

Business Aviation & Slot Regulation

A level playing field?

11th Florence Air Forum
6 September 2019
Robert Baltus



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Including business aviation in a fair and proportional manner



BUSINESS AVIATION AND EBAA

WHO WE ARE

Founded in 1977 and based in Brussels, **the European Business Aviation Association (EBAA) is the leading organisation of the Business Aviation industry** in Europe.

We represent the **entire BizAv ecosystem**:



WHAT IS BUSINESS AVIATION?

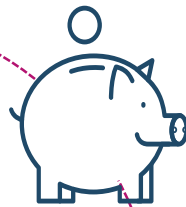
Efficiency

Average of **2 hours** saved per flight



Feasibility

Reaching **multiple destinations** in a single day



Productivity

Productive work time increased by **2.5 hours** per trip

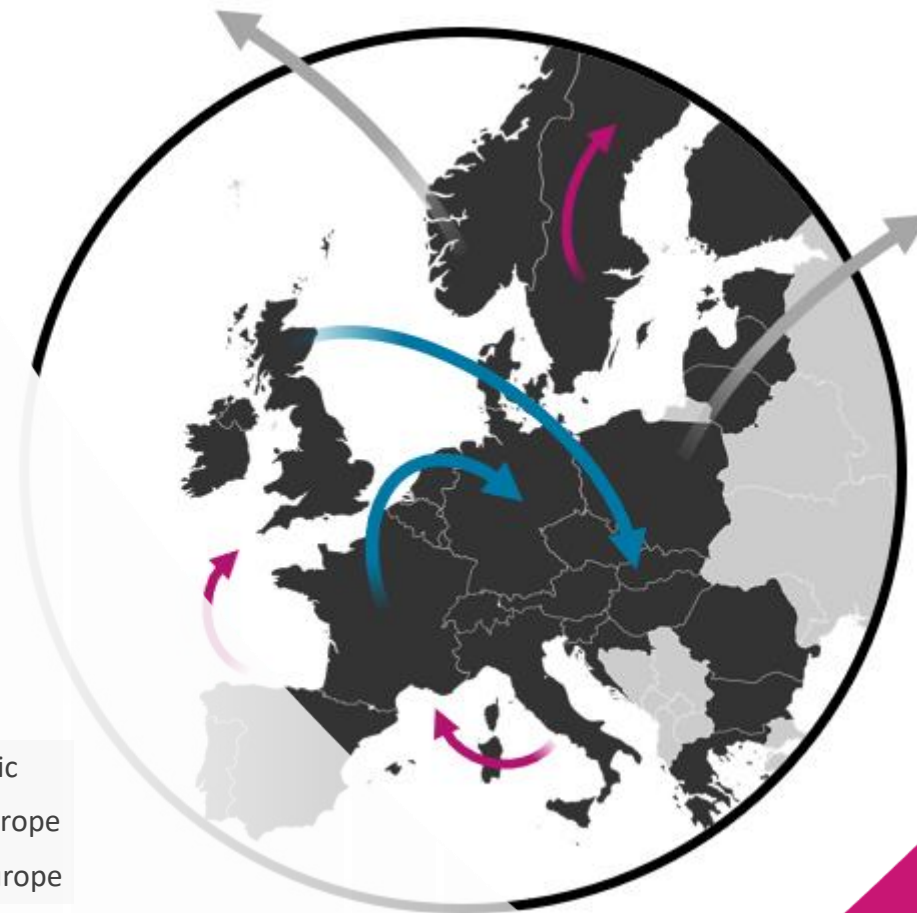
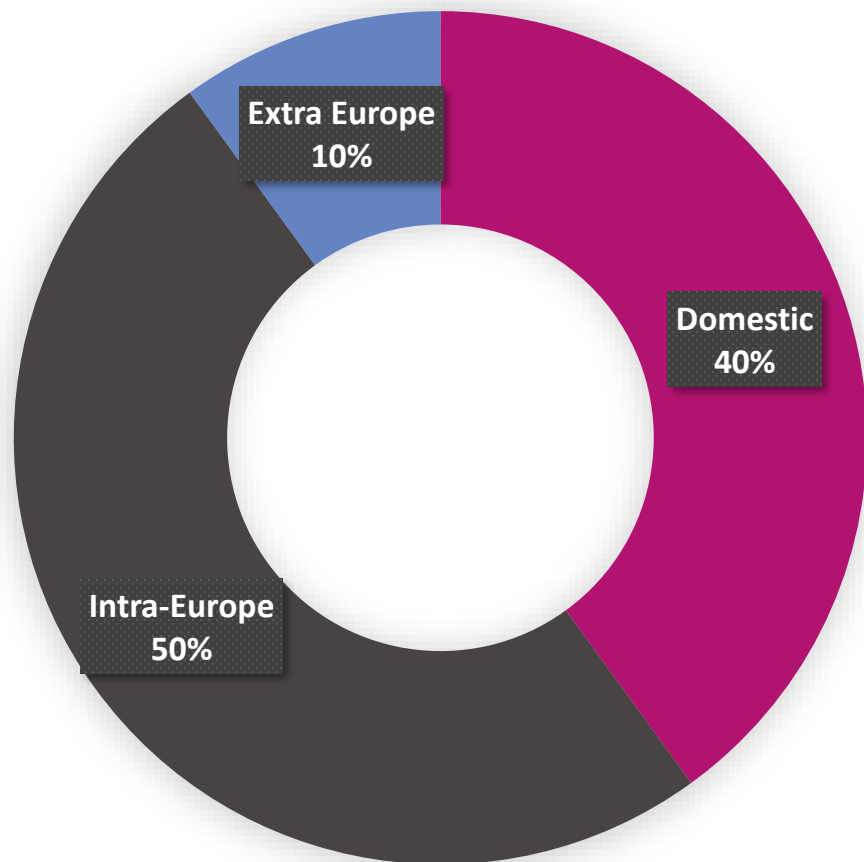
Flexibility

Travellers can fly **24/7** and within 90 minutes' notice



EVERY DAY IN EUROPE

1800 Business Aviation Departures



WE FLY WHERE OTHERS DON'T



200.000

Business Aviation flights are not possible via airlines (on average 700.000 flights)



+25.000k

Airport pairs served by Business Aviation not connected by airlines

VARIOUS DESTINATIONS:



EBAA Member
Monthly Route



BUSINESS AVIATION PERSPECTIVE ON SLOT REGULATION

ON THE EXISTING SLOT REGULATION



The present slot regulation (EEC Regulation 95/93) **does not** take in consideration the **needs of non-scheduled traffic**.



It gives priority to air carriers operating scheduled services **over the non-scheduled traffic**.



It only considers the value for the local airport entity **ignoring the positive/economic externalities for the airport's region**.

THE RECAST OF EEC REGULATION 95/93



2011 review of regulation 95/93 published **without proper consultation non-schedules services**



Lacking a mechanism allowing Business Aviation operators to **reap the benefits of investments** they made



The proposal neither takes into consideration **the specificities of Business Aviation nor considers the benefits of Business Aviation** for the peripheral economies



WHAT DO WE NEED ?



The **recognition that airports are community assets** for the benefit of entire the region they serve



A definition of “**non-scheduled air service**” that is more suitable to Business Aviation operators

WHAT DO WE NEED ?



Recognition of non-discriminatory
'grandfather rights'



Slot reservation for business
aviation



Mechanism allowing for **fair** and
flexible slot allocation

THANK
YOU!

