

Ref: SCA/HS/RE/053
Schwechat, 22.02.2012

Schedule coordination for General- und Business Aviation (GA/BA) at Innsbruck Airport

In addition to the capacity parameters defined by the Tiroler FlughafenbetriebsgesmbH as operator of Innsbruck Airport and after consultation of the Coordination Committee the following guidelines are applicable for the schedule coordination of GA/BA flights at Innsbruck Airport.

1. Legal framework:

- Amended Regulation 95/93 of the European Union
- "Slotkoordinationsverordnung" 155/2008 of the Federal Republic of Austria

2. Definition of GA/BA aircraft operator's coordination requirement:

Taking note of the schedule coordination requirement for GA/BA operators at coordinated airports as ruled in the amended Regulation 95/93 of the European Union and the "Slot-Koordinierungsverordnung" 155/2008 of the Federal Republic of Austria the following is applicable:

A) Operators of aircraft used for scheduled and programmed charter flights operating under a valid operating license (AOC) or operators of aircraft used in General- or Business aviation (GA/BA), performing flights to and from Innsbruck Airport in accordance with „Instrument Flight Rules – IFR“ and based on an ATC flight plan filed and approved in accordance with the IFPS system of EUROCONTROL, are obliged to request airport slots for landing and take-off at Innsbruck Airport on Saturdays and Sundays during the Winter season.

B) Aircraft operators performing flights to and from Innsbruck Airport in accordance with the „Visual Flight Rules – VFR“ applicable in Austria, have to respect possible existing local PPR-Regulations (Prior Permission Required) introduced by the local ATC authorities or the relevant airport operator.

3. Operational Procedure:

- Operators of GA/BA aircraft are requested to obtain airport slots at the operations office of the respective airport (for Innsbruck at the operations office) directly or by e-mail (slot.gac@innsbruck-airport.com) or request their handling agent to do so.
- Slot requests can be filed earliest 28 days before the operation, latest 1 hour before the operation.
- Following service type codes have to be used:
 - „D“ or „N“: normal GA/BA flights;
 - „I“: ambulance flights
 - „E“: governmental flights
 - „P“: positioning flights
- Following information is required to file slot requests correctly:
 - Date of operation
 - Registration (obligatory)
 - Flight number (optional)
 - Aircraft type
 - Number of seats
 - Service type
 - Origin/Destination
 - Arrival – and departure time in Innsbruck in UTC
- Only ad hoc slots can be requested, series of slots will not be accepted;
- The request will be handled via OCS (Online Coordination System) within the database of SCA; requests will be answered immediately; if the requested timing is not available, the system will offer the closest possibility;
- With the allocated airport slot a “Airport Slot ID” is stated by the airport coordinator in the IATA GCR-Message, this “Airport Slot ID” has to be stated in field 18 of the ATC flight plan by the aircraft operator.
For details see: AIP SUP 002/12
- Slots which are confirmed but not needed shall be returned to the coordinator immediately;
- Confirmed slots can only be swapped within the same organisation or company, swaps with third parties are not accepted;
- Aircraft operators with a reasonable market share may request a direct access to the OCS system based on a separate agreement with SCA. Any misuse of this direct access will result in immediate withdrawal of this access;

- For operational deviations within +/- 30 minutes tolerance, no new airport slot request is required;
 - SCA will monitor regularly the slot-performance with regards to the correct usage of allocated slots (i.e. punctuality, late hand back or other forms of misuse).
-