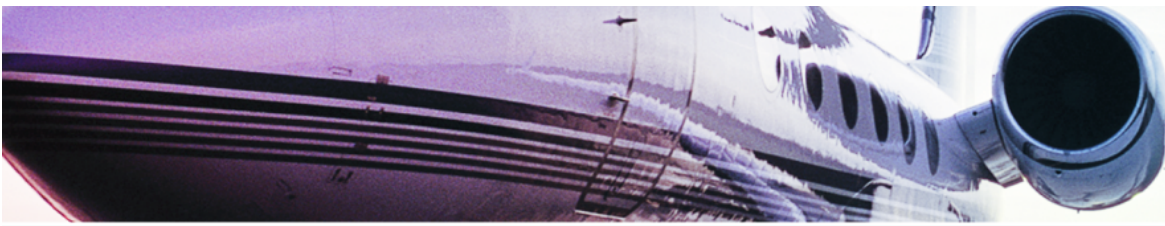
# THE OUTPUTS OF THE EBAA CAMPAIGN

## Reduce the temptation

- Gravity and fatigue are the same for comm and non-comm Ops!!
- EU ops requirements tailored to Airline rather than BusAv needs
  - Align runway performance as per Part 135 and Part 91k
  - Align FTDL based on FRMS

## Build level playing field





# THE OUTPUTS OF THE EBAA CAMPAIGN

## Prevention

- Industry (EBAA)
  - EBAA has developed a binding code of conduct for our members
  - Working with all the involved stakeholders such as airports, brokers etc. to create synergy

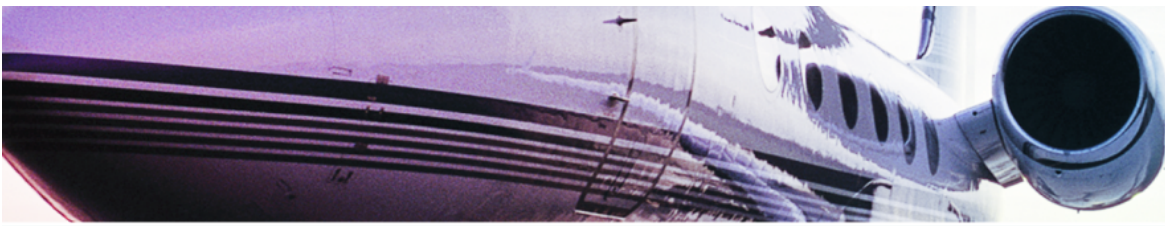
## Repression

- Industry (Associations)
  - Encourage members to denounce all the illegal operations identified within their local area through their secretariats.
  - Support EU authorities to develop more effective and deterrent legal tools



## COMBINED ASSOCIATION ACTIONS

- EBAA/BBGA finalising a definition of what an illegal flight is in accordance with the EU legislation.
- Associations are engaging with Member States, EASA and the Commission to identify a set of tools to enable an appropriate European response against illegal activities.
- EBAA releasing an ITT for consultants better to assess the extent of illegal flights and their impact on the Business Aviation value chain



## CONCLUSION

Even if the vast majority of business aviation flights operated to, within and from the EU are operated in compliance with legal requirements, a significant number unwisely choose to circumvent the system. ***Encouraged by lack of effective enforcement***

- ***A priori***, Commercial business aviation operators forced to comply with CAT rules not tailored for Business Aviation.
  - Resulting gap between essential safety needs and the requirements of the regulation, encourage illegal operations.
- ***A posteriori***, SAFA designed to focus on/control scheduled airline operations creating a sense of impunity in the minds of BusAv illegal operators, reinforced by lack of prosecutions



# Questions?



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THANK YOU

