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REGULATION FOR THE MANAGEMENT OF GENERAL AVIATION AND AIR TAXI FLIGHTS

Scope

Hereafter are some functional definitions for this "General Aviation and Air Taxi Flight Management Regulation" taken from the ICAO document "Revision of the classification and definitions used for civil aviation activities" (Montréal 23-27/11/2009)

General aviation: all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;

Business Aviation: the commercial operation or use of aircraft by companies to transport passengers or goods as an aid to the conduct out of their business and the availability of the aircraft for rental of the entire aircraft, flown by one or more professional pilots.

In particular, as far as air taxi activity is concerned, this refers only to non-scheduled flights carried out on demand with aircraft with a seat/passenger configuration of no more than 19 seats.

The aforementioned definitions were also used in the 25/10/2021 edition of the ENAC Regulation "Awarding of minor state-owned airports" in which air taxi services are defined as non-scheduled flights carried out on demand with aircraft seat configuration of no more than 19 seats.

The air taxi activity, despite being an expression of commercial transport in the transactional relationship between the airline operator and the customer, for the purposes of the relationship with the aeronautical functions and with the ground infrastructures interacts with the same methods as the so-called General Aviation. The air taxi activity falls within the more general context of the so-called Business Aviation, in fact, it allows the user of the service to independently determine the origin, destination, flight date and related times according to their needs. In this context, the methods of carrying out the flight are not influenced by the ownership/operation of the aircraft, as it may coincide with the traveler himself, or the company for which the passengers work (e.g. corporate flight) or belongs to a third party who they make the aircraft available free of charge or for a fee (air taxi).

The purpose of this "General Aviation and Air Taxi Flight Management Regulation" is to prevent the likelihood of capacity crunch (airport capacity congestion), guarantee the operational safety of airport activities, satisfy the needs of airline operators, of their customers, as well as those of their handling companies, in order to prevent delays and loss of efficiency of airport operations.

Bari Airport, in fact, considering the volume of traffic currently managed and the forecasts of further growth, confirmed by the most accredited international statistical sources (Eurocontrol, ACI Europe, IATA, etc.), in the absence of flow management measures to access the airport infrastructures, will not be able to ensure adequate levels of service and operational safety, with a loss of efficiency of the entire system.

Airport capacity for the management of general aviation and air taxi flights

With ENAC note prot. 0107607 of 19.09.2019, Bari airport was classified as "Level 2 coordinated Airport".

After the unprecedented contraction, due to the epidemiological emergency from Covid-19, a sudden increase in air traffic was observed starting from July 2021, which continued until the end of September 2021 with an increasing trend.

Following the AdP request, with ENAC note prot. 0124712 of 29/10/2021, Bari Airport has been designated as a "level 3" airport for the summer traffic seasons only, starting from the IATA Summer 2022 traffic season.

For Summer 2022 the maximum airport capacity has been defined as follows.

- ☑ 14 movements/hour
- ☑ 7 arrivals / 7 departures
- ☑ max 3 arrivals every 20 minutes (max 1 Extra Schengen arrival every 30 minutes)
- ☑ max 3 departures every 20 minutes (max 1 Extra Schengen departure every 30 minutes)
- ☑ max 9 departures every 90 minutes in consideration of the limitation of check-in desks

From the Table below it can be appreciated that the number of movements carried out in Summer 2022 increased by 16.75% compared to the same season in 2019.

Analisi Mensile Movimenti con Progressivi 2019 – 2022

	Arrivi 2019	Arrivi 2022	Partenze 2019	Partenze 2022	Totale 2019	Totale 2022	Progressivo Totale 2019	Progressivo Totale 2022	% Incremento
04 Aprile	1.813	2.292	1.818	2.292	3.631	4.584	3.631	4.584	26.25
05 Maggio	2.066	2.495	2.059	2.491	4.125	4.986	7.756	9.570	23.39
06 Giugno	2.150	2.554	2.152	2.552	4.302	5.108	12.058	14.678	21.71
07 Luglio	2.472	2.771	2.465	2.788	4.937	5.539	16.995	20.215	18.95
08 Agosto	2.413	2.717	2.417	2.725	4.830	5.442	21.825	25.657	17.58
09 Settembre	2.275	2.589	2.278	2.584	4.551	5.173	26.376	30.830	16.89
10 Ottobre	2.046	2.370	2.047	2.373	4.093	4.743	30.469	35.573	16.75

The daily average of movements went from 142 in 2019 to 162 in 2022; the peak of daily movements moved, however, from 183 in 2019 to 200 in 2022.

The maximum airport capacity, identified for Summer 2022, was also confirmed for Summer 2023. Furthermore, with note prot 18269 dated 06/12/2022, Aeroporti di Puglia requested ENAC to extend the status of "Coordinated Airport" also for the IATA Winter season.

Over the years, the development of air taxi and general aviation flights has increasingly seen the use of aircraft with wing spans of up to 36 m (ICAO categories A, B and C).

In relation to the technical-infrastructure characteristics of the aircraft parking apron, the number of stands made available by AdP for the aforementioned aircraft is detailed as follows.

CAT. ICAO A/M

NR. STANDS AVAILABLE (SELF MANOEUVRING)

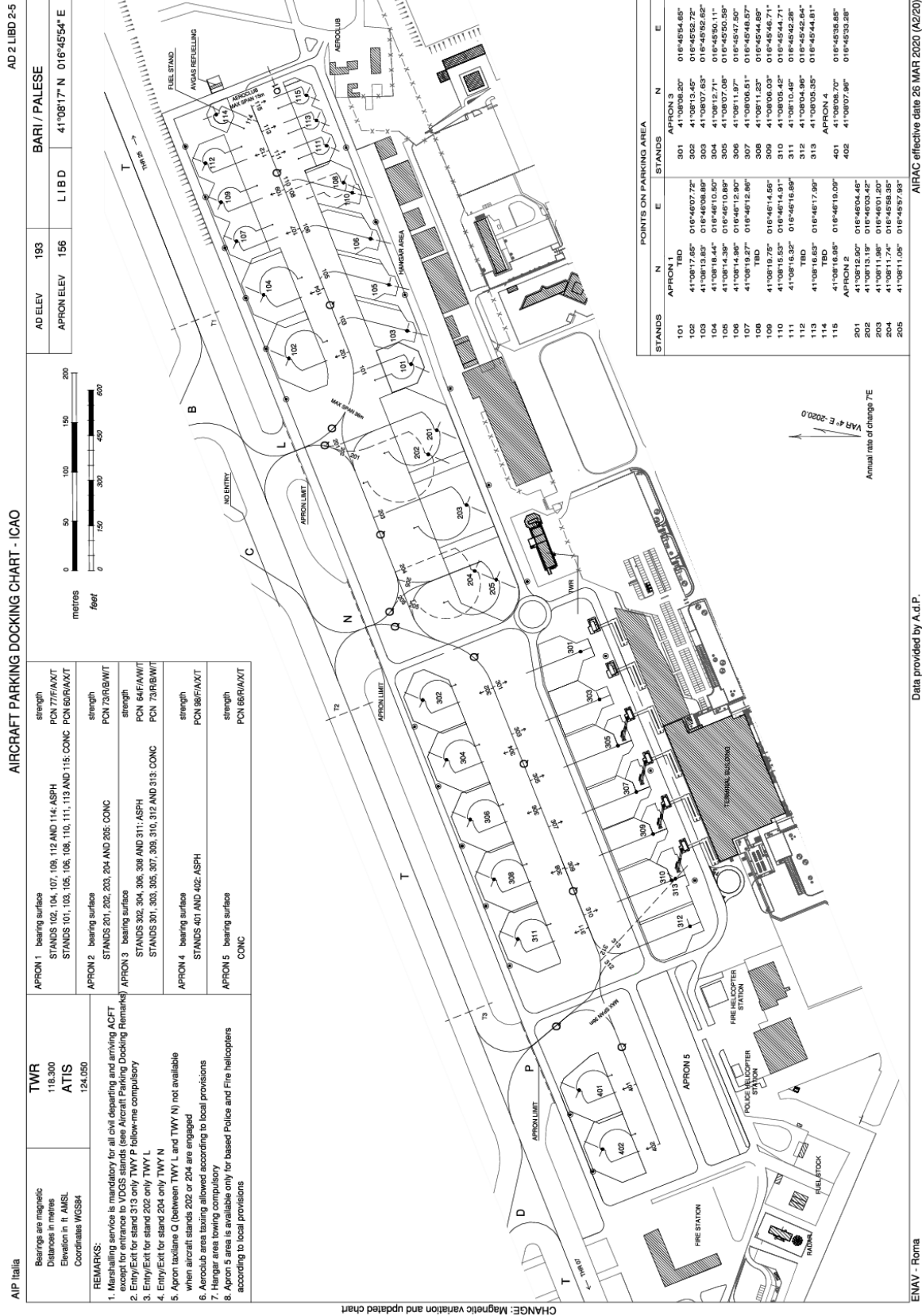
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A (wing span up to 15m)	4
B (wing span from 15 to 24 m)	5
C (wing span from 24 to 36m)	7

Operations carried out with higher category aircraft (e.g. D or E) are managed by the UCV depending on the availability of suitable stands.

Below are the documents AIP AD2 LIBD 2-5 "Aircraft Parking Docking Chart ICAO" and AIP AD2 LIBD 2-7 "Aircraft Parking Docking Remarks ICAO".

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AIRCRAFT PARKING DOCKING REMARKS					
STAND	ACFT CODE	DIMENSIONS RESTRICTIONS	SELF MANOEUVRING	PUSH BACK	REMARKS
APRON 1					
101	B	Max wing-span 24 m Max overall length 27 m	Yes	Not requested	NIL
102	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
103	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	NIL
104	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
105	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	NIL
106	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	NIL
107	B	Max wing-span 24 m Max overall length 27 m	Yes	Not requested	NIL
108	B	Max wing-span 24 m Max overall length 27 m	Yes	Not requested	NIL
109	B	Max wing-span 24 m Max overall length 27 m	Yes	Not requested	NIL
110	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	NIL
111	A	Max wing-span 16 m Max overall length 18 m	Yes	Not requested	NIL
112	B	Max wing-span 24 m Max overall length 27 m	Yes	Not requested	NIL
113	A	Max wing-span 16 m Max overall length 18 m	Yes	Not requested	NIL
114	A	Max wing-span 16 m Max overall length 18 m	Yes	Not requested	Fuel Stand
115	A	Max wing-span 16 m Max overall length 18 m	Yes	Not requested	NIL
APRON 2					
201	D	Max wing-span 42 m Max overall length 55 m	Yes	Not requested	- Cannot be operated when stand 202 engaged - Entry/exit only TWY L when stand 204 engaged
202	E	Max wing-span 65 m Max overall length 71 m	Yes	Not requested	- Cannot be operated when stands 201 or 203 engaged - Entry/exit only TWY L - Apron taxilane Q (between TWY L and TWY N) not available when aircraft stands 202 or 204 are engaged
203	D	Max wing-span 42 m Max overall length 55 m	Yes	Not requested	Cannot be operated when stands 202 or 204 engaged
204	E	Max wing-span 65 m Max overall length 71 m	Yes	Not requested	- Cannot be operated when stands 203 or 205 engaged - Entry/exit only TWY N - Apron taxilane Q (between TWY L and TWY N) not available when aircraft stands 202 or 204 are engaged
205	D	Max wing-span 42 m Max overall length 55 m	Yes	Not requested	- Cannot be operated when stand 204 engaged - Entry/exit only TWYs N or P when stand 202 engaged
APRON 3					
301	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	- Visual Docking Guidance System for parking
302	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
303	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	- Visual Docking Guidance System for parking
304	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
305	D	Max wing-span 45 m Max overall length 55 m	Not allowed	Yes	- Visual Docking Guidance System for parking
306	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
307	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	- Visual Docking Guidance System for parking
308	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
309	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	- Visual Docking Guidance System for parking
310	D	Max wing-span 45 m Max overall length 55 m	Not allowed	Yes	- Cannot be operated when stand 313 engaged - Visual Docking Guidance System for parking

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311	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
312	C	Max wing-span 36 m Max overall length 45 m	Not allowed	Yes	-Cannot be operated when stand 313 engaged -Visual Docking Guidance System for parking
313	E	Max wing-span 61 m Max overall length 64 m	Not allowed	Yes	- Cannot be operated when stands 310 or 312 engaged - Follow-me compulsory - Entry/exit only TWY P
APRON 4					
401	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL
402	C	Max wing-span 36 m Max overall length 40 m	Yes	Not requested	NIL

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General Aviation and Air Taxi Development

The examination of the final data in the four-month period June - September 2022, in force of the previous procedure of 25 March 2021, highlighted an average of 15 daily flights in prolonged layover or in transit on the aprons of Bari Airport.

Having found that in the aforementioned period the most frequently used aircraft was the one with a wingspan between 22 and 28 m (ICAO category B and C) and that there are 12 stands that can be assigned to aircraft of the aforementioned ICAO categories, it is confirmed that the number of these parking spaces is small, or even insufficient to guarantee a positive response to all types of requests, especially considering the increasing trend of demand.

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Conclusions

From what has been analyzed, it is considered necessary to regulate the management of requests for General Aviation and Air Taxi flights at Bari Airport as follows.

Aircraft Parking in the period from 01st April until 01st October of each calendar year, is permitted for a maximum of three hours; stops longer than three hours are permitted between 10pm and 7am.

Outside this period, this regulation applies without the aforementioned limitation.

State/military aircraft, ambulance, humanitarian, rescue, and emergency flights are not subject to these regulations.

ALLOCATION AND USE OF THE STANDS

All passenger embarkation/disembarkation operations must take place exclusively on the assigned parking stands. The service provider or self-handler, in charge of the handling service, must have adequate means and resources to ensure a performance suited to the type of traffic to be managed.

The flow of communication between the Office responsible for managing stand assignment requests (UCV) and the Handlers or Aircraft operators is regulated as follows:

- the daily plan of each handler must be sent via email to UCV (ucvadp@aeroportidipuglia.it, mcampbelli@aeroportidipuglia.it) during office hours from 09:00 to 17:00 starting from the fifth day prior to the arrival date of the aircraft;
- the request must contain the following information: expected date and time of arrival, expected date and time of departure, type of aircraft (including details on wingspan, length, registration), routing, type of flight.
- the UCV assigns the stands with the aid of IT supports according to the characteristics of the aircraft.
- UCV responds to stand assignment requests by 5.00 pm on the day the request was made. Requests are processed on a "first come first served" basis, prioritizing flights carrying passengers.

Requests received after 5.00 pm, so-called "last", may be assessed based on the availability of the remaining stands.

It is specified that the flow of communication detailed above is valid for the whole calendar year.

Failure to communicate the daily plan, in the manner described above, as well as failure to comply with the times limitation on the stand may be reported to the ENAC DA.

This "General Aviation and Air Taxi Flight Management Regulation" entirely replaces the previous edition of 25 March 2021.

