



# EASA

European Aviation Safety Agency

## Panel 8: Current and Future challenges – Sharing the same Airspace

*EASA Safety Conference, 16 October 2014*

Moderator: Mr Christian Schleifer -Heingärtner, Austro Control, Department Engineering Services (AES)

Speakers:

Mr Dominique Roland, EASA, Head of Design Organisations Department

Mr Jyrki Paajanen, DG MOVE, European Commission

Mr John Brady, UK Light Aircraft Association, Vice-Chair

Mr Iacopo Prissinotti, ENAV, Head of International Strategies

Mr Michael Standar, SJU, Chief Strategies & International Relations

Mr Markus Marth, Jeppesen, Customer Consultant – Product

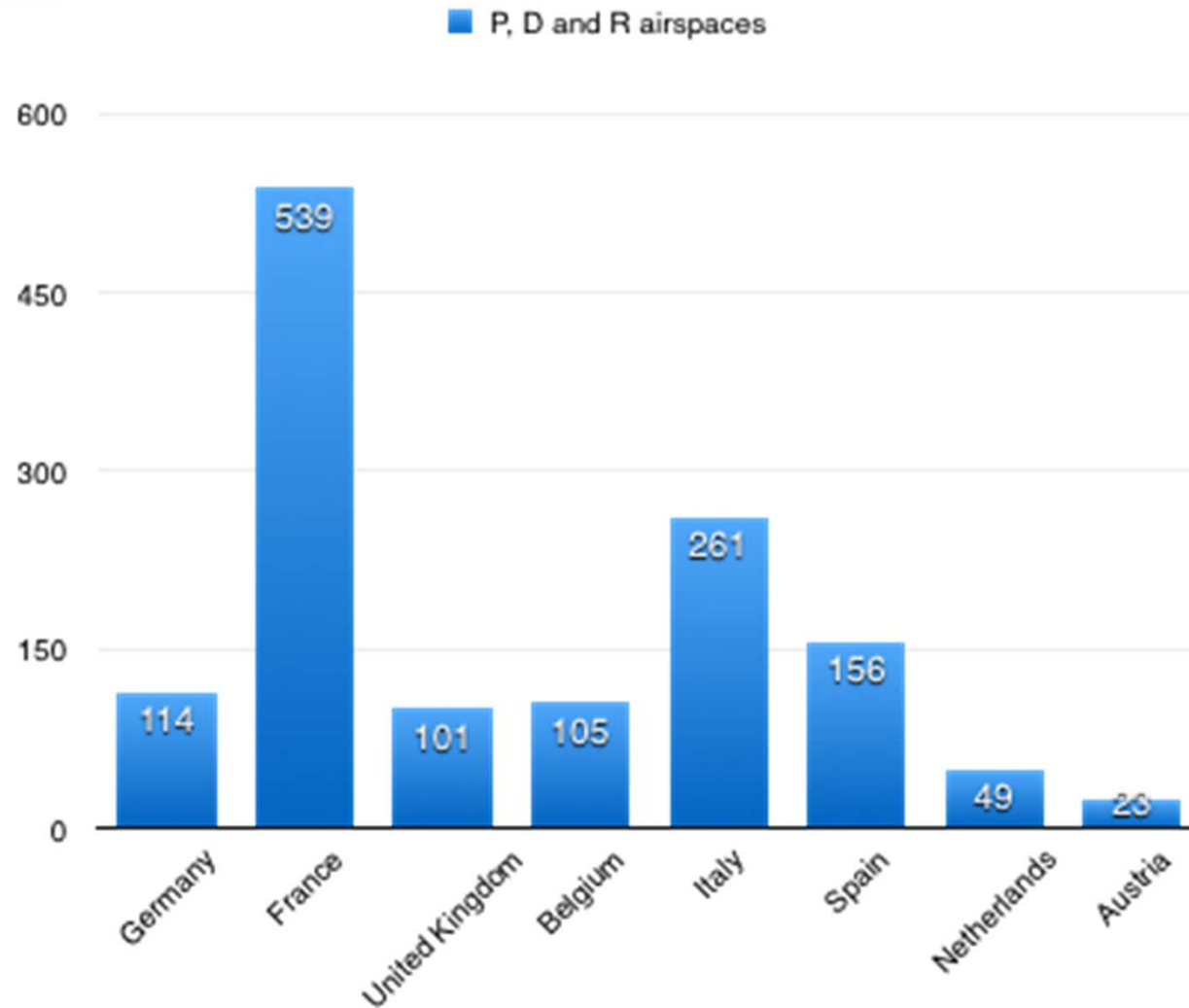
## Your safety is our mission.

An agency of the European Union





# Restricted airspaces in Europe



**John Brady**

**UK Light Aircraft Association**

**Joint Chair UK Future Airspace Strategy VFR Group**

**We have talked about:**

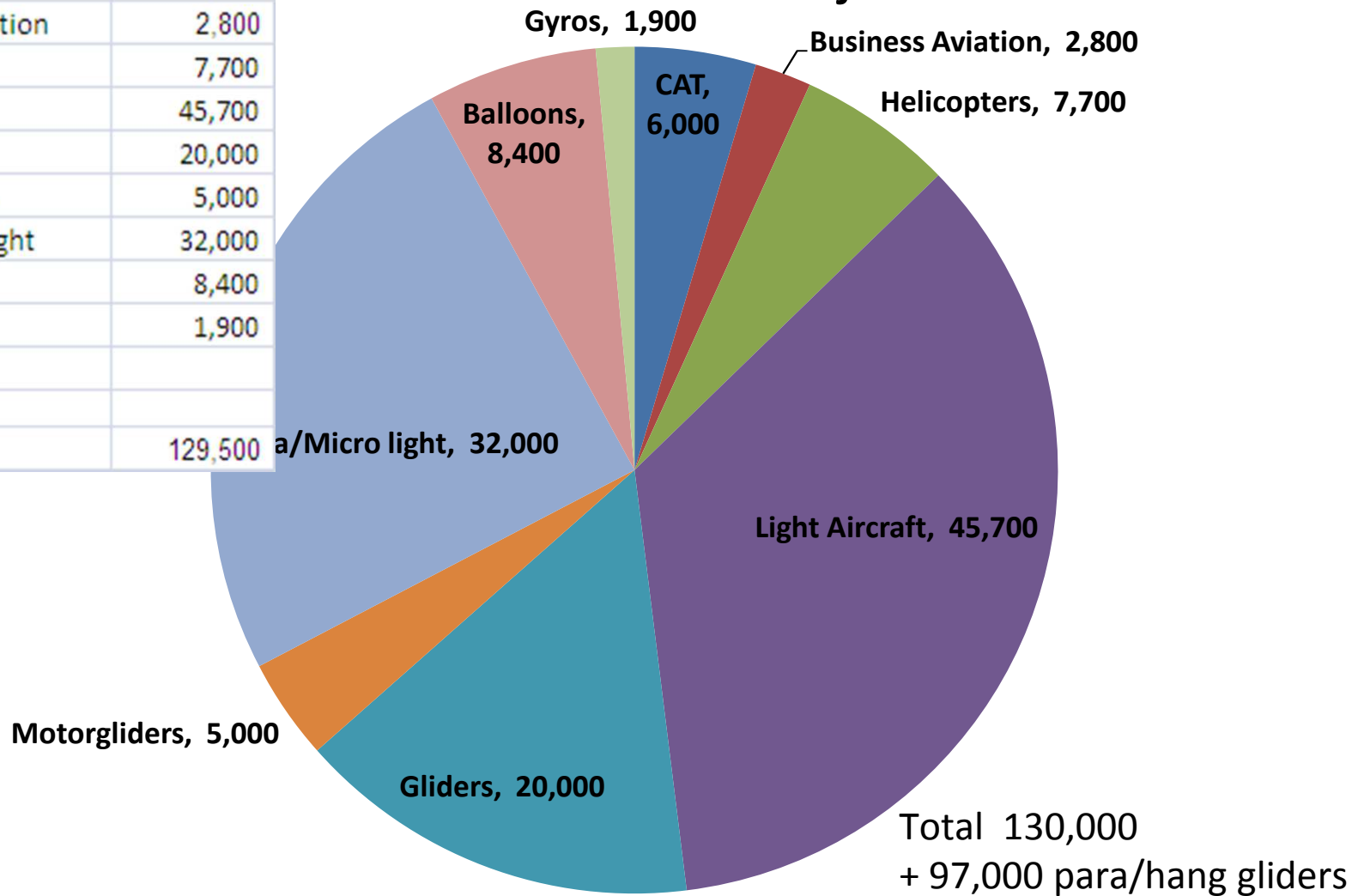
- **Risk based regulation of GA aircraft**
- **Proportionate regulation of licensing**

**In addition to aircraft and licences GA needs airspace**

**What airspace does GA need.....**

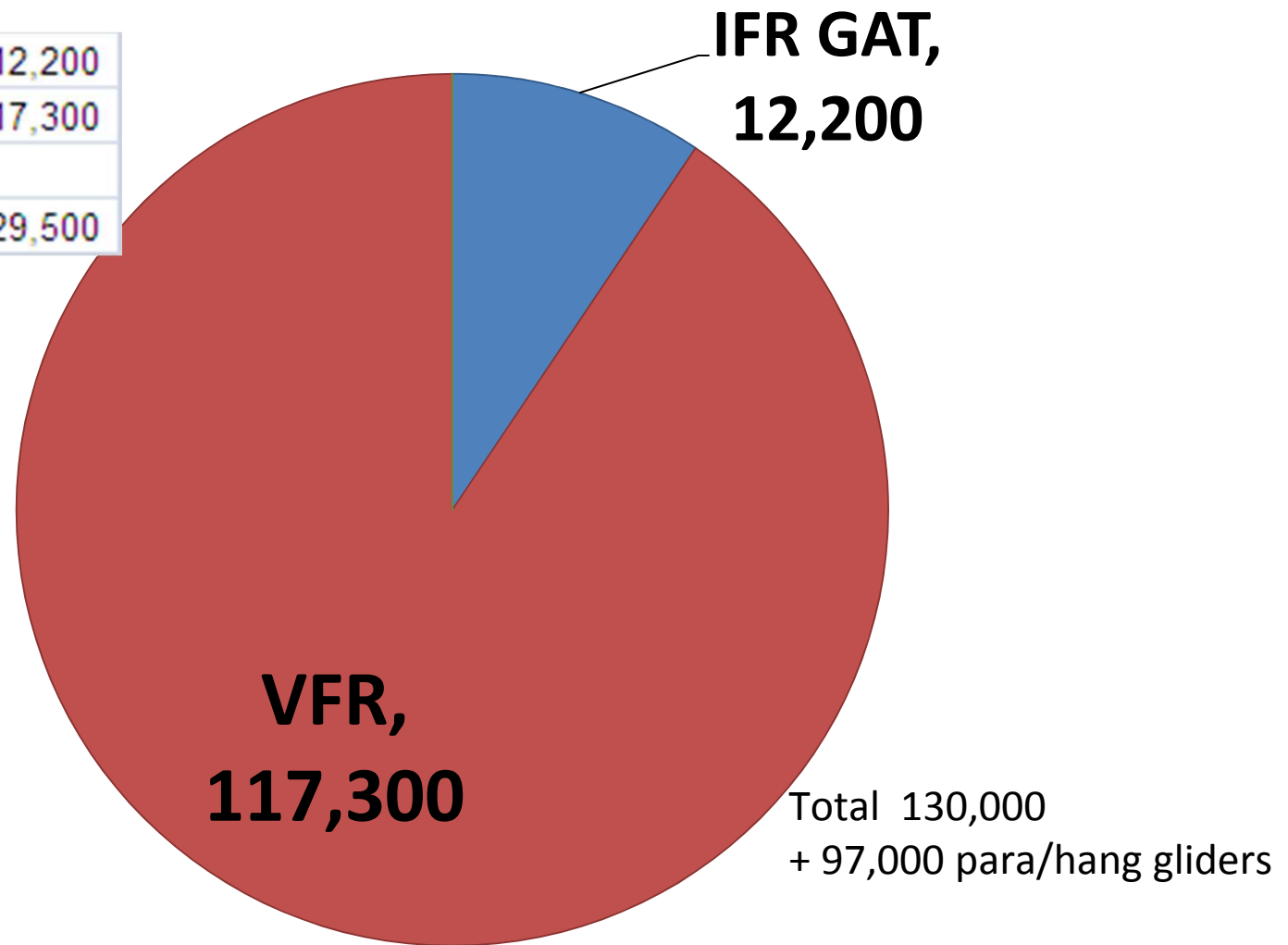
GA is a very broad category – from parachutes and balloons to business jets

CAT	6,000
Business Aviation	2,800
Helicopters	7,700
Light Aircraft	45,700
Gliders	20,000
Motorgliders	5,000
Ultra/Micro light	32,000
Balloons	8,400
Gyros	1,900
Total	129,500



Take out IFR GAT and the rest largely depend on VFR operations

IFR GAT	12,200
VFR	117,300
Total	129,500



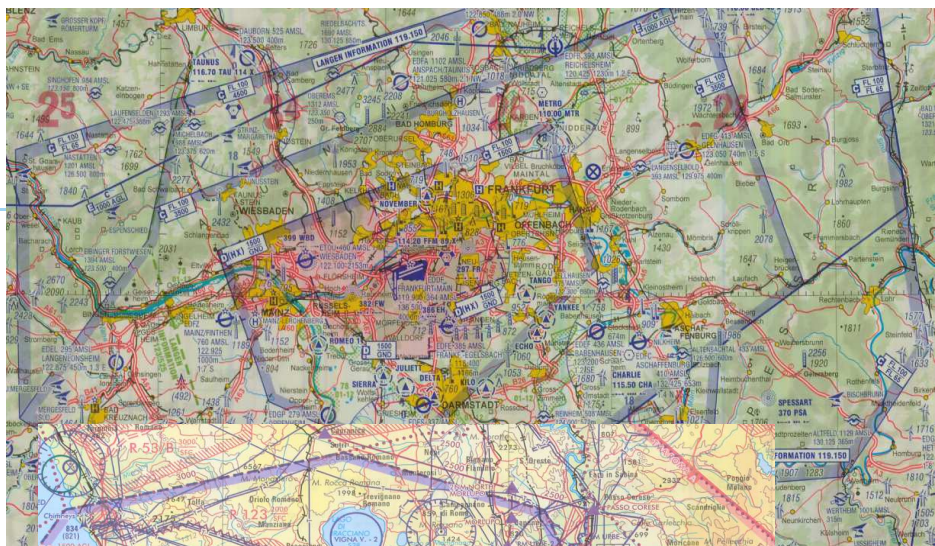
**Airspace strategy has been all about IFR GAT**

- **Pressure on VFR ops both in Class G and in CAS**

**We need a sustainable future for VFR operations through:**

- **Design of airspace balanced for all users**
- **Access to airspace for VFR operations**
- **Proportionate regulation - diversity of users**
- **Accessible and practical information management**







A BOEING COMPANY

