Airport Coordination Process & Innovation

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- Managing Director of COHOR (Airport coordination, France) for over 23 years
- Chairman of the WorldWide Airport Coordinators Group (WWACG)
- WWACG’s Representative with ICAO
- Chairman of European Airport Coordinators Association
- Member since 2002 and Vice-Chairman of IATA’s Joint Slot Advisory Group (which writes the Worldwide Slot Guidelines)
- Member of the newly created WorldWide Airport Slot Board
- World expert in Airport Coordination
What is the primary airport coordination goal?
Excerpt of EU95/93 Regulation

« ...there is a growing imbalance between the expansion of the air transport system in Europe and the availability of adequate airport infrastructure to meet that demand; whereas there is, as a result, an increasing number of congested airports in the Community;.... »
Ways to solve the imbalance

• Best way to solve the imbalance between airport infrastructure capacity and demand ➔ Build new capacity!

• Unfortunately not always possible for various reasons (economic, environment, landscape,....)

• Worldwide recognized method: ➔ act on the demand and implement the airport coordination process
54% EUROPE
12% N. ASIA
19% ASIA PAC
8% AMERICAS
7% ME&AF
190 slot coordinated airports (Level 3)
Goal of the Airport coordination process

- Airport Coordination ➔ manage scarce airport capacity and optimize the efficient use of airport infrastructure.

- “The prime objective of airport coordination is to ensure the most efficient use of airport infrastructure in order to maximize benefits to the greatest number of airport users” IATA.

- An airport slot is the permission given by a coordinator for a planned operation to use the full range of airport infrastructure necessary to arrive or depart at a coordinated airport (Level 3) on a specific date and time.
General principles of the airport coordination process

◆ Planning of flights for a specific airport
  ✓ Obligation for **ALL aircraft operators** to send to the appointed coordinator their flight intentions for this airport and **to keep them up-to-date**
  ✓ Comparison of these intentions with the capacity of all airport resources necessary to operate the requested flights
  ✓ Authorization to use the necessary airport infrastructures delivered for a timing when all resources are available
Airport coordination process, Airport Security, Innovation

⇒ Permanently updated data for **all types of traffic** (Pax, cargo, positioning, technical, General and Business Aviation..) as from 6 months before the beginning of a season until the day of operation

⇒ Powerful and accurate strategic and pre-tactical traffic planning tool.
   - For the airport itself, but also
   - For the Network
Flight data flow (e.g. CDG)
In Europe coordination data are already centralized in a unique database (EUACA Combined Database).

And these data are provided to the Network Manager (EUROCONTROL) from this database.

It is also a powerful tool for airport security (detection of flights from sensible areas)

- Especially for special events (EURO2016)
- Specific procedures are sometimes used to include security clearance before the slot allocation
Implementation of the airport coordination process depends on the applicable legal framework.

In the EU the slot regulation (95/93) requires to demonstrate the lack of capacity with a thorough capacity analysis before deciding to implement the airport coordination process at an individual airport.

IATA also requires such a capacity analysis.

Each State decides in its own country but should keep in mind the global aspect of the Aviation Industry.
Thank you for your attention

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