

Direction générale
de l'énergie
et des transports

EC Slots Policy and General and Business Aviation

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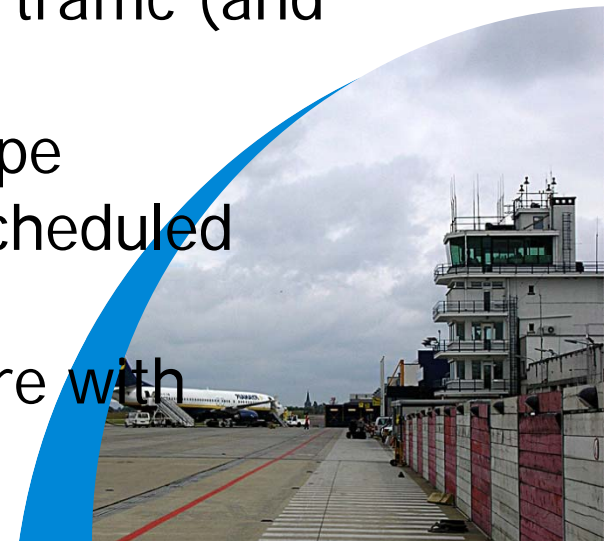


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● Background

- General and business aviation (GBA) is growing and highly diversified sector
- Up to 50.000 GBA aircraft in EU
- 15 million VFR flights in 2005
- About 10% of all controlled traffic in Eurocontrol area
- Growing almost twice as fast as rest of traffic (and only slightly slower than LCCs)
- Serving about 80.000 city pairs in Europe
- Majority of the city-pairs with limited scheduled alternatives
- Increasingly competing for infrastructure with scheduled airlines



● Legal and policy framework

- Regulation (EEC) No 95/93 (“Slot Regulation”)
- Aim: fullest and most flexible use of scarce capacity at congested Community airports
- Maximising consumer benefits
- Principle of “grandfather rights” to encourage regular operations
- These rights refer to series of slots (minimal 5)
- Regular services have priority over ad-hoc flights
- Remaining slots may be allocated to ad-hoc flights (as a result no historic rights for GBA)

● The importance of slots

- Key element in air transport policy and necessary instrument for efficient aviation system
- Scarce and valuable commodity at congested Community airports
- Increasingly barrier to open airline market and congested airports
- Slots crucial for incumbent and new entrant airlines to build up operations and network
- Slots conditional to use traffic rights

● Communication on EC Slot Regulation

- Adopted 30 April 2008
- Commission's views on application of the Regulation
- Input from Member States and stakeholders
- Need for clarification and better implementation in areas where stakeholders have experienced particular difficulties:
 - » Independence of the coordinator
 - » New entry
 - » Transparency of schedule data
 - » Local guidelines
 - » Secondary trading
 - » **consistency between slots and flight plans**

● Relevance for general and business aviation

- Regulation provides that air carrier's flight plan may be rejected if it intends to land or take off at coordinated airport without a slot
- Checks rarely take place in systematic and consistent manner (Spain notable exception)
- General concern about flights with flight plan but without a slot
- Due to nature of operation, ad hoc flights (including GBA) often operate off- or without a slot
- Consistency between single slot requests and flight plans therefore increasingly relevant

● Commission's approach

- These flights may interfere with proper operation of airports
- Introduction of mechanism to increase consistency between slots and flight plans under Single European Sky II Package
- SES II deals with all phases of flights ("gate to gate")
- Implementing Rule on ATFM under consideration:
 - » Competent body (coordinator) responsible for taking appropriate measures against abuse of system
 - » May include requiring CFMU to suspend flight plan
 - » Past and present experiences have proven feasibility (World Cup 2006 Germany, EURO 2004 Portugal)
 - » Adoption foreseen for end 2008



Final remarks

- GBA operators may become members of coordination committees at coordinated Community airports
- Forum to discuss all airport capacity issues and to propose local guidelines for slot allocation
- This may include reserving slots for GBA flights (Austria, Italy, Nice Airport)
- GBA will –for time being- have to operate within existing boundaries
- Use the possibilities available under Slot Regulation!