

EUACA Guidelines for Level 2 Airports

PURPOSE

This EUACA paper aims to provide guidance to schedules facilitators for level 2 airports' procedures. Occasionally, it has been argued that the current EU regulation leaves room for interpretation regarding the procedures that should be followed at airports that have been designated as "schedules facilitated". It is therefore crucial to adopt a harmonised approach aiming to provide clarity and promote transparency among procedures and areas of ambiguity at these airports, if the current Regulation is in place.

In this document, aircraft operators refer to passenger and cargo airlines and general and business aviation operators.

Introduction

There are currently 16 schedules facilitators amongst the members of the EUACA.

A survey was conducted among all EUACA facilitators. Most facilitators handle L2 airport with procedures very similar to L3 airports. Airlines, in general, are following L3 airports procedures as well and are willing to get the benefit of such procedures.

Most of L2 airports are not overly congested. Among the others, with a high level of congestion, the competent authority is usually reluctant to change the level of the airport.

There are inconsistencies across EUACA facilitators:

- whether capacity parameters are discussed and based on shared data,
- whether aircraft operators can access capacity parameters,
- and whether schedules facilitation committees are organised.
- the industry guidelines lead to different interpretation by EUACA facilitators.

Nevertheless, almost all facilitators, as well as the aircraft operators, handle L2 similar to L3 airports:

- Facilitators process SMA and SCR, both messages are handled in the same way due to system requirements and processes.
- Monitoring of actual flights against schedules held.
- GABA flights are facilitated.

For the voluntary L2 scheme to be effective aircraft operators must be willing to make schedule adjustments to avoid exceeding the capacity parameters. However, lack of compliance which impact on operations may result in the need for the airport to be designated as a Level 3 airport, requiring mandatory slot allocation.

In the short term the schedule facilitators has limited scope to resolve the problems, due to the lack of the regulatory framework, especially when aircraft operators insist to operate at their requested schedule.

L1 airports are not regulated and outside of the scope of this guidance document.

REFERENCES

EU Regulation 95/93

1. Article 2 (i) (Definitions)
2. Article 4.1/4.2/4.3/4.4/4.6/4.7 (The schedules facilitator and the coordinator)
3. Article 7.1/7.3 (information for schedules facilitators and coordinators)

RECOMMENDATIONS

1. As the role of the facilitator is to ensure the feasibility of the plans submitted by aircraft operators so that the capacity parameters of the airport are not exceeded, where possible, aircraft operators should be prepared to accept an alternative time and thus be willing to make schedule adjustments on a voluntary cooperation basis.

2. Facilitators will communicate to aircraft operators the reasons that requested schedules cannot be confirmed. Active engagement in discussions to enable better understanding of airports limitations and actively seek to find alternative solutions to these outstanding requests. Any rejections should be kept on record by the facilitator indicating breach of capacity limitation and these should be presented at the existing committees.

3. All Message types (SMA, SCR, GCR) as described in the IATA SSIM Manual are accepted.

3.1 To assist aircraft operators with their initial submission, facilitators may, provide a list of flights operated on a regular basis during the previous equivalent season. The SHL message format used for L3 airports should ideally be used for this purpose.

3.2 It is recommended to process messages such as WCR, SAQ at facilitated airports to assist aircraft operators.

4. When identifying schedule adjustments necessary to avoid exceeding the airports capacity, the facilitator should also take into account the industry guidelines implemented.

If local guidelines exist these should be communicated to stakeholders via the coordinators website and/ or existing committees.

5. Aircraft operators should respect allocated schedules, including alternative schedules.

5.1 Aircraft operators should not intentionally operate at a different time or in a significantly different way than the times recommended by the schedule facilitator

5.2 The allocation of ad hoc operations and GABA flights may be prioritised at different dates in the calendar depending on the complexity of the demand at the airport.

5.3 Schedules that are not intended to be operated should be released as soon as possible but at least within the industry's official agreed deadlines.

6. Through monitoring procedures, the facilitator records any instances where aircraft operators have operated at a schedule different from the recommended.

6.1 Such failures will not be part of the list provided by the facilitators according to paragraph 3.1 of these guidelines. Furthermore, in case flights are reapplied they will receive lower priority.

6.2 When more than one aircraft operators are competing for the same schedule, higher priority will be granted to those who complied with recommended schedule in the previous equivalent season.

6.3 Facilitators may record significant events that could have impacted on the carriers ability to operate a planned schedule. Such information may be considered when identifying the schedule adjustments necessary to avoid exceeding the airports capacity in compliance with the industry guidelines.

7. In cases where aircraft operations, including demand and/or actual operations exceed airport infrastructure capacity and may cause prejudice to the airport, schedules facilitators are encouraged to provide all necessary data such as demand/actual operations analysis to the responsible authority and/or the airport managing body, actively seeking for the airport to be designated as level 3.

8. Certain practices / methods may differ according to each airport that should be communicated by the facilitator responsible. To receive more detailed information about the differences and the reasons thereof, aircraft operators should visit the concerned schedules facilitator website.

List of Schedules Facilitators as of April 2023:

Changes could happen, the list of facilitated airports can be checked on **Error! Hyperlink reference not valid.** and on coordinators/facilitators websites.

Country adopted fully or exceptions applied:

Countries	Facilitator	Airports
Austria	SCA	GRZ, KLU, LNZ, SZG, INN
Bulgaria	Sofia Airport Slot Coordination	SOF
Cyprus	Cyprus Schedule Facilitation	PFO, LCA
France	COHOR	LYS, NTE, CMF, NCY
Faroe Islands	ACD	LYR
Germany	FLUKO	BRE, CGN, DRS, ERF, FMO, LEJ, NUE, SCN
Greece	Hellenic Slot Coordination Authority	JSI, LXS, SKG
Hungary	HungaroControl	BUD
Iceland	ACD	AEY
Italy	Assoclearance	BLQ, SUF, VRN, PSA, RMI
Luxembourg*	ACL	
Malta	Schedule Coordination Malta	MLA
Norway	ACN	AES, ALF, BOO, EVE, HAU, KKN, KSU, KRS, MOL, FAE, TRF
Poland*	ACL	
Portugal	NAV Portugal	PDL, FAO
Slovakia	BTS airport	BTS
Spain	AECFA	LEI, OVD, RMU, GRO, GRX, IBZ, XRY, LCG, SPC, MAH, PNA, REU, EAS, SDR, SVQ, TFN
Croatia	Split airport	SPU
Sweden	ACS	KRN, OSD, VBY, RNB, AGH
United Kingdom*	ACL	

*For the time being, these guidelines are not fully applicable to the schedule facilitated airports managed by ACL

Appendix

EU Regulation 95/93

1. Article 2 (i)/Definitions

‘schedules facilitated airport’ shall mean an airport where there is potential for congestion at some periods of the day, week or year which is amenable to resolution by voluntary cooperation between air carriers and where a schedules facilitator has been appointed to facilitate the operations of air carriers operating services or intending to operate services at that airport;

2. Article 7.1/7.3 (information for schedules facilitators and coordinators)

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport shall submit to the schedules facilitator or coordinator respectively all relevant information requested by them. All relevant information shall be provided in the format and within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(b) or (ba), in respect of requested slots.

For all other airports with no particular designation status, the managing body of the airport shall provide, when requested by a coordinator, any information in its possession about the planned services of air carriers.

The schedules facilitator or the coordinator, the managing body of the airport and the air traffic control authorities shall exchange all the information they require for the exercise of their respective duties, including flight data and slots.