Airport access for Business Aviation



Directorate General for Energy and Transport Directorate Air Transport Unit Infrastructures and Airports



- Background
- Legal and policy framework
 Reflexion towards a revision of the Slot Regulation
- Final remarks



Background

- Business aviation (BA) is growing and highly diversified sector
- Growing almost twice as fast as rest of traffic (and only slightly slower than LCCs)
- More than 100 000 links (Eurocontrol vol. 4)
- Majority of the city-pairs with limited scheduled alternatives
- Flexibility, door-to-door service
- Increasingly competing for infrastructure with scheduled airlines

Legal and policy framework

Regulation (EEC) No 95/93 ("Slots Regulation")

- Definition of Business Aviation article 2 (I)
- Principle of "grandfather rights"
- These rights refer to series of slots (minimal 5)
- Regular services have priority over ad-hoc flights

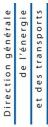




Legal and policy framework (2)

- Slots allocation procedure article 8
- Preference to scheduled services and programmed non-scheduled services (the latter may be the case of BA where there is regular usage of slots)
- Article 8 (7) ad hoc slots





Legal and policy framework (3)

Communication from the Commission - An agenda for sustainable future in general and business aviation COM/2007/0869 final

- First attempt to study the sector at the EU level
- Comprehensive consultations, including a public hearing and a discussion paper
- Communication adopted by the Commission on 11th January 2008

Direction générale de l'énergie et des transports



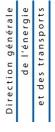
Legal and policy framework (4)

- Clarifying the definitions:
 - » Guidelines on interpretation of the « commercial air transport » definition
- Proportionality of regulations
- Capacity- issues:
 - » Business aviation increasingly competing with airlines for access to airport infrastructure
- Capacity solutions:
 - Better planning of existing and future infrastructure (EU observatory on airport capacity)
 - » Development and implementation of modern technologies
 - GNSS approaches (SESAR)
 - Upgrade of FIS services



Towards a Revision of the Slots Regulation

- Communication on the application of Slots Regulation COM(2008) 227 final
 - » Stakeholders identified difficulties in following areas:
 - » Independence of the coordinator
 - » New entry
 - » Transparency of schedule data
 - » Local guidelines
 - » Secondary trading
 - » Consistency between slots and flight plans
- Community Observatory on Airport Capacity
 - » platform for all stakeholders to express their specific needs

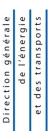






Questions to be tackled

- How to open the market (current administrative system, market based mechanism or combination of both)
- Definition of Slots ownership
- Secondary trading legal certainty
- Environmental aspects and Regional development





Final remarks

- Slots scarce and limited
- Commission strike a balance between different interests
- The revision process at its very beginning
- All the proposals aiming at better use of existing capacity are welcomed.





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