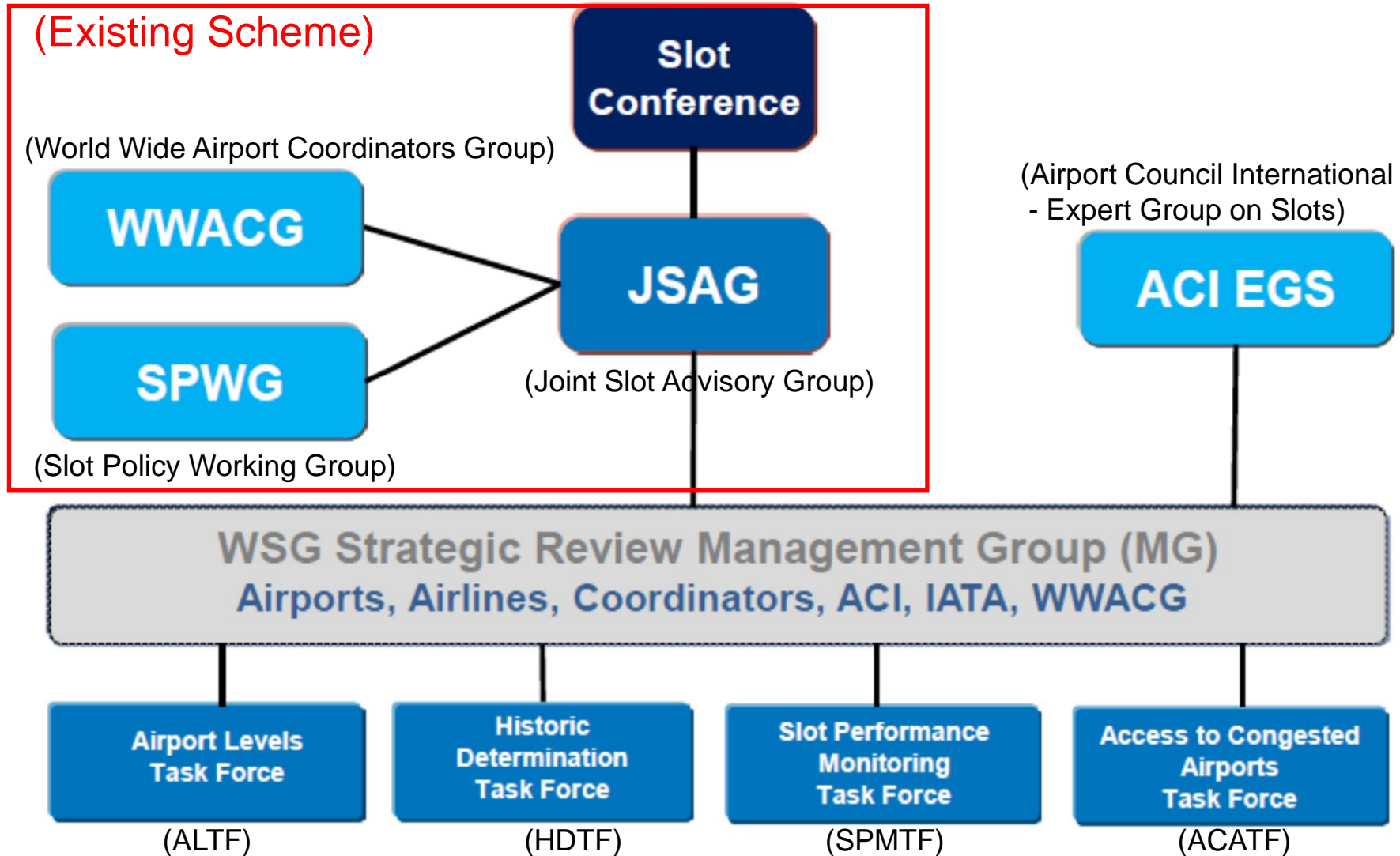# Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 2

Update on
WSG Strategic Review Management Group (WSRMG)

17th APACA meeting
13 November, 2018
Madrid, Spain

Strategic Review Governance

(Existing Scheme)

Slot Conference

(World Wide Airport Coordinators Group)

WWACG

(Airport Council International - Expert Group on Slots)

JSAG

ACI EGS

SPWG

(Joint Slot Advisory Group)

(Slot Policy Working Group)

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) (Vice Chair)
Airports (4 Companies)	ACI (Airport Council International)	Stefano Baronci (ACI)
	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA) (Vice Chair)
	São Paulo International Airport (Brazil)	Joao Pita (GRU)
	Dubai International Airport (UAE)	Robert Whitehouse (DXB)
Coordinators (4 Organizations)	WWACG (World Wide Airport Coordinators Association)	Eric Herbane (WWACG) (Chair)
	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

WSRMG – 2018 Work Plan

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)	Ulrike Steinmann-Schudra (LH) ⭕
	KLM Royal Dutch Airlines (Netherland)	Maartje Balm-Verbrugge (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) (Lead)
	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)	Guerth Levay de Carvalho Reis (BR) ⭕
	Airport Coordination Australia (ACA, Australia)	Petra Popovac (AU)
	Japan Schedule Coordination (JSC, Japan)	Hiroki Takeda (JP)
	Hamad International Airport (Qatar)	Antonios Chouzouris (QR) (Co-Lead)
	Consultants	Vivi Tsagkroni (Cons.)

(16 members)

Europe	America	Asia/Pacific	Others

Airport Level Task Force – Current Status

Objective
1. Establish new principles to reinforce current Level 2 airport processes and warrant that Level 2 remains attractive for airlines and airports.
2. Explore new ways to categorize airports based on their level of congestion. Considering the wide range of capacity utilization at Level 3 airports, the task force should explore the need for new airports levels (or changing the existing ones) to better handle the most severely congested airports.
3. Clarify responsibilities for capacity declaration.

Current Status
1. Developed the draft "Enhanced Level 2" principle by reviewing the current Level 2 process and Level 3 process. (Refer to slide 14)
2. Reviewed the "6.1. Demand and Capacity Management" and modified it.
3. Developed the new chapter "6.2. Demand and Capacity Declaration Process".

4. Now performing trial at certain airports to evaluate the effectiveness of "Enhanced Level 2".
5. Now reviewing capacity declaration process improvements and recommend objective criteria for level of coordination and level change

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)	(Co-Lead)
	British Airways (UK)	Tracey Buckmaster (BA)	
	Transavia (Netherland)	Williem Koster (HV)	⭕
	European Air Transport (Germany)	Philipp Kummer (QY)	
	EasyJet (UK)	Richard Matthews (U2)	⭕
	Cathey Pacific (Hong Kong)	Eva Choi (CX)	
	Avianca (Columbia)	Santiago Cadavid (AV)	
	LAN Airlines (Chile)	Alfred John Zwerdling (LA)	
Airports (4 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)	Masaru Kato (NRT)	⭕
Coordinators (8 Organizations)	Civil Aviation Authority of Brazil (ANAC)	Luciana Marques Ribeiro Alves (BR)	
	Airport Coordination Limited (ACL) (UK)	Jon Rowell (GB)	⭕
	Airport Coordination of Portugal (ANA)	Alexandra Joaquim (PT)	(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)	Pritish Yadav (IN)	⭕

(21 members)

Objective
1. Review and evaluate improvements to the Calendar of Activities that best promote planning needs.
2. Review the effectiveness of the Slot Return Deadline (SRD) and Historic Baseline Date (HBD)
3. Identify and analyze the factors that result in the delayed handback of slots.
4. Review and evaluate the most appropriate length of a series of slots.
5. 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);

Current Status
1. Reviewed the current calendar, 2 seasons with same length and 3 seasons and concluded the current calendar is best suited.
2. Reviewed the current SRD and HBD and concluded SRD should be moved one month earlier and recommended the trial of earlier SRD for W19 and S20. (Refer to slide 15, 16 and 17)

3. Now reviewing and evaluating the most appropriate length of a series of slots.
4. Now evaluating the impact of different definition for slot series

Slot Performance Monitoring Task Force (SPMTF)

Affiliation	Company Name	Name	
Airlines (10 Companies)	Vueling Airlines (Spain)	Mathias Genanian (VY)	(Co-Lead)
	British Airways (UK)	Robert Kensey (BA)	
	Virgin Atlantic Airways (UK)	John Parton (VS)	
	Wizz Air (Bulgaria)	Luis Wilhelmi (W6)	
	Thomas Cook Airlines (UK)	Lousie Oliva (MT)	
	Lufthansa AG (Germany)	Kwan Hang Charles So (LH)	
	Volotea (Spain)	Alberto Plats (V7)	
	DHL International Aviation (Bahrain)	Amit Kumar Sharma (ES)	
	Avianca (Columbia)	Alicia Vita (AV)	
	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	Robert Drew-Planning (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)	
(22 members)	Delhi International Airport (DELHI)	Jaideep Singh Thakur (IN)	
	Airport Authority of India (AAI)	Manoj Uniyal (IN)	

Slot Performance Monitoring Task Force – Current Status

Objective
1. Study the actual performance from a sample of airports.
2. Based on the results, identify and analyze the problems related to actual performance on the day and across the season.
3. Review and evaluate the factors that will drive performance improvements and changes to processes and propose potential improvements to the planning processes.
4. Review of Force majeure factors and their impact on performance.
5. Review the Slot Performance Committee (SPC) and Coordination Committee (CC) annex - -
6. Analyze the On-Time Performance (OTP) in relation to historic eligibility.

Current Status
1. Collected the Airport Data from AMS, LHR, GIG and BRU airports on the actual performance
2. Analyzed the data and made recommendation document
3. Developed the paper on the importance of pro-active monitoring / monitoring

4. Force Majeure sub-group was created and reviewing a list of possible Force Majeure factors
5. SPC and CC effectiveness sub-group was created and reviewing the effectiveness SPC / CC

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)	Bert Imminga (KL)	◯
	TNT Airways (Belgium)	Anne-Catherine Paul (3V)	
	Norwegian Air Shuttle	Sebastian Pellisier (DY)	
	Air Astana (Kazakhstan)	Michael Whitehead (KC) (Co-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)	Lotte Harbers (AMS)	◯
	Aeropuertos Españoles y Navegación Aérea (AENA)	Elisa Callejo (AENA)	
	Toronto Pearson International Airport (Canada)	Lauren Yaksich (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) (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)	

Access to Congested Airport Task Force – Current Status

Objectives
1. Collect and evaluate global data (how much of the 50% N.E. pool is allocated etc.) of the major airports
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 fair and neutral access to congested airports, if a change is determined to be needed.

Current Status
1. Data Collection and analysis were completed.
2. A draft proposal was made about providing coordinators with information about airlines' and airports' business priorities and development plans. The purpose of sharing this information is to assist the coordinator in understanding the impact of these business plans on coordination.

3. Now reviewing if the coordinators should ideally receive these plans before initial allocation and whether this guidance should be mandatory ("must") or a strong suggestion ("should").
4. Now working on a document that will prepare the New Entrant discussion topic within the full TF in November. The objective of the discussion is to look at the New Entrant rule not just only as definition but as an overall concept.

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 status update	MG - Stage Gate review at SC 141 (scope, roadmap update)
Sep - Nov	Work in progress monitoring of the Task Forces by the MG mentors	
Jul-Aug	Task Forces created and begin over the defined scope and	MG defines detailed scope and objectives Task Forces Kick-off meetings completed
Jun	Initial Task Forces, scope objectives confirmed	Management Group set up

Third 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.

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Historic Determination Task Force (HDTF)

Scope Items

- Review and evaluate improvements to the Calendar of Activities that best promote planning needs.

- Evaluate the effectiveness of Slot Return deadline (SRD), WSG timeline of activities and how to optimize them with a view towards more efficient planning and usage of capacity.

After a long discussion we proposed the following changes to IATA calendar:

- SRD date moves earlier to Dec and July and definition changes to SERIES Return Deadline;

- HBD date remains unchanged as the deadline for non-series returns;

- 4 weeks between Initial submission deadline and SAL deadline for IATA summer season;

- The above changes to be implemented as a trial effective from the IATA W19, S20 season;

The definition of SRD was not explicit enough, it's clear that SRD means Airlines should return their series of slots until this date. The earlier SRD will allow earlier reallocation of returned slots which will benefit both airports and airlines.

Process of Slot Allocation (Example of W19)

	April	May	June	July	August	September	October
（SHL） (Slot Historic List Message)	▲ (4/22)						
Agreed Historic		▲ (5/9)					
Initial Submission (A/L requests)		▲ (5/19)		(More time for retiming)			
（SAL） (Slot Initial Allocation List Message)			▲ (6/6)		(Retiming; Improvement of schedule)		
IATA Slot Conference (SC 144)			▲▲ (6/18-20) (Cape Town)				
Slot Return Date				▲ (7/15)	▲ (8/15)		
2019 Winter Season				Proposal			▲

W19
(10/27)

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Process of Slot Allocation (Example of S20)

	September	October	November	December	January	February	March
（SHL）(Slot Historic List Message)	▲ (9/16)						
Agreed Historic		▲ (10/3)					
Initial Submission (A/L requests)		▲ (10/10)					
（SAL）(Slot Initial Allocation List Message)			▲ (10/31)				
IATA Slot Conference (SC 145)			▲▲ (11/12-15) (Brisbane)				
Slot Return Date				▲ (12/15)	▲ (1/15)		
2020 Summer Season				Proposal			S20 (3/29)

(More time for retiming)

(Retiming; Improvement of schedule)