

A decorative graphic on the left side of the slide features a vertical black line intersected by a horizontal black line. To the left of the vertical line, there are overlapping colored rectangles: a green one at the top, a blue one in the middle, and a darker blue one at the bottom.

# Coordinators' experiences of EU Slot Regulation 95/93

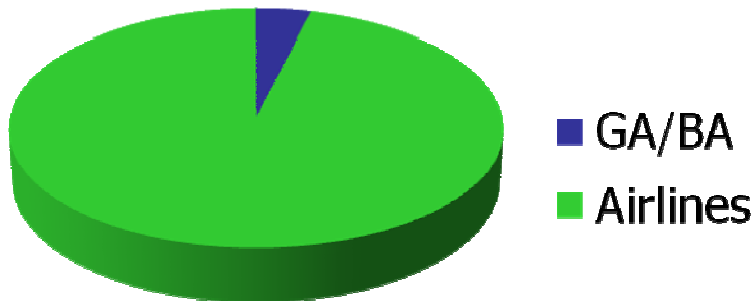
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**James Cole**

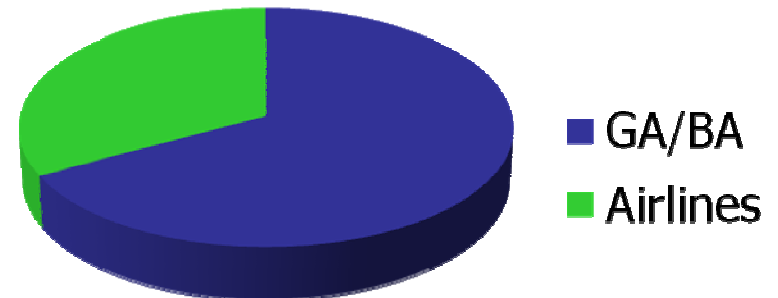
Airport Coordination Limited  
on behalf of the EUACA

# GA/BA are big customers

**% of Slots**



**% of transactions**



Based on London Summer 2009 data

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# History

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- The EU Slot Regulation 95/93 was built upon the principles of the IATA system
- Aimed primarily at the allocation of slots to scheduled and programmed commercial air services, ie, those eligible for historic rights
- Little guidance provided on the treatment of ad hoc flying such as typical GA/BA operations
- IATA technical standards (SSIM) do not cater well for GA/BA, eg, reliance on flight numbers, use of IATA codes, lack of detail for GA aircraft types, etc

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# What the Regulation says

- It is necessary for an air carrier or any other aircraft operator to have a slot to land or takeoff at a coordinated airport (Art 2g)
- Preference in slot allocation is given to commercial air services and in particular schedule and programmed non-scheduled services (Art 8.3)
- The coordinator shall endeavour to accommodate single slot requests for any type of aviation, including general aviation. To this end, slots remaining in the pool after distribution among applicant carriers and slot available at short notice may be used. (Art 8.7)



# What the Regulation says

- Business aviation operators are considered 'air carriers' (and therefore eligible for historic rights to slots) only *'when they operate according to a schedule'* (Art 2f(i))
- Business aviation is defined as:

*That sector of general aviation which concerns the operation or use of aircraft by companies for the carriage of passengers or goods as an aid to the conduct of their business, where the aircraft are flown for purposes generally considered not for public hire and are piloted by individuals having, at a minimum, a valid commercial pilot licence with an instrument rating* (Art 2l)

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# What the Regulation says

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## Summary

- GA/BA are not exempt from slot allocation procedures
- Slot allocation priority should be given to commercial air services over GA/BA and other non-commercial traffic
- Business aviation is only eligible for historic rights to slots when operating according to a schedule

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# Issues for Coordinators

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- Lack of clear definitions
- Local rules and traffic distribution rules
- Different types of physical and environmental airport capacities and how GA/BA uses airport infrastructure
- Eligibility for historic rights
- Agencies responsible for GA/BA slot allocation
- Ability of GA/BA operators to comply with slot request procedures
- Slot performance and enforcement issues



# Issues for Coordinators

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- Lack of clear definitions





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A decorative graphic on the left side of the slide, featuring a vertical black line that intersects with a horizontal black line. To the left of the vertical line, there are overlapping squares in shades of green and blue. The word "Conclusions" is written in a large, dark blue, sans-serif font to the right of the vertical line.

# Conclusions

- GA/BA is not well catered for under the existing Regulation
- This leads to a complex web of inconsistent rules and regulations applied at different airports
- However, each airport is quite different and local rules reflecting local conditions may be appropriate, eg,
  - Hub v regional airport
  - Airports with close alternative GA/BA airfields
  - The degree of capacity scarcity and level of congestion/delay
- **A one size fits all solution is unlikely to work**

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Thank you

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