



# IATA

## International Air Transport Association

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# IATA and the Scheduling Process

- Schedules Conferences held since 1947.
- To improve interline connections and handling arrangements for both passengers and cargo.
- Scope broadened in 1960s to include Slot Coordination due to increasing congestion.
- Worldwide Scheduling Guidelines (WSG), first issued in 1976.
- European Regulation modelled on but not identical to WSG

# Challenges with EU Regulation

- It doesn't address the real problem:
  - Lack of airport infrastructure and capacity.
- It still hasn't been implemented in full:
  - Unjustified Level 3 declarations.
  - Missing capacity analysis and coordination committees.
  - Inconsistent application of use-it or lose-it.
  - Lacking full independence and transparency.
  - 'No-slot' flights continue

# Business Aviation

- Shares the problem:
  - Lack of airport infrastructure and capacity.
- But also, the ad-hoc nature of operations means:
  - Difficult to secure Historical Preference,
  - Difficult to comply with use-it or lose-it rules,
  - Planning & scheduling takes place much closer to the day

## Possible Solutions?

- IATA not opposed to finding solutions provided:
  - Doesn't result in a loss of existing historic slots,
  - Doesn't limit future growth
  - Applied consistently at all congested airports (not just in Europe!)
- Observatory on Capacity is already considering the matter.