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# Possible ways forward for reforming the airport slots system?

- 1. Slot allocation priorities**
- 2. Late handback**
- 3. Slots as an asset vs Slots as an authorization**
- 4. Link between situation of the undertaking, its operating licence and its ability to hold slots**
- 5. Coordinators/facilitators independence and protection**
- 6. Airport coordination levels**
- 7. Airport coordination process and Network Management**
- 8. Airport capacity declaration**
- 9. Access to congested airports for ad-hoc operators (GA/BA)**



# Slot allocation priorities

- 1. Follow new WSG Priorities (historic retimings no-longer second priority)**
- 2. Review the New Entrant definition:**
  - To increase connectivity**
  - To enable new competitors reaching “competitive power” at the airport/ for the catchment area to efficiently compete with established carriers**
  - To disqualify all carriers family members of a non new entrant carrier from the New Entrant status.**
  - To clarify the situation when several airports serves the same conurbation**



# Late handback

- 1. With an incentive or a sanction: series of slots that carriers do not intend to operate must be returned at a given date.**
- 2. Incentive or sanction for late hand-back should be simple to administer by the coordinator**
- 3. Coordinators should be entitled to withdraw the rest of the slot series when a significant part of it is handed back at or after SRD or at least the remaining part should not get historic rights even if 80% usage is met for the rest of the series.**



# Slots as an asset vs Slots as an authorization

**If secondary trading were to be officialised safeguards for unintended consequences should be addressed:**

- 1. Value protection of the carrier vs increase of capacity**
- 2. Do we accept that when financial difficulties main shareholders focus becomes slot trading instead of how to continue the activity/find new investors and protect jobs.**
- 3. Slots portfolio as a bank guarantee**
- 4. Others possible consequences?**



# Link between situation of the undertaking, its operating licence and its ability to hold slots

**Interface between EU1008/2008 (licencing) and EU95/93 should be established:**

- 1. Slots could be declared inalienable**
- 2. Operating licence could automatically be revoked as the undertaking is put into liquidation.**
- 3. Automatic temporary licence when undertaking goes into insolvency procedure. Clarify period for use it or lose it waiver.**
- 4. Coordinators should be required to take control of slots of an airline that ceases its operations. A deadline should be defined whereby slots are being put into the pool. Unused slots may put other entities in financial difficulties.**
- 5. Clarify interface of Article 8a1bi) and iii)**
- 6. Clarify partial take-over requirements**



# Coordinators/facilitators independence and protection

**Increase the independence and protection of the coordinators/facilitators**

- 1. Coordinators should be considered as the 1<sup>st</sup> level of legal decision**
- 2. Their decisions should be subject to appeal and not to challenge in court.**
- 3. Regulation should pay attention to secure an independent funding model for coordinators and facilitators including funding of common projects.**
- 4. EU should promote independent coordinators in bilateral agreements**



# Airport coordination levels

- 1. Facilitation process should no longer be an afterthought of the regulation**
- 2. All operators (including GA/BA) should be required to provide/update their flight intentions with the facilitator**
- 3. Level 2+ airports should be introduced in the Regulation**
- 4. Should specific measures be introduced for super congested airports?**





# Airport coordination process and Network

- 1. As so many airports in the EU are already either coordinated or facilitated, the airport coordination process should become the strategic and tactical planning tool for the Network.**
- 2. Provisions should be introduced to request operators to provide and update their flight intentions to the national coordinator or facilitator on EU airports that contribute significantly to the Network traffic but are not necessarily congested yet.**



# Airport capacity declaration

- 1. Member States should be requested to appoint a single entity to declare the airport capacity if they don't do it themselves**
- 2. Individual airport capacity declaration should not generate built-in delays that will have adverse impact on the Network**



# **Access to congested airports for ad-hoc operators (including GA/BA)**

- 1. Ad-hoc flights operators such as GA/BA but also cargo operators should get access to congested airports too, without wasting valuable capacity**

