Asia/Pacific Airport Coordinators Association (APACA)
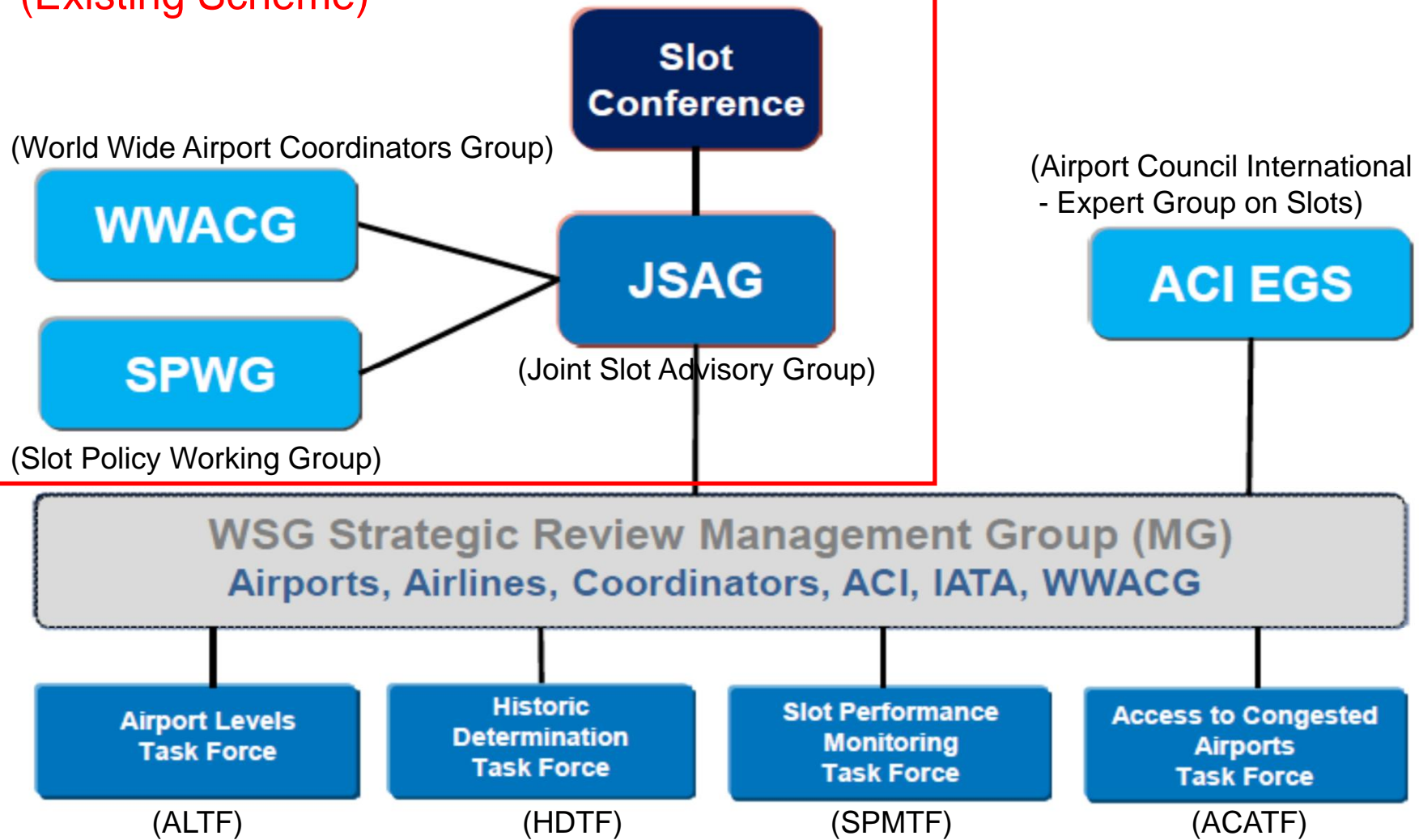
Agenda Item 3

Update on
WSG Strategic Review Management Group (WSRMG)

16th APACA meeting
19 June, 2018
Vancouver, Canada

Strategic Review Governance

(Existing Scheme)

Slot Conference

(World Wide Airport Coordinators Group)

WWACG

SPWG

(Slot Policy Working Group)

JSAG

(Joint Slot Advisory Group)

(Airport Council International - Expert Group on Slots)

ACI EGS

WSG Strategic Review Management Group (MG)
Airports, Airlines, Coordinators, ACI, IATA, WWACG

Airport Levels Task Force	Historic Determination Task Force	Slot Performance Monitoring Task Force	Access to Congested Airports Task Force
(ALTF)	(HDTF)	(SPMTF)	(ACATF)

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WSG Strategic Review Management Group (WSRMG)

Affiliation	Organization Name	Name
Airlines (4 Companies)	IATA (International Air Transport Association)	Dimiter Zahariev (IATA)
	Vueling Airlines (Spain)	Ana Sanchez (VY)
	United Airlines (USA)	Michele Boyce (UA)
	Qantas Airways (Australia)	Paul Petrykowycz (QF) (Chair till Jun. 2018)
Airports (4 Companies)	ACI (Airport Council International)	Stefano Baronci (ACI)
	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA) (Vice Chair till Jun. 2018)
	São Paulo International Airport (Brazil)	Joao Pita (GRU)
	Sydney International Airport (Australia)	Dave Perring (SYD)
Coordinators (4 Organizations)	WWACG (World Wide Airport Coordinators Association)	Eric Herbane (WWACG) (Vice Chair till Jun. 2018)
	EUACA Chairman (Norway)	Fred Wister (EUACA)
	Federal Aviation Administration (USA)	Brian Meehan (FAA)
	APACA Chairman (Japan)	Hiroki Takeda (APACA)

(12 members)

Europe	America	Asia/Pacific

Discussion

Process and timelines for review and endorsement of TFs recommendations and proposals by the MG
     (1) Communication between TFs, TF Leads and MG
     (2) Preliminary reports and recommendations
     (3) Submission of TF proposals for changes
     (4) Feedback from MG

Strategic Review roadmap 2018 -2019
     (1) Expected deliverables in 2018
     (2) Project milestones

Airport Level Task Force (ALTF)

Affiliation	Company Name	Name	
Airlines (5 Companies)	Vueling Airlines (Spain)	Julia Lleo Gosalves (VY)	
	Lufthansa AG (Germany)	Magnus Abstoss (LH)	
	KLM Royal Dutch Airlines (Netherland)	Bert imminga (KL)	
	Delta Airlines (USA)	Jennifer Sayre (DL) (Co-Lead)	
	American Airlines (USA)	Jim Watt (AA)	
Airports (4 Companies)	Amsterdam Airport Schiphol (Netherland)	Tony Joustra (AMS)	
	San Francisco International Airport (USA)	John Bergener (SFO)	
	Los Angeles International Airport (USA)	Jeff Mort (LAX)	
	Dubai International Airport (UAE)	Robert Whitehouse (DXB)	⭕
Coordinators (7 Organizations)	Schedule Coordination Austria GmbH (SCA, Austria)	Wolfgang Galistl (AT)	
	Federal Aviation Administration (FAA, USA)	Brian Meehan (US)	
	Agência Nacional de Aviação Civil (ANAC, Brazil)	Leandro Miranda (BR)	
	Airport Coordination Australia (ACA, Australia)	Petra Popovac (AU)	
	Japan Schedule Coordination (JSC, Japan)	Hiroki Takeda (JP)	
	Hamad International Airport (Qatar)	Antonios Chouzouris (QR) (Lead)	
	Consultants	Vivi Tsagkroni (Cons.)	

(16 members)

Europe	America	Asia/Pacific	Others

Airport Level Task Force - 2018 Work Plan

1 - Establish new principles to reinforce current Level 2 airport processes and warrant that Level 2 remains attractive for airlines and airports.

4 - Perform impact assessment and proof of concept of the new proposed process and principles for Enhanced Level 2

6 - Review WSG section 6.1 'Demand and capacity management' and establish the roles and responsibilities of all stakeholders involved and the frequency of the capacity analysis.

Commence work in 2018 on possible future classification of airports, including a review of the existing level naming conventions and recommend possible changes.

Timelines for recommendations and proposals/deliverables
    (1) Survey airports and airlines (by end of March)
    (2) Choose trial airports from these results (by end of March)
    (3) Develop criteria for the trials –process, methodology (by the end of March)
    (4) Principles endorsed for trial (March)
    (5) Perform trial (Apr-Jun) Deliver initial findings from trial (pros and cons of EL2) (end of May)
    (6) Deliver initial report to the MG (22 June meeting at SC YVR or MG call in July/Aug) and develop recommendations for EL2 (Sep)
    (7) Review capacity declaration process improvements and recommend objective criteria for level of coordination and level change (Jan –Aug)
    (8) Deliver progress report on the capacity declaration process proposals to the MG (SC 143 Nov meeting)
    (9) Commence work on cost/benefit analysis of new level recommendation (e.g. EL2, HL2) (Sep)
    (10) Commence work on possible future classification of airports, including a review of the existing level naming conventions and recommend possible changes (Sep)

Issues and Challenges
    (1) General understanding of the processes
    (2) Slow progress on comments and feedback

Historic Determination Task Force (HDTF)

Affiliation	Company Name	Name	
Airlines (9 Companies)	Wizz Air (Hungary)	Marta Gomez Munoz (W6)	
	Lufthansa AG (Germany)	Yanki Puersuen (LH)	(Lead)
	British Airways (UK)	Tracey Buckmaster (BA)	
	Air France (France)	Francois Decarreau (AF)	
	European Air Transport (Germany)	Philipp Kummer (QY)	
	Ryanair (Ireland)	Colin Casey (FR)	
	Cathey Pacific (Hong Kong)	Eva Choi (CX)	
	Avianca (Columbia)	Santiago Cadavid (AV)	
	LAN Airlines (Chile)	Alfred John Zwerdling (LA)	
Airports (5 Companies)	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA)	
	London Heathrow International Airport (UK)	Benjamin Hoskins (LHR)	
	Dublin International Airport (Ireland)	Jean Halpin (DUB)	(Co-Lead)
	Narita International Airport (Japan)	Reina Komori (NRT)	
	Sydney International Airport (Australia)	Dave Perring (SYD)	
Coordinators (8 Organizations)	Civil Aviation Authority of Brazil (ANAC)	Luciana Marques Ribeiro Alves (BR)	
	Airport Coordination Limited (ACL) (UK)	Richard Cann (GB)	
	Airport Coordination of Portugal (ANA)	Alexandra Joaquim (PT)	(Co-Lead)
	Airport Coordination of France (COHOR)	Antoine Lapert (FR)	
	Airport Coordination of Germany (FHKD)	Birgit Krenzin (DE)	
	Belgium Schedule Coordination (BSC)	Didier Hocq (BE)	
	Airport Coordination of Spain (AECFA)	Guillermo Cebrian (ES)	
	Airport Authority of India (AAI)	Jawed Akhter (IN)	

(22 members)

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Historic Determination Task Force – 2018 Work Plan

By June 2018 SC
    1 - Review the effectiveness of the Slot Return Deadline (SRD) and Historic Baseline Date (HBD) (WSG 8.5.1 –8.5.3).
    6 - Evaluate the effectiveness of SRD, WSG timeline of activities and how to optimize them with a view towards more efficient planning and usage of capacity.
    8 - Review if airlines are not returning slots promptly at 15 Aug/15 Jan and the causes of this behavior (Additional item requested by Management Group following face to face meeting #1).

By Nov 2018 SC
    2 - Review and evaluate improvements to the Calendar of Activities that best promote planning needs.
    3 - Identify and analyze the factors that result in the delayed handback of slots.
    4 - Identify existing levels of slot utilization, historic precedence, pre and post HBD slot returns.
    5 - Review and evaluate the most appropriate length of a series of slots.
    7 - Evaluate the impact of different definition for slot series (e.g. "per day of the week slot series" vs. a "weekly slot series"; length of the series in relation to season length).
    9 - Review over-demand at initial submission, if this is a significant problem and the causes of over-demand (Additional item requested by Management Group following face to face meeting #1).

To be in a position to complete the following deliverables in the first quarter of 2019;
    4 - Make recommendations that support planning efficiencies and the utilization of capacity within the parameters of existing season lengths.
    7 - Recommend and document clearly the processes involved to determine historic slots to avoid ambiguity.

Slot Performance Monitoring Task Force (SPMTF)

Affiliation	Company Name	Name
Airlines (9 Companies)	Vueling Airlines (Spain)	Mathias Genanian (VY) (Co-Lead)
	British Airways (UK)	Robert Kensey (BA)
	Air France (France)	Philippe Mejamolle (AF)
	Thomas Cook Airlines (UK)	Lousie Oliva (MT)
	Lufthansa AG (Germany)	Kwan Hang Charles So (LH)
	DHL International Aviation	Amit Kumar Sharma (ES)
	Avianca (Columbia)	Alicia Vita (AV)
	Gol Transportes Aéreos (Brazil)	Eduardo Wakami (G3)
	LAN Airlines (Chile)	Alexandre Ferreira Pinho (LA)
Airports (6 Companies)	London Heathrow International Airport (UK)	Simon Pickup (LHR)
	Amsterdam-Schiphol International Airport (Netherland)	Kevin Haagen (AMS) (Co-Lead)
	London Gatwick Airport	Wouter Nijland (LGW) ⭕
	Chicago O'Hare International Airport (USA)	Ben Sipiora (ORD)
	Rio De Janeiro International Airport (Brazil)	Hildoberto Augusto De Oliveira (GIC)
	Johannesburg International Airport (South Africa)	Kris Reddy (JNB)
Coordinators (6 Organizations)	Airport Coordination Limited (ACL) (UK)	Fernando de Freitas (GB)
	Belgium Schedule Coordination (BSC)	Werner Callebaut (BE) (Lead)
	Civil Aviation Authority of Brazil (ANAC)	Rodrigo Neves Martin (BR)
	Airport Coordination of South Africa	Stephanie Pillay (SA)
	Delhi International Airport (DELHI)	Jaideep Singh Thakur (IN)
	Airport Authority of India (AAI)	Manoj Uniyal (IN) ⭕

(21 members)

Slot Performance Monitoring Task Force - 2018 Work Plan

Priority tasks / Timelines for recommendations and proposals

(1) Paper on the importance of pro-active monitoring / monitoring before the date of operation by April
(2) Review recommendation document between May and Slot Conference YVR in June
(3) Review comments at SC YVR in June

Force Majeure sub-group
(1) Led by Matias (Vueling)
(2) Look at list of possible Force Majeure factors and provide findings to the TF by May

SPC and CC effectiveness sub-group
(1) Led by Fernando (ACL)
(2) Conduct survey of SPC and CC in March.
(3) Report and Feedback on Effectiveness SPC / CC to the TF by May

Airport Data on the actual performance
(1) Led by Kevin (AMS)
(2) This group will collect data from AMS, LHR, GIG and BRU airports
(3) Feedback on Airport Data will be provided to the TF by May.

Access to Congested Airport Task Force (ACATF)

Affiliation	Company Name	Name	
Airlines (12 Companies)	Lufthansa AG (Germany)	Christian Wollny (LH)	
	British Airways (UK)	Chris Carter (BA)	
	Virgin Atlantic Airways (UK)	David Hill (VS)	
	KLM Royal Dutch Airlines (Netherland)	René Slobbe (KL)	
	TNT Airways (Belgium)	Anne-Catherine Paul (3V)	
	Norwegian Air Shuttle	Sebastian Pellisier (DY)	⭕
	Air Astana (Kazakhstan)	Michael Whitehead (KC) (Lead)	
	Jet Airways (India)	Neville Mehta (9W)	
	Spicejet (india)	Debashis Saha (SG)	
	Avianca (Columbia)	Carlos Torres (AV)	
	JetBlue Airways (USA)	Gregory Witpen (B6)	
	Southwest Airlines (USA)	Suki Ziegenhagen (WN)	
Airports (8 Companies)	Flughafen Düsseldorf International (Germany)	Lutz Honerla (DUS)	
	London Heathrow International Airport (UK)	Alyson Playford (LHR)	
	Amsterdam-Schiphol International Airport (Netherland)	Marcel Lekkerkerk	⭕
	Aeropuertos Españoles y Navegación Aérea (AENA)	Elisa Callejo (AENA)	
	Toronto Pearson International Airport (Canada)	John Sharp (YYZ)	
	JFK International Airport (USA)	Patty Clark (PANYNJ)	
	Los Angeles International Airport (USA)	Viji Prasad (LAX)	
	São Paulo/Guarulhos International Airport (Brazil)	Joao Pita Almeida (GRU) (Co-Lead)	
Coordinators (5 Organizations)	Chicago O'Hare International Airport (USA)	Paul Lark (ORD) (Co-Lead)	
	Civil Aviation Authority of Brazil (ANAC)	Roberto da Rosa Costa (BR)	
	Airport Coordination Limited (ACL) (UK)	Ingrid Hainy (GB)	
	Airport Coordination of France (COHOR)	Eric Herbane (FR)	
(25 members)	Airport Authority of India (AAI)	Vivek Anand Chourey (IN)	⭕

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Access to Congested Airport Task Force – 2018 Work Plan

(1) Collect and evaluate global data (churn of slots, how much of the 50% N.E. pool is allocated etc.) of the current utilization rates of slots, how many new entrant requests have been met and how many have not, as well as share of capacity at airports with different levels of congestion and coordination. This information is vital to ensure that this task force acts on hard data regarding access to airports, and not just on assumptions about difficulties of access at a specific airport.

(2) In light of this data, evaluate changes that could make the new entrant rule (WSG 8.3.5) more effective.

(3) In light of this data, validate the current list of additional allocation criteria (WSG 8.4.1) and enhance and clarify where necessary and evaluate the current implementation.

(4) Deliver a recommendation on the future WSG policy on the transparency of the current process, and on fair and neutral access to congested airports, if a change is determined to be needed.

(5) Consider whether guiding principles or best practices would be helpful for coordinators to assist in furthering a competitive environment in slot allocation.

Issues and Challenges
(1) Face-to-face meeting worked really well which might give the TF members the idea to schedule a second out of the conference meeting later in the year (or, if needed by 1Q19.).

Time Schedule of Task Forces

40th ICAO General Assembly (September 2019)

		Key Milestones	Targets
2018	Nov	Stage Gate Review and 2019 roadmap	SC 143 to endorse improvements to the WSG
	Oct	Proposals for improvements to WSG and implementation plans for completed scope validated by MG for submission to SC 143	
	Jul-Sep	Task Forces develop and perform test cases and proof of concepts, and guidance material	
	Jun	Task Forces submit preliminary proposals	MG - Stage Gate review at SC 142 (review proposals, scope, roadmap update)
	Jan-May	Task Forces develop proposals for related improvements to the WSG and submit quarterly progress reports to the MG	
2017	Nov	Task Forces submit progress reports with initial status update	MG - Stage Gate review at SC 141 (scope, roadmap update)
	Sep - Nov	Work in progress, ongoing mentoring of the Task Forces by the MG mentors	
	Jul-Aug	Task Forces created and begin work against defined scope and objectives	MG defines detailed scope and objectives Task Forces Kick-off meetings completed
	Jun	Initial Task Forces, scope and objectives confirmed	Management Group set up

Second Face to Face Meeting

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Overview of existing Airport Levels and the new Enhanced Level 2

	Level 1	Level 2	new Enhanced Level 2	Level 3
Definition	§ Airport infrastructure is generally adequate to meet demand	§ Potential for congestion during some periods of the day, week, season, which can be resolved by mutually agreed schedule adjustments between airlines and facilitators	§ There is congestion during some periods of the day, week or season, which cannot be resolved through voluntary schedule adjustments. § Slot allocations, within declared capacity limits, are required for all airlines and other aircraft operators. § A coordinator is appointed to allocate slots to all airlines and other aircraft operators based on previous equivalent season actual operations	§ Demand for airport infrastructure significantly exceeds capacity of the airport § All airlines and other aircraft operators must operate with an allocated slot § A coordinator is appointed to allocate slots based on historic rights
Mandatory slot allocation	n/a	n/a	Yes	Yes
Coordination Committee	n/a	n/a	Yes	Yes
New Entrant rule	n/a	n/a	n/a	Yes
Slot mobility (swaps)	n/a	n/a	Yes	Yes
Usage requirements (Slot series, 80/20 rule, force majeure rules)	n/a	n/a	No	Yes
Primary criteria for schedule facilitation/ slot coordination	n/a	§ Services operated as requested with schedule adjustments as required	§ Priority for slots actually operated during the previous equivalent season, excluding ad hoc or single operations § Changes to prioritized slots should have priority over new requests for the same slot within the capacity available.	§ Historic Rights (slot series used >80%, based on slots held at HBD)
Monitoring of operations (Services operated at a significantly different time or in a significantly different way)	n/a	Intentional misuse = § Lower priority for future schedule adjustments	Intentional misuse = § Lower priority in the next season or next equivalent season. § Sanctions applied under local regulations and/or national law.	Intentional misuse = § No entitlement to historic precedence § Lower priority for future slot requests § Sanctions applied under local regulations and/or national law.

Benefit of new Enhanced Level 2

	compared to L3	compared to L2
for Airports	Improved commercial development with more flexible slot parameters Increase slot availability as carriers schedule to demand Ensures effective slot allocation processes without excessive complexity	Improvement to on time performance Increased controls to prevent airport performance issues due to non-compliance of voluntary requests
for Airlines	More efficient and flexible scheduling as no slot series and 80/20 usage requirements - Schedule to demand creating available capacity - Schedule to operational requirements improving on-time performance - Improved hub connectivity with more flexible slot parameters providing consumer benefit	Elimination of L2 changing to unnecessary L3 due to airline abuse of the voluntary process
for Coordinators	Reduces administrative costs - No monitoring series compliance - No overseeing 80/20 requirements	- The principle of "mutually agreed adjustments" is eliminated and the process becomes more effective - Introduction of "priority' based on previous equivalent season providing certainty
for All	Objective criteria for airport level designation prevents proliferation of unneeded restrictions worldwide	Coordination parameters are provided by a well-defined and organized body
		Objective criteria for airport level designation prevents proliferation of unneeded restrictions worldwide