



General meeting of CAT AERONET+ASD EqIMG4

Mapa drogowa dla polskiej aeronautyki

Rzeszów

21 Pa dziernik 2008

Mr. Zbigniew Turek

National Contact Point for the Research Programmes of the EU

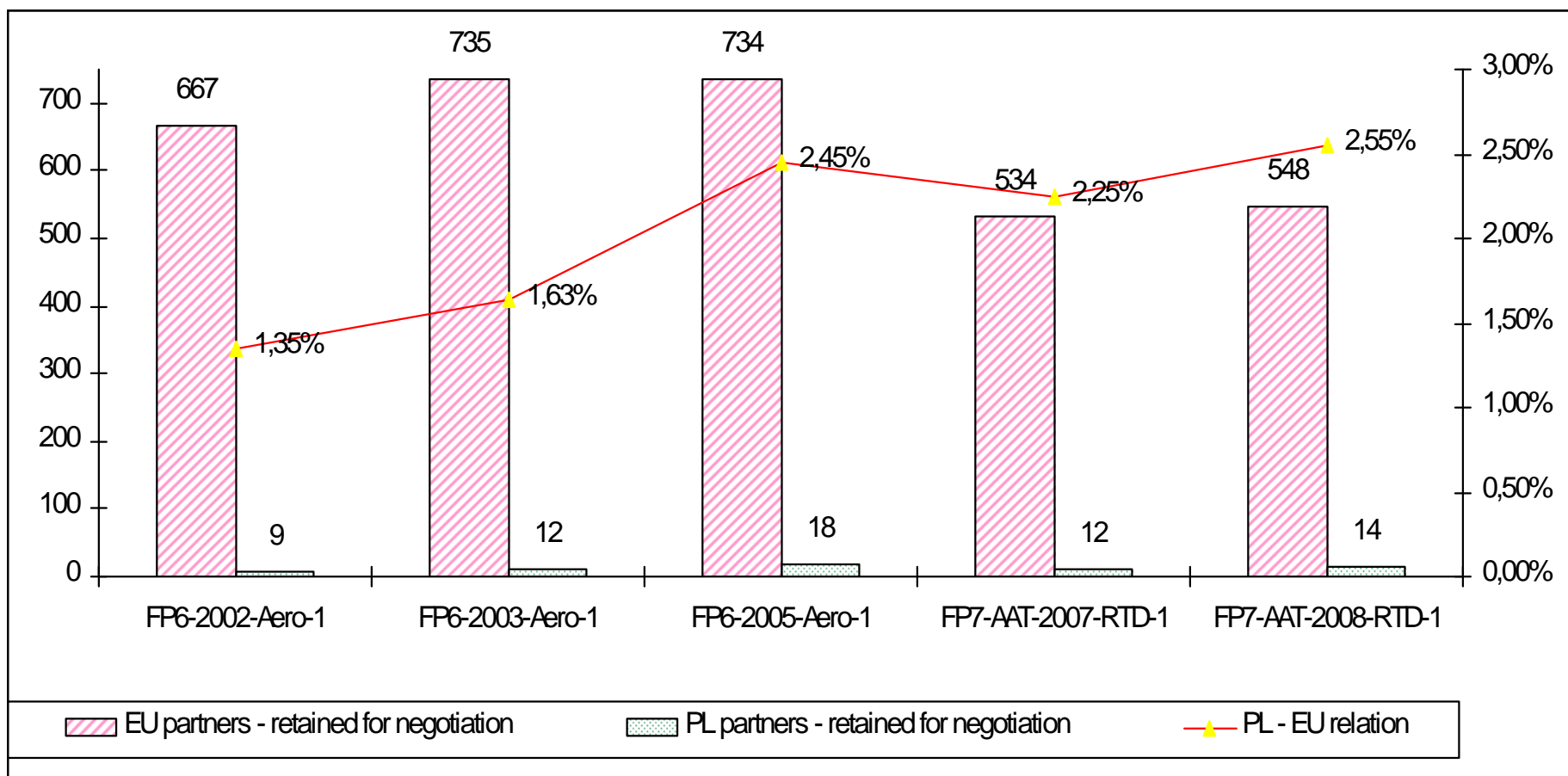
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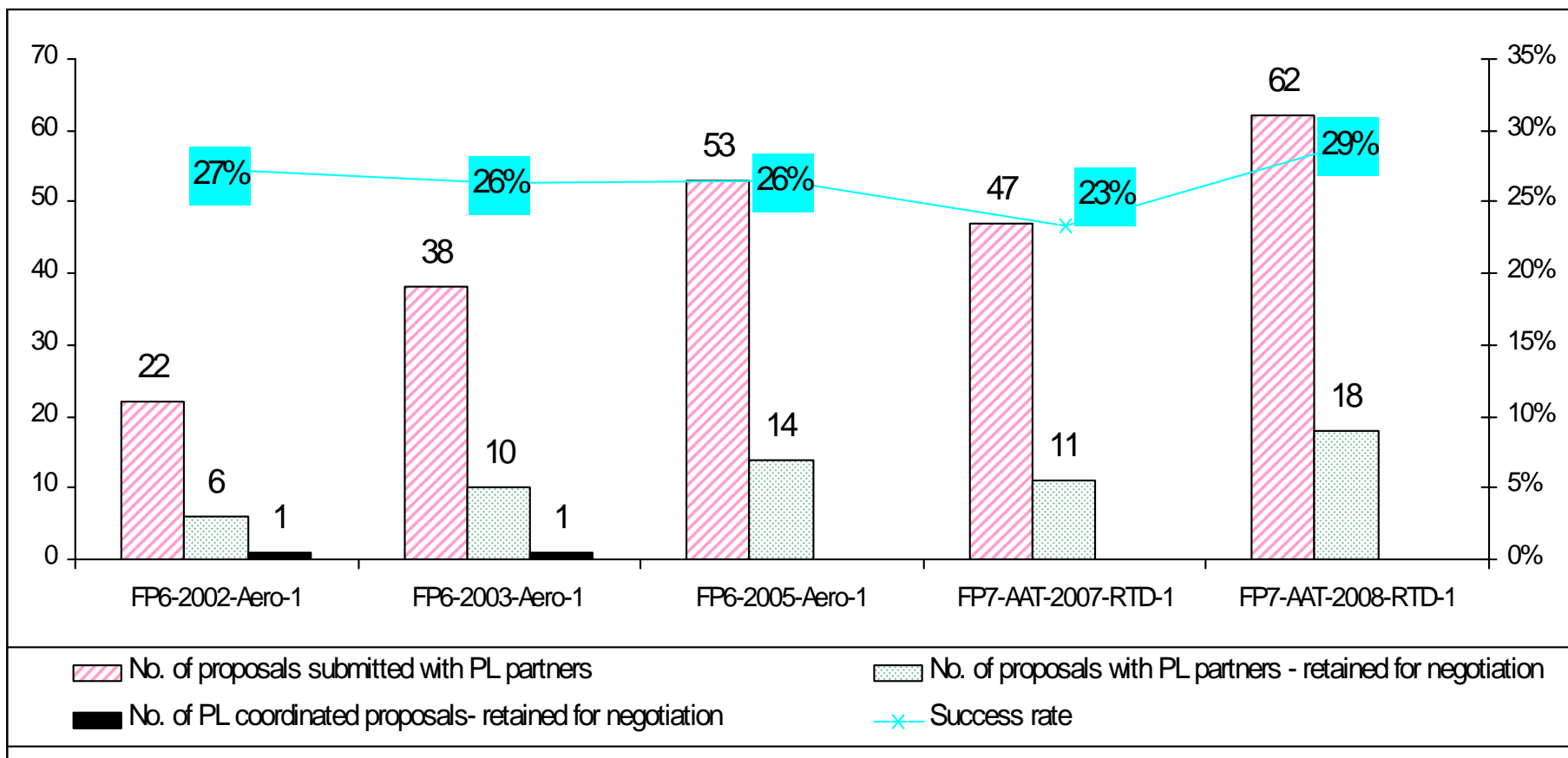
- **Analiza wyników 6PR i 7PR**
- **Agenda dla G&BA**
- **Propozycje działań**
- **Pomoc KPK – DonQ-Air**



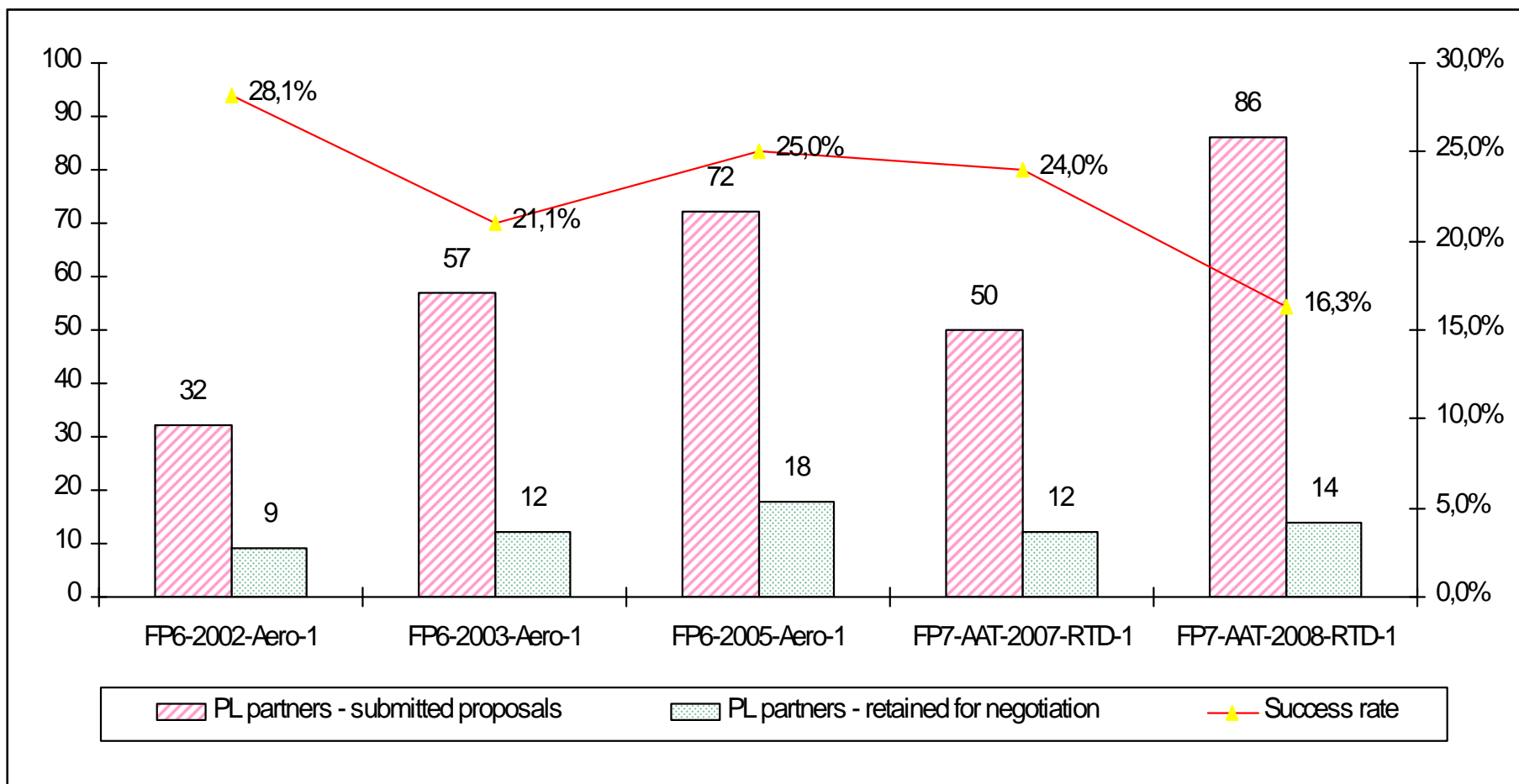
Poles in retained proposals of FP6 and FP7



Poland in proposals of FP6 and FP7

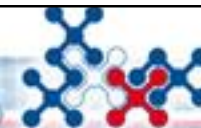
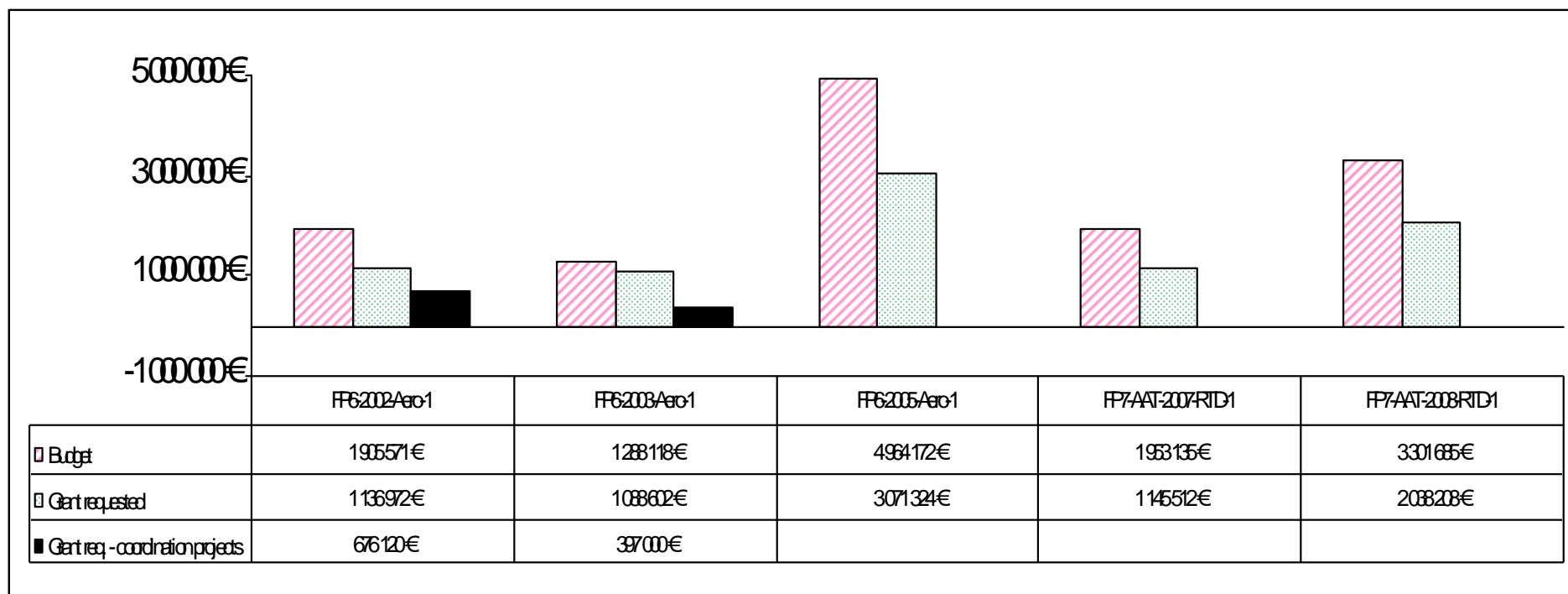


Poland's participation in FP6 and FP7 calls

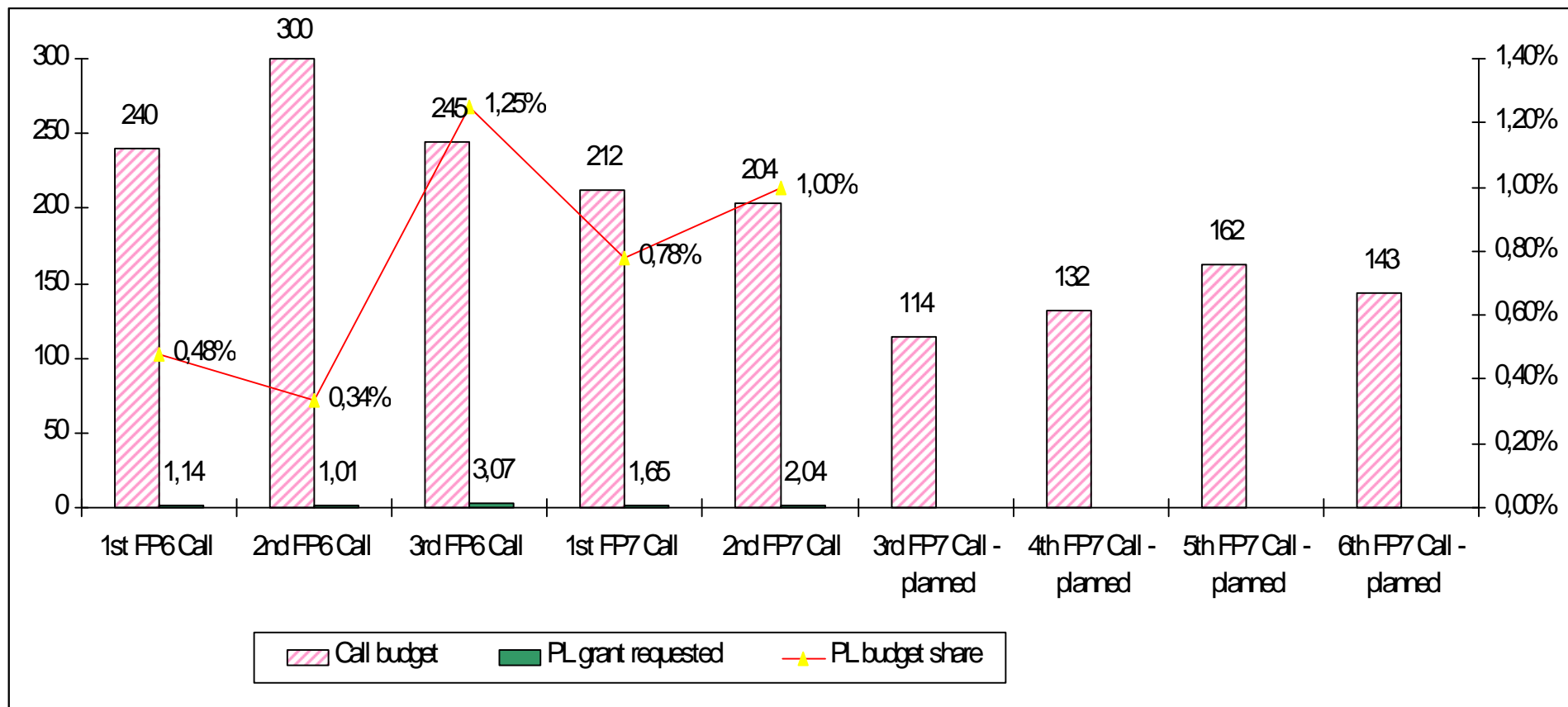


Poland's financial participation in FP6 and FP7 aeronautics calls

Retained for negotiation projects

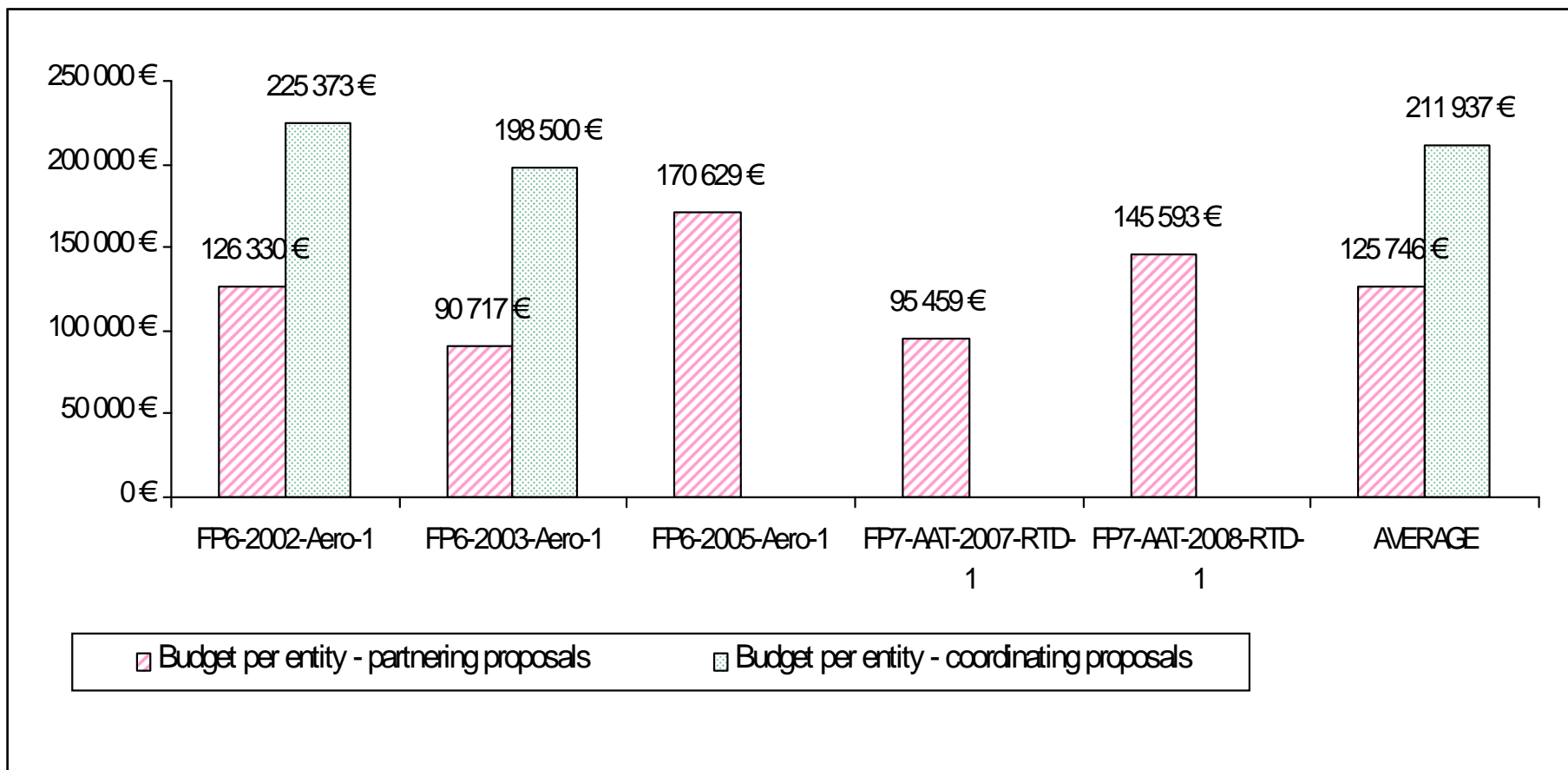


Poland's financial participation in FP6 and FP7 aeronautics calls

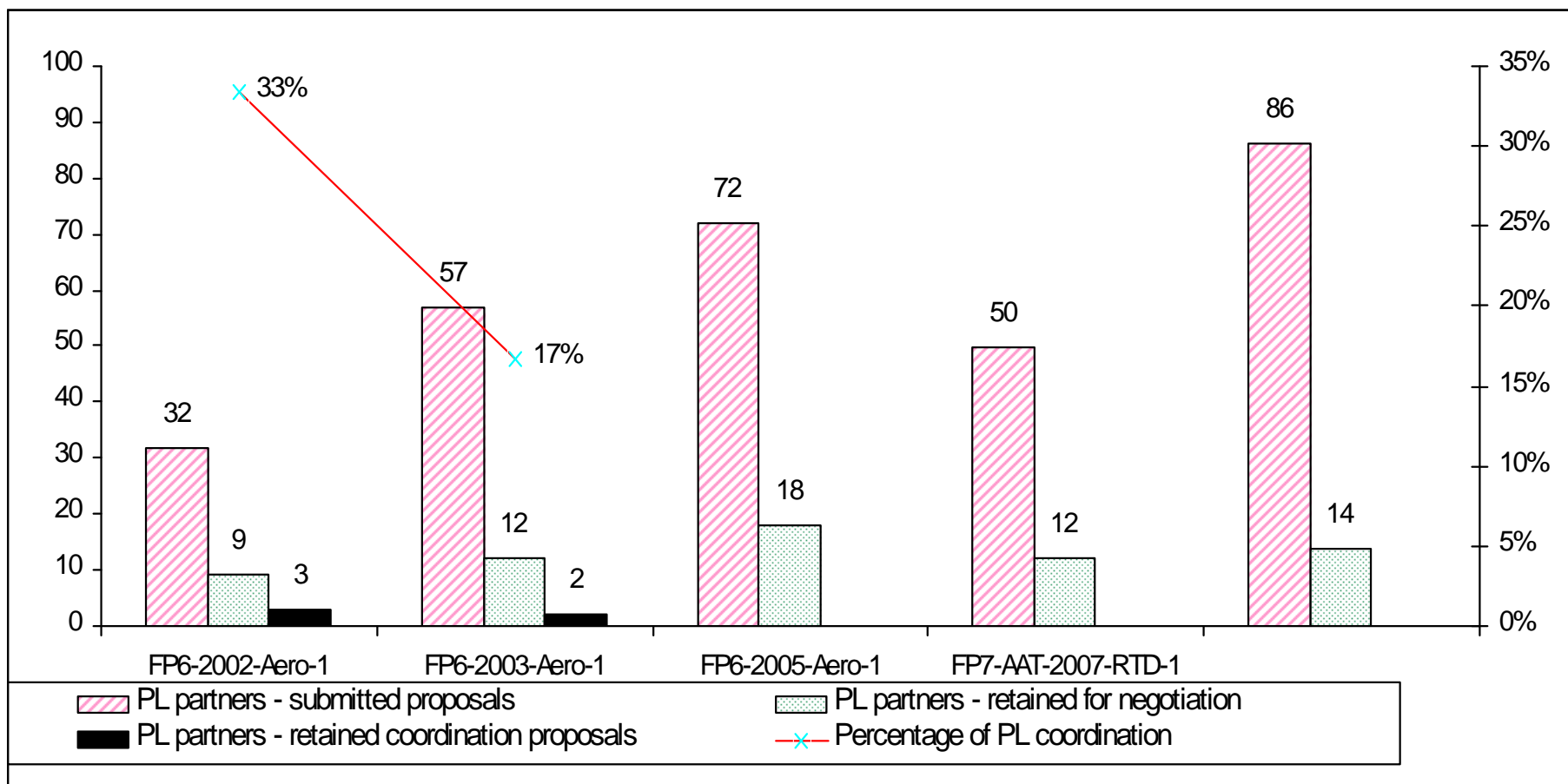


Analiza wyników 6 i 7 PR

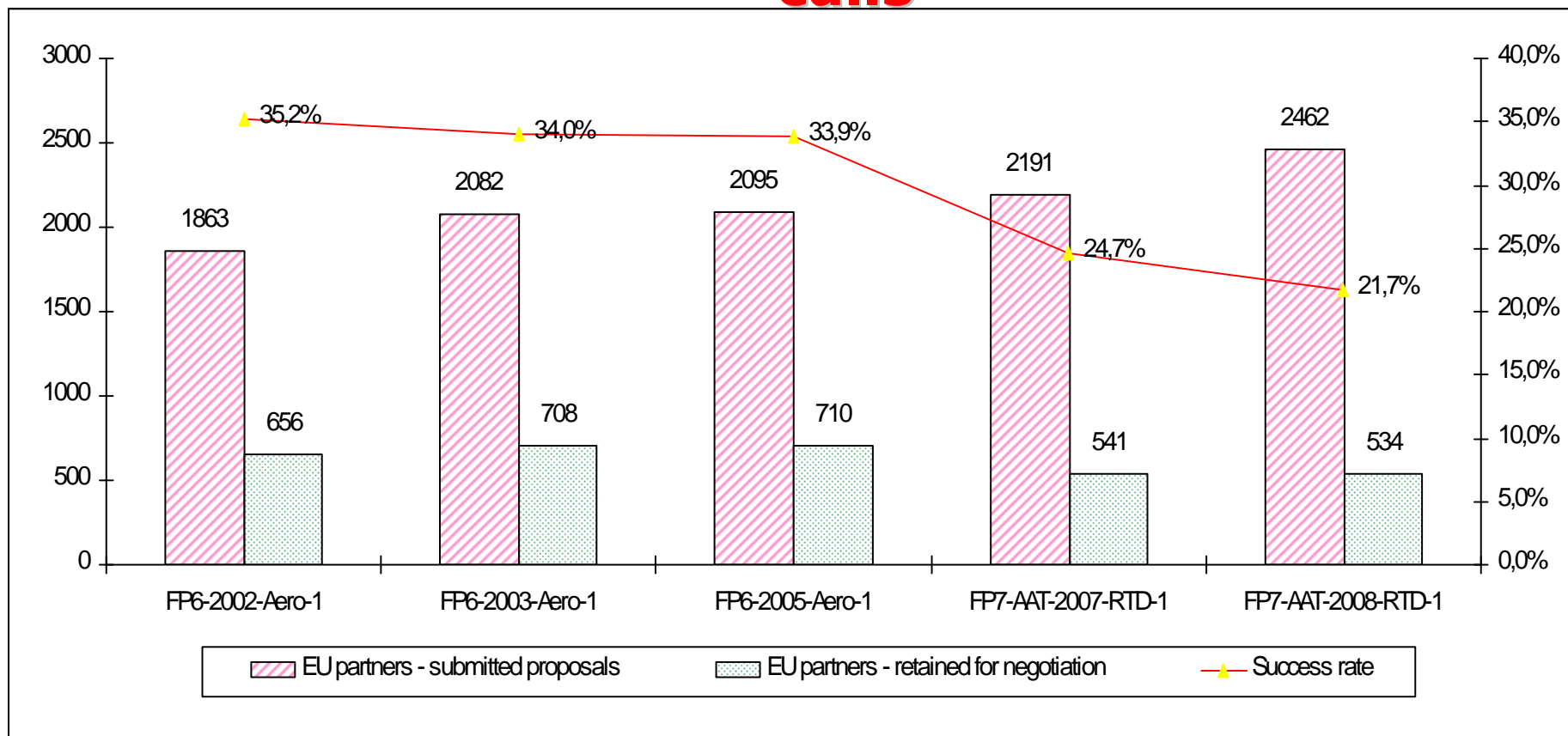
Average grant of one Polish organization



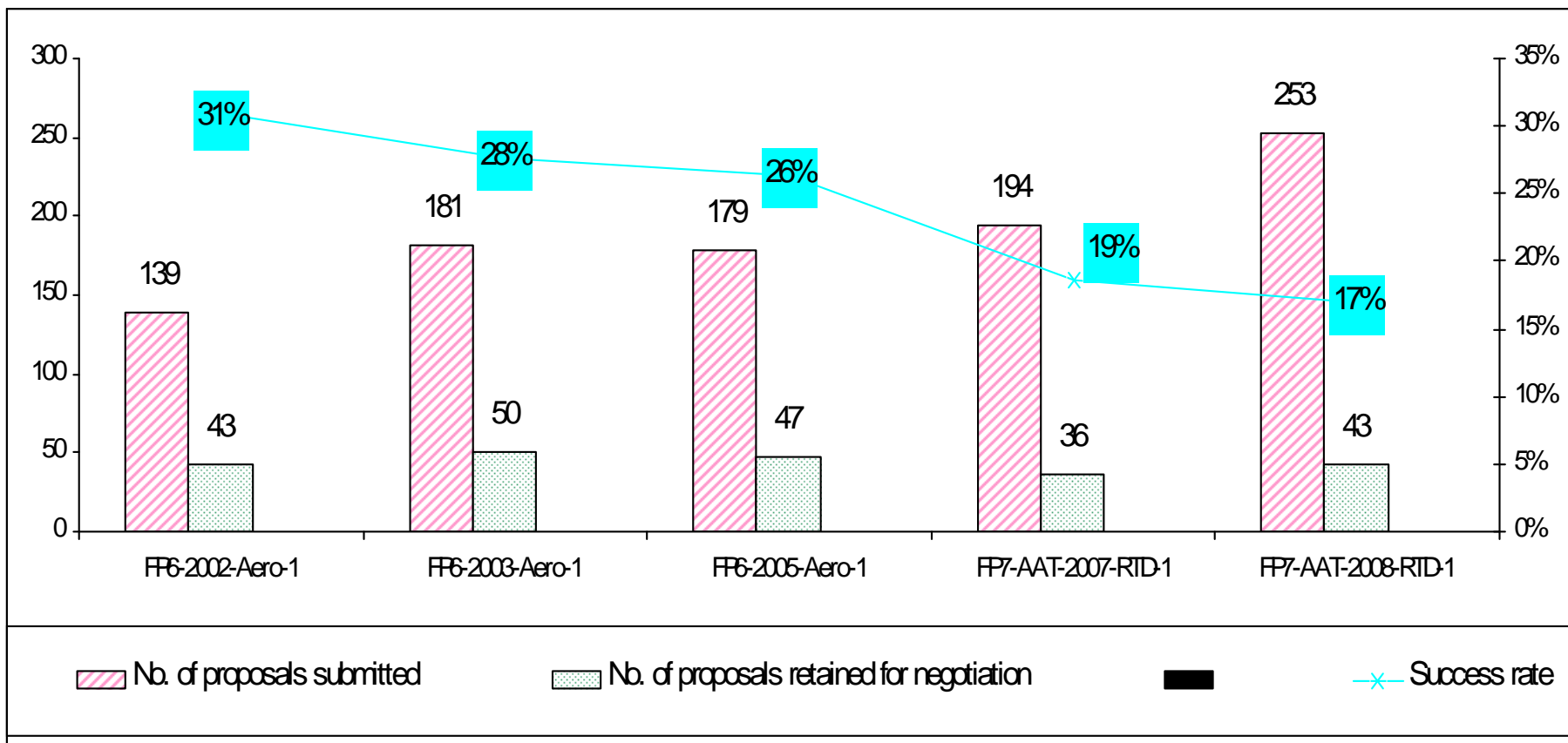
Polish coordinators in FP6 and FP7



Overall EU26 participation in FP6 and FP7 calls



EU27 in proposals of FP6 and FP7



EC Agenda for Sustainable Future in General and Business Aviation



Trochę o bardzo krótkiej historii

- 1.02.2007 – dokument dyskusyjny DG TREN nt. lotnictwa ogólnego
- 8.03.2007 – pierwsze europejskie forum dyskusyjne poświęcone lotnictwu ogólnemu
 - [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 – raport Komisji z konsultacji dotyczącej lotnictwa ogólnego
- 11.01.2008 – An Agenda for Sustainable Future in General Aviation and Business Aviation
- 7.04.2008 – 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





Agenda

1. WHY GENERAL AND BUSINESS AVIATION ?

2. GENERAL AND BUSINESS AVIATION WORKING FOR EUROPE

2.1 A growing sector with diversified fleet

2.2 European General and Business aviation provides specific social and economic benefits.

3. DRAWING AN AGENDA FOR SUSTAINABLE FUTURE IN GENERAL AND BUSINESS AVIATION

3.1 Measuring General and Business Aviation

3.2 Clarifying the definitions

3.2.1 State and Civil aircraft

3.2.2 Commercial air transport operation, fractional ownership and managed aircraft



Agenda

3.3 "One size does not fit all" – the importance of proportionate regulation

3.4 Optimising existing capacity

3.4.1. Airport/aerodrome capacity

3.4.2. Airspace capacity

3.5. Facilitating access to world markets

3.5.1. Manufacturing industry

3.5.2. Commercial business aviation

3.6. Ensuring environmental sustainability

3.6.1. Noise issues

3.6.2. Gaseous emissions



Agenda

3.7. Enhancing research and development

- Europe has a vibrant General and Business aviation research environment. Innovative designs of light and ultralight aircraft or pioneering in composite materials have been traditionally the hallmarks of the European industry.
- It is commonly understood that competitive and commercial success of European General and Business aviation will be further **dependant on aeronautical innovation and research, including advances in composite materials, fuel efficient engines and modern avionics** allowing to seize the opportunities offered by the air traffic management systems of tomorrow.
- The Commission will continue to support aeronautical research and development through its framework research programmes. This includes tailored support for SMEs provided currently under such initiatives as AeroSME or dedicated research projects such as CESAR





Transport English

European Commission > Transport Contact | Search on EUROPA
Links | Directorate-General for Energy and Transport | Energy | Trans-European Networks | What's new? | Links

Air Transport Portal of the European Commission

European Civil Aviation Handbook
Useful links

Insurance

24 April 2008:

Communication from the Commission to the European Parliament and the Council: Insurance requirements for Aircraft Operators in the EU - A Report on the Operation of Regulation 785/2004

Following the terrorist attacks in the United States on 9/11, the European Commission has taken an interest in insurance requirements in the aviation industry. In the framework of the common transport policy, and in order to foster consumer protection and avoid distortion of competition between air carriers, **Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators** ensures a proper minimum level of insurance to cover liability of air carriers in respect of passengers, baggage, cargo and third parties.

This Regulation, which entered into force on 30 April 2005, applies to all air carriers and to all aircraft operators flying within, into, out of, or over the territory of a Member State. It requires both commercial air carriers and general aviation aircraft operators to be insured, in particular in respect of passengers, baggage, cargo and third parties, to cover the risks associated with aviation-specific liability (including acts of war, terrorism, hijacking, acts of sabotage, unlawful seizure of aircraft and civil commotion).

Insurance in respect of liability for passengers, baggage and cargo

For liability in respect of passengers, the minimum insurance cover must be 250 000 SDRs [1] per passenger.
For liability in respect of baggage, the minimum insurance cover must be 1 000 SDRs per passenger.
For liability in respect of cargo, the minimum insurance cover must be 17 SDRs per kilogram.

Insurance in respect of liability for third parties

For liability in respect of third parties, the minimum insurance cover per accident and per aircraft depends on the maximum take-off weight (MTOM) of the aircraft. This takes into account that the potential damage on the ground increases with the weight of the aircraft. For aircraft with less than 500 kg MTOM, the minimum insurance cover is 750,000 SDR. For aircraft with 12-25 tons MTOM (e.g. regional jets), the minimum insurance cover is 80 million SDR. For aircraft with 200-500 tons MTOM (e.g. long-haul jets), the minimum insurance cover is 500 million SDR.

Communication from the Commission: Insurance requirements for Aircraft Operators in the EU - A Report on the Operation of Regulation 785/2004

Consultation on operation of Regulation (EC) 785/2004 on insurance requirements for air carriers and aircraft operators



Fakty z bliskiej przyszłości

- **Do końca tego roku ma być przygotowany** (The Commission proposed to present a roadmap of **concrete actions implementing** the agenda for sustainable future in general and business aviation)
- **Początek lipca 2009 roku – ogłoszenie 3. konkursu z aeronautyki w 7PR**
 - obecnie dyskutowane są ramy programu pracy na 3. konkurs – 29.10.2008 kolejne posiedzenie w Brukseli na ten temat
 - 10.12.2008 – kolejne posiedzenie w Brukseli nt. programu pracy
 - Po nowym roku będzie jeszcze kilka dyskusji w Brukseli nt. programu pracy
 - IMG4 złoży na pewno kilka tematów na duże projekty z lotnictwa cywilnego



➤ Propozycje działań





Propozycja działań dla polskiej aeronautyki cz. I

- Najdalej do końca listopada br. opracować temat na projekt L2 z polską koordynacją
- Przed 10.12.2008 spotkanie lobbingowe w Brukseli
- Zgłaszać inne tematy badawcze na 3. konkurs z aeronautyki



Propozycja działań cz.II (GA)

- Najdalej do końca listopada br. zorganizować spotkanie w Brukseli z Panem **Luis Queiro** reporterem ds. GA – przygotowuje road map dla GA
- Przed 10.12.2008 spotkanie lobbingowe w Brukseli

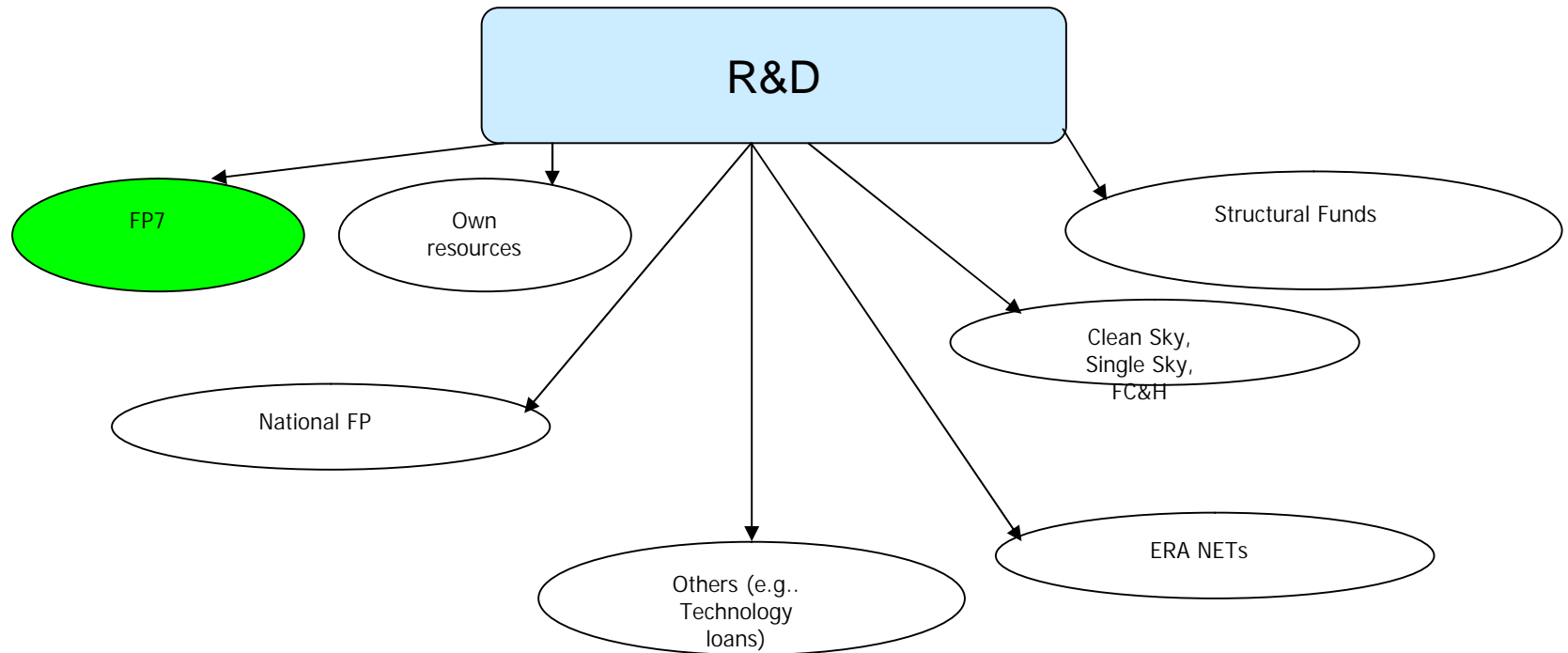


Propozycja działań cz.III

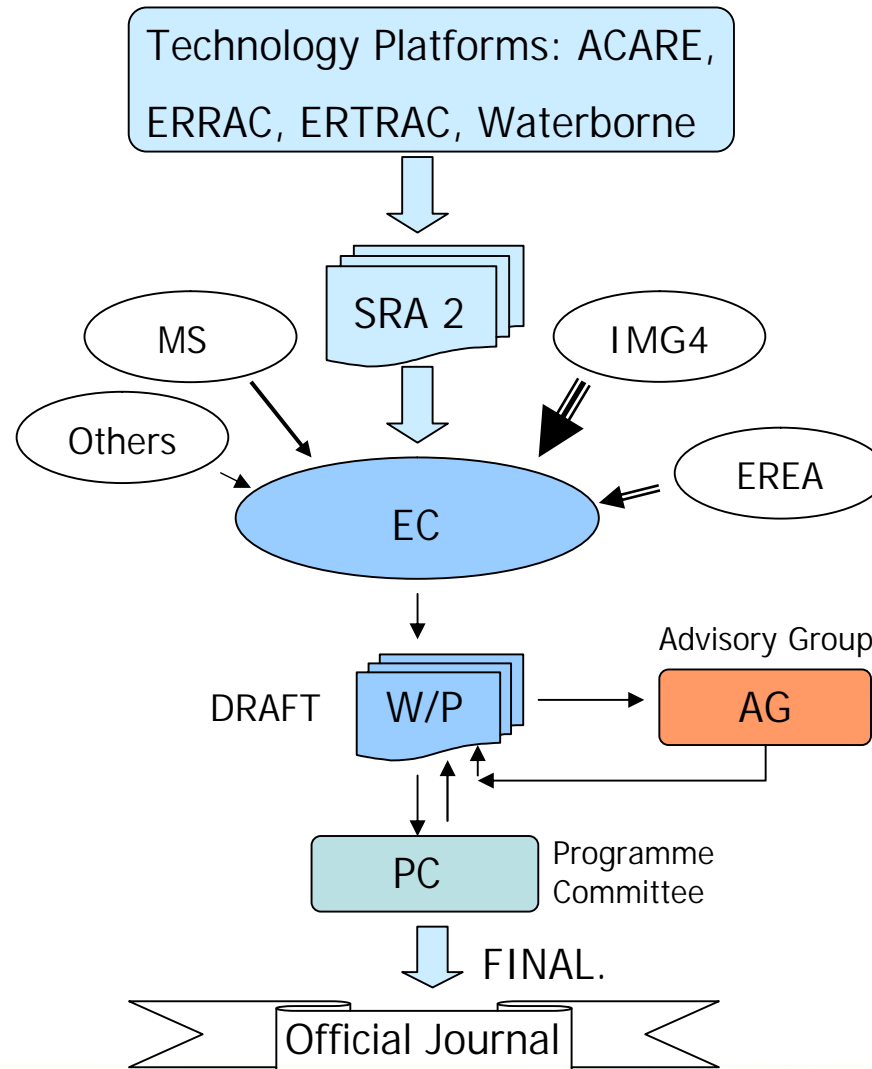
- **Zorganizowa konferencje**
 - „*Second European Conference on Materials and Structures*” (Blanka Lenczowski)
 - „*European Conference for Sustainable General and Business Aviation*”
- **Aerodays w Polsce (Polska prezydencja 2011 roku)**
- **Konkursy**
 - *Clean Sky*
 - *Single Sky*
 - *FC&H*
- **Przygotowa tematy do konkursów w ramach *AirT-Net***
- **Konkurs dla Doliny Lotniczej w *Capacities* – deadline 18.12.2008**
- **Zgłosi kandydata na *National Seconded Expert* do pracy u Liama Breslina**



Financial resources for implementation of Strategic Research Agendas of Polish Technology Platforms



Towards the Work Programme



➤ **Pomoc KPK – DonQ-Air**





Helping SMEs to Participate in EC Funded Research



Informing SMEs about Possibilities

Coordinators of 'small' Collaborative
Projects can find SMEs here

<http://www.aerosme.com/>



Don Q Air

<http://www.kpk.gov.pl/donqair/>

Preparing project proposals
with and for SMEs



Clustering

Aeronautics Regions

Coordinators of Large Collaborative
Projects can find SMEs here

<http://www.ecare-sme.org/plus/>



Setting-up

Collaborative Research Project Led by SMEs

<http://www.aero-scratch.net/index.html>



<http://www.smetolead.org/>

Training SMEs to become
project coordinator



• **Zapraszam do działania**

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