

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3

Priority Scheme at Initial Allocation 'WSG 10th Edition

19th APACA meeting
11 November, 2019
Brisbane, Australia

Primary Criteria for Initial Slot Allocation with WSG Edition 10 (1)

8.3.2 Historic Slots

8.3.2.1 The first priority of slot allocation is historic slots requested as unchanged or with changes that do not impact the coordination parameters (for example, a change in flight number). These slot requests are referred to herein as unchanged historic slots. **For changes to historic slots that impact the coordination parameters (for example, a change in timing), airlines and other aircraft operators should clearly indicate the range of flexibility they are prepared to accept (if any) using the appropriate industry codes and format in their submission. For any requested changes that cannot be allocated within the applicable flexibility range, the coordinator should reallocate the unchanged historic slots to the airline or other aircraft operator concerned.**

8.3.3 Slot Pool

8.3.3.1 Once unchanged historic slots have been allocated, the coordinator will establish a slot pool, including any newly created slots.

8.3.3.2 The coordinator will treat **new entrant requests, non new entrant requests, and requests for changes to historic slots holistically and fairly** across the day, using primary and, if necessary, additional criteria for initial slot allocation set forth in these guidelines.

8.3.3.3 50% of the slots contained in the pool at initial slot allocation must be allocated to new entrant requests in accordance with 8.3.4 below, unless new entrant requests are less than 50%. Similarly, 50% of the slots contained in the pool at initial slot allocation must be allocated to non-new-entrant requests, unless such requests are less than 50%.

Primary Criteria for Initial Slot Allocation with WSG Edition 10 (2)

8.3.3.4 Where this 50/50 balance is not achievable in a single season (for example, where there is a very limited number of slots available in the pool), the coordinator should correct this imbalance over the next equivalent season (or seasons, if that is not possible) to ensure that the pool is allocated equitably to both new entrants and non-new entrants.

8.3.4 New Entrants

8.3.4.1 Only airlines are eligible for new entrant status.

8.3.4.2 A new entrant that has been offered slots within one hour before or after the time requested but does not accept this offer by the end of the first day of the SC, will not retain new entrant status for that season.

8.3.4.3 If a new entrant is dissatisfied with the response from the coordinator to its slot request, then it may ask for meeting of the Coordination Committee to seek to resolve the situation.

8.3.5 Introduction of Year Round Operations

8.3.5.1 Within each category (new entrant requests, non-new-entrant requests, and requests for changes to historic slots), a request to extend an existing operation to operate on a year-round basis should have priority over a new slot request.

8.3.5.2 In evaluating whether the year-round priority applies, coordinators should allow flexibility on timings to cater for the differing requirements of short and long-haul services.

Primary Criteria for Initial Slot Allocation with WSG Edition 10 (3)

8.4 ADDITIONAL CRITERIA FOR INITIAL SLOT ALLOCATION

- 8.4.1 When slots cannot be allocated using the primary criteria as set out in 8.3 above, consideration should be given to the following factors (in no particular order):
- a) Effective Period of Operation: b) Curfews: *c) Time Spent on Waitlist:
 - d) Type of Service and Market: e) Competition:
 - f) Requirements of the Travelling Public and Other Users: g) Frequency of Operation:
 - h) Local Guidelines:
- *c) will be effective from 1 August 2019

11. TERMS AND ABBREVIATIONS

New Entrant: an airline requesting a series of slots at an airport on any day where, if the airline's request were accepted, it would hold fewer than 7 slots at that airport on that day. In other words, an airline could schedule 3 rotations per day (3 arrivals and 3 departures, requiring 6 slots) as a new entrant.

This will be effective from 1 August 2019

Priorities for Slot Allocation – WSG 8.3.3

- Why have the priorities changed?

- § To ensure there is a fair balance between new entrants and non-new entrants:

- § Under the old rules, retimes (or other changes to historics) had first access to the pool, and therefore to peak slots

- § On the other hand, where new capacity was created retimes/changes did not have any access at all

- § Additionally, it was theoretically possible for up to 100% of slots in the pool to go to new entrants, which some regulators took advantage of

Priorities for Slot Allocation – WSG 8.3.3

- How have the priorities changed?

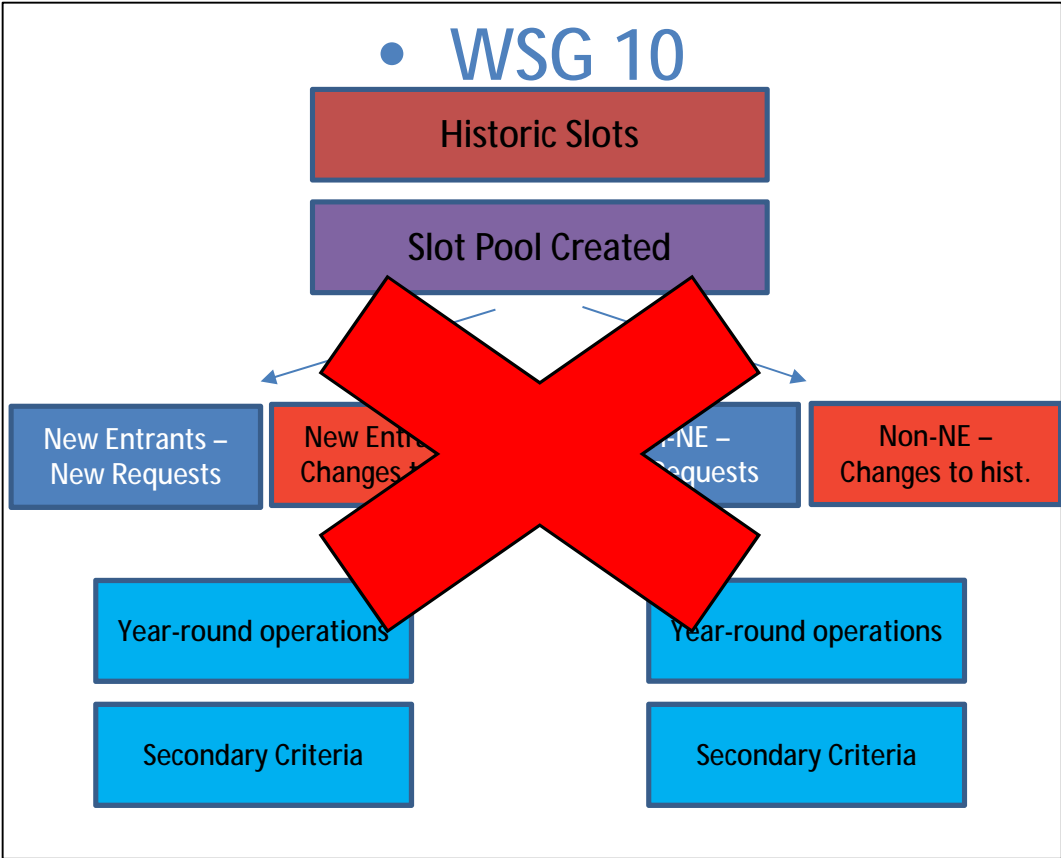
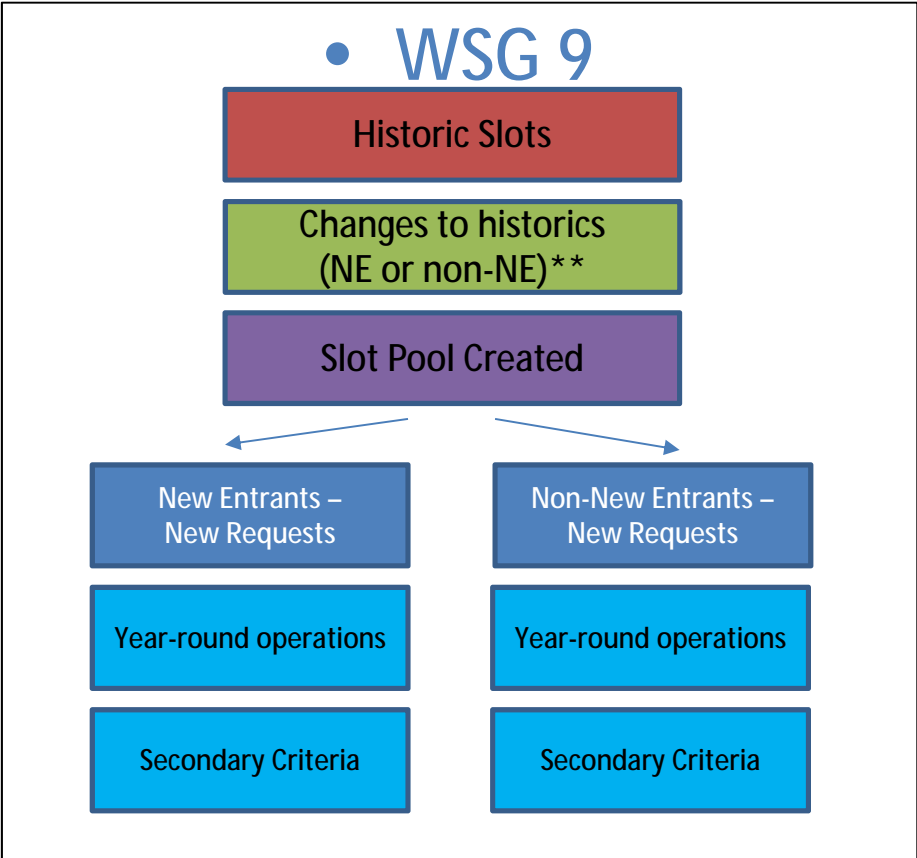
- § In short, all types of requests are treated equally, across the day

- § The priority for re-timing has been lowered to be on par with new entrant requests

- § There is no distinction between existing capacity and new capacity

- § Stipulate that 50% of the pool must go to new entrants and the other 50% must go to non-new entrants (if sufficient requests from each group to make up 50%)

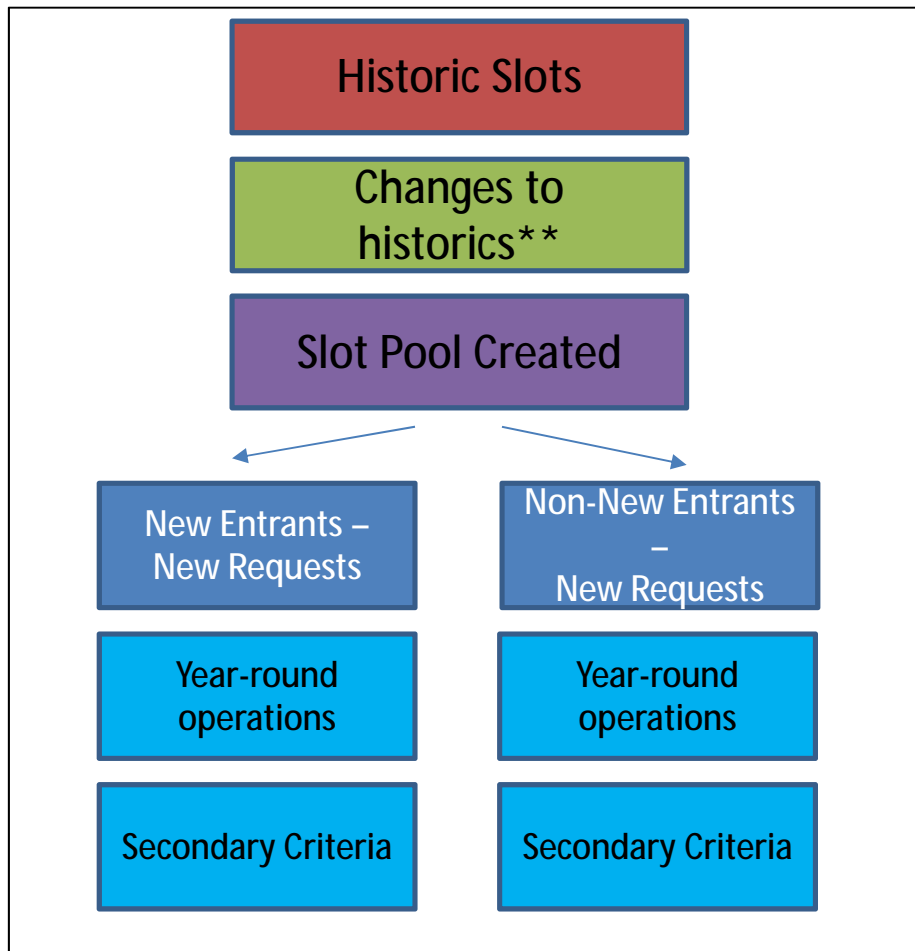
Priorities for Slot Allocation – WSG 8.3.3



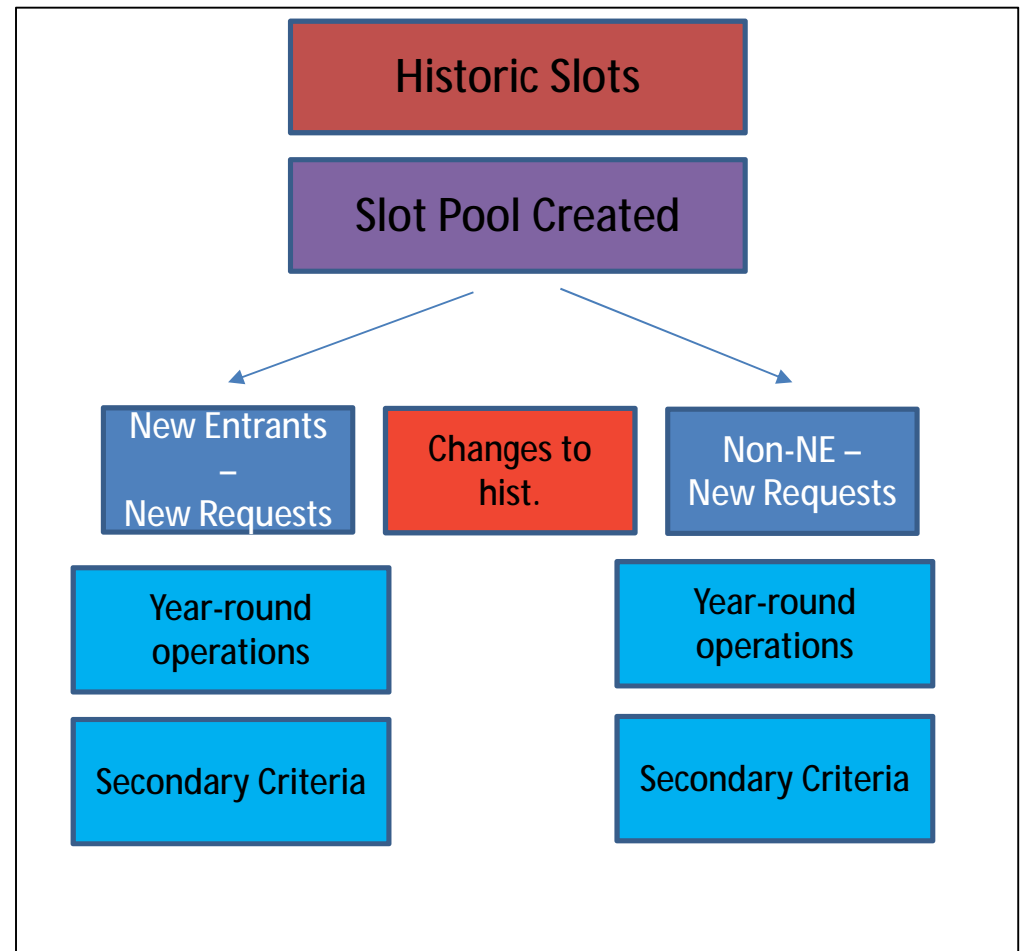
**For Existing Capacity Only

Priorities for Slot Allocation – WSG 8.3.3

- WSG 9



- WSG 10



**For Existing Capacity Only

Priorities for Slot Allocation – WSG 8.3.3

- § Non-new entrant requests include airlines qualifying as new entrants but choosing to submit some or all requests without new entrant priority
- § Within each category (new entrant requests, non-new-entrant requests, and requests for changes to historic slots), a request to extend an existing operation to operate on a year-round basis should have priority over a new slot request
- § The secondary criteria must also be applied, where necessary, to decide between competing requests

Clarification Questions

§ Clarify why change of historic slots are not listed in 8.3.3.3 and 8.3.3.4

§ For the 50/50 analysis, changes to historic slots do not change the number of slots because the “old” slot is returned to the pool once the change is made

§ Clarify correction of the imbalance of allocation over the next equivalent season (8.3.3.3 and 8.3.3.4)

§ These provisions are aimed primarily at airports where there are very few slots available. For example, if only one slot pair was available each summer season, they should be allocated to a new entrant in the first season and a non-new-entrant in the second (or vice-versa). This will ensure an equal opportunity for access across multiple seasons.

Clarification Questions

- § Clarify the term “holistically” – peak vs. non-peak, hourly, or the whole day?
 - § The governing principle is that all types of requests should be treated equally and have fair access to all times of the day. The coordinator is provided the freedom to decide how this is best implemented at its particular airport, as different approaches may be called for depending on how congested the airport may be.