

## Airport Capacity Imbalance

*How is this potential issue factored in the allocation of airport slots ?*

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- **WHAT IS AIRPORT COORDINATION?**

Coordination is not a solution to the fundamental problem of a lack of airport capacity. In all instances, coordination should be seen as an interim solution to manage congested infrastructure until the longer-term solution of expanding airport capacity is implemented.

- **WHAT IS THE OBJECTIVE OF AIRPORT SLOT COORDINATION?**

The prime objective of airport slot coordination is to ensure the most efficient declaration, allocation and use of available airport capacity in order to optimize benefits to consumers, taking into account the interests of airports and airlines.

- **WHAT IS AN AIRPORT SLOT?**

An airport slot (or 'slot') is a 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 on a specific date and time



- **WHO ARE THE RELEVANT STAKEHOLDERS IN AIRPORT COORDINATION?**

The stakeholders in airport coordination are:

- Airlines and other aircraft operators using or planning to use the airport.
- The airport managing body that administers and manages the airport facilities.
- The air traffic control authorities responsible for the airport and airspace.
- The coordinator or facilitator responsible for coordination at the airport.
- The government authorities responsible for the airport.

- **HOW ARE AIRPORTS DESIGNATED?**

Airports are designated following a thorough demand and capacity analysis, using commonly recognized best practice methods by the airport managing body or other competent body. The analysis should be completed in a timely manner to enable an official capacity declaration (the maximum capacity available for allocation considering the functional limitations at the airport such as runway, apron, terminal, airspace, and environmental restrictions) for each scheduling season.



## **DEMAND AND CAPACITY ANALYSIS**

The airport managing body or other competent body shall ensure that a thorough demand and capacity analysis, using commonly recognized best practice methods, is regularly conducted. The analysis should be completed in a timely manner to enable an official capacity declaration for coordination for each IATA season. At a minimum the analysis should be conducted whenever there are significant changes in airport infrastructure, operational practices, or patterns of demand.

The analysis should objectively consider the ability of the airport infrastructure to accommodate demand at applicable service levels, such as queue times, levels of congestion, and delay, while taking into account relevant airspace limitations set by local ATC authorities. This analysis should provide all relevant capacity limits of the runway(s), apron, terminal(s), and other airport facilities as deemed necessary.

The analysis should determine any infrastructure, operational, or environmental constraints that prevent demand being satisfied. The airport managing body should evaluate options in consultation with responsible parties for overcoming such shortages through infrastructure, operational, or policy changes and improvements, in accordance with the respective legal framework, where applicable.



## **What are the factors that can create imbalance between the capacity and the demand?**

- If the capacity analysis did not evaluate properly all parameters
- If the analysis made by one capacity provider is not correctly reflected in the capacity declaration
- If the commercial pressure takes the lead on the operational performance

## **How to avoid situations of imbalance between the demand and the capacity**

- The coordination committee should review the capacity analysis and the capacity declaration to guarantee that coordination capacity is set in a way that the capacity will support appropriate capacity for normal operation situations.
  - Why accept a capacity declaration at the maximum of the capacity available?
    - including a “reasonable” delay (?!)
    - “selling” the last slot for commercial reasons when knowing that any operational disruption will have major consequences on the daily punctuality and increase the pressure on capacity providers
  - Why overwrite the capacity declared by one of the capacity providers?



## **Conclusion:**

- It is the role of all stakeholders participating to the capacity analysis to declare the airport capacity correctly.
- As many stakeholders are present in the coordination committees of coordinated airports, it is the role of all these stakeholders to guarantee that the capacity declaration is set to make the best usage of the airport capacity.
- This includes a particular attention to punctuality and regularity of operations.



END

