

# Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3

WASB Activities

23rd APACA meeting  
22 June, 2022

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

## WASB Activities

WASB has been conducting online/in person meetings as follows, since the last 22<sup>nd</sup> APACA meeting.

Date	Meeting Number	Main Topics	Achievements
09 December, 2021	WASB/22 (Online)	-Preparation for the WASB 2022 WGs -NS22 WASB Recommendation (slot relief) -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4) *continuation	-Agreed on NS22 WASB Recommendation
10 March, 2022	WASB/23 (Rome, Hybrid)	-Scope of work of ASWG6 (availability of slot information) and ASWG7 (Review of series length) -NW22 WASB Recommendation (slots relief) -Ukraine Russia Conflict -Priority for ad hoc slots that have been allocated and operated during the crisis -Implementation of WASG changes -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4)	-Approved the scope and the timelines of WGs  -WASB communication on Ukraine conflict issued on 22 March, 2022 -WASB communication on priority for ad hoc slots issued on 05 April, 2022. -Agreed on making survey on the implementation of WASG changes
12 May, 2022	WASB/24 (Online)	-NW22 WASB Recommendation (slots relief) -WASG 5.6.6 Coordination Committee -WASB “Green slots” paper -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4)	-Agreed on NW22 WASB Recommendation -Agreed on WASG 5.6.6 amendment (enhancement of Coordination Committee) -Agreed on “Green slots” paper
20 June, 2022	WASB/25		

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

### WASB communication to the global airport slot community on the impacts of the Ukraine conflict and airspace closures on airport slot coordination and management

The WASB is jointly requesting the aviation community to provide all necessary flexibility during these challenging times for the industry. Specifically, we ask the airlines, airport operators, slot coordinators, and schedule facilitators:

- to recognise the emergence of conflict zones and the closure of the Russian airspace are unpredictable and beyond the industry's control;
- to treat requests for schedule and slot retiming reasonably, with as much flexibility as possible;
- to ensure information and updates are shared as quickly as possible, including airlines revising slot requests and sending cancellations in a timely manner, and slot coordinators processing these as soon as possible; and
- to understand that timely performance is difficult to achieve while block time changes are being made, new schedules built, and hub connectivity replanned, which means slot performance monitoring should also be flexible and reasonable.

Dated 22 March 2022

(Ref) [2022-03-22\\_WASB\\_Communication\\_in\\_Ukraine\\_Conflict\\_and\\_Flexibility](#)

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

## WASB communication to the global airport slot community on how to manage series of slots that were allocated on an ad-hoc basis during Northern Winter 2021

The WASB invites slot coordinators:

- to manage series of slots that were newly allocated in NW21 on an ad-hoc basis, that complied with the minimum slot usage threshold and that could not be granted historic precedence in the NW22 SHLs due to lack of capacity, with an additional priority during the initial slot coordination process of NW22, providing that such a new series of slots is requested again by the airline. Coordinators are encouraged to identify and inform these series of slots in the NW22 SHLs with the action code 'T' (i.e., meaning that an additional priority will be granted for that series during the initial coordination and subject to capacity availability); and
- to manage series of slots that were retimed on an ad-hoc basis during NW21, and that complied with the minimum slot usage threshold, with an additional priority during the initial slot coordination process of NW22, whenever such a retime is requested again by the airline.

Dated 05 April 2022

(Ref) [2022-04-05\\_WASB\\_Communication\\_on\\_Management\\_Series\\_Slots\\_Allocated\\_Ad-hoc\\_Basis](#)

## NW22 WASB Recommendation for slot alleviation

NW22 WASB Recommendation is basically the extension of NS22 recommendation with clarifications, matrix format adopted. Also “Ad hoc and Re-times slots” is added.

### NW22 slot alleviation matrix

	Severely restricted markets	Partially restricted markets	Reopening markets	Open markets
Slot utilization rate	Max 50%	60%-70%	60%-70%	80%
		An air carrier operating to or from a severely restricted market should be provided the ability to return all their full series of historic slots at the other end of the route (other than newly allocated series). The slot utilization rate should be according to the applied severely restricted market rate (max. of 50:50) at both ends of the route.		
Full Series return HBD-HBD+7	Alleviation applied with no cap	Alleviation applied with cap 20%-50%	Alleviation applied with cap max 20%	Alleviation not applied
		The cap on full series returns should be set at a level deemed necessary to sufficiently address the share of historic traffic to restricted and other recovering markets.		
Pre-HBD returns	WASG 8.7.2.2 (Pre-HBD returns) is suspended			
Slots held after HBD+7	Slots held after HBD+7 which cannot be operated due to COVID-19 restrictions must be returned without delay but not later than six weeks prior to planned operation.			
Use it or Lose it Rule	The “Use it or Lose it” calculation is based on the series of slots held at Historic Baseline Date (HBD)			
Ad hoc operated and re-timed slot priority	Series of slots allocated and operated as approved on a non-historic basis have priority over new demand for the same timings in the next equivalent season, subject to capacity and any other legal conditions.			
Global Reciprocity	Where reciprocal treatment is required by the Regulator, this should take precedence over the WASB Recommendation.			

(Ref) [WASB-slot-alleviation-measures-for-NW22](#)

# WASB Member and Secretariat

## 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

(as of 12 May, 2022)

Affiliation	Country	Name	Organization
Airports (ACI)	Spain	Ms. Irene Garcia	AENA
	UK	Ms. Alyson Playford	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)
	UK	Mr. Sebastian Pelissier	Easy Jet (U2)
	UK	Ms. Rikke Christensen	Virgin Atlantic(VS)
	Japan	Mr. Takayuki Asai	All Nippon Airways (NH)
	HK	Mr. Anthony Chan	HK Express (UO)
	NZ	Mr. Steve Rowe	Air New Zealand (NZ)
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
	Germany	Mr. René Maysokolua	Fluko - Germany
	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
		Mr. Franco Sartor	ACI World
IATA	Switzerland	Ms. Lara Maughan	IATA
		Mr. Dimiter Zahariev	IATA
		Mr. John Middleton	IATA
WWACG	Spain	Mr. Ignacio Monasterio	AECFA – Spain
	USA	Mr. Paul Lark	ORD – USA
	UK	Mr. Neil Garwood	ACL – UK