

# Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3

WASB Activities

20th APACA meeting  
18 November, 2020

# WASB (Worldwide Airport Slot Board) Activities (1)

## WASB Member and Secretariat

The seven members from airports, airlines and coordinators representing each region of the world were appointed as shown below.

### WASB (Worldwide Airport Slot Board) Member

(Current)

Affiliation	Country	Name	Organization
Airports (ACI)	Spain	Ms. Irene Garcia	AENA
	UK	Ms. Fiona Carleton	Heathrow Airport Ltd (LHR)
	Germany	Mr. Gunter Heinrich	Fraport AG (FRA)
	Australia	Mr. Robert Wood	Sydney Airport (SYD)
	UAE	Mr. Robert Whitehouse	Dubai Airports (DXB)
	USA	Mr. Robert Hoxie	CDA (CHI)
	Brazil	Mr. Joao Pita	Sao Paulo Airport (GRU)
Airlines (IATA)	UK	Mr. Chris Carter	British Airways (BA)
	Norway	Mr. Sebastian Pelissier	Norwegian Air Shuttle (DY)
	UK	Ms. Rikke Christensen	Virgin Atlantic(VS)
	Japan	Mr. Takayuki Asai	All Nippon Airways (NH)
	USA	Ms. Jennifer Sayre	Delta Airlines (DL)
	USA	Ms. Michele Boyce	United Airlines(UA)

Affiliation	Country	Name	Organization
Coordinators (WWACG)	Austria	Mr. Wolfgang Gallistl	SCA - Austria
	Belgium	Mr. Didier Hocq	BSC - Belgium
	UK	Mr. Edmond Rose	ACL - UK
	Norway	Mr. Fred Wister	SCN - Norway
	Australia	Ms. Petra Popovac	ACA – Australia
	Japan	Mr. Hirohiko Kawakatsu	JSC – Japan
	USA	Mr. Brian Meehan	FAA Runways – USA

### WASB Secretariat Member

Affiliation	Country	Name	Organization
ACI	Canada	Mr. Philippe Villard	ACI World
		Ms. Sophie Riopel-Gewelt	ACI World
IATA	Switzerland	Ms. Lara Maughan	IATA
		Mr. Dimiter Zahariev	IATA
		Mr. John Middleton	IATA
WWACG	Spain	Mr. Ignacio Monasterio	AECFA – Spain
	Germany	Mr. Rene Maysokolua	Fluko – German
	USA	Mr. Paul Lark	ORD - USA

# WASB (Worldwide Airport Slot Board) Activities (2)

## WASB (Worldwide Airport Slot Board) Member

(as of April, 2020)

Affiliation	Country	Name	Organization
Airports (ACI)	Spain	Ms. Irene Garcia	AENA
	UK	Ms. Fiona Carleton	Heathrow Airport Ltd (LHR)
	Germany	Mr. Gunter Heinrich	Fraport AG (FRA)
	Australia	Mr. Robert Wood	Sydney Airport (SYD)
	UAE	Mr. Robert Whitehouse	Dubai Airports (DXB)
	USA	Mr. Bradley Rubinstein	Port Authority New York New Jersey (JFK)
	Brazil	Mr. Joao Pita	Sao Paulo Airport (GRU)
Airlines (IATA)	UK	Mr. Chris Carter	British Airways (BA)
	Norway	Mr. Sebastian Pelissier	Norwegian Air Shuttle (DY)
	Australia	Mr. Paul Petrykowycz	Qantas (QF)
	Japan	Mr. Takayuki Asai	All Nippon Airways (NH)
	Turkey	Ms. Billur Gokhan	Turkish Airlines (TK)
	USA	Ms. Jennifer Sayre	Delta Airlines (DL)
	Chili	Mr. Santiago Tula	LATAM (LA)

Affiliation	Country	Name	Organization
Coordinators (WWACG)	Austria	Mr. Wolfgang Gallistl	SCA - Austria
	France	Mr. Eric Herbane	COHOR - France
	UK	Mr. Edmond Rose	ACL - UK
	Norway	Mr. Fred Wister	SCN - Norway
	Australia	Ms. Petra Popovac	ACA – Australia
	Japan	Mr. Hiroki Takeda	JSC – Japan
	USA	Mr. Brian Meehan	FAA Runways – USA

## WASB Secretariat Member

Affiliation	Country	Name	Organization
ACI	Canada	Mr. Philippe Villard	ACI World
		Ms. Sophie Riopel-Gewelt	ACI World
IATA	Switzerland	Ms. Lara Maughan	IATA
		Mr. Dimiter Zahariev	IATA
		Mr. John Middleton	IATA
WWACG	Belgium	Mr. Didier Hocq	BSC – Belgium
	Germany	Mr. Rene Maysokolua	Fluko – German
	Japan	Mr. Hirohiko Kawakatsu	JSC - Japan

# WASB (Worldwide Airport Slot Board) Activities (3)

## WASB Activities

While the very first meeting of WASB was supposed to be held in March in Kuala Lumpur, Malaysia, the meeting was cancelled due to COVID-19. Since the face to face meeting cannot be held anywhere in the world, WASB meetings have been conducted by Tele-conference or Video-conference.

Date	Meeting Number	Main Topics	Achievements
02 April, 2020	WASB/1	1 <sup>st</sup> Kick-Off Meeting W20 Slot Coordination WASG Edition 1 (Draft)	Set-Up of Organization
23 April, 2020	WASB/2	COVID-19 Airport Slot, Capacity and Recovery	
07 May, 2020	WASB/3	Slot Returns WASB Program (Working Groups)	Issuance of Best Practice of Early Slot Returns in S20
13 May, 2020	WASB/4	W20 U/L Suspension	
28 May, 2020	WASB/5	WASG Edition 1 W20 U/L Suspension	Approval of WASG Edition 1
04 June, 2020	WASB/6	W20 U/L Suspension	
08 June, 2020	WASB/7	W20 U/L Suspension	
08 September, 2020	WASB/8	WASB Program (Working Groups)	
17 September, 2020	WASB/9	WASB Program : Northern Summer 21, Airport Capacity Declaration and Temporary Changes in Airport Levels	
6 October, 2020	WASB/10	WASB Program Availability of Information	
3 November, 2020	WASB/11	WASB Program : Northern Summer 21, Airport Capacity Declaration and Temporary Changes in Airport Levels	Guideline for Airport Capacity Declaration and Temporary Changes in Capacity

# WASB (Worldwide Airport Slot Board) Activities (4)

## Major Outputs of WASB

### ”Best practices for Northern Summer 2020 slot returns”

Jointly released on 12 May, 2020

To encourage airlines to return any slots no longer required as soon as practically possible, allowing coordinators the possibility to reallocate them and airports the opportunity to adjust their resources based on actual demand.

**Worldwide Airport Slot Board**  
Best practices for Northern Summer 2020 slot returns

The Aviation Industry community is facing an unprecedented challenge as a result of travel restrictions introduced globally in response to the COVID-19 crisis and the sudden drop in passenger demand. Airlines are adjusting their schedules and airports are adjusting their capacity in order to meet these requirements and minimize the economic impact of the reduced demand. Slot usage requirement waivers have been granted for the Northern Summer season at all slot coordinated airports globally, providing relief from the use-it-or-lose-it rule according to applicable regulations. The WASB is now asking airlines to use the flexibility responsibly to manage their slot portfolios and schedules in a fair, reasonable and appropriate manner.

In the interest of the entire air transport industry, airlines are requested to provide timely schedule updates to ensure that all stakeholders are enabled to make decisions using the most relevant and current data. Airport operators and their service providers rely on accurate airline schedule data to inform their own planning process and level of resources during this crisis and the eventual recovery period that will follow.

The newly created Worldwide Airport Slot Board (WASB), comprising airports, airlines and coordinators representing the global slot community and world regions, is requesting airlines to return any slots no longer required as soon as practically possible, allowing coordinators the possibility to reallocate them and airports the opportunity to adjust their resources based on actual demand. The importance of this cannot be underestimated as we move towards the recovery period, and therefore we ask airlines, airports and coordinators to consider the following:

- Airlines**  
WASB asks airlines to provide timely schedule updates by:
  - Following the recommendations of the Worldwide Slot Guidelines (WSG) ed.10 [Article 7.5.1](#) and [8.5.2](#)
  - Not retaining, but returning slots not intended for use as early as possible and as soon as such decisions are made and inform their schedule changes to their industry stakeholders
  - Following the guidelines of the WSG ed.10 [Article 8.14](#) for immediate return of slots in case of ceasing operations at an airport
  - Including an SI message in SCR cancellations identifying COVID-19 as the cause, and request confirmation of 80:20 alleviation. For example:
    - SI COVID-19 CANCELLATION REQUEST, PLEASE PROVIDE AND CONFIRM 80:20 ALLEVIATION IN ACCORDANCE WITH WSG ED.10
    - SI CHAPTER 8 & JUSTIFIED NON-UTILIZATION OF SLOTS.
  - Ensuring SMA messages are sent in a timely fashion to the relevant facilitator or data collection agent in order to ensure that they hold the most current schedules.

In the context of the COVID-19 outbreak, airlines should endeavour to cancel slots as soon as the corresponding flights are cancelled to enable stakeholders in the entire aviation ecosystem to adjust their resources. Achieving a balanced operational and economic outcome will benefit of the entire industry.

- Airports**  
Airlines need to be informed about available capacity in a timely manner to support their ability to manage changes within their schedules and plans. Airports must be aware that changes of capacity decided after the initial publication of coordination parameters, although usually unavoidable in the current context, may significantly influence how airlines plan their schedules. It is therefore essential that airports consult with airlines and coordination committees before implementing any changes to capacity for short- or long-term periods.  
Airport operators and their service providers are also under a lot of pressure in these difficult circumstances. They must optimize their resources and align capacity as closely as possible with

1 Worldwide Airport Slot Board - 12 May 2020

### Worldwide Airport Slot Guidelines (WASG) Edition 1 ,

Jointly published by ACI, IATA and WWACG

Became effective on 1 June, 2020.

Effective 1 June 2020

**Worldwide Airport Slot Guidelines (WASG)**

1

### WASB best practice paper “Managing temporary reductions of airport capacity”

Jointly released on 17 July, 2020

To provide guidance to manage temporary reductions of airport capacity announced after the confirmation of seasonal capacity parameters.

**Managing temporary reductions of airport capacity**  
WASB best practice paper

**Introduction**  
Competent Authorities may introduce measures that temporarily reduce the available capacity of airports (e.g. as a result of the COVID-19 pandemic). This paper provides guidance to manage temporary reductions of airport capacity announced after the confirmation of seasonal capacity parameters. All guidance is complementary to the Worldwide Airport Slot Guidelines.

**Principles of temporary airport capacity reductions**

- The Competent Authority will explain the rationale for the revised airport capacity parameters and provide them to the Coordinator as soon as practical after having consulted with the Coordination Committee or equivalent body.
- In the consultation with the Coordination Committee or equivalent body, the Competent Authority will advise the period impacted. If a Coordination Committee or equivalent body does not currently exist, it should be created to encourage open communication between all relevant stakeholders.
- All stakeholders are encouraged to consider the use of innovative solutions or technologies to limit the need for temporary capacity reductions when possible.
- Any mandatory schedule reductions must be spread across all affected airlines that utilize the affected infrastructure, in a fair, transparent, and non-discriminatory manner by a slot coordinator acting independently.

**Coordinator**

- If advance notice regarding an upcoming temporary airport capacity reduction is received, the Coordinator will immediately put in place measures to prevent new slot requests from being processed until the revised capacity parameters are received. Online portals, if they are used, may be temporarily disabled or message filters used to prevent Slot Clearance Requests (SCR) from being automatically processed. The use of online portals is encouraged to increase transparency for all stakeholders.
- The Coordinator will give an indication of the required reductions by carrier as soon as possible after the revised capacity parameters are received. The reference date used for the schedule reduction will depend on the timing of the temporary reduction of airport capacity:
  - If the revised capacity parameters are received after the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held seven days after the revised capacity parameters are published;
  - If the revised capacity parameters are received after the publication of the seasonal capacity parameters but before or at the Historic Baseline Date (HBD), schedule reductions will be based on slot allocations held at the Historic Baseline Date (HBD).

1 WASB best practice paper: 17 July 2020

# WASB (Worldwide Airport Slot Board) Activities (5)

## Topics of WASB to be discussed

There are so many issues WASB has to tackle urgently under the current very low operations and recovery period at airports due to COVID-19. Some of the topics are shown below.

High priority topics for the short term (September-December 2020)

### (1) Next Season NS21 approach (WG1)

#### Hot Topics :

- Importance of protecting pre-COVID19 connectivity
- Planning for the new normal and incentivizing traffic recovery
- Resinstating slot usage requirements: Lower thresholds: how to determine the threshold
- Extending waivers: ensuring reallocation of slots on historic basis

### (2) Airport capacity declaration, temporary change in levels/parameters (WG2)

Guidance material has been drafted by WG2, and approved at WASB/11.

#### Capacity Reduction Options:

- Voluntary Reduction
- Enforced Capacity Reduction
- Re-coordination

### (3) Availability of information