出國報告（出國類別：其他）

參加國際空運協會
第 151 屆時間帶協調會議報告

服務機關：交通部民用航空局

姓名職稱：陳國樑 秘書

派赴國家：澳洲墨爾本

出國期間：111 年 11 月 12 日至 11 月 20 日

報告日期：112 年 1 月 10 日

提要表

系統識別號：	C11200042
視訊辦理：	否
相關專案：	無
計畫名稱：	時間帶協調會議
報告名稱：	參加國際空運協會第 151 屆時間帶協調會議報告
計畫主辦機關：	交通部民用航空局

出國人員：

姓名	服務機關	服務單位	職稱	官職等	E-MAIL 信箱
陳國樑	交通部民用航空局		秘書		聯絡人：cklyun@mail.caa.gov.tw

前往地區：	澳大利亞
參訪機關：	無
出國類別：	開會
出國期間：	民國 111 年 11 月 12 日 至 民國 111 年 11 月 20 日
報告日期：	民國 112 年 01 月 13 日
關鍵詞：	時間帶協調會議
報告書頁數：	13 頁
報告內容摘要：	為合理分配時間帶並使機場正常運作，國際空運協會固定於每年 6 月及 11 月召開時間帶協調會議（Slot Conference，SC），期透過航空公司代表與機場時間帶協調人面對面的協調溝通與訊息交換，以儘可能滿足各航空公司之需求，使班表合理化並提升機場設施之使用效率。本（第 151 屆時間帶協調會議主要係協調 2023 夏季（S23）（2023 年 3 月 26 日至 2023 年 10 月 28 日止）之時間帶，依各航空公司與協調人事先預約之接洽時間進行時間帶協調業務，並同時召開國際機場時間帶協調人團體大會（WWACG General Assembly）、亞太地區協調人會議及主管會議（Heads of Delegation Meeting, HODM）。
電子全文檔：	
附件檔：	
限閱與否：	否
專責人員姓名：	莊順淑
專責人員電話：	02-23496197

目錄

壹、前言

鑒於國際疫情趨緩，各國逐步放寬邊境管制措施，全球航空客貨運量持續增加，致各國機場將陸續恢復疫情前擁擠情形，各航空公司對於時間帶亦十分重視，為避免各航空公司申請各地機場起降時間之聯繫往返費時費力及各機場處理個別航空公司申請起降時間可能發生不公平之情形，國際空運協會（International Air Transport Association, IATA）於 2022 年 11 月恢復於指定地點(第 150 屆受疫情影響以視訊方式召開)邀集各航空公司代表以及由各國民航主管機關授權處理機場時間帶業務之機場時間帶協調人等單位方式，召開時間帶協調會議，其目的係以面對面的方式經由協調溝通或交換行為，就各航空公司所需之時間帶予以協調確認，儘可能滿足各航空公司需求，並避免不公之情事發生。

我國自 2005 年起，桃園及高雄國際機場時間帶協調業務由國際機場時間帶協調中心辦理，松山機場時間帶則維持本局協調。並由本局及國際機場時間帶協調中心派員出席固定於每年 6 月及 11 月召開時間帶協調會議及相關子會議，其中 6 月的會議主要係協調冬季班表期間（每年 10 月最後一個週日至翌年 3 月最後一個週日之前一日）各機場之時間帶，11 月的會議則在協調次年夏季班表期間（每年 3 月最後一個週日至 10 月最後一個週日之前一日）各機場之時間帶。

本次會議於 2022 年 11 月 14 日至 11 月 18 日於澳洲墨爾本以實體會議方式舉辦，並召開國際機場時間帶協調人團體大會、亞太地區協調人會議（Asia/Pacific Airport Coordinators Association，APACA）及主管會議（Heads of Delegation Meeting, HODM）。

以下就會議期間我國機場時間帶協調情形及相關會議討論內容進行說明。

貳、我國機場時間帶協調情形

　　本次會議期間協調包括桃園、高雄及松山等 3 個機場（2023 年夏季班表（S23）之時間帶（S23 季班表自 2023 年 3 月 26 日起至 2023 年 10 月 28 日止），以下說明我國桃園、高雄及松山等 3 個機場時間帶協調參數，及該 3 個機場之時間帶協調情形。

一、2023 年夏季時間帶協調參數

（一） 桃園國際機場

1. **跑道**：S23 季起飛 06:00~09:59 時段 32 架次/時，其餘時段 30 架次/時；全日降落 30 架次/時。06:30~00:59+1 時段採雙跑道協調，起降合計不超過 50 架次/時，每二小時 90 架次/時。01:00~06:29 時段採單跑道協調，起降合計不超過 30 架次/時。全日時間帶上限 830 架次。

2. **停機坪**：作業機坪於 00:00～04:59 時段客機為 24 個、貨機 11 個，其餘時段則為客機 55 個、貨機 17 個。新增航班地停時間，ICAO A、B、C 類客機(窄體積)40~120 分鐘，ICAO D、E、F 類客機(寬體積)及貨機 60~180 分鐘。A380 機型須先取得桃園機場同意。

3. **客運航廈**：入境 10:00-22:59，第一航廈 5,540 人次/時，第二航廈 6,800 人次/時；出境 06:00-18:59，第一航廈 8,100 人次/時，第二航廈 10,800 人次/時。

（二） 高雄機場

1. **跑道**：國際航線每小時起降合計 20 架次/時；00:00~06:30 時段宵禁。

2. **旅客航廈**：入境 2,000 人次/時；出境 06:30～08:00、13:00～15:00 為 1,700 人次/時，其餘時段 1,800 人次/時。

（三） 松山國際機場

1. **跑道**：

(1) 每日 72 架次國際線；到站間隔須 20 分鐘、離站間隔須 20 分鐘；到、離站每 60 分鐘以各 4 架次為限，連續 120 分鐘以各 6 架次為限。

(2) E 類航空器航班間隔 60 分鐘；入出境航班前後無 E 類航空器，可放寬為 15 分鐘間隔。

2. **停機坪**：3 座可停 B787-10 雙橋空橋，1 座可停 B777-200ER 雙橋空橋、1 座可停 B767-300 單橋空橋 1 座可停 A330-300 單橋空橋，2 座可停 E 類航機遠端機坪，6 座商務機坪(可停放 B737-800 以下航機)。

3. **客運航廈**：1730 人次/小時(出境 960 人次/小時、入境 770 人次/小時)。

二、時間帶協調情形

(一)桃園機場及高雄機場

航空公司向協調人洽詢所需時間帶，協調人先就需求再予檢視後，向航空公司說明，並提供目前時間帶使用分布狀況供航空公司參考，對可提供之時間帶如確定要調整，再正式以電子郵件提出需求，或由協調人紀錄航空公司需求並列入等候名單，如有他航歸還時間帶，會依序通知。

另部分航空公司反映各國多已放寬入境檢疫措施，而我國入境仍有人數限制，不利業者規劃航班，本局已說明我國檢疫管制措施係由中央流行疫情指揮中心訂定，已將航空公司意見轉知指揮中心參考。

(二)松山機場

航空公司詢問 S23 時間帶 SAL 分配結果，表達希望儘早收到回覆，以利班表排定，已答覆本局將於 12 月初提供分配結果。

參、會議期間相關子會議

　　本次時間帶協調會議期間，安排 3 項子會議，包括：國際機場時間帶協調人團體第 8 次大會（Worldwide Airport Coordinators Group General Assembly, WWACG/8）、主管會議（Heads of Delegation Meeting, HODM）及亞太地區協調人第24次會議（Asia/Pacific Airport Coordinators Association, APACA/24），邀集時間帶協調單位及航空公司代表參加，以了解時間帶相關業務之發展，會議內容摘述如下：

一、 國際機場時間帶協調人團體第 8 次大會（WWACG/8）

　　國際機場時間帶協調人團體會議 (WWACG General Assembly)，於 11 月 14 日下午 15:30 舉行，由各機場協調單位之代表參加。謹就會議議程內容摘要如下：

(一)WWACG 組織調整：原設立於加拿大蒙特婁遷移至瑞士，並自 2022.12 於瑞士日內瓦成立新組織，並改選董事會成員，其中歐洲、亞太及美洲分別 4、2 和 1 位，任期三年。

<p align="center">表 1　WWACG 董事會名單</p>

	Name	Organization
Vice-Chair	Mr. Wolfgang Gallistl	SCA - Austria
	Mr. Didier Hocq	BSC - Belgium
	Mr. René Maysokolua	Fluko - Germany
Chair	Mr. Fred Wister	SCN - Norway
Vice-Chair	Ms. Petra Popovac	ACA – Australia
	Mr. Hirohiko Kawakatsu	JSC – Japan
	Mr. Brian Meehan	FAA Runways – USA

	Name	Organization
Vice-Chair	Mr. Didier Hocq	BSC - Belgium
	Mr. René Maysokolua	Fluko - Germany
	Mr. Ignacio Monasterio	AECFA – Spain
	Mr. Richard Cann	ACL – UK
Chair	Ms. Petra Popovac	ACA – Australia
	Mr. Hirohiko Kawakatsu	JSC – Japan
	Mr. Brian Meehan	FAA Runways – USA

(二)WASB 組織成員 WASB (Worldwide Airport Slot Board) 由 21 名成員組
成，包括航空公司、機場及協調人/調度員代表各 7 位，目前成員名單如
表 2。

表 2　WASB 成員名單

組織	姓名	單位
航空公司	Steve Rowe	Air New Zealand
	Takayuki Asai	All Nippon Airways
	Chris Carter	British Airways
	Tim Lederer	DHL Express
	Anthony Chan	Hong Kong Express Airways Limited
	Michele Boyce	United Airlines
	Sebastian Pelissier	Easy Jey
機場	Gunter Heinrich	Fraport
	Allyson Playford	Heathrow Airport
	Irene Garcia	AENA
	Joao Pita	Sao Paulo Airport
	Robert Hoxie	Chicago Airport
	Robert Wood	Sydney Airport
	Robert Whitehouse	Dubai Airport
協調人	如表2	

(三)未來會議時間及地點

1. SC152:2023 年 6 月 13 至 15 日於愛爾蘭都柏林

2. SC153:2023 年 11 月 14 至 17 日於阿拉伯聯合大公國杜拜

3. SC154:2024 年 6 月 11 至 13 日於美洲

(四)SC155:2024 年 11 月 19 至 22 日於亞太地區

二、 亞太地區機場協調人團體第 24 次會議（APACA/24）

亞太地區協調人會議（Asia/Pacific Airport Coordinators Association，
APACA），於 11 月 15 日下午 17:00　舉行，由亞太地區機場時間帶協調人與調度
員參加。謹就會議紀錄內容摘要如下：

(一)第 23 次會議會議紀錄無異議通過。

(二)APACA 已有 17 個會員資料更新在 JSC 網站(www.schedule-coordination.jp/apaca/database.html)，主席請未更新或缺資料的協調單位能儘速提供。

(五)有關 WASG 8.7.2 修訂(Cancellations before the Historics Baseline Date)，因無法達成共識，後續將不再討論。

(六)時間帶資訊提供機場部分，機場方希望能取得時間帶資料，包括歷史時間帶、初時間帶申請等。航空公司則認為這些資料過於敏感可能涉及商業機密，不宜在 SAL 公布之前透漏給機場。本項議題仍在討論中，預計 2023 年 3 月份的 WASB 會議之前完成報告，相關達成共識項目如下：

  (1) 航空公司以 SSIM 第 7 章格式提供全套班表資料給機場，機場須確保可讀取該資料格式。

  (2) 季班表初始申請：在完成 SAL 後，如 WASG 10.10.5 建議之 WIR/SIR 資料提供機場。

  (3) 協調參數使用狀況： 機場取得該項資料的目的在瞭解哪些最受限制參數成為機場運作瓶頸。

  (4) 新進業者資訊:在完成 SAL 後提供機場。

  (5) 何時及如何提供機場資訊：因應機場要求、完成 SAL 後至 SC 前。

  (6) SHL 資料： 協調人在 SAL 之後的合理時間內依據請求提供。

  (7) 運營後監測分析：宣導 WASG 第 9 章，使協調委員會和監測委員會了解內容，以達到最佳功效。

  (8) 資訊最低要求

    A. L2 機場：SSIM 第 6 章格式之班表/時間帶資訊；

    B. L3 機場： 除 SSIM 第 6 章格式之班表/時間帶資訊外，另提供歷史時間帶、申請時間帶、分配時間帶、剩餘可用時間帶以及分

配原則。

(七)時間帶資料留存：WASB 請協調人將時間帶資料留存至少五年，以提供未來 WASB 研究改善 WASG 所需。建議留存資料項目包括；歷史時間帶、初始時間帶申請、初始時間帶分配結果，以及 SRD、HBD 和季末資料等。

(八)各國更新相關政策

1. 日本：大多已於 2022 年 10 月解除入境管制，國際線需求量大增，惟機場設施及服務能量尚未能滿足實際需求。

2. 香港：相關隔離措施已解除，惟入境旅客健康狀況仍受監督。預計運量需求在耶誕節前可回到疫情前之 25%。受限於機場服務能量，尖峰時段機場要求部分航班配合調整，請與會協調人能允許這些配合機場調整時間或取消之航班，考量 JNUS(justified non-use of slots)給予豁免。

3. 印度德里：所有疫情相關限制已解除，目前運量需求已恢復到疫情前之 95%，S22 季時間帶使用率門檻採 50:50，W22 季恢復到 80:20（僅除部分國家及地區如中國、香港等為例外）。因為烏俄戰事影響，往返美國及加拿大的航班數量減少。

4. 澳洲雪梨：因國內線需求高，雖然過去兩年從國際線歸還的時間帶，仍保留給國際線航班使用，未來這些時間帶可能會分配給國內線航班。

5. 新加坡：截至 2022 年 10 月底，樟宜機場的航班和客運量已恢復到 2019 年疫情前水準的 60%以上，惟地勤人力資源仍然是影響恢復速度的主要因素。S23 時間帶規定預期將恢復正常，如 80:20 時間帶使用率門檻等。

6. 韓國：預計在 W22 季末，運量有望恢復到疫情前 50%~60%，S23 季時間帶規定很可能將恢復正常。除仁川機場以外的機場均由 KSC 管理，由於國內線需求量大，狀況大不相同。其他機場運能因素為可接受

的 JNUS。

(九)時間帶緩解措施：預期使用率計算將恢復至 80/20，或僅提供微幅緩減措施，對於特殊狀況國家如中國可能考慮給予豁免措施。但仍希望將實施彈性和 JNUS 納入考慮，例如因 COVID-19 造成的機場服務能量不足、開放後的復甦期，以及烏俄戰爭造成空域限制等。

(十)墨爾本機場跑道工程墨爾本機場將進行 2500 公尺的跑道重鋪工程，本工程自 2022 年 11 月開始，將持續至 S23 季末，將視需求配合工程，於夜間關閉跑道

三、 主管會議（HODM/32）

主管會議（Heads of Delegation Meeting–HODM)，於 11 月 17 日下午 14:00 舉行，由航空公司及協調單位主管代表參加。謹就會議議程內容摘要如下：

(一)歡迎與會人員

主持人歡迎現場及視訊與會人員並邀請大家積極參與，另提醒會中不討論航空業者相關營運事項，如運價、服務費用、營運策略、交易條款、市場競爭等。

(二)全球空運市場概況

1. 依據 IATA 統計及評估，2022 年與 2019 年比較，因國內空運市場快速度恢復，而國際空運市場因部分地區解封較緩，各地區國際航線收入客公里（Revenue Passenger Kilometer, RPK）減幅 30%、國內航線則減幅 20%。

2. 檢視 2020 年至 2022 年間國際及國內空運市場，國內空運市場自 2020 年 4 月起以較快速度恢復，而國際空運市場因部分地區解封較緩，如亞洲地區仍持續實施嚴格之邊境管制措施，至部分長程航線及區域航線恢復情況不如預期。

3．疫後復甦期間，航空產業將迎來各國邊境管制逐步鬆綁、民眾旅遊意願提高、貨運需求持續暢旺等市場氣象，然而也同時面臨烏俄戰爭、供應鏈穩定性、地緣政治衝突等議題。

(三)其他議題

1．2022 年至 2025 年 WASG 成員介紹。

2．時間帶協調行事曆：S23、W23 及 S24 時間帶協調行事曆如表 3。特別的是，自 S24 季起試行將 SRD 日期提前一個月，意即夏季班表 SRD 提前至 12 月 15 日，冬季班表則為 7 月 15 日。

表 3 時間帶協調行事曆

CALENDAR OF COORDINATION ACTIVITIES

ACTIVITY	NS23 SC/151	NW23/24 SC/152	NS24 SC/153
SHL Deadline	12-Sep-22	17-Apr-23	11-Sep-23
Agreed Historics Deadline	29-Sep-22	04-May-23	28-Sep-23
Confirmation of final coordination parameters and details of available capacity	No later than 29-Sep-22	No later than 04-May-23	No later than 28-Sep-23
Initial Submission Deadline	06-Oct-22	11-May-23	05-Oct-23
SC Event Platform Customization	26-Oct-22	24-May-23	25-Oct-23
SC Event Platform calendar opened to coordinators to request meetings with airlines	01-Nov-22	30-May-23	31-Oct-23
SAL Deadline	No later than 03-Nov-22	No later than 01-Jun-23	No later than 02-Nov-23
SC Event Platform calendar opened to airlines to request meetings with coordinators	07-Nov-22	05-Jun-23	06-Nov-23
IATA Slot Conference	15-18 Nov 22	13-15 Jun 23	14-17 Nov 23
Series Return Deadline	15-Jan-23	15-Aug-23	15-Dec-23 *
Historics Baseline Date	31-Jan-23	31-Aug-23	31-Jan-24
Start Of Season	26-Mar-23	29-Oct-23	31-Mar-24

*Trial of earlier SRD – subject to confirmation by the WASB

肆、心得與建議

一、　因應 2020 年起受 COVID-19 疫情影響，各國多採嚴格入境檢疫措施控管，

航空公司除貨運正常營運外，多數客運航班無法按原規劃執行航班，為能解決協調人作業順暢，IATA WASB 近兩年就時間帶執行率積極討論解決方案，並自 S21 起每季發布減緩措施建議，供各國協調人參考及運用；我國亦自 S21 起採用 WASB 建議措施至今，目前執行情況良好。

二、 另隨國際疫情趨緩，各國自 2022 年起已陸續逐步開放邊境。航空產業開始控制成本並重新分配資源，逐步恢復其機隊、運能及航線營運等，為疫後空運需求回彈提前準備，至大陸地區前因堅持疫情清零政策，直至 112 年 1 月 8 日起始放寬邊境管制措施，然疫情 3 年期間部分原本在大陸營運企業已轉移生產基地至臨近東南亞國家，如越南、印尼等，我國航空業者也隨之增加越南及東南亞航班，協調人亦盡力提供合適時間帶予業者參考。

三、 針對各國認為空運市場將於 S23 逐漸恢復至疫情前規模，預期時間帶使用率計算將恢復至 80/20，或僅提供微幅緩減措施，但仍有疫後機場服務能量未能完全恢復、地勤人力無法配合航班開航，以及烏俄戰爭造成空域限制等不確定因素，都可能影響時間帶執行結果，以我國桃園機場為例，疫情前，機場每週約 5,000 班，2022 年 12 月本局核准春節期間約每週 3,100 班、二二八連續假期約 3,250 班，預估 2023 年夏季約每週 3,800 班(3800/5000≒76%)，後續將請時間帶協調中心持續瞭解各業者時間帶執行情形，下次會議可適時與其他國家分享我國時間帶執行情形資訊。

附件一 SC151 會議通知

Airport Coordination Taipei
Dear Flora Yeh,

On behalf of the IATA Worldwide Airport Slots team, we have the pleasure of inviting you to attend 151st Slot Conference which will be held in Melbourne, Australia from 15th - 18th November 2022.

We encourage you to register, make your hotel reservations and apply for your visa at your earliest convenience to avoid disappointment.
Please click on the custom link below which will automatically prepopulate your individual details required to log in and register. If you require any changes to be made to your contact or accreditation details, please request your Head Delegate updates this information within Online Accreditation System (OAS).
    Register now
The registration site has clear instructions for each section.   If you need further assistance, please don't hesitate to contact the registration team directly at iatasc@gl-events.com or refer to the step by step instructions (pdf) that give further information (including information on registration payments and representing more than one company).
For further information, including the Pre-conference intro (pdf), delegate registration fees, hotel and venue information, Calendar of Coordination Activities (pdf), travel restrictions (pdf) and training opportunities please refer to our website.

We look forward to seeing you in Melbourne!

Best regards,
IATA 151st Slot Conference
Registration Team
iatasc@gl-events.com

ASWG 6
Improvement of availability and accuracy of information and use of slot data

Report to WASB 26 meeting

AIRPORTS COUNCIL INTERNATIONAL   IATA   WMACG

ASWG6

1

Clarifications and consensus reached on:

☞ **Full set of schedule data** could be provided to airports in the SSIM Ch 7 format by airlines. It is up to the airports to ensure they can read it. Airports should already have SSIM Ch 7 for other purposes such as Common Check-in system which must be frequently updated.

☞ **Initial slot requests / schedule requests.** It was clarified that instead of this the **WIR/SIR data** could be shared with airports, as per the WASG 10.10.5. after SAL. This may have not been followed/implemented by Coordinators yet, so an education campaign will be needed.

☞ **Utilisation of individual coordination parameters.** It was clarified that what Airports actually need is the set of the most limiting factors for the allocation process by the end of the seasons. They should be able to receive from coordinators the list of what is (are) the most limiting coordination parameter(s) for their airport for the season.

☞ **New Entrant (N.E.) data and information –** it was clarified that it is the NE status information can be shared by Coordinators after SAL

☞ **When and how data should be shared with airports –** Upon request, after SAL before Slot Conference

AIRPORTS COUNCIL INTERNATIONAL   IATA   WMACG

ASWG6

2

2

Clarifications and consensus reached on:

✍ **SHL data –** it was clarified that it is not the SHL, but the historic lists data that can be shared by Coordinators in a reasonable time after SAL and upon request. An example of the current reports provided by EU Coordinators could become the basis for a best practice.

✍ **Post-operation monitoring analysis –** launch an education campaign on the implementation of WASG Ch. 9 , Coordination Committees and Slot Performance Committee and to adhere to the best practices of Slot Performance Monitoring and post-operation analysis

✍ **Minimum requirement for data**
   • L2 airports should receive schedule/slot data per SSIM Chapter 6 format;
   • L3 airports should receive schedule/slot data per SSIM Chapter 6 format plus "historic slot list, requested slots, allocated slots, remaining available slots, and criteria being used in the allocation. "

✍ **Broad agreement on the need to conduct WASB awareness campaign on:**
   • Implement Coordination Committees at Level 3 airports where these are not existing today
   • Implementation of SPCs and the WASG Ch. 9 Monitoring provisions and pre-and-post operational analysis to share information and resolve issues;
   • Examples of the best practices in Coordinator 's reports and data to be shared primarily through online portals;

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ASWG6

3

3

No agreement reached :

✍ **On-the-day slot changes data –** Ops. data is out of ASWG 6 scope.

✍ **Paired slot data -** from airlines' perspective, a slot pair at hub airports shows just one picture of too many options.

✍ **JNUS data –** publishing JNUS / force majeure, not agreed

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ASWG6

4

4

Agreed to continuing ASWG 6 until Mar 2023

AIRPORTS COUNCIL INTERNATIONAL   IATA   WWACG

ASWG6

5

Items to be discussed/agreed/clarified by Mar 2023

- **Allocated slots, outstanding requests –** already in WASG 10.10.5, could be made available after SAL

- **Available slots –** NAC chart **–** could be made available after SAL

- **Additonal Criteria being used –** as per WASG/applicable regulations

- **Initial submission data –** as per WASG 10.10. 6 Coordinators and Facilitators must not disclose details of initial submissions to any other party before the SALs are distributed for the airport

- **Capacity declaration –** Airlines to suggest a text in WASG 6.2 that cap. declaration should be made available in advance to the members of the Coordination Committee members.

- **L1 airports data collection -** create a multidisciplinary working group with Airlines, Coordinators to L1 Slot Messaging Group (SMG) to determine what is the messaging format to be used by L1 airports for airline schedule data collection.

- **Proposals for amendments and changes to the WASG as a result of the ASWG 6 recommendations –** the relevant changes and amendments to the WASG are still to be drafted by the ASWG 6.

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ASWG6

6

BCN Slot Data: data assessment and potential KPIs

WASB_ASWG7 Minimum Series Length_Subgroup Methodology Assess Slot Data
11 October 2022

AECFA

Data assessment (BCN Airport)

- Season S19 / Milestones SHL-SAL-HBD-EOS
- Definition of Slot Series (as used by AECFA): same flight number or same initial allocation (+/- 60')
- Assesment based on data for BCN peak day (Sunday)

1. KPIs – Level of schedule fragmentation
2. KPIs – Level of optimization of airport capacity
3. KPIs – Level of market access

The above KPIs have been evaluated in two scenarios:
   a. 'MS05' scenario → minimum series lenght = 5
   b. 'MS10' scenario → minimum series length = 10

'Slot series' below the minimum length are allocated at a later stage in these scenarios (e.g. after HBD).

AECFA

1. KPIs - Level of schedule fragmentation

	KPI	SHL		SAL		HBD		EOS
		MS05	MS10	MS05	MS10	MS05	MS10	MS05/MS10
1	**% Slot Series 5-9 length (allocated)**	4,19%	0,00%	4,19%	0,00%	4,26%	0,00%	6,22%
2	**% Slot Series 10-19 length (allocated)**	9,92%	10,35%	6,24%	6,51%	8,70%	9,08%	11,33%
3	**% Slot Series 20+ length (allocated)**	85,90%	89,65%	89,57%	93,49%	87,04%	90,92%	82,45%
4	% Slot Series 5-9 lenght (historic)	4,19%	0,00%	2,94%	0,00%	2,68%	0,00%	3,47%
5	% Slot Series 10-19 lenght (historic)	9,92%	10,35%	5,98%	6,16%	7,53%	7,74%	9,91%
6	% Slot Series 20+ lenght (historic)	85,90%	89,65%	91,07%	93,84%	89,79%	92,26%	86,62%
7	% Slot Series 5-9 lenght (pending)			6,74%	0,00%	5,13%	0,00%	
8	% Slot Series 10-19 lenght (pending)			10,67%	11,45%	15,38%	16,22%	
9	% Slot Series 20+ lenght (pending)			82,58%	88,55%	79,49%	83,78%	
10	Average Slot Series Length (allocated)	26,86	27,74	27,74	28,64	27,25	28,18	26,07
11	Average Slot Series Length (historic)	26,86	27,74	28,10	28,74	27,83	28,42	26,96
12	Average Slot Series Length (pending)			26,38	27,73	25,66	26,69	
13	**Std Deviation Slot Series Length (allocated)**	6,36	4,85	5,71	3,83	6,18	4,41	6,98
14	Std Deviation Slot Series Length (historic)	6,36	4,85	5,18	3,73	5,44	4,19	6,02
15	Std Deviation Slot Series Length (pending)			6,84	4,79	6,98	5,51	
16	% Slot Series above average length (allocated)	76,43%	79,39%	83,65%	87,06%	80,05%	83,26%	73,76%
17	% Slot Series above average length (historic)	76,43%	79,39%	85,66%	88,26%	83,55%	85,64%	78,59%
18	% Slot Series above average length (pending)			73,60%	78,92%	68,38%	71,17%	
19	% Airlines with series above average (allocated)	81,58%	82,43%	85,37%	85,19%	83,75%	82,50%	77,78%
20	% Airlines with series above average (historic)	81,58%	82,43%	88,73%	88,73%	88,57%	87,14%	85,51%
21	% Airlines with series above average (pending)			70,27%	74,29%	69,57%	72,73%	

Data from BCN peak day in S19 (Sunday)

AECFA

1. KPIs - Level of schedule fragmentation

Examples of some basic preliminary conclusions on these KPIs at BCN airport:

1. 'Schedule fragmentation' increases progressively since SAL based on the following KPIs:

   • Increase of % of slot series with reduced length (KPIs 1-3)
   • Increase on the standard deviation of series length (KPI 13)

2. The increase on the minimum series length may have a significant impact on the KPIs related to 'schedule fragmentation' (KPI 13)

AECFA

2. KPIs - Level of optimization of airport capacity

	KPI	SHL		SAL		HBD		EOS
		MS05	MS10	MS05	MS10	MS05	MS10	MS05/MS10
22	**Minimum slot availability (peak time – arrivals)**	0	0	0	0	0	0	0
23	Maximum slot availability (peak time – arrivals)	8	8	3	3	3	3	8
24	Average slot availability (peak time – arrivals)	2,37	2,56	0,56	0,64	0,97	0,97	1,93
25	**Std Deviation slot availability (peak time – arrivals)**	2,10	2,16	0,96	0,95	0,91	0,91	1,63
26	**Minimum slot availability (peak time – departures)**	0	0	0	0	0	0	0
27	Maximum slot availability (peak time – departures)	6	6	5	5	7	7	12
28	Average slot availability (peak time – departures)	1,89	2,11	1,01	1,01	1,63	1,63	2,44
29	**Std Deviation slot availability (peak time – departures)**	1,63	1,70	1,45	1,45	1,39	1,39	2,07

Data from BCN peak day in S19 (Sunday). Peak time for arrivals 08:00 h UTC. Peak time for departures 10:00 h UTC.

Examples of some basic preliminary conclusions on these KPIs at BCN airport:

1. The increase of the minimum series length has almost no impact on the level of 'Optimization of airport capacity' at peak times (all KPIs remain almost the same)
2. The increase of the mimum series lenght does not create (almost) new capacity availability at peak times (KPIs 22, 25, 26 and 29)

AECFA

3. KPIs - Level of market access

	KPI	SHL		SAL		HBD		EOS
		MS05	MS10	MS05	MS10	MS05	MS10	MS05/MS10
30	Number of slot series	1.099	1.053	1.266	1.213	1.173	1.123	1.174
31	Number of slots (in slot series)	29.516	29.208	35.124	34.744	31.963	31.646	30.634
32	Number of arlines (holding slot series)	76	74	82	81	80	80	81
33	Number of O/D (in slot series)	181	176	194	191	187	185	191
34	**% Airlines adversely impacted by increasing the MSL**		11,84%		10,98%		11,25%	
35	**% O/D adversely impacted by increasing the MSL**		15,47%		11,86%		13,37%	
36	% Airlines exitting the airport by increasing the MSL		2,63%		1,22%		0,00%	
37	% O/D exitting the airport by increasing the MSL		2,76%		1,55%		1,07%	
38	**% Airlines improving situation by increasing the MSL**				13,41%		3,75%	
39	**% O/D improving situation by increasing the MSL**				10,31%		3,21%	
40	**% Airlines adversely impacted & improving situation by increasing MSL**				2,44%		1,25%	
41	**% O/D adversely impacted & improving situation by increasing MSL**				1,55%		1,07%	

Examples of some basic preliminary conclusions on these KPIs at BCN airport:

1. The percentage of airlines improving their slot portfolio when increasing the minimum series length is slightly above the percentage of airlines being negatively impacted (≈ 13,5% vs 11%). However, the opposite happens with the O/D (≈ 10,3% vs 11,8%). See KPIs 34-35 and 38-39.
2. A very limited percentage of airlines and/or O/D are found as both improving and being negatively impacted by the increase of the minimum series length simultaneously (KPIs 40-41)

AECFA

Thank you

AECFA

ASWG7: Series Length Report for WASB 13NOV

Ignacio and Elisa provided a detailed analysis of series length at BCN in S19. This included 41 KPI metrics around schedule fragmentation, optimization of airport capacity and level of access.

This piece of work led an in-depth discussion on the whether the metrics the group were considering fitted the scope, whether any assessment will provide a clear outcome that all parties could agree to, and whether another study would be beneficial. It was decided that a study of an airport that has a mixture of series length should be studied (not all 31 weeks), however the group have requested that the airlines nominate 5 airports for this study.

The next task is for the coordinators to provide a new methodology for the assessment of one airport, that covers the scope which includes providing a recommended series length to the WASB, reviewing what benefits/detriment a change in or maintaining series length is considered against the use requirements, slot returns, access to ad hoc capacity.

The coordinators will be tasked with performing the initial assessment, once this is complete the airports will provide an assessment of how the outcomes of the evaluation would affect their airport facilities, and the airlines will provide an assessment of how their slots/network would be affected.

The subgroup has been disbanded now

WWACG – budget options

ALL FIGURES in EURO	2020/2021 01APR20-31MAR21			2021/2022 01APR21-31MAR22			2022/2023 01APR22-31MAR23		
	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL
Membership Fees	3 500	0	3 389	5 800	2 495	3 995	4 000	4 000	
Income Seminar	0	0	0	0	0	0	0	0	0
Fees received in advance	0	0	0	0	0	0	0	0	0
Misc.	0	0	6 000	0	0	**6 000**	0	0	0
Total Income	**3 500**	**0**	**9 389**	**5 800**	**2 495**	**9 995**	**4 000**	**4 000**	**0**
Administration Costs	0	0	62	0	0	0	0	0	0
Travel for Administration	0	0	0	0	0	0	0	0	0
Legal Costs	1 500	0	0	1 500			2 500	4 000	0
Project Costs Website	0	0	0	0	0	0	0	0	0
Maint and Support Website	0	0	0	0	0	0	0	0	0
IT Development Fund	0	0	0	0	0	0	0	0	0
IT Server Costs	0	0	0	0	0	4 116	1 020	3 500	0
Costs Seminar	0	0	0	0	0	0	0	0	0
Promotions / Invitations	0	0	0	0	0	0	0	0	0
Facility Rentals	0	0	0	0	0	0	0	0	0
Accounting	3 500	0	3 427	3 500	3 557	3 731	450	0	
Contingency	0	0	27	0	0	0	0	0	0
Bank Administration	300	0	0	20	20	28	30	30	
Miscellaneous	0	0	0	0	0	**6 000**	0	0	0
Total Costs	**5 300**	**0**	**3 516**	**5 020**	**0**	**13 875**	**4 000**	**7 530**	**0**
Operating Result	**-1 800**	**0**	**5 873**	**780**	**2 495**	**-3 880**	**0**	**-3 530**	**0**
Financial Income (Interests etc)									
Operational Profit before Tax	**-1 800**	**0**	**5 873**	**780**	**2 495**	**-3 880**	**0**	**-3 530**	**0**
BALANCE PREVIOUS YEAR							4 509	4 509	4 509
Final Result	**-1 800**	**0**	**5 873**	**780**	**2 495**	**4 509**	**4 509**	**979**	**4 509**

WWACG
Balance 2021 (01 April 2021 to 31 March 2022)

All FIGURES IN EURO	2018 ACTUAL	Change in €	%	2019 ACTUAL	Change in €	%	2020 ACTUAL	Change in €	%	2021 ACTUAL	Change in €	%
	as of 31.03.2018			as of 31.03.2019			as of 31.03.2020			as of 31.03.2021		
BNP BANK ACCOUNT BE03 0015 8873 2684	14 698,27			10 877,93			2 521,14	-8 357	-76,9	14 041,54	11 520	457,0
Bank Account National Bank of Canada										347,60	376	#####
TOTAL ASSETS	14 698,27			10 877,93	1 179	-28,0	2 492,98	-8 385		14 389,14	18 396	477,2
Profit & Loss Statement												
Income	1 478,95			2 700,10			15 380,32	12 689	470,0	3 995,06	-11 394	-74,0
Expenditure	5 299,29			11 056,89			3 516,60	-7 540	-68,2	13 875,04	10 398	294,6
Operating Profit	-3 820,34			-8 356,79			11 872,72	20 230	-242,1	-9 879,98	-21 793	-183,2
Interest and other financial income												
Operating Profit	-3 820,34			-8 356,79			11 872,72			-9 879,98		
	as of 31.03.2018			as of 31.03.2019			as of 31.03.2020			as of 31.03.2022		
BNP Bank Account BE03 0015 8873 2684	10 877,93			2 521,14			14 041,54	11 520	457,0	4 161,56	-9 880	-70,4
Bank Account National Bank of Canada				-26,16			347,60	376	#####	347,60	0	0,0
TOTAL ASSETS	10 877,93			2 492,98	18 398	-77,1	14 389,14	18 396	477,2	4 509,16	-9 880	-68,7

For WWACG Board of July 6h 2022 approval :

WWACG Chairman

Fred Wister

WWACG Treasurer

Grégory Jamet

WWACG BUDGET 2022/23 (01APR2022-31MAR2023)

ACTUAL as of 27JUN2022

ALL FIGURES in EURO	2018/2019 (NOV 2018-MAR 2019)			2019/20 01APR19-31MAR20			2020/2021 01APR220-31MAR21			2021/2022 01APR21-31MAR22			2022/2023 01APR22-31MAR23		
	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL	BUDGET	EST.	ACTUAL
Membership Fees	3 500	0	1 479	5 500	0	2 700	3 500	0	3 359	5 800	2 495	3 995	4 000	0	0
Income Seminar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fees received in advance	0	0	0	0	0	0	0	0	6 000	0	0	6 000	0	0	0
Misc.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Income	3 500	0	1 479	5 500	0	2 700	3 500	0	9 359	5 800	2 495	9 995	4 000	0	0
Administration Costs	700	0	0	700	0	0	0	0	62	0	0	0	0	0	0
Travel for Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal Costs	5 000	0	5 392	5 000	0	3 156	1 500	0	0	1 900	0	0	1 020	0	0
Project Costs Website	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maint and Support Website	0	0	0	0	0	0	0	0	0	0	0	0	2 500	0	0
IT Development Fund	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IT Server Costs	1 968	0	0	0	0	0	0	0	0	0	0	4 116	1 020	0	0
Costs Seminar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Promotions / Invitations	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Facility Rentals	1 000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Accounting	0	0	0	0	0	3 841	3 500	0	3 427	3 505	3 557	3 731	450	0	0
Contingency	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank Administration	20	8	8	20	0	17	300	0	27	20	20	38	20	0	0
Miscellaneous	0	0	0	1 000	0	0	0	0	0	0	0	5 000	0	0	0
Total Costs	9 188	5 947	5 299	6 720	0	7 013	5 300	0	3 517	5 020	3 577	13 875	4 000	0	0
Operating Result	-5 668	-4 460	-3 820	-1 220	0	-4 313	-1 800	0	5 873	789	-1 082	-3 880	0	0	0
Financial Income (Interests etc)	50	20	20	50	50	50	50	50	0	20	50		20	0	0
Operational Profit before Tax	-5 628	-4 449	-3 800	-1 170	50	-4 263	-1 750	50	5 873	800	-1 032	-3 880	20	0	0

Budget 2022/2023 for WWACG Board of July 5h 2022 approval :

WWACG Chairman

Fred Wister

WWACG Treasurer

Grégory Jamet

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 24th Meeting of APACA
15 November (Tuesday), 2022
Meeting Room 109 on Level 1 Floor of CONVENTION CENTRE
Melbourne Convention Exhibition Center
Melbourne, Australia

1. Administration

The twenty-fourth general assembly meeting of APACA was held at Meeting Room 109 on Level 1 Floor of Convention Center, Melbourne Convention and Exhibition Center, from 17:00 to 18:00 on 15 November (Tuesday) 2022 at the occasion of IATA 151st Slot Conference, in Melbourne, Australia. The Chair person, Petra Popovac (ACA - Airport Coordination Australia), welcomed the participants and thanked them for attending the twenty-fourth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG). The meeting was progressed according to the agenda items shown in Appendix 1.

The number of participants was 26, representing 11 economies and 13 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 23rd meeting held on 22 June 2022

The Draft Minutes of the 23rd General Assembly meeting of APACA, which was held on 22 June 2022, Appendix 2, was approved without amendment.

3. Agenda Item 2: WWACG Election Results and WWACG Updates

The Chair reported on the result of WWACG Election and WWACG reforms finalized at the WWACG General Assembly held on Monday using Appendix 3. The term of office of the WWACG Board members is three years. Seven candidates, including Petra and Kawakatsu, ran for this election. As there were 7 nominees for 7 seats, the election results were finalized without a vote. Petra was appointed as the Chair. The new

	Name	Organization
Vice-Chair	Mr. Didier Hocq	BSC - Belgium
	Mr. René Maysokolua	Fluko - Germany
	Mr. Ignacio Monasterio	AECFA – Spain
	Mr. Richard Cann	ACL – UK
Chair	Ms. Petra Popovac	ACA – Australia
	Mr. Hirohiko Kawakatsu	JSC – Japan
	Mr. Brian Meehan	FAA Runways – USA

WWACG board consists of four members from Europe, two from Asia-Pacific region, and one from the Americas.
The Chair asked the participants to communicate any ideas, changes or improvements to be discussed as the WASB needs to set up the priority of issues to be discussed over the next three years by March 2023.
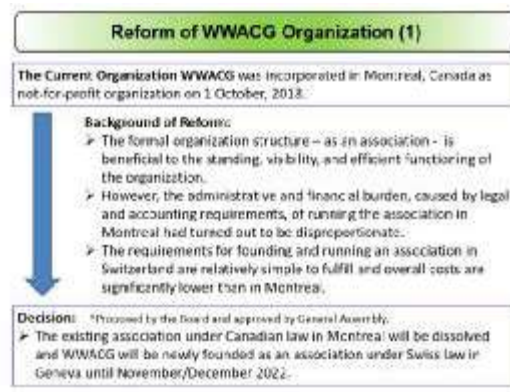
The Chair also provided the background to the reform of the WWACG organization from one located in Canada to one in Switzerland. APACA members are encouraged to become members of the new WWACG, if possible.

4. Agenda Item 3: WASB Activities
The Chair briefly explained the updates of WASB ASWG activities and others.
(1) ASWG4: WASG8.7.2 or double dip
No agreement could be reached between Airline, Airport and Coordinator, and the WG was just closed.
(2) ASWG6: Availability of slot information
Airports want to improve the accessibility to slot data. They request list of historic data, access to initial submission, which coordinator group are pushing back. Airlines also claim that these data are very sensitive to be passed to airports before SAL.
This WG is ongoing and is requested to make reports by the time of WASB in March.
(3) ASWG7: Minimum series length
This WG is tasked to recommend whether the minimum series length need be changed or not. WG had made analysis of the methodology using the slot data of Barcelona airport on how the series length affect the schedule using 41 KPI. According to these data, the benefit was only 2% if series length is increased from 5 to 10. The WG continues discussion on the series slot length to make any recommendation.
(4) Saving the slot data by coordinators
WASB asked the coordinators to keep the snap shots of slot data for five years in case WASB may ask the data, to cope with the possible analysis for improving WASG in the future. In light of this, coordinators are asked to keep the snap shots of data of historic, initial submissions, SAL, and slot data of SRD, HBD and the end of season.

5. Agenda Item 4 : COVID-19 Discussion
The attendees shared information regarding the current situations of each countries/regions/airports.
Japan: After most of restriction lifted in Oct., the traffic demand has recovered very rapidly and problems of capability of airport, such as ground handling may become worse when the recovery further accelerates.
Hong Kong: Though quarantine measures have been relaxed, inbound passengers are still subject to medical surveillance in HKG. The demand is expected to reach 25% of the pre-COVID level by Christmas. Due to tight airport resources, airlines

have been requested to make slot adjustment during peak hours. Attendees' consideration in accepting JNUS in case of any slot adjustments or cancellations due to constrained airport resources are sought.

DEL: The traffic has returned to 95% of pre-covid level. The government has removed restrictions. The slot alleviation for S22 was 50:50, and it will come back to normal, 80:80 except China, Hong Kong and some other countries for W22. Due to the Ukraine/Russia conflict, the number of flights of American and Canadian airlines decreases.

SYD: Domestic market is very strong. Though the slots returned from international service were reserved for international flights in the past two years, those slots may be allocated to domestic service next year.

Singapore: As at end October 2022, Changi's total flight volume and pax traffic volume have recovered to more than 60% of pre-covid 2019 level. The outlook for air travel is strong, underpinned by high airfares. However, manpower resourcing remains a key challenge in managing travel recovery. For S23, it is likely that slot policy may return to normal i.e. 80:20 slot utilization.

Korea: The traffic is expected to recover to 50-60% by the end of W22. The slot alleviation policy will highly likely back to normal for S23. The airports other than ICN are managed by KSC, and their situation is very different as the domestic demands are very high. JNUS to the airlines which have airport capacity issues in other airports may be accepted.

6. Agenda Item 5: Melbourne Airport Runway Works

Petra made presentation regarding the Melbourne Airport Runway Works, using Appendix 4.
Melbourne Airport will undertake safety critical maintenance to replace around 2,500 metres of pavement on the existing north south runway.
The runway is the longest of Melbourne Airport's two existing runways and supports the bulk of long haul international fights.
Work will begin in November 2022 and will involve temporary night time closures of the runway. The work will extend for the whole S23 season.
She asked the attendees to understand the situation.

7. Agenda Item 6: Any Other Business
 (1) Renewal of APACA Database:
Kawakatsu thanked 17 members who have submitted the updates, Appendix 5, and asked the coordinators/facilitators who have not submitted their updates yet to do this. The participants agreed on the upload of the updated versions on the website of APACA after this meeting.
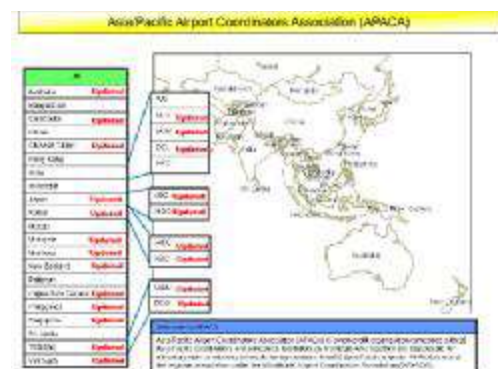
At the closing of the meeting, the Chair expressed her appreciation for attending this meeting, and reminded the Asian Tea Gathering at the lunch time on Thursday.

The list of participants of APACA/24

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	Taipei	3	Airport Coordination Taipei
4	Hong Kong	4	HKG Schedule Coordination
5	India	5	Bangalore International Airport Ltd.
		6	Delhi International Airport PVT Ltd.
6	Japan	7	Japan Schedule Coordination (JSC)
7	Korea	8	Korea Airport Schedule Office (KASO)
		9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia
9	New Zealand	11	ACL International
10	Singapore	12	Changi Slot Coordination (CSC)
11	Thailand	13	Civil Aviation Authority of Thailand

Heads of
Delegation
Meeting
(HOD All 32)

151st Slot Conference –
Melbourne, Australia

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Acknowledgement
of country

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17 November 2022

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Competition law guidelines

We will not discuss:

- Any element of prices, including fares or service charges
- Commissions
- Allocations of customers or markets
- Marketing plans, commercial terms or any other strategic decision
- Group boycotts
- Relations with agents, airlines, system providers or other third parties
- Any other issue aimed at influencing the independent business decisions of competitors

Head Delegate Meeting, 17 Nov 22

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Topics for discussion

We are recording to allow all coordinator, facilitator and airline delegates, not only the Head Delegate, to play back.

Please do not share the content, discussion or recording externally.

We will have a Q&A following the meeting.

- Global traffic update
- Worldwide Airport Slot Board
- Current industry challenges
- NW22 and NS23
- Slot Conference Update
- Training
- Q & A

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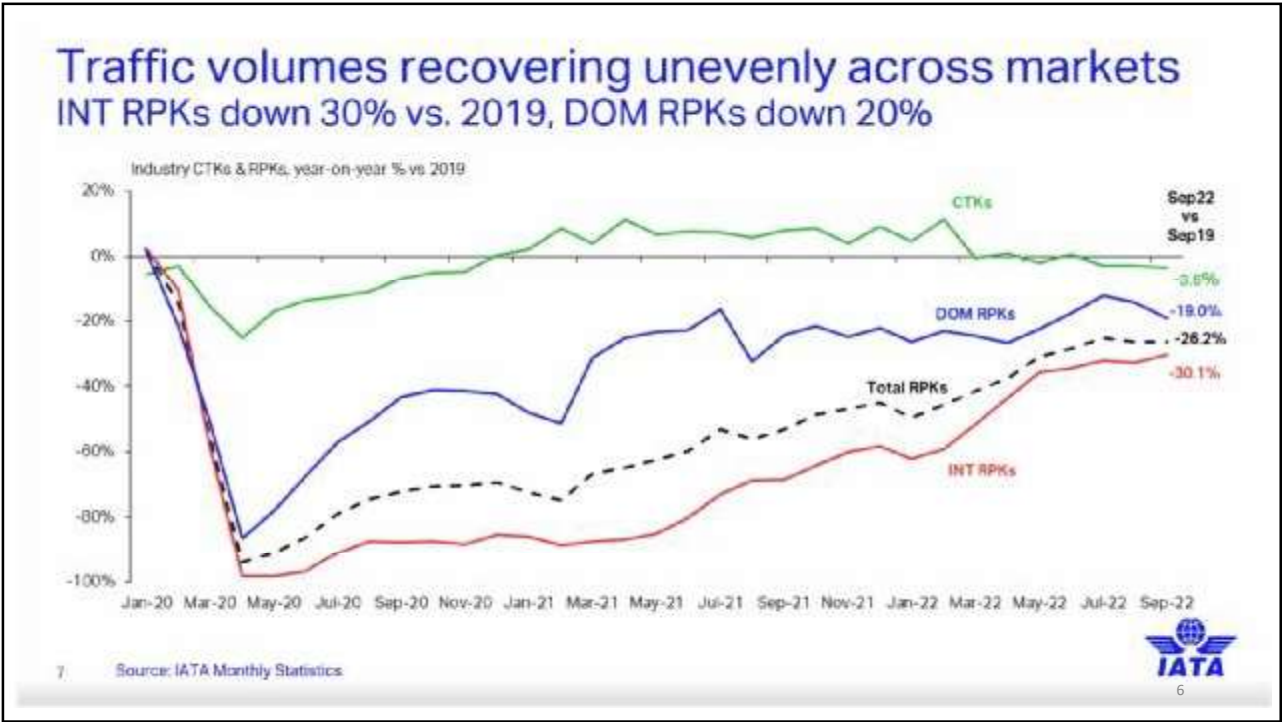
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International travel steadily recovering
Key Asia Pacific markets continue to lag, reflecting travel restrictions

International RPKs YOY% change v2019

Source: IATA Monthly Statistics
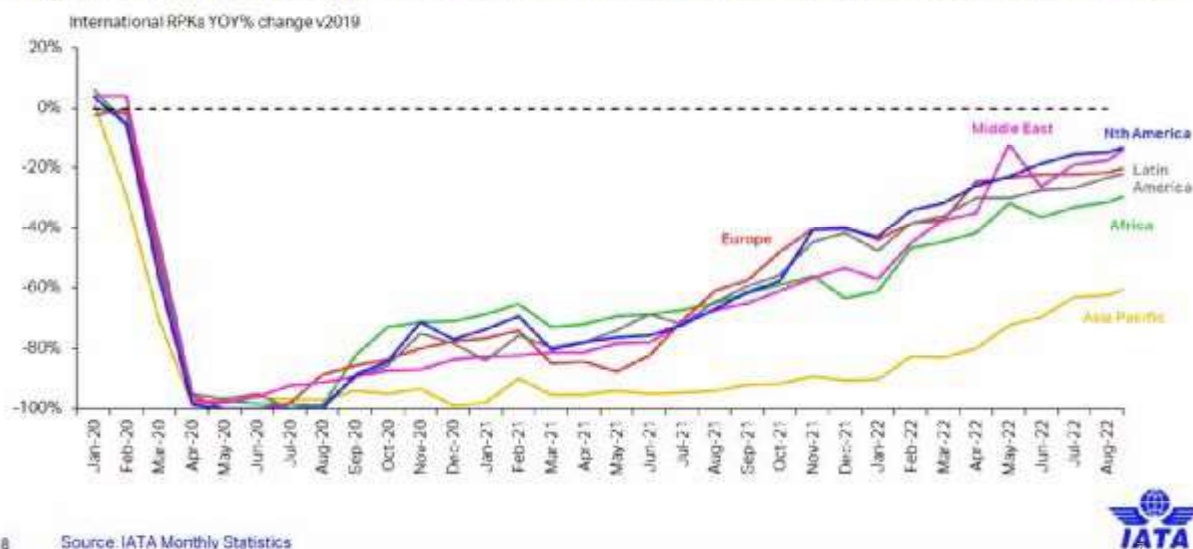
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Domestic market performance remains mixed
Recovery trajectory primarily reflects country-specific developments

Seasonally adjusted domestic RPKs (indexed to 100 in Jan 2020)

Source: IATA Monthly Statistics

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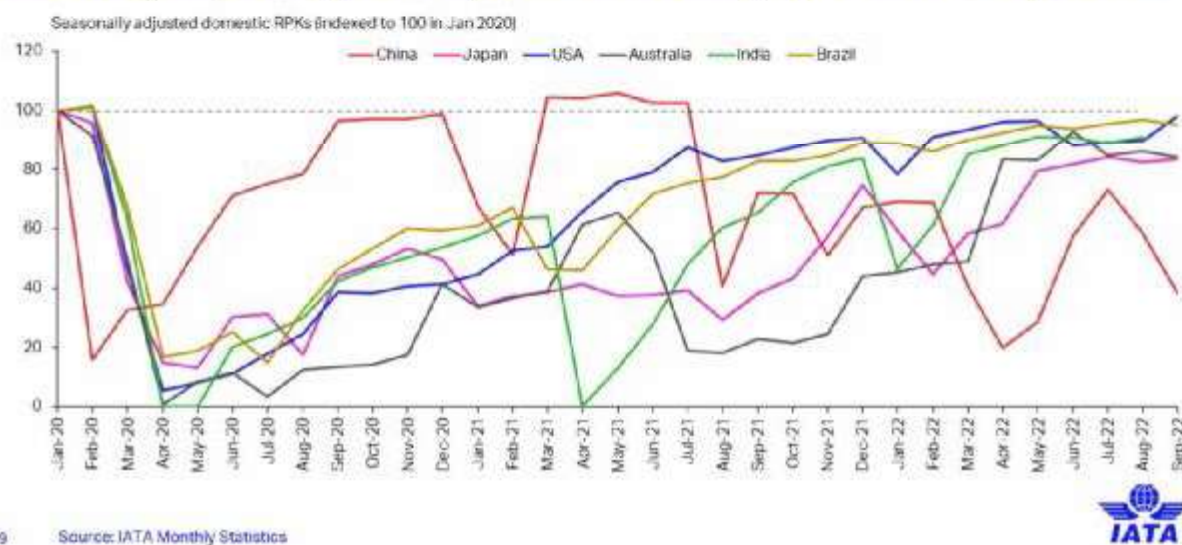
Recovery has not been derailed by developments

Industry recovers 2019 level by 2024

All regions recover 2019 level by 2025

Global RPKs, trillion

New baseline forecast

Pre-COVID baseline forecast

Range of uncertainty

2019 level recovered by 2024

Index, 2019=100

World · Asia Pacific · Europe · Americas · Africa & Middle East
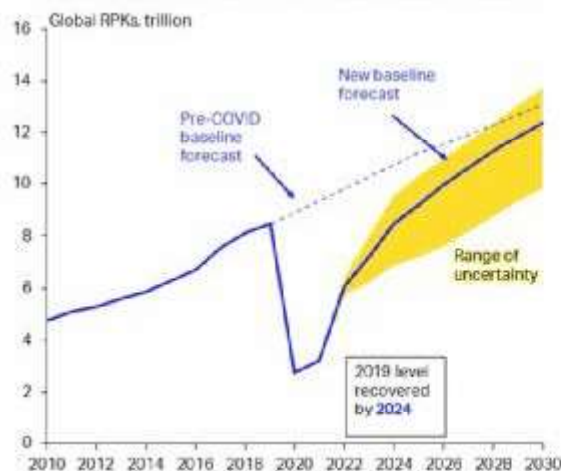
Source: IATA/Tourism Economics Air Passenger Forecasts

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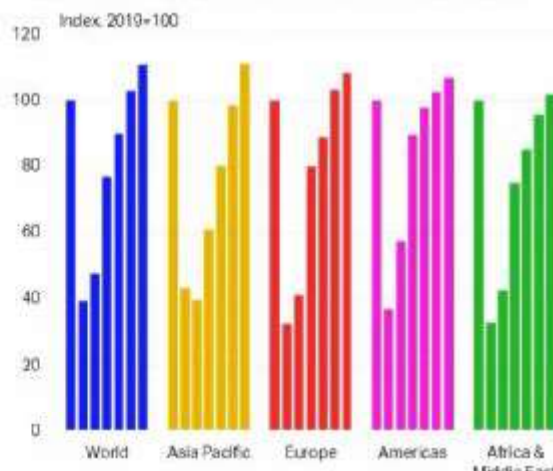
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As always, there are risks to the outlook
In the near-term these remain tilted to the downside

- Russia-Ukraine conflict matters – regionally and globally
  - GDP growth, inflation, US$ appreciation, EM risks, consumer & business confidence
- Geopolitical landscape is changing (Has changed?)
  - What are the new rules of the game?
  - How does it impact international trade, international business, tourism?
- Supply chain disruptions persist
- Labor shortages are ongoing
- Industry's commitment to net zero
  - Creating challenges and opportunities for air transport

The lessons of the pandemic – agility, flexibility, innovation – must be sustained in pursuit of traffic and financial recovery.

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WASB Membership 2022-2025

Name	Coordinator
Petra Popovac, (Chair)	ACA Australia, **Chairperson WWACG**
Hirohiko Kawakatsu	Japan Coordination
Brian Meehan	FAA US
Didier Hocq	Belgium Slot Coordination
Rene Mayasokolua	FLUKO Germany
Ignacio Monasterio	AECFA Spain
Richard Cann	ACL

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WASB Membership 2022-2025

Name	Airport
Gunter Heinrich, (Co-Chair)	Fraport
Alyson Playford	Heathrow Airport
Irene Garcia	AENA
Joao Pita	Sao Paulo Airport
Robert Hoxie	Chicago Airport
Robert Wood	Sydney Airport
Robert Whitehouse	Dubai Airport

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WASB survey
Implementation of WASG changes and enhancements
Changes in the WSG 9, 10 and WASG 1 as a result of the WSG Strategic review
- New Entrant
- Slot Pool
- Additional Criteria
- Slot Performance Monitoring – New Chapter 9
- Provisions for data sharing
- Capacity Declaration

Objective
- Take stock where the changes have been implemented
- If not, to understand the reasons why?
- Coordinators may need to fill in for each airport / country
- We will send the survey to those who have not received or completed it

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WASB Update

New WASG ed. 2 - eff.1 July 2022
- WASG 5.6.6 Coordination Committee meetings – promoting on-line/hybrid meetings for inclusivity

WASB Guidance
- Priority for ad-hoc and re-timed slots
- Temporary capacity reduction methodology

WASB Working groups
- Pre-HBD returns and JNUS – latest news
- Minimum series length - update
- Use of airline slot data and availability of information – update

WASB Work programme and groups
- Work programme will be discussed in March 2023
- Groups will be established according to the agreed themes

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Slot Relief and Northern Summer 2023

- Return to 80/20 expected with limited alleviation / slot return policies
- Specific slot use waivers for specific country's may be needed, e.g. China

Flexibility and JNUS

- JNUS 'COVID related' impacts, may incl airport capacity reductions due to supply side challenges (whole sector based)
- Additional flexibility needed for the continued recovery phase due to supply side challenges
- New impacts, such as Russia's invasion of Ukraine and related airspace restrictions, will require individual approaches.

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Future Slot Conference Dates

152nd Slot Conference 13 - 15 June 2023, Dublin, Ireland

153rd Slot Conference 14 - 17 Nov 2023, Dubai, United Arab Emirates

154th 18 – 20 June or 11 – 13 June 2024, the Americas

155th 19 – 22 November 2024 Asia & Oceania

www.iata.org/slotconference

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