



# Airport Access: Fair and Equitable For All

---

Brian Humphries CBE  
EBAA President and CEO

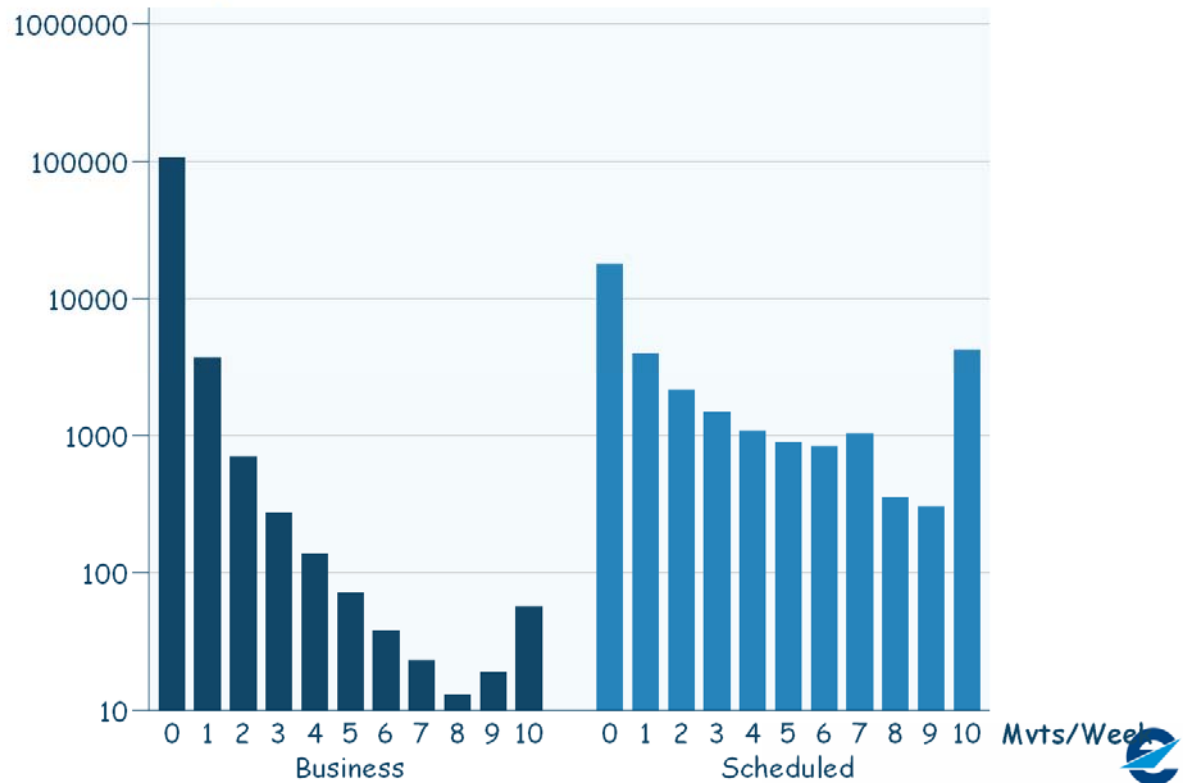
EUACA, Amsterdam  
30 September 2009



# A Different Breed

# Everything but routine

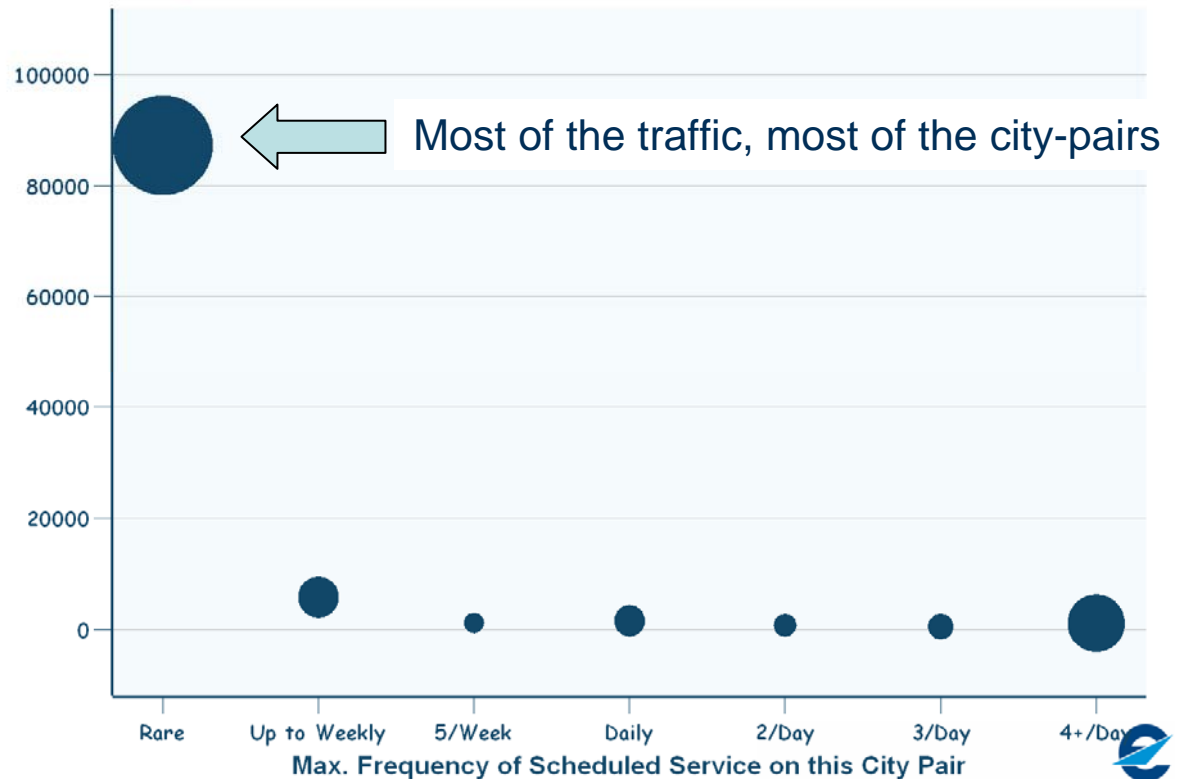
Number of Airport Pairs



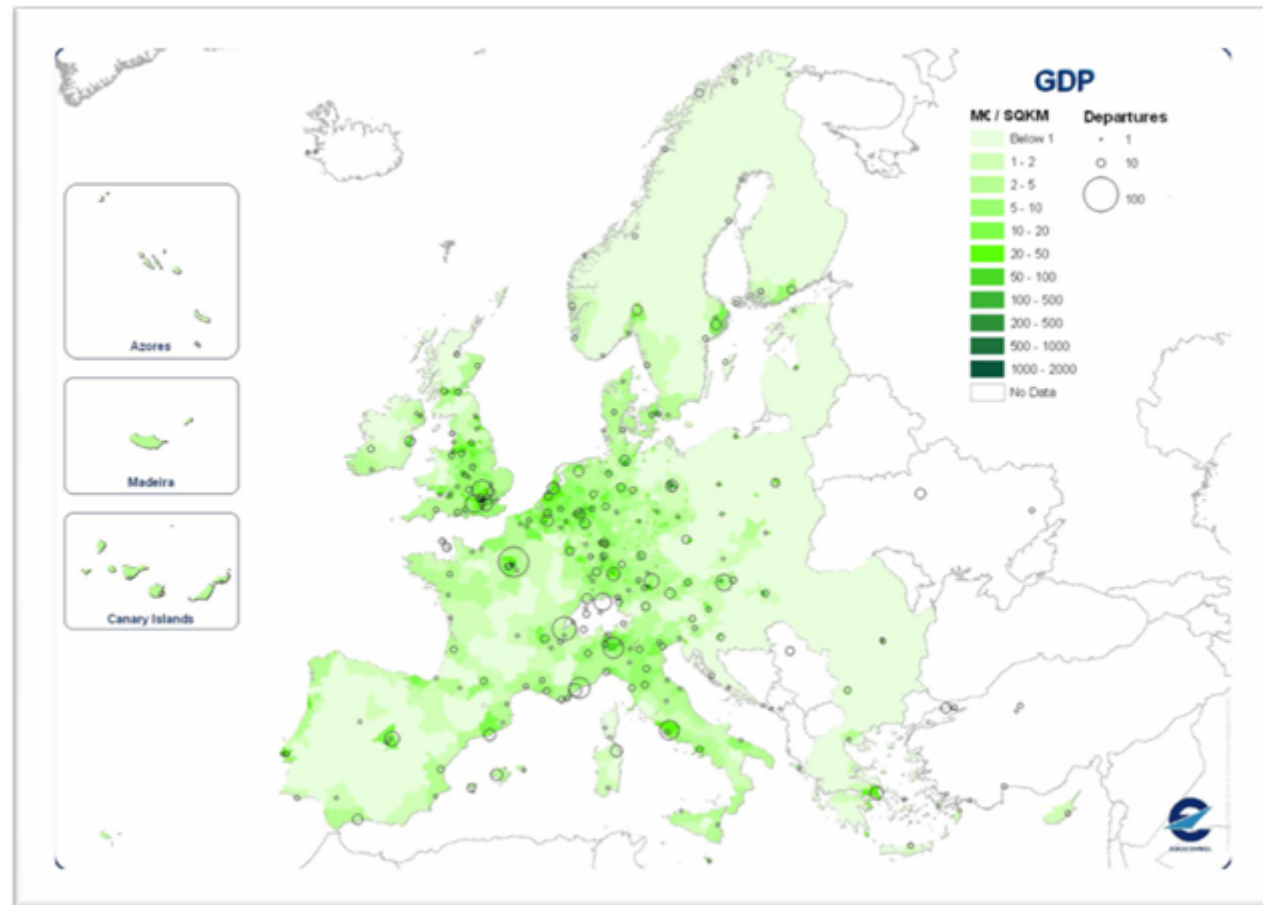


**Flying  
where  
scheduled  
does not**

Number of City Pairs (Bubble size indicates traffic)



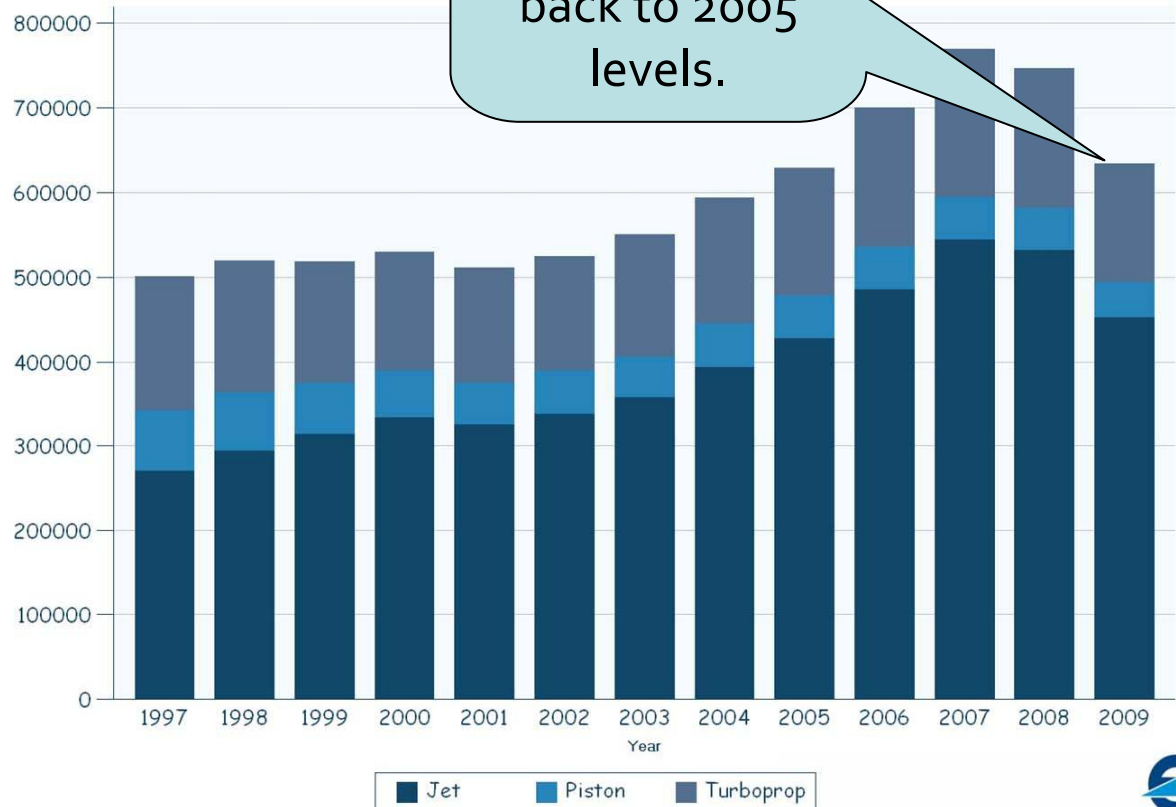
# From the Economic Heart

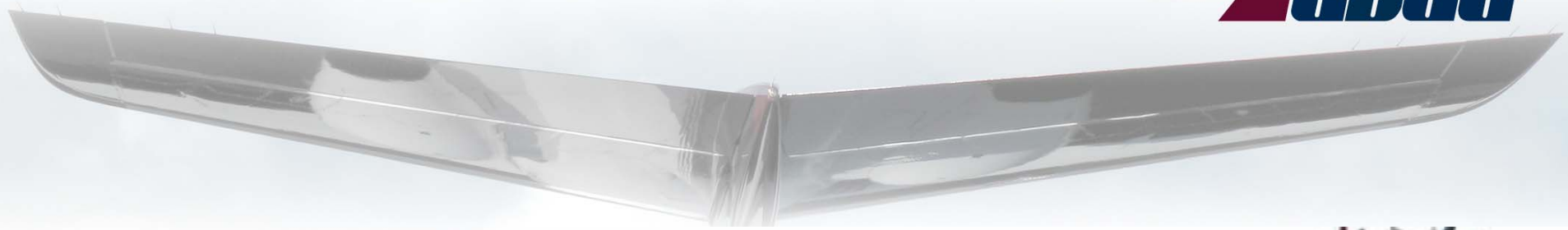


# Recent Growth & Outlook

A 15% decline would take us back to 2005 levels.

Business Aviation IFR Arrivals & Departures





# At risk of being Squeezed out






**Most primary airports are congested.**





A large, white aircraft wing is shown in a close-up, low-angle shot, extending across the top of the slide. The wing is slightly curved and has a small, dark, circular object (possibly a sensor or camera) mounted on its upper surface.

**With the rise of low cost carriers, many all-weather secondary airports that BusAv operators have invested in and have been based at historically are becoming restricted too:**

- Continued access by BusAv to important regional airports including Luton, Geneva, Torrejon and Amsterdam increasingly threatened
- Special feature airfields like Le Bourget, LCY and Farnborough fast approaching capacity limits
- Tempelhof closed



A high-angle, close-up photograph of a glider's wing, showing the leading edge and the wing's tapering shape. The wing is white and set against a light blue sky with soft clouds.

**So what's the answer?**

# The short-term solution

**Business Aviation operations should be considered programmed non-scheduled air services**

**And be allowed to bid for a series of slots at any coordinated airport for an entire season.**



# The short-term solution

**Business Aviation operations should be granted grandfather rights in accordance with the Regulation rules, just as scheduled operators.**



## The ultimate solution

**Modify Regulation 95/93:** to introduce a mechanism to allow Business Aviation to protect its historical airport usage.

The background of the slide features a silhouette of a lighthouse on the left side, set against a warm, golden sunset sky. In the distance, a city skyline with various buildings is visible, and a small airplane can be seen flying in the sky. The overall scene is a mix of natural and urban elements.

# **The ultimate solution**

**Airport coordinators should grant a number of slots per hour to BusAv operations based on historical usage at any given airport.**



# **The ultimate solution**

**Allocate a number of slots per hour to the Business Aviation sector as a whole based on usage during the coordinated part of the day.**

The background of the slide is a sunset scene. On the left, there is a large, dark silhouette of a lighthouse. In the distance, a city skyline is visible against the orange and yellow sky of the setting sun. A small airplane can be seen flying in the sky above the city.

# **The ultimate solution**

**The number of slots per hour to be allocated depends on the statistical usage of the airport by Business Aviation operators during the coordinated part of the day.**





# **The ultimate solution**

**The decision is taken locally by slot coordinators in consultation with the airport manager and Business Aviation operators.**



# **The ultimate solution**

**The airport coordinator should be the entity in charge of managing the slots granted to Business Aviation.**

**It is essential that the FBO monitors and tracks the distribution of slots and alerts operators when the requirement to use 80% of granted slots is not fulfilled.**



# **The ultimate solution**

**Once a number of slots per day has been allocated to BusAv during a given season at a particular coordinated airport, Business Aviation operators will need to satisfy the 80% ‘Use it or Lose it’ rule.**



**A win-win for all**