

Worldwide Airport Slot Board

Dear Colleague,

Worldwide Airport Slot Guidelines (WASG) Section 9 Slot Monitoring

It is beneficial for all stakeholders that flights operate in adherence to the cleared slot provided by the coordinator. It is accepted that this is not always possible – however, flights that repeatedly operate at different times or in a significantly different way than allocated may impact other users of the airport and increase the amount of capacity that needs to be reserved to protect the resilience of the airport. This can lead to inefficiencies in the operation that are not desirable for any stakeholder.

To help address this issue, the airports, coordinators, and airlines of the Worldwide Airport Slot Board (WASB) have jointly drafted Section 9 – Slot Monitoring of the [WASG](#).

This section provides guidance on how slot monitoring can be used by coordinators to identify operations that may impact operational performance. It sets out the role of each interested party and clear principles to be followed so that maximum impact can be achieved without the process becoming overly burdensome for any of those involved.

Slot monitoring seeks to identify potential slot misuse as defined in WASG 9.2.2. Both a pre-operation and post-operation analysis are recommended with the aim of seeking corrective action as soon as possible. Slot monitoring seeks to target only the most obvious and impactful cases of potential slot misuse for further action while not seeking unnecessary explanations regarding minor operational deviations.

All parties must work together to achieve a collaborative approach to improving performance.

The airport should provide accurate information and data necessary for the coordinator to perform required slot monitoring activity, while monitoring the performance of the airport and highlighting any potential misuse to the coordinator.

Coordinators should seek to identify repeated and intentional operations that may be potential misuse. They should do so on a scale that targets performance improvement without overburdening operators with excessive requests. The coordinator may request an 'action plan' which identifies the expected reason of the discrepancy and the steps that will be taken. This reason could identify whether the potential misuse is related to airline, airport, or other operational factors.

Worldwide Airport Slot Board

Airlines should seek to respond to a request for information or an action plan as fully as possible and be ready to seek and implement solutions that would improve operational performance and avoid further action by the coordinator from being taken.

The Coordination Committee (where applicable) may advise the coordinator on slot monitoring issues. Depending on the local governance, this may be done through a Slot Performance Committee, a subgroup of the Coordination Committee.

Where no slot monitoring is taking place, the benefits of such activity should be considered to contribute to a system improvement in performance.

The WASB asks that all parties take the opportunity to review and consider the contents on WASG Section 9 when performing, responding to, and considering the introduction of slot monitoring activities.

Should you have any questions regarding slot monitoring, please contact any WASB member.