Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 4

WSG Changes (Level 2 Airport)

8th APACA meeting
10 June, 2014
Abu Dhabi, UAE

The Facilitation Process at current WSG Edition 5

4.5 THE ROLE OF FACILITATOR

The facilitator will:

    a) Collect data on the planned operations of all airlines operating or planning to operate at the airport;

    b) Make available to interested parties details of the coordination parameters and utilization of available capacity; and

    c) Facilitate the process of voluntary schedule adjustments by airlines to avoid exceeding the airport's coordination parameters.
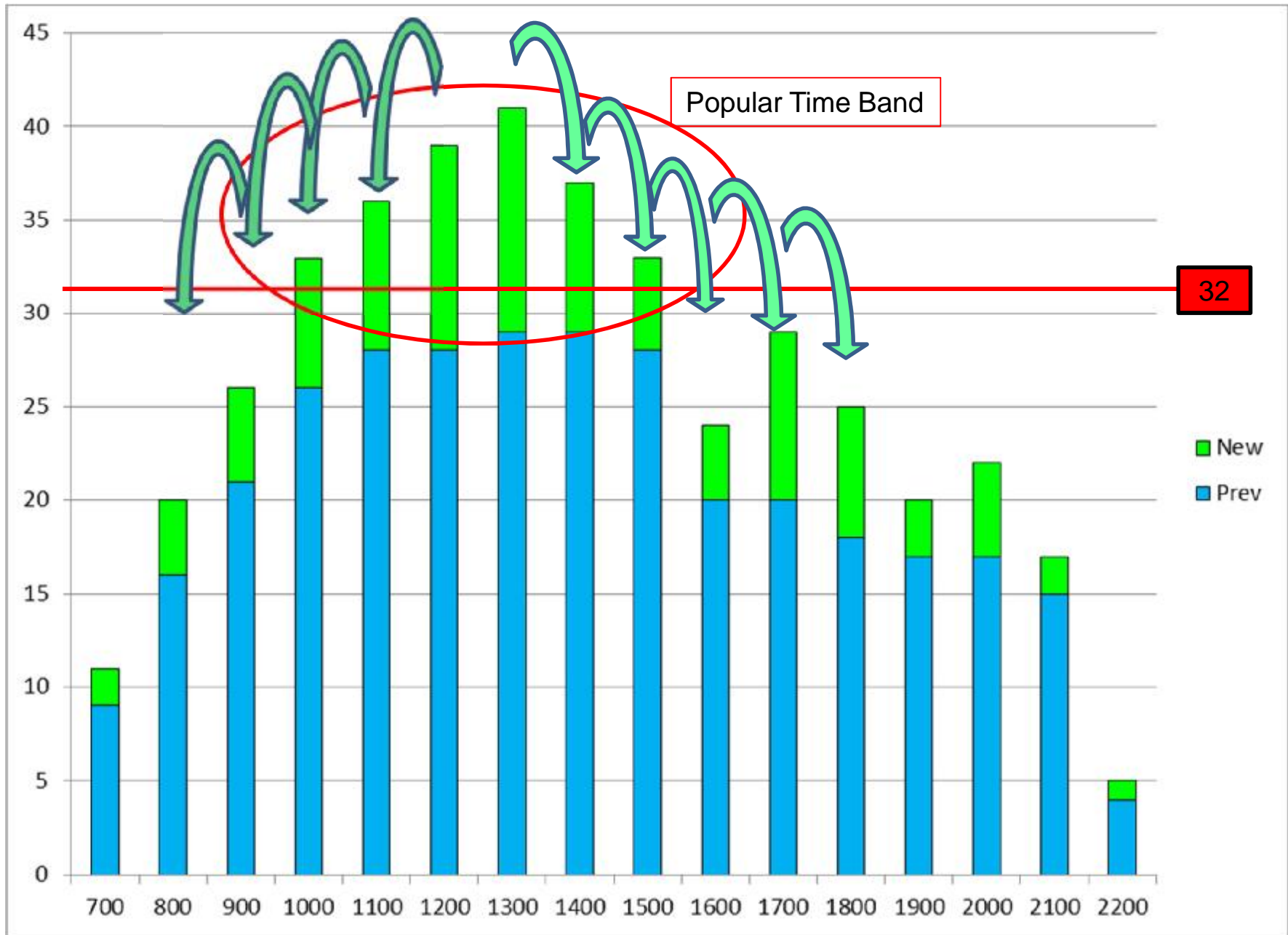
4.6 PROCESS OF FACILITATION

1. At Level 2 airports no slots are allocated.

2. The process of facilitation centers on voluntary cooperation between airlines and the facilitator.

3. Airlines and facilitators should use the SSIM message exchange formats developed for communication at Level 2 airports.

Initial Submission at KIX (Level 2)

Initial Submission at CTS (Level 2)

Popular Time Band

32

New
Prev

4

7.1 KEY PRINCIPLES OF SCHEDULE FACILITATION

a) Schedule facilitation is based on a process of schedule adjustments mutually agreed between the airlines and facilitator to avoid exceeding the airport's coordination parameters.

b) No slots are allocated at a Level 2 airport. The concepts of historic precedence and series of slots, applicable at Level 3 airports, do not apply.

c) The facilitator should adjust the smallest number of operations by the least amount of time necessary to avoid exceeding the airport's coordination parameters.

d) Facilitators must be independent and act in a neutral, transparent and non-discriminatory way.

e) An airline or other aircraft operator must advise the facilitator of all planned operations prior to operating at a Level 2 airport and of all changes to planned operations. Certain types of flights (for example, humanitarian or state flights, and in some cases general and business aviation) may be exempt or subject to special local procedures.

f) Airlines and other aircraft operators must not intentionally operate services at a significantly different time or in a significantly different way than agreed with the facilitator.

The New Chapter at WSG Edition 6 (2)

g) Planned times of operation are based on the planned on-block (arrival) and off-block (departure) times. Actual times of arrival and departure may vary due to operational factors.

h) Airlines and facilitators must use the SSIM message exchange formats for communications at Level 2 airports.

i) The Calendar of Coordination Activities specifies the deadline dates of the facilitation process to be followed by airlines and facilitators.

j) All activities involving facilitated operations are in UTC, unless otherwise agreed.

7.2 PRIORITIES FOR SCHEDULE FACILITATION

a) **Services from the Previous Equivalent Season:** Services operated as approved during the previous equivalent season should have priority over new demand for the same timings. Services that plan to operate unchanged from the previous equivalent season should have priority over services that plan to change time or other capacity relevant parameter, for example, operations with a larger aircraft where terminal capacity is a coordination parameter.

b) **Introduction of Year Round Operations:** New operations that extend an existing operation into a year round operation should have priority over other new operations. In evaluating whether the year round priority applies, facilitators should allow flexibility on timings to allow for the differing requirements of short and long haul services.

c) **Effective Period of Operation:** The schedule that will be effective for a longer period of operation in the same season should have priority.

d) **Ad Hoc Operations:** Regularly planned operations should have priority over ad hoc operations.

e) **Operational Factors:** Operations that are constrained by slots or a curfew period at the other end of the route, or other relevant operational factors, should have priority over other demand where the air carrier may have timing flexibility.

7.3 DIALOGUE REGARDING SCHEDULE ADJUSTMENTS

7.3.1 Any schedule adjustments should be mutually agreed between the facilitator and airline concerned on the basis of an open dialogue and discussion.

7.3.2 Facilitators should discuss the overall demand of all airlines with the airport managing body and any capacity shortages identified. If elements of the airport infrastructure can be modified to meet demand, then schedule adjustments may not be required.

7.3.3 Facilitators must provide reasons for any requested schedule adjustments. The SSIM reason codes and supplementary information text should be used for this purpose.

7.3.4 Airlines operating at a Level 2 airport must be willing to make schedule adjustments in order to avoid exceeding the coordination parameters, otherwise the airport could be designated as a Level 3 airport, requiring mandatory slot allocation. It is useful for airlines to discuss and review future operating plans with the facilitator and airport managing body (where appropriate).

7.3.5 Airlines may ask the facilitator to keep their required timings on the waitlist rather than immediately refuse a schedule adjustment. The facilitator must maintain a waitlist of all outstanding requirements and should try to satisfy outstanding requests as soon as possible using the priorities outline in 8.2.1.