Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 2

Election Result of WWACG

19th APACA meeting
11 November, 2019
Brisbane, Australia

Newly Elected WWACG Board Members

Region		Country	Name	Organization	Position
Europe	4	Austria	Wolfgang GALLISTL	Schedule Coordination Austria (SCA)	Vice – Chair
		France	Eric HERBANE	Association pour la Coordination des Horaires (COHOR)	Chair
		Norway	Fred Andreas WISTER	Airport Coordination Norway AS (ACN)	
		United Kingdom	Edmond ROSE	Airport Coordination Limited (ACL)	
Asia/Pacific	2	Australia	Petra POPOVAC	Airport Coordination Australia (ACA)	Vice - Chair
		Japan	Hiroki TAKEDA	Japan Schedule Coordination (JSC)	
North America	1	USA	Brian MEEHAN	US Federal Aviation Administration (FAA)	

7 Candidates; 4 for Europe, 2 for Asia/Pacific and 1 for N/S America

The Slot Board Management Team (Volunteer)

Region		Country	Name	Organization
Europe	2	Belgium	Didier HOCQ	Belgium Slot Coordination (BSC)
		Germany	Rene MAYSOKOLUA	Flughafenkoordination Deutschland GmbH (FLUKO)
Asia/Pacific	1	Japan	Hirohiko KAWAKATSU	Japan Schedule Coordination (JSC)

2 for Europe, 1 for Asia/Pacific

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%.

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 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 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.

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

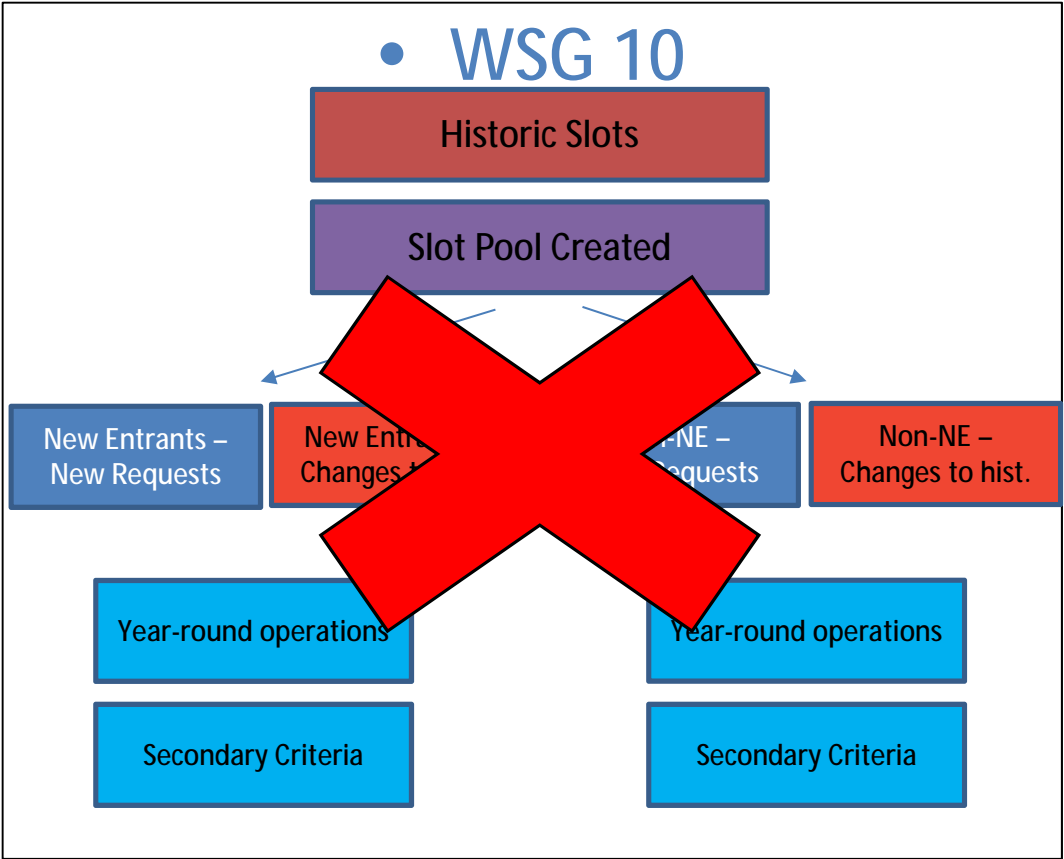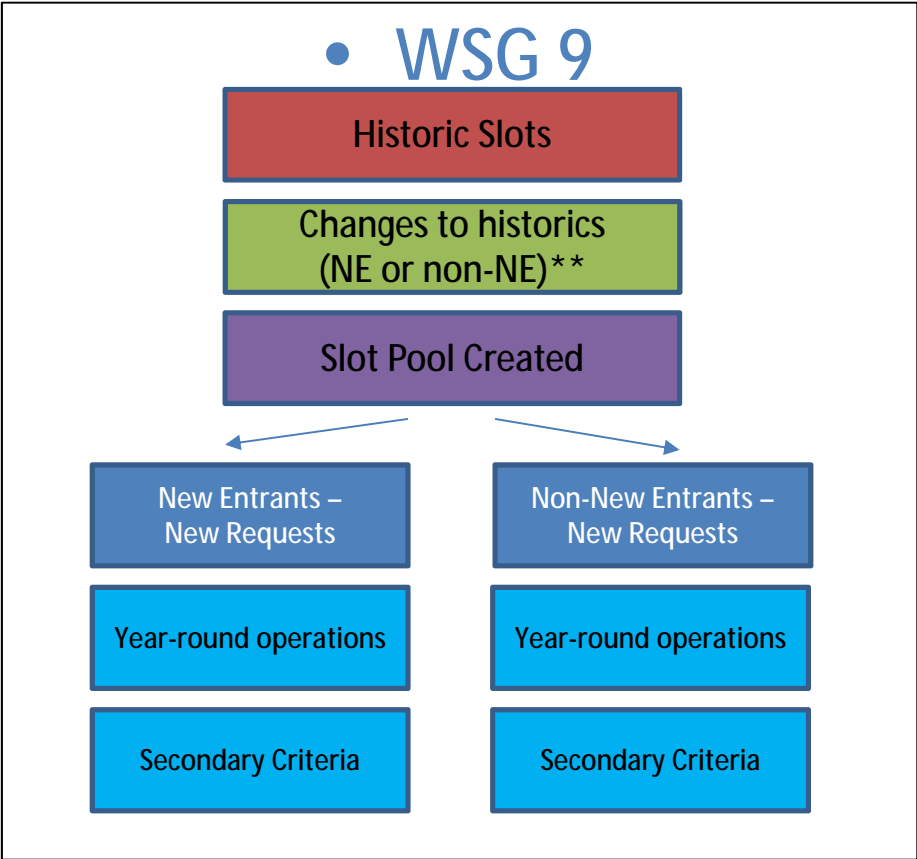# Priorities for Slot Allocation – WSG 8.3.3

- 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%)
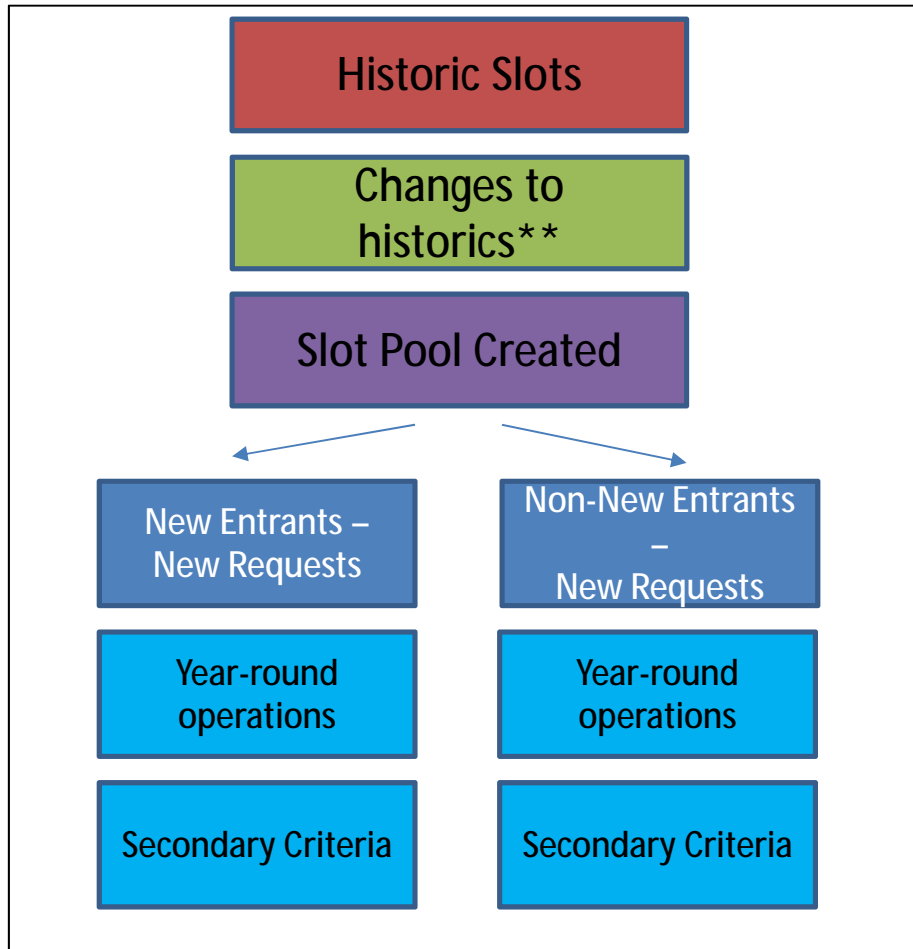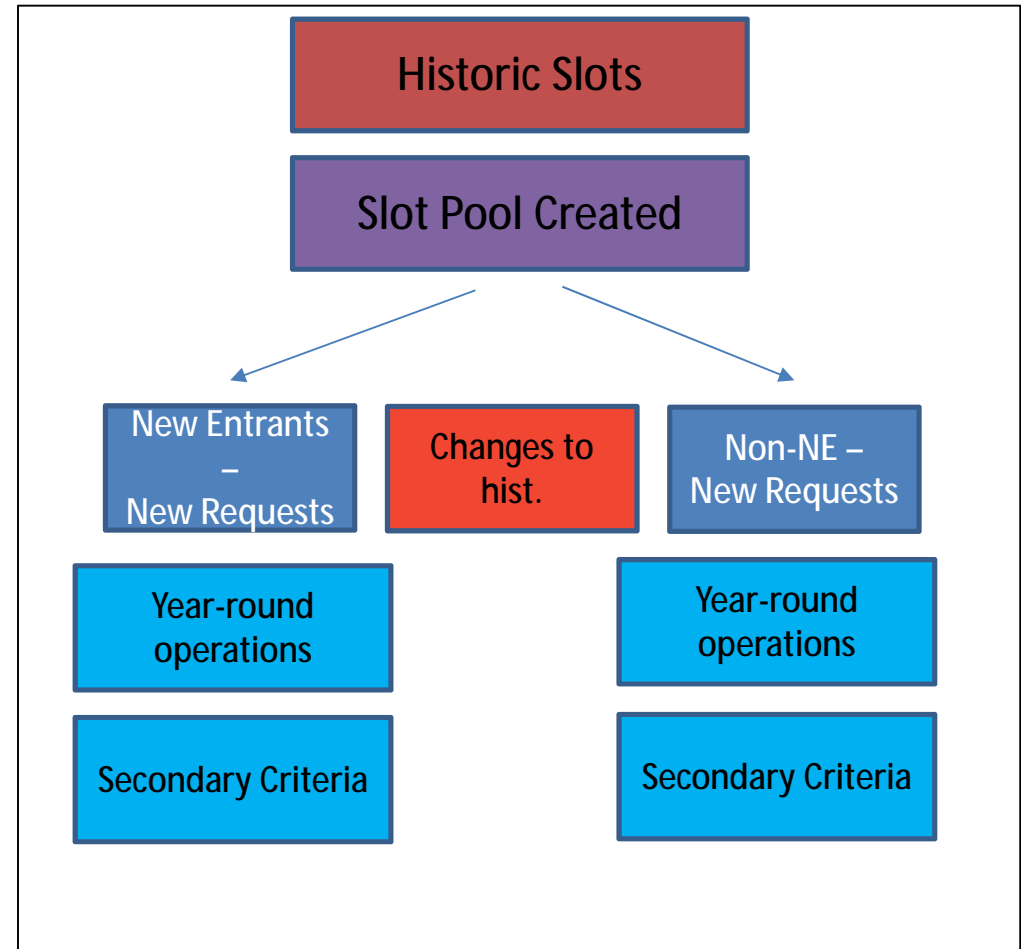
Priorities for Slot Allocation – WSG 8.3.3

WSG 9

- Historic Slots
- Changes to historics (NE or non-NE)**
- Slot Pool Created
  - New Entrants – New Requests
    - Year-round operations
    - Secondary Criteria
  - Non-New Entrants – New Requests
    - Year-round operations
    - Secondary Criteria

**For Existing Capacity Only

WSG 10

- Historic Slots
- Slot Pool Created
  - New Entrants – New Requests
  - New Entr... Changes t...
  - ...NE – ...equests
  - Non-NE – Changes to hist.
    - Year-round operations
    - Secondary Criteria
    - Year-round operations
    - Secondary Criteria

Priorities for Slot Allocation – WSG 8.3.3

WSG 9

- Historic Slots
- Changes to historics**
- Slot Pool Created
  - New Entrants – New Requests
    - Year-round operations
    - Secondary Criteria
  - Non-New Entrants – New Requests
    - Year-round operations
    - Secondary Criteria

**For Existing Capacity Only

WSG 10

- Historic Slots
- Slot Pool Created
  - New Entrants – New Requests
    - Year-round operations
    - Secondary Criteria
  - Changes to hist.
  - Non-NE – New Requests
    - Year-round operations
    - Secondary Criteria

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.

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 4

WSG New Governance

19th APACA meeting
12 November, 2019
Brisbane, Australia

MEDIA RELEASE

Industry collaboration brings new era for crucial issue of airport slot allocation

ACI World, IATA and WWACG agree on a new industry-wide governance

Montreal, 3 June 2019 – Airports Council International (ACI) World, the International Air Transport Association (IATA), and the Worldwide Airport Coordinators Group (WWACG) announced the agreement of a new governance structure for the WSG that puts the interests of the traveling public at the center of the process. Airport operators, airlines, and slot coordinators will now play an equal role in determining the global guidelines for the allocation of airport slots.

More than 200 airports require slot coordination because they have insufficient capacity to meet demand at all times of the day. Coordination based on global standards helps to maximize utilization of existing capacity, avoid delays and improve the passenger experience.

The new industry-wide governance was signed today in Seoul, South Korea by the ACI World Director General Angela Gittens, the IATA Director General and CEO, Alexandre de Juniac, and WWACG Chairman, Mr. Eric Herbane. All parties agreed that new governance and increased collaboration provides an opportunity to further modernize slot allocation mechanisms to the benefit of the travelling public and the aviation community at large.

New Industry-Wide Governance
of the
Worldwide Airport Slot Guidelines (WASG)

| Mr. Alexandre de Juniac, Director General IATA | Mr. Eric Herbane, Chairman WWACG | Ms. Angela Gittens, Director General ACI World | Mr. Alexandre de Juniac, Director General IATA | Mr. Eric Herbane, Chairman WWACG | Ms. Angela Gittens, Director General ACI World |

Montreal, 3 June 2019

MOU between ACI, IATA and WWACG

MEMORANDUM OF UNDERSTANDING

BETWEEN AIRPORTS COUNCIL INTERNATIONAL,

THE INTERNATIONAL AIR TRANSPORT ASSOCIATION, AND

THE WORLDWIDE AIRPORT COORDINATORS GROUP

This Memorandum of Understanding (the "**MoU**") is made and entered into force as of 3 June 2019 between:

Airports Council International, incorporated under the laws of Canada with its head office at 800 rue du Square Victoria, Montréal, Québec, H4Z 1G8, Canada, represented by its Director General, Angela Gittens,

referred to as "**ACI**";

International Air Transport Association, incorporated under the laws of Canada by Special Act of the Parliament of Canada with its head office at 800 Place Victoria, Montréal, Québec, H4Z 1M1, Canada, represented by its Director General and Chief Executive Officer, Alexandre de Juniac;

referred to as "**IATA**";

AND

Worldwide Airport Coordinators Group, incorporated under the laws of Canada with its head office at 1000 Sherbrooke St. West, Suite 2700, Montreal QC, H3A 3G4, Canada, represented by its Chairman, Eric Herbane;

referred to as "**WWACG**";

referred to collectively as the "**Parties**" and individually as a "**Party**."

1. **Scope**

   Participation in the development and continuous review of the Worldwide Airport Slots Guidelines, as more fully set forth - in the New Industry-Wide Governance of the Worldwide Airport Slot Guidelines attached as **Annex A**.

2. **Background**

   The Parties, having successfully worked together through the ongoing Strategic Review of the Worldwide Slot Guidelines, commit to continuously improve and enhance the global slot process. The Parties have therefore agreed on a New Industry-Wide Governance for the maintenance of the Worldwide Slot Guidelines (to be renamed the Worldwide Airport Slot Guidelines, or "**WASG**"), as per Annex A. The New Industry-Wide Governance will include a joint board, the Worldwide Airport Slot Board ("**WASB**"), comprised of equal members of airports, airlines, and facilitators/slot coordinators.

4

I **Agreed Items regarding New WSG Governance**
- Ø The name of WSG should be changed to WASG (Worldwide Airport Slot Guidelines).
- Ø Modification of WASG should be made jointly by IATA, ACI & WWACG.
- Ø WASB (Worldwide Airport Slot Board) should be established to discuss the modification proposals.
- Ø WASB will be comprised with 21 members; 7 Airlines, 7 Airports & 7 Coordinators. 7 Airlines will be appointed by IATA, 7 Airports will be appointed by ACI & 7 Coordinators will be appointed by WWACG.
- Ø 1 Chair and 2 Vice-Chairs will be elected from each industry group.
- Ø WASB will meet at least 3 times; 2 at IATA Slot Conference and 1 at ACI meeting.
- Ø ASWG (Airports Slot Working Groups) will be established to discuss the technical details and make proposals to WASB.

I **Final Authorization of WASG Modifications**
- Ø WASB should work on the basis of consensus regarding the modification proposals. If consensus cannot be reached, the proposed changes must be approved in the form of a majority of each of the industry group present and voting
- Ø No approval from IATA SC HOD is needed.

Framework of Review of Worldwide Airport Slot Guidelines (WASG)

Worldwide Airport Slot Board (WASB)

Airline Group	Airport Group	Facilitators/Slot Coordinators Group

Chair.../ Vice Chairs.. / Secretary : ACI, IATA, WWACG

WASG Administration & Editorial team

Airports Slot Working Groups (ASWGs)

ASWG #1	ASWG #2	ASWG #3	ASWG #4
Airports, airlines and facilitators represented in equal numbers	Airports, airlines and facilitators represented in equal numbers	Airports, airlines and facilitators represented in equal numbers	Airports, airlines and facilitators represented in equal numbers

WASG Development in the Future (3)

Worldwide Airport Slot Board (WASB)

Affiliation	Country	Name	Organization
Airlines (7 Company)			
	TBD IATA will appoint 7 airports considering a geographical balance		
Airport (7 Airports)	ACI		
	TBD ACI will appoint 7 airports considering a geographical balance		
Coordinators (7 Organizations)	Austria	Wolfgang GALLISTL	Schedule Coordination Austria (SCA)
	France	Eric HERBANE	Association pour la Coordination des Horaires (COHOR)
	Norway	Fred Andreas WISTER	Airport Coordination Norway AS (ACN)
	United Kingdom	Edmond ROSE	Airport Coordination Limited (ACL)
	Australia	Petra POPOVAC	Airport Coordination Australia (ACA)
	Japan	Hiroki TAKEDA	Japan Schedule Coordination (JSC)
	USA	Brian MEEHAN	US Federal Aviation Administration (FAA)

(21 members)

ICAO 40TH GENERAL ASSEMBLY

Duration: 24 September (Tue.) to 4 October (Fri.), 2019
Place: ICAO Head Quarter, Montreal, Canada

Joint Statements by ACI、IATA、WWACG

ACI
(Airports Council International)

Expert Group on Slots (EGOS)

IATA
(International Air Transport Association)

Slot Policy Working Group (SPWG)

WWACG
(Worldwide Airport Coordinators Group)

Board Member

WASB
(Worldwide Airport Slot Board)

Board Member

8

International Civil Aviation Organization

WORKING PAPER

A40-WP/275[1]
EC/22
1/8/19
(Information paper)

ASSEMBLY — 40TH SESSION

ECONOMIC COMMISSION

Agenda item 32: Economic Regulation of International Air transport – Policy

PROGRESS REPORT ON AIRPORT SLOT ALLOCATION

(Presented by the Airports Council International, the International Air Transport Association and the Worldwide Airport Coordinators Group)

EXECUTIVE SUMMARY

The Worldwide Slot Guidelines (WSG) has long been regarded as the globally accepted best practice for optimizing scarce airport capacity and has retained its relevance by being continually updated by airlines and facilitators/slot coordinators to reflect changing market conditions. In 2016 it was decided to include airport operators for a more comprehensive Strategic Review of the WSG to be finalized by the end of 2019. The Review was driven jointly by the Airports Council International (ACI), the International Air Transport Association (IATA), the Worldwide Airport Coordination Group (WWACG) and many of the individual members of the three organizations contributed to this work. The Review will result in a significant evolution of the WSG to keep pace with the rapidly evolving aviation industry.

Learning from the experience of the Strategic Review, ACI, IATA and WWACG also agreed to reform the governance of the WSG and introduced a new industry-wide WSG governance structure, which was included within a Memorandum of Understanding signed on 3 June 2019 between the three organizations. This agreement signals the industry-wide commitment to working collaboratively and as equal partners to ensure that slots at capacity-constrained airports around the world are allocated in a harmonized manner to airlines and aircraft operators using consistent policies, principles and processes in an open, fair, transparent and non-discriminatory manner. This provides a solid platform from which the whole aviation industry can engage with States to ensure that the continuous review of the slot guidelines is driven by the objective of meeting the needs of citizens, airlines and airports in terms of ensuring connectivity and choice of air services.

Strategic Objectives:	This working paper relates to Strategic Objectives – *Economic Development of Air Transport.*
Financial implications:	None.
References:	A39-WP/518 P/48, 39.30 Doc 9587, *Policy and Guidance Material on the Economic Regulation of International Air Transport.*

9

WASB IMPLEMENTATION

TIMELINE FOR THE IMPLEMENTATION OF THE NEW GOVERNANCE, FIRST MEETINGS FOR WASB AND ASWGs, FIRST EDITION WASG
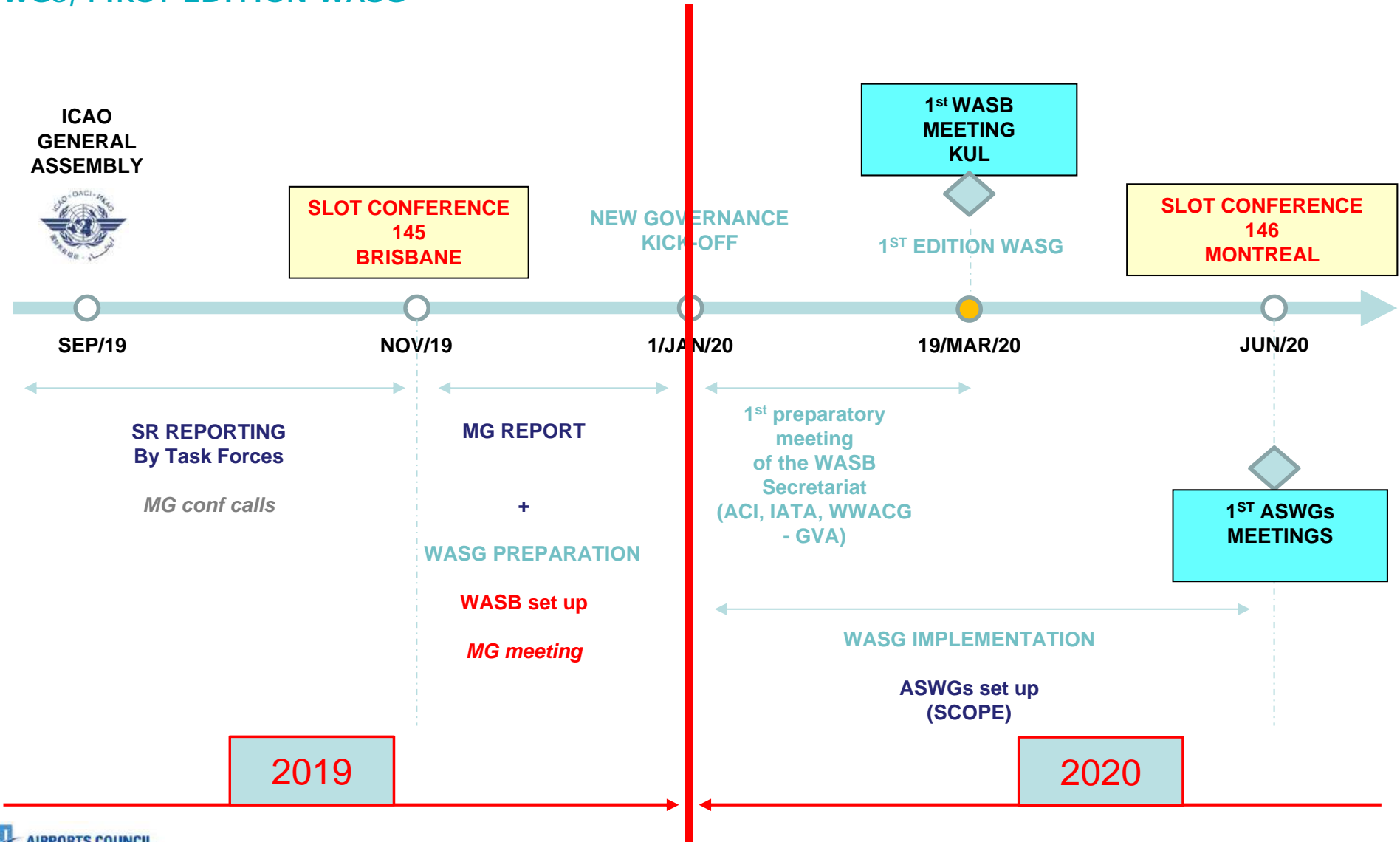
Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 5

SHL & SAL Distribution

19th APACA meeting
12 November, 2019
Brisbane, Australia

Notification of SHL date at WWACG Web Site

10.4 DETERMINATION OF HISTORIC SLOTS BY COORDINATORS

10.4.3 The coordinator must publish the date when SHLs were sent for each airport by the SHL Deadline at www.wwacg.org. Coordinators who regularly fail to distribute SHLs by the deadline will be contacted by JSAG to discuss their compliance with these procedures.

10.5 REVIEW OF HISTORIC SLOTS BY AIRLINES

10.5.4 Airlines that do not receive an SHL message must request the SHL from the coordinator. Airlines should consult twww.wwacg.org to confirm whether the SHLs were distributed for that airport. If an airline continues to experience difficulty obtaining an SHL from a coordinator, it should raise the issue with IATA.

S20 SHL & SAL (1)

SHL & SAL DISTRIBUTION DATES

Distribution dates of SHL & SAL messages for all airports managed by WWACG Members.
Please note that only level 3 (Coordinated) and level 2 (facilitated) airports are shown in the above list.
The table can be downloaded in a spreadsheet or printed (see at the bottom).

FROM ASIA-PACIFIC (filtered) <Back to the previous list

Season	Country	Airport	Coordination Level	SHL sent on	SAL sent on
S20	Australia (AU)	ADL (ADELAIDE)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	New Zealand (NZ)	AKL (AUCKLAND INTL)	Coordinated (Level 3)	2019/09/05	2019/10/31
S20	India (IN)	AMD (AHMEDABAD)	Schedules Facilitated (Level 2)		
S20	Thailand (TH)	BKK (BANGKOK – SUVARNABHUMI INTL)	Coordinated (Level 3)		
S20	India (IN)	BLR (BENGALURU INTERNATIONAL AIRPORT)	Schedules Facilitated (Level 2)		2019/10/31
S20	Australia (AU)	BNE (BRISBANE)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	India (IN)	BOM (MUMBAI INTERNATIONAL AIRPORT)	Coordinated (Level 3)		
S20	China (PRC) (CN)	CAN (GUANGZHOU – BAIYUN INTL)	Coordinated (Level 3)		
S20	India (IN)	CCJ (CALICUT)	Schedules Facilitated (Level 2)		
S20	India (IN)	CCU (KOLKATA – NETAJI SUBHASH CHANDRA BOSE INTL)	Coordinated (Level 3)		
S20	Thailand (TH)	CEI (CHIANG RAI INTL)	Schedules Facilitated (Level 2)		
S20	Indonesia (ID)	CGK (JAKARTA – SOEKARNO–HATTA INTERNATIONAL AIRPORT)	Schedules Facilitated (Level 2)		
S20	New Zealand (NZ)	CHC (CHRISTCHURCH INTL)	Coordinated (Level 3)	2019/09/04	2019/10/28

As of 6 November

Notification of SAL date at WWACG Web Site

10.10 INITIAL COORDINATION

10.10.1 Coordinators and facilitators must inform each airline of the results of Initial Coordination by SAL message as soon as it is complete, but no later than 23:59 UTC on the SAL deadline date set in the Calendar of Coordination Activities. SAL messages should be sent at the same time to all airlines that requested slots at the airport.

10.10.4 Airlines that do not receive a SAL message must request it from the coordinator or facilitator. Airlines should consult www.wwacg.org to confirm whether the SALs were distributed for that airport. If an airline experiences continuing difficulty in obtaining a SAL from a coordinator or facilitator, it should raise the issue with IATA.

SHL & SAL DISTRIBUTI...

Distribution dates of SHL & SAL messages for

Please note that only level 3 (Coordinated) and

The table can be downloaded in a spreadsheet or printed (see at the bottom).

S20 SHL & SAL (2)

Login & password [   ] [   ] OK

SUBSCRIBE E-NEW ALERT

FROM ASIA-PACIFIC (filtered) <Back to the previous list

Season	Country	Airport	Coordination Level	SHL sent on	SAL sent on
S20	Macao (MO)	MFM (MACAU INTL)	Schedules Facilitated (Level 2)		
S20	Philippines (PH)	MNL (MANILA– NINOY AQUINO INTL)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	Japan (JP)	NGO (NAGOYA – CHUBU CENTRAIR INTL)	Schedules Facilitated (Level 2)		
S20	China (PRC) (CN)	NKG (NANJING LUKOU)	Coordinated (Level 3)		
S20	Japan (JP)	NRT (TOKYO – NARITA INTL)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	Australia (AU)	OOL (GOLD COAST)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	China (PRC) (CN)	PEK (BEIJING – CAPITAL INTL)	Coordinated (Level 3)		
S20	Australia (AU)	PER (PERTH)	Coordinated (Level 3)	2019/09/09	2019/10/31
S20	Pakistan (PK)	PEW (PESHAWAR INTL)	Coordinated (Level 3)		
S20	Cambodia (KH)	PNH (PHNOM PENH INTL)	Coordinated (Level 3)		
S20	Papua New Guinea (PG)	POM (PORT MORESBY JACKSONS INTL)	Schedules Facilitated (Level 2)		
S20	China (PRC) (CN)	PVG (SHANGHAI)	Coordinated (Level 3)		
S20	Cambodia (KH)	REP (SIEM REAP)	Coordinated (Level 3)		
S20	Vietnam (VN)	SGN (HO CHI MINH – TANSONNHAT INTL)	Coordinated (Level 3)		
S20	China (PRC) (CN)	SHA (SHANGHAI –HONGQIAO)	Coordinated (Level 3)		
S20	Singapore (SG)	SIN (SINGAPORE – CHANGI INTL)	Coordinated (Level 3)	2019/09/09	2019/10/31

As of 6 November

Notification of SHL & SAL dates at WWACG Web Site (1)

Economy	Organization	S20 SHL	S20 SAL
Australia	Airport Coordination Australia (ACA)	O	O
Cambodia	State Secretariat of Civil Aviation Cambodia(SSCAC)	×	×
China	Civil Aviation Authority China (CAAC)	×	×
Chinese Taipei	Airport Coordination Taipei (ACT)	O	O
Hong Kong	Hong Kong Schedule Coordination Office (HKSCO)	O	O
India	Airports Authority of India (AAI)	×	×
	Bengaluru International Airport (BLR)	Not Applied	O
	Mumbai International Airport (BOM)	×	×
	Delhi International Airport (DEL)	×	×
	Hyderabad International Airport (HYD)	Not Applied	×
Indonesia	Indonesia Airport Slot Management (IASM)	×	×
Korea	Korea Airport Schedule Office (KASO)	×	×

As of 6 November, 2019

Notification of SHL & SAL dates at WWACG Web Site (2)

Economy	Organization	S20 SHL	S20 SAL
Japan	Japan Schedule Coordination (JSC)	◯	◯
	Chubu Airport Office, JCAB (NGO)	Not Applied	✕
Macau	Macau Coordination	Not Applied	✕
Malaysia	National Slot Coordination Malaysia (NSCM)	◯	◯
New Zealand	ACL International	◯	◯
Pakistan	Civil Aviation Authority of Pakistan (CAAP)	✕	✕
Philippines	Airport Coordination Australia (ACA)	◯	◯
Singapore	Changi Slot Coordination (CSC)	◯	◯
Sri Lanka	Sri Lanka (CMB) Coordination	✕	✕
Thailand	Slot Coordination Thailand (SCT)	✕	✕
Viet Nam	Civil Aviation Administration of Vietnam (CAAV)	✕	✕

As of 6 November, 2019

Registration of ID & PW to WWACG Web Site (1)

Screen image before login

Login ID

Login PW

To get login ID & PW,
Contact "secretary@wwacg.org

Registration of ID & PW to WWACG Web Site (2)

Screen image after login, Manage your own events

Registration of ID & PW to WWACG Web Site (3)

Screen image after login, <SHL Distribution Dates>

yyyy-mm-dd

Be careful of the order

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 6

Hong Kong Historic Dispensation for W19

19th APACA meeting
11 November, 2019
Brisbane, Australia

Dispensation of 80/20 Rule for S19 (Aug – Oct) and W19

Hong Kong Schedule Coordination Office

Disruptions at Hong Kong International Airport

- Affected Dates:
  - 5 August 2019
  - 12 August 2019
  - 13 August 2019
  - 14 August 2019
- Around 1,000 passenger flights cancelled on the above dates
- Many other flights delayed or rescheduled

Slot Cancellations

- S19:
  Average 80 daily passenger flight slots cancelled in Aug – Oct

- W19:
  Average 25 daily passenger flight slots cancelled

Suspension of "use-it-or-lose-it" rule for S19

- HKSCO had received requests from IATA & airlines for waiver of 80/20 rule
- IATA WSG 8.8.1
  - When calculating the 80% usage of a series of slots, slots not used will be considered as operated if the non-utilization is justified for any of the following reasons
    - Interruption of the air services of the airline due to unforeseeable and unavoidable causes outside the airline's control, for example a closure of an airport or airspace or severe weather.
- Waiver for August issued on 15 Aug
- Waiver for the rest of S19 issued on 13 Sep
- All flights from August onwards in S19 are deemed as operated in calculating the 80% usage

Suspension of "Use-it-or-lose-it" Rule for W19

- After discussion at Scheduling Advisory Committee on 17 Sep 2019, it was agreed to relieve the "use-it-or-lose-it" rule for W19

- Suspension advice issued on 17 Sep 2019

- Operators will be entitled in W20 the same series of slots with noise quota counts (QCs) cleared to them on the historical baseline date at 2359UTC on 31Aug2019 for W19

- Any new series slot requests accommodated for W19 with immediate effect will not be granted historic right for W20, but if operated 80%, will have higher priority in W20

Previous Dispensations Given at HKG

- SARS in S03
  - Passenger demand to HKG dropped
  - Dispensation also given by EU, Australia, Japan, South Africa, Thailand and Taiwan
- Economic Crisis in S09
  - Air travel demand dropped globally
  - Dispensation also given by EU

Dispensation at other airports for flights affected at HKG

- Airport to grant dispensation for S19 disruption dates & W19
  - Australia, Thailand, Taiwan, Osaka (Level 2)

- EUACA Slot Guideline 4 (effective 06.11.2017):
  - An extraordinary circumstance which could not have been avoided even if all reasonable measure had been taken, and therefore would qualify for dispensation of the application of "use it or lose it" rule for their slots