



Overview of the WSG Strategic Review

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1. Enhanced New Entrant definition, WASG Chapter 11

- The new entrant rule ensures the WSG process is pro-competition and enables access at congested airports. The Task Force performed an analysis based on data from 20 airports and looked at different thresholds including less than 7, 9 and 20 slots. Expanding the new entrant pool further quickly dilutes the new entrant priority to slots as the number of carriers eligible for new entrant status increases. The new entrant threshold therefore needs to be carefully implemented to create priority access to capacity against the number of carriers eligible.
- The definition of airlines eligible for the new entrant rule is changed from 5 to 7 slots at that airport on that day.
- This change is to assist in the balance of access to the airport, considering the needs of all airline types looking to begin services at a capacity constrained airport. This strengthens airline competition by better enabling the access and growth of new entrants.

2. Primary criteria for initial coordination, WASG article 8.3 and definition of Slot pool

- The Task Force reviewed how initial coordination could be improved to optimise the distribution of available capacity whilst balancing the need for access for new entrants and the ability to retime slots by non-new entrants.
- It was agreed to change the allocation criteria in the WASG to place retime requests (or other changes to historic slots) and new slot requests at the same priority, with 50% of slots in the pool to be allocated to new-entrant requests and the remainder to non-new-entrant requests.
- This ensures that all available capacity is allocated in as efficient manner as possible by considering all requests concurrently – which in the process of coordination allows the maximum benefits to be realised. In short, all types of requests are treated equally, across the day:
 - The priority for retiming has been lowered to be on par with new 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 there are sufficient requests from each group to make up 50%).

3. Additional Criteria for initial slot allocation, WASG article 8.4.1

- Coordinators use the additional criteria to make their allocation decisions at airports with saturated capacity or with more requests than can be met. They were reviewed to ensure clarity and some new criteria agreed with allow additional factors to be considered.
- The additional criteria are amended to ensure clarity and some new criteria added allowing additional factors to be considered. Key changes to the Additional Criteria include:
 - clarification that the coordinator should not simply allocate slots in proportion to the current slot holding of airlines requesting slots;
 - a new criteria for 'Connectivity' to be taken into account; clarification that 'Competition' means not only new routes and services, but also additional services on existing routes; and a new criteria for the 'Environment' factors to be considered.

4. Slot Performance Monitoring, new WASG Chapter 9, Annex 12.9

- The most significant improvement of the slot guidelines was delivered by the Task force on Slot Performance Monitoring with the objective to reinforce this process as an essential element of airport slot coordination
- An entirely new chapter was introduced to the WASG, comprising of a detailed slot performance monitoring processes and a set of new enhanced monitoring standards.

- **Roles and responsibilities of airports, airlines and coordinators**

Setting a clear role and responsibility of each stakeholder is fundamental in ensuring a robust and consistent application of the monitoring process whereby the airports provide the coordinator in a timely manner all the information and data necessary for the coordinator to perform the slot monitoring duties. The role of the coordinator has been strengthened to ensure the monitoring process is performed with the required data analyses, warnings of discrepancies and corrective actions, as well as sharing all relevant information with the airport and other stakeholders. Airlines must not only ensure their operations are in accordance with the allocated slot but to review their own performance and identify corrective actions prior to intervention from coordinator.

- **Key principles of slot monitoring**

The main objective is to provide a clear description of the slot monitoring process, highlighting its goals and the stages of slot monitoring process, and underlining that it is a continuous process, requiring accurate and reliable data provided in a timely manner and in the agreed format. Importantly the introduction of a dialogue process between the coordinator and the airline for corrective actions with a set deadline is a key process in proactively resolving the issues.

- **Definition of slot misuse and pre-operation and post-operation analysis**

The introduction of a definition what is slot misuse helps coordinators and airlines to avoid ambiguity as to what is slot misuse. In addition to this the monitoring process is further strengthened with the introduction of pre-operation analysis that helps proactively identify the possible slot misuse issues before operation, when they can be corrected – thereby avoiding the need for any further action in the post-operation process. The introduction of post-operation analysis helps the coordinator to determine whether misuse of slots has occurred (based on data analysis) and whether airlines achieve historic precedence for the following equivalent season.

- **Enforcement actions**

The introduction of enforcement actions gives the coordinators a clear set of guidelines of what concrete measures can be taken for intentional and repeated slot misuse. Enforcement actions further strengthen the process by introducing specific sanctions.

- **Enhanced objectives and principles of the Coordination and Slot Performance Committees**

The objectives and principles are aimed to emphasize the importance and the role these committees play in the monitoring process, such as determining trends that could lead to potential slot misuse at the airport, to provide guidance and advice to the coordinator with the overall objective of improving punctuality and reducing slot misuse.

- **Best practices for the use of data in the slot monitoring process**

The purpose of the new WASG annex 12.9 is to provide practical guidance to the coordinator on the use of data analysis in the monitoring process and example methodology for analysing slot performance.

5. Communication of Business Plans, WASG article 10.6

- Introduction of a new process outlining how both airports and airlines can communicate their strategic intentions to the coordinator, who will be therefore better informed to make their allocation decisions. It is however stressed that this communication should not be used to influence the non-discriminatory and neutral outcomes of slot

6. Enhancements to demand and capacity management, WASG section 5.4 and 5.5

- Strengthening the importance for regular and thorough demand and capacity analysis by the airport managing body or other competent authority to ensure the timely capacity declaration for each season.

7. Role of the Coordination Committee, WASG article 5.6

- Enhancements and clarifications of Coordination Committee role and responsibility and to emphasize the importance. Definition of the Coordination Committee outlined in WASG Chapter 11.

8. Improvements to the capacity declaration process, WASG Chapter 6 and WASG section 10.3 and definition of Coordination parameters

- Enhancing the role and responsibility of airports to consult the Coordination Committee and other relevant stakeholders on the results of the capacity analysis after which the coordination parameters are declared. Additional clarifications were made to the process of moving from one airport level to another and enhancements to the process of planned and unplanned capacity reduction. Definition of Coordination parameters enhanced in WASG Chapter 11.

9. Changes to the timelines for providing the coordination parameters, WASG section 10.3

- Importantly the coordination parameters should be provided to the coordinator or facilitator by the airport managing body as soon as they are declared at least 14 days and not later than 7 days before the Initial Submission Deadline. Coordination parameters and utilization data should be made available to the airlines well in advance, and as soon as possible and at least 14 days and not later than 7 days before of the initial submission deadline.