

# Airport Access

The challenges of  
slot capacity management

The Geneva International Airport view

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# Outline

1. Snapshot : facts & figures
2. Capacity management
3. Regulatory scope and General Aviation slots management
4. Next Challenges for GVA
5. Conclusion

# 1. Snapshot : facts and figures

## GVA in a nutshell

- 11.3 million passengers
  - 11.2 for scheduled traffic
  - 0.1 for general aviation
- 173'000 aircraft movements
  - 124'000 for scheduled traffic
  - 49'000 for all general aviation traffic (IFR-VFR)
- Single runway (1 grass runway during summer operation)
- 150 aircraft stands
- Important mixity of traffic
- Limited capacity for expansion

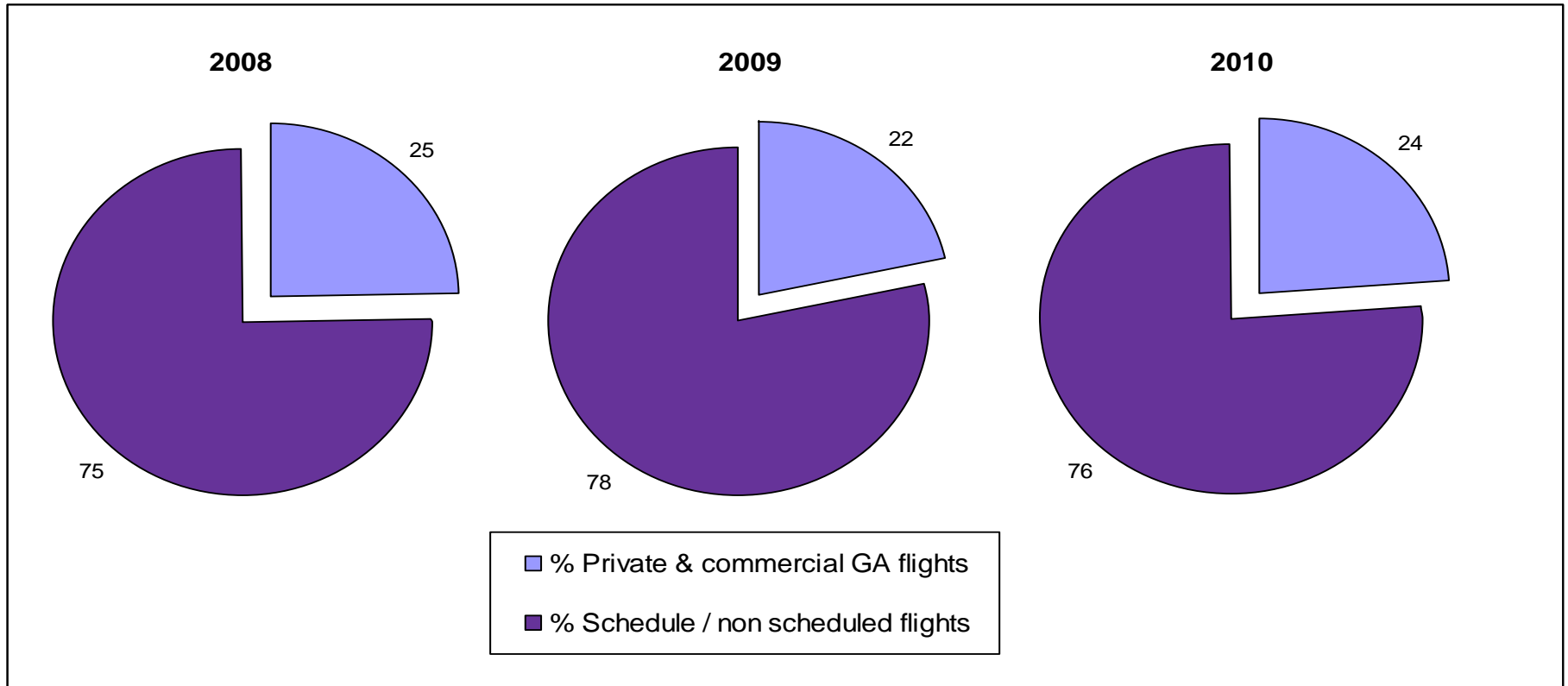




# 1. Snapshot : facts and figures

## 1<sup>st</sup> Quarter of year comparison

	% Private & commercial GA flights	% Schedule / non scheduled flights
2008	25	75
2009	22	78
2010	24	76



## 2. Capacity management

- Actual runway capacity

Declared runway capacity (IFR)		
<u>Flts/hour</u>	<u>All traffic</u>	<u>Scheduled</u>
Total	40	36
Arrival	25	22

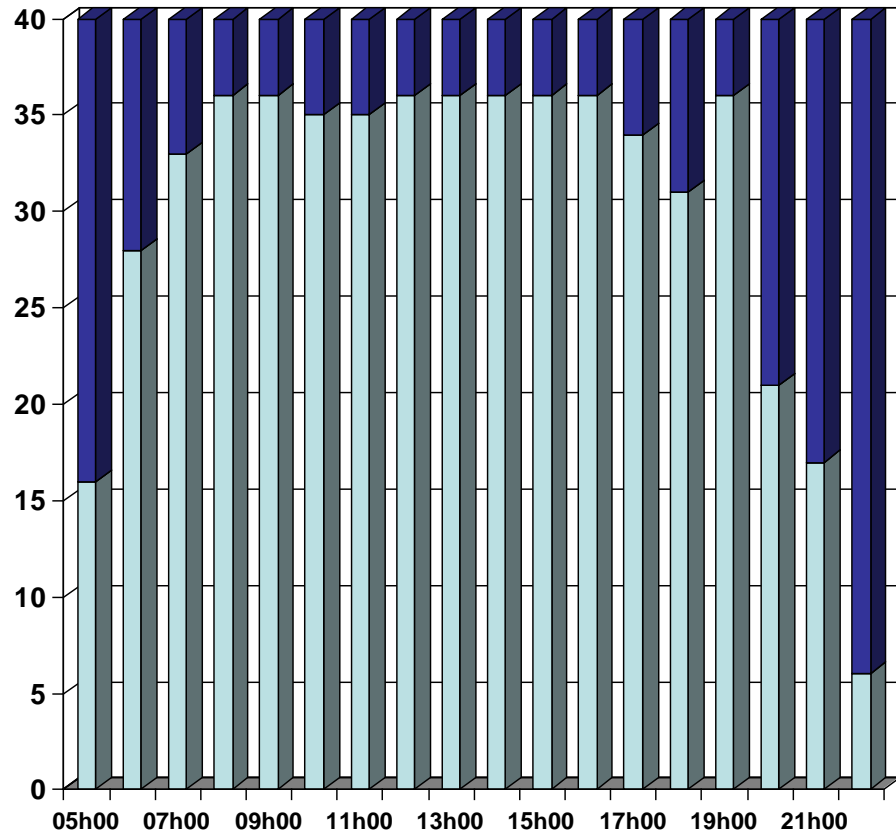
- Capacity enhancement projects (ACE\*) launched.

\*ACE : Airside Capacity Enhancement

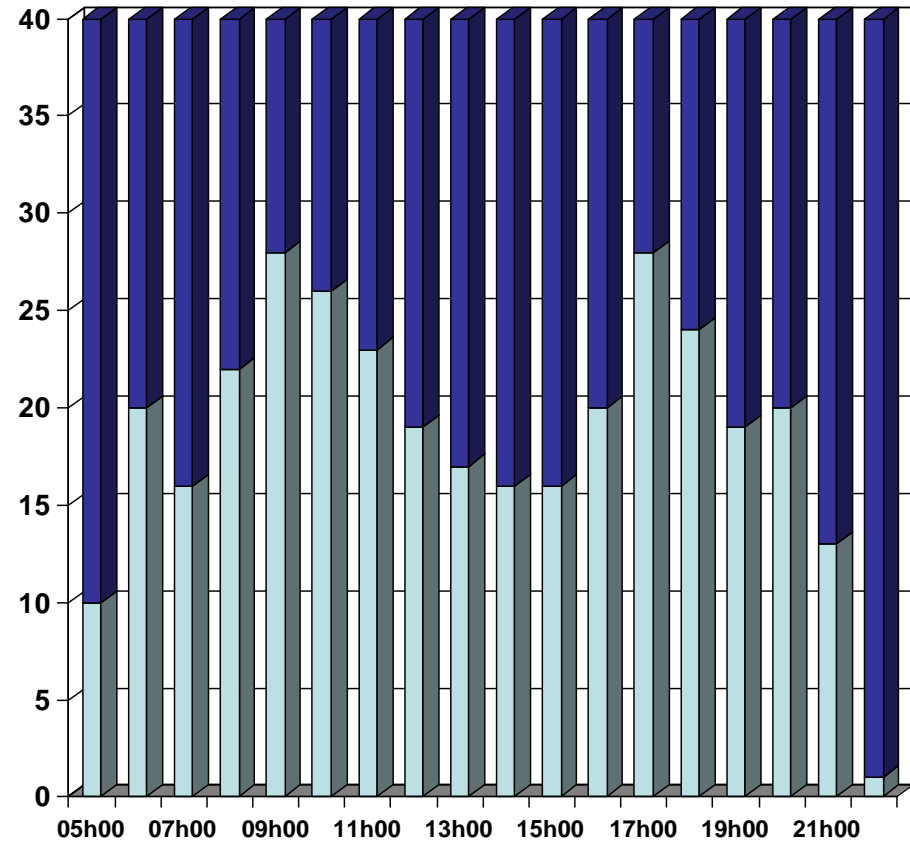
# 2. Capacity management

## Saturday vs. Tuesday W 09/10 (UTC)

Legend: Scheduled traffic (light blue), Available for General Aviation (dark blue)



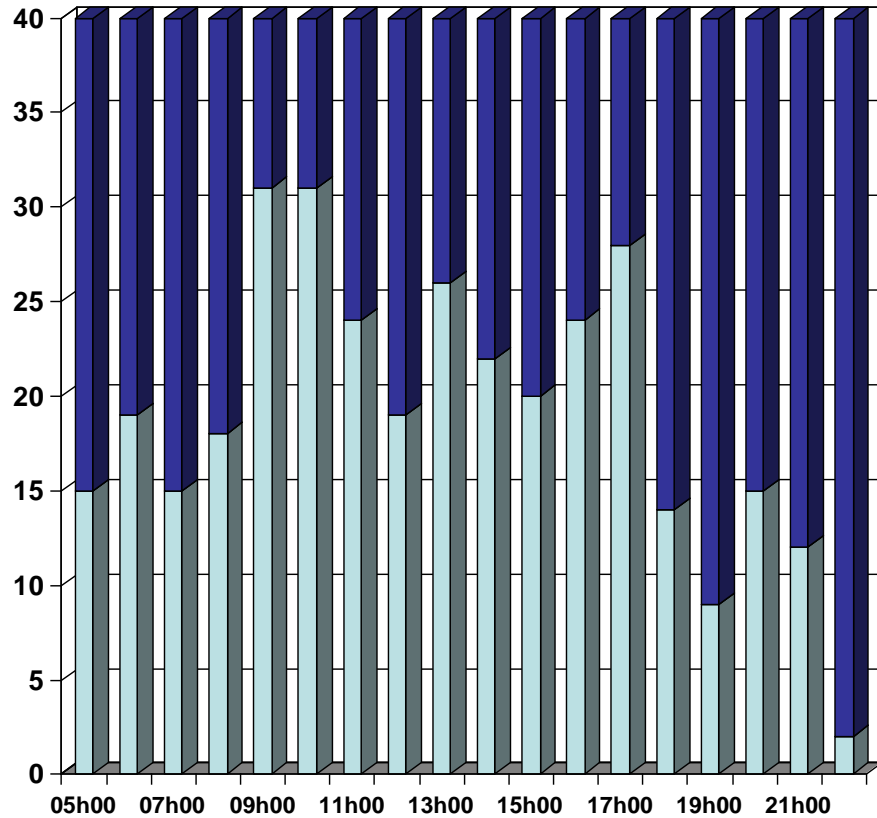
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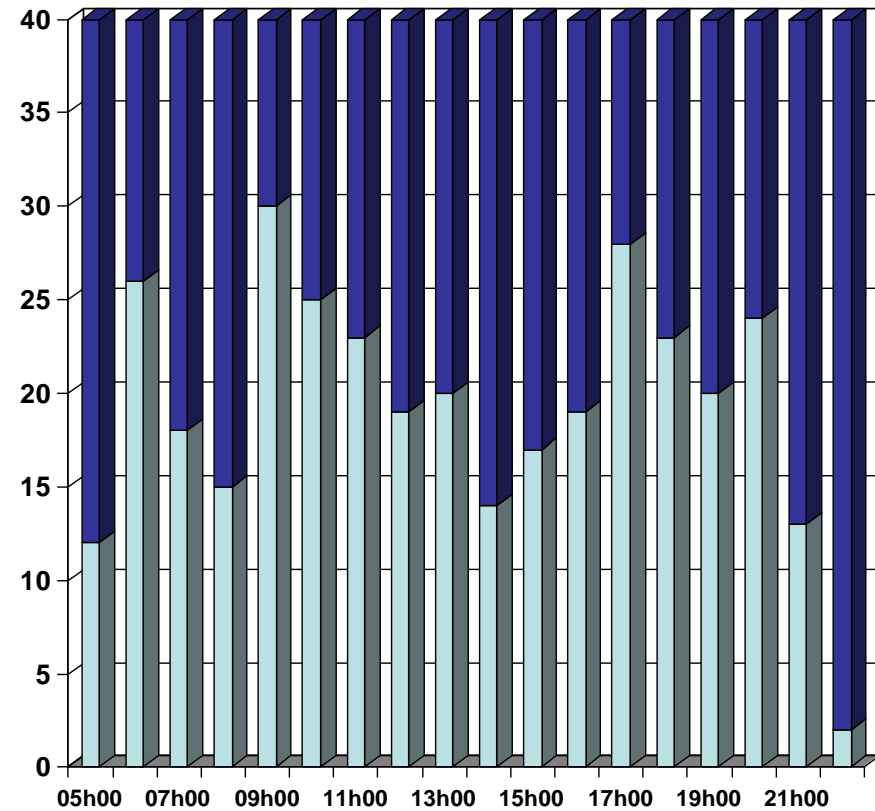
# 2. Capacity management

## Saturday vs. Tuesday S10 (UTC)

□ Scheduled traffic ■ Available for General Aviation



□ Scheduled traffic ■ Available for General Aviation



## 2. Capacity management

- Tarmac capacity



~100 stands available for GA  
(50 for scheduled traffic)

# 3. Regulatory scope and General Aviation slots management

- Coordinated airports
  - EU regulation EC 793/2004
  - Also applied by the Swiss regulator – FOCA
  - Coordination required for all types of traffic
  
- Since December 2008
  - Scheduled / non-scheduled traffic via Slot coordination Switzerland (SCS)
  - General Aviation traffic coordinated via Airport Authorities (PPR)



# 3. Regulatory scope and General Aviation slots management

- Reasons for PPR implementation
  - Compliance with obligation to coordinate all types of traffic.
  - Integration of flexibility requirements of the GA business model
  - Dynamic planning
  - Anticipation of traffic volumes
  - Improved use of airport & ATC capacity

# 3. Regulatory scope and General Aviation slots management

- Key figures 2009
  - Over 95'000 reservations
  - 42'000 slots effectively operated
  - 53'000 reservations were cancelled
  - 2000 non-cancelled and non operated (NOSHOW)

# 3. Regulatory scope and General Aviation slots management

- Assessment after 1 year of permanent PPR
  - Information to users as key success factor to make the system work efficiently
  - Users integrated new principles
    - Even if NOSHOW rate is still too high, 5% is acceptable for the first year.
  - PPR is responding to the GA business model
  - Overall capacity management and advanced planning significantly improved

# 3. Regulatory scope and General Aviation slots management

- New developments
  - Work with operators to further reduce the no-show rate
  - Develop links between the PPR system and Slot Coordination Switzerland to improve overall airport capacity management

## 4. Next challenges for GVA

- Enhancement and development of General Aviation infrastructures
  - Existing charging model is an impediment to major investments in GA infrastructures
  - Current airport infrastructures mainly financed by scheduled traffic revenues
  - GVA charges appear to be reasonable in comparison with other European airports
- Need to find revenue streams to enable future investments without loosing the competitiveness

## 5. Conclusion

- Business Aviation is a key partner for GVA
- Mixity of traffic increases complexity of capacity and operational management
- PPR implementation shows that local solutions can respond to regulatory requirements
- GVA International Airport will continue to explore innovative solutions to further improve its capacity management to the benefit of its users
- Future development of GA infrastructure will depend on the readiness of the industry to support associated costs