

WSG for Airport Slot Allocation

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EU-CHINA
中欧民航合作项目 **APP**

www.eu-china-app.org

What is an airport slot?



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“A permission given by a coordinator for a planned operation to use the full range of airport infrastructure necessary to arrive or depart at a Level 3 airport on a specific date and time.”

- Planning tool
- Permission to use infrastructure
- Level 3 airports only
- Historic Precedence (Use-it or Lose-it rule)

What a slot is not



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- Airport slots are not the same as an ATC slot
- Airport slots do not guarantee on time flights
- Airport slots are not a solution to a lack of capacity, they are there to help manage it





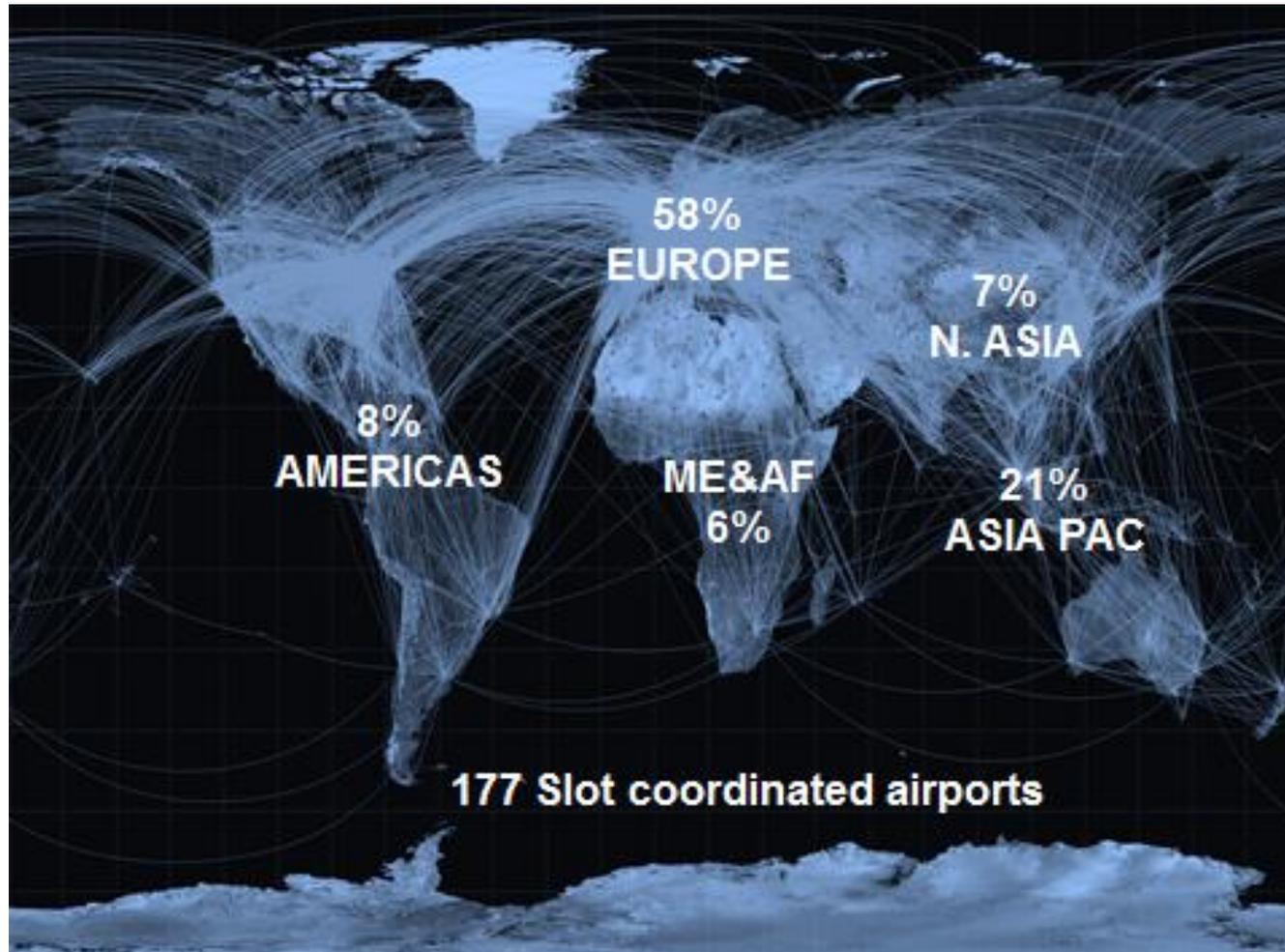
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IATA Slots Video



Global slot coordination



Global slot numbers



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European Aviation Safety Agency

4.2m

passengers depart from slot-constrained airports every day.



Nearly half, 43%, or 1.5 billion global passengers depart from slot-constrained airports annually.

60%



of long-haul journeys need a slot to operate.



Pillars of airport slot allocation



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Principles to ensure optimal use of scarce airport capacity

- Transparency
- Flexibility
- Sustainability
- Certainty
- Consistency

An example of ICAO Good Regulatory Practices

https://www.icao.int/sustainability/Pages/regulatory_practices.aspx



Why do we need a global standard?



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Principles to ensure optimal use of scarce airport capacity

- Slot management is a truly global process
- Route has two ends, often crossing continents
- Schedules depend on matching slots to block time
- Airlines need consistency both ends of the route



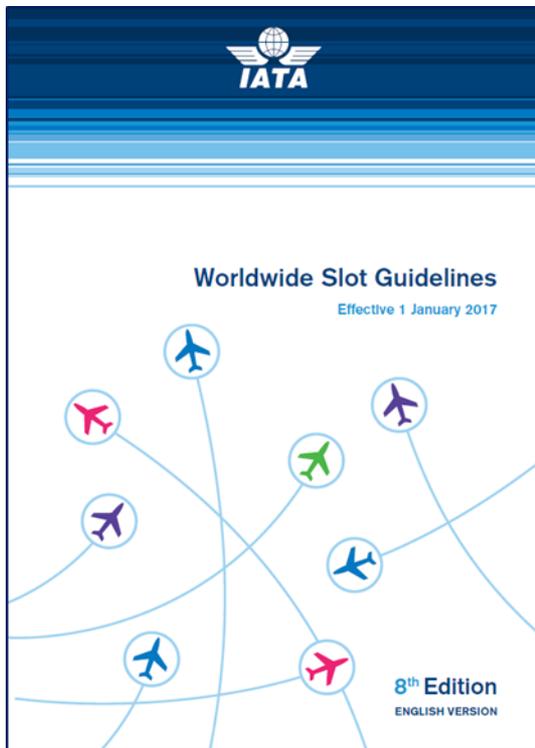
The WSG is the global standard



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Worldwide Slot Guidelines (WSG)



- Globally accepted best practice for more than 40 years
- Consistent and transparent approach to slot allocation and management
- Ensures a viable operation and maximizes efficient use of scarce infrastructure
- Available for free in 5 languages on www.iata.org/wsg



Principles of Slot Allocation



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WSG 1.7.2

- Slots are only **allocated by a coordinator**
- Slots are only **allocated to airlines and aircraft operators**
- An airline must have a slot allocated to it before operating to a Level 3 airport
- Series of slots is at least **5 slots** at the same time on the same day-of-the-week, at regular intervals in the same season

Principles of Slot Allocation



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EASA
European Aviation Safety Agency

WSG 1.7.2

- An airline retains a series of slots on the basis of **historic precedence**
- Historic precedence applies to a series of slots that were operated as allocated by the coordinator **at least 80% of the time**
- Historic slots can **not be withdrawn** from an airline, unless there is a case of **proven misuse** of the slot
- Slots can be **freely transferred or swapped** between airlines, or used for shared operations subject to the WSG guidelines

Principles of Slot Allocation



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WSG 1.7.2

- Coordinators must be independent of any interested party and act in a neutral, transparent and non-discriminatory way
- Slots are independent from traffic rights under bilateral air service agreements
- Slot time is planned on-block (arrival) and off-block (departure) times, actual time of arrival and departure may vary due to operational factors

Use it or Lose it, 80/20 rule



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WSG 8.6 – Historic precedence

- Use it or Lose it rule
 - Series of slots must be used at least 80% of the time during a season
- Calculated from slots held by airline at Historics Baseline Date (31 January or 31 August)
- Ad hoc slot allocations are not eligible for historic precedence
- If flight operates on more than one day of the week, each days slots are counted as a separate series of slots

New Entrant rule



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WSG 8.3.5

- 50% of slot pool at initial allocation must be available to New Entrants
- New Entrant Definition;
 - On the day requested the airline holds less than 5 slots
 - New Entrant status by day of week/number of slots held
- Must operate New Entrant slots for 2 seasons before they can be transferred
- Provides market access & competition

Calendar of Coordination Activities

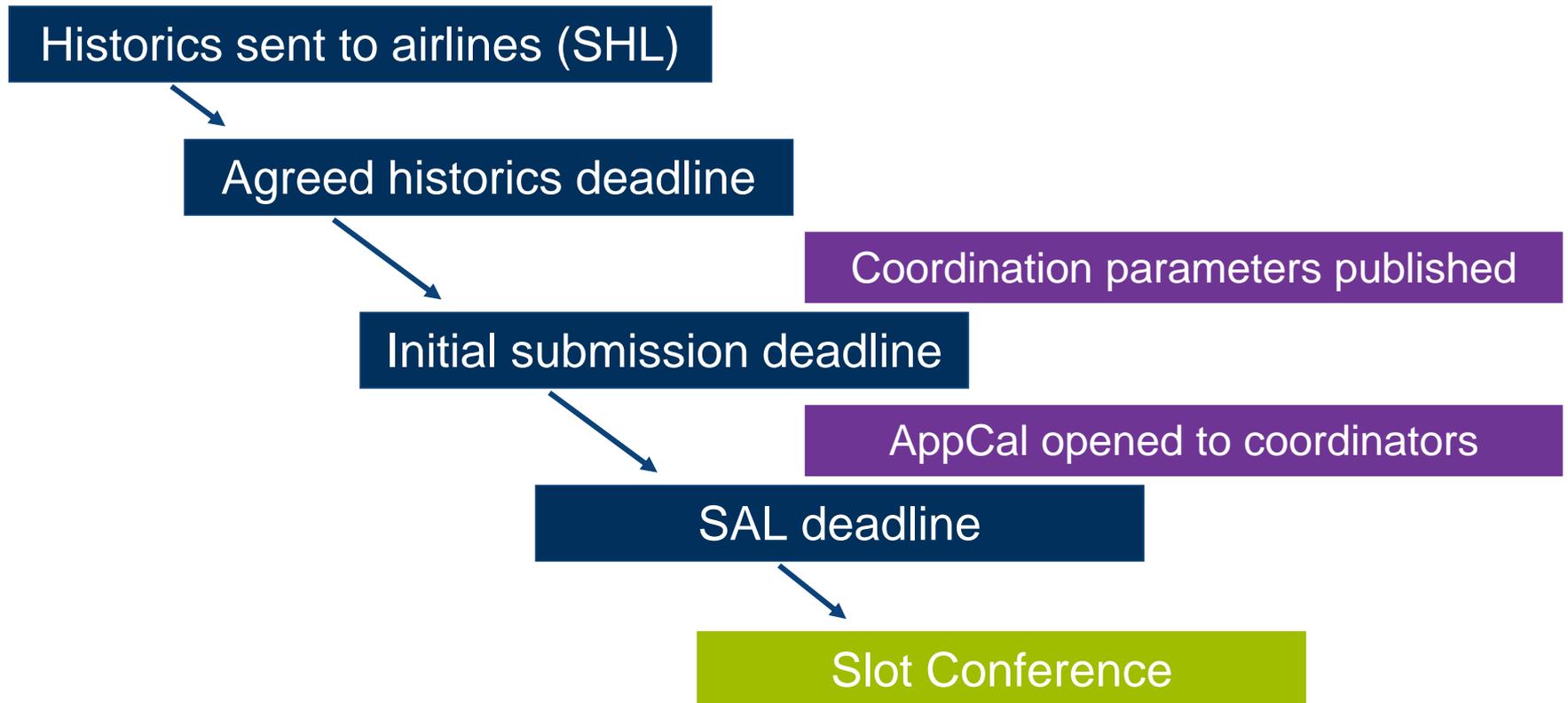


ACTIVITY	Typical dates	W16/17	S17	W17/18	S18
		SC/138	SC/139	SC/140	SC/141
SHL Deadline	SC -57 days	18-Apr-16	12-Sep-16	17-Apr-17	11-Sep-17
Agreed Historics Deadline	SC -40 days	05-May-16	29-Sep-16	04-May-17	28-Sep-17
Confirmation of final coordination parameters and details of available capacity	SC -40 days	No later than	No later than	No later than	No later than
		05-May-16	29-Sep-16	04-May-17	28-Sep-17
Initial Submission Deadline	SC -33 days	12-May-16	06-Oct-16	11-May-17	05-Oct-17
Appointments calendar opened to coordinators to make appointments with airlines	SC -14 days	31-May-16	25-Oct-16	30-May-17	24-Oct-17
SAL Deadline	SC -12 days	No later than	No later than	No later than	No later than
		02-Jun-16	27-Oct-16	01-Jun-17	26-Oct-17
Appointments calendar opened to airlines to make appointments with coordinators	SC -8 days	06-Jun-16	31-Oct-16	05-Jun-17	30-Oct-17
IATA Slot Conference	Opens mid-November (summer) and mid-June (winter), as notified by IATA	14-16 Jun 16	8-11 Nov 16	13-15 Jun 17	7-10 Nov 17
Slot Return Deadline	15 Aug (winter)	15-Aug-16	15-Jan-17	15-Aug-17	15-Jan-18
	& 15 Jan (summer)				
Historics Baseline Date	31 January (summer) &	31-Aug-16	31-Jan-17	31-Aug-17	31-Jan-18
	31 August (winter)				
Start Of Season	Last Sunday in March (summer) &	30-Oct-16	26-Mar-17	29-Oct-17	25-Mar-18
	Last Sunday in October (winter)				

Activity before the Slot Conference



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Activity at the Slot Conference



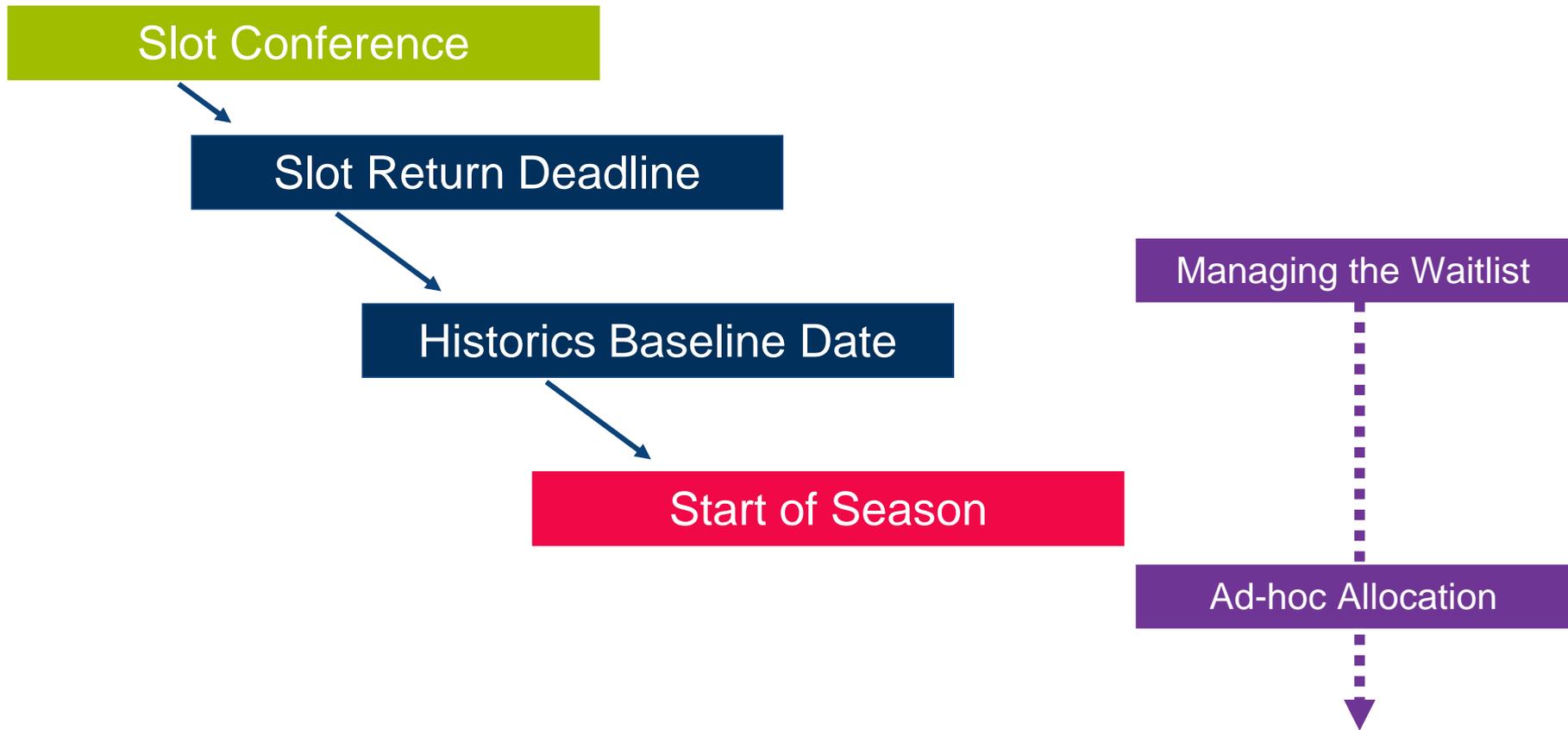
Slot Conference 3 / 4 days

AppCal appointment calendar

15 minute appointments with airlines to discuss slots and schedule adjustments

ONLY accredited delegates can attend, coordinator should check the status of airline delegate before entering into binding discussions

Activity after the Slot Conference



Managing performance



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Slot performance monitoring

Analysis and investigation carried out by coordinators to measure the operational performance of airlines compared with the slots allocated to them.

Promotes operational optimization and facility utilization.

Prevents airlines causing disruption and delay to other airport users.

Managing performance



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Slot performance monitoring

Coordinators must be aware of **operational factors** that **disrupt an airlines ability to operate** in accordance with the allocated slot.

Weather

ATC

Strikes

Winds

Technical

Coordinators must be reasonable and fair when assessing slot misuse.

WSG drives better performance through consistent and coherent global policy



Slot coordination helps airlines provide connectivity through a coherent, consistent and global approach to planning

- Flights provide passenger connectivity
- The WSG provides stability for building schedules in a complex global environment
- Having the same set of rules at both departure & arrival airport gives airlines the ability to plan their whole network globally
- Connectivity is at the heart of the industry, providing economic, tourism and trade benefits to global economies
- Connectivity is about providing flights at times that meet the needs of the passengers
- The WSG ensures the allocation is fair and transparent, but without additional capacity there are restrictions on scheduling



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