

EBACE 2008

Session 3: Airport and Transatlantic access

*The biggest danger to the growth of BusAv in
Europe*

What is being Done?

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A coordinator's perspective

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European Union Airport Coordinators Association

- Trade Association of 20 coordinators and schedules facilitators covering 22 countries
- Combined they are managing access to more than 100 airports, more than 10 million flights or 650 m pax each year
- EU coordinators take part in WWACG

Presentation

airport access Business Aviation

- Relevant trends in BA
- Present regulatory framework
- Slotcoordination: the future

Forecast European aviation

- Next 20 years traffic will double in EU
- GA/BA twice the speed of airlines
- Growing gap between demand and air/ground infrastructure
- By 2025 60 EU airports heavily congested; top 20 8-10 hours per day
- This “capacity crunch” will result in a less efficient air transport industry

Characteristics Bus Av

- Jets growing more than other segments
- Small but growing market, spread thinly: top 100 airports in Europe 75% overall traffic, but only 60% BA
- BA departures concentrated in Fra, Germ, UK, It, Sp and Switz
- BA no regular flight pattern

Characteristics Bus Av

- Densest region from London to Rome
- Emphasis on secondary airports
- More en route problems than airports
- Many operators; very few more than 1%

EU Regulation on Slot allocation

- Reg 95/93 to complement liberalized internal aviation market
- Introducing level playing field principles (independence, transparency, neutrality, non-discrimination)
- Following and formalizing IATA guidelines (in EU legally binding)

Reg.793/2004 to amend Reg.95/93

- Entry into force of Regulation 793/2004 on July 30, 2004
- Review 793/2004 concluded
- Communication Eur Commission published 30th April

Levels of airport capacity (IATA)

- Level 1
 - Airports with adequate capacity to meet demand; many secondary airports
- Level 2
 - Airports where demand is approaching capacity (schedules facilitated)
- Level 3
 - Airports where demand exceeds capacity (coordinated)

Level 2 and level 3 airports

- Approx. 75 level 2 airports
 - Europe: 52
- Approx. 150 level 3 airports
 - Europe: 82

Definitions

- No definition 'general aviation' in Reg 95/93
- 'Business aviation' limited definition in Reg 95/93 (only corporate operations, excluding commercial operations and owner operated aircraft)
- IATA WSG: Definition 'Air carrier' includes business aviation

Definitions

- WSG: 'Regular scheduled services' includes programmed charter services and business aviation
- Criterion 'series of slots': at least five slots on the same time on the same day of the week regularly in the same scheduling period
- Usually business aviation is operated on an ad-hoc basis, meaning no request for a series of slots and no historical precedence

Allocation of slots

- Core of the slot allocation process is the use of historical precedence
- Ad hoc slot requests are dealt with only after initial slot allocation (SRD)
- Leading principle to optimize airport capacity

Allocation of slots


- Reg 95/93 Art 8(7): The coordinator shall, in addition to the planned slot allocation for the scheduling period, endeavour to accommodate single slot requests which short notice for any type of aviation, including general aviation.

Future developments

- Airport Cannes coordinated because of business aviation
- German national system of consistency between airport slots and flight plans: benefits for ATC (en route) and airports (on time)
- Eur Commission presented discussion document on General/Business Aviation

Future developments

- Communication 30th April: Effective consistency between requests for single slots and flight plans increasingly relevant in particular for general and business aviation flights
- The Implementing Rule on ATFM will provide for a consistency mechanism



Thank you for your attention