

# Asian Breeze (4) (IATA's Special Edition)

Happy summer to you all

June 1, 2009

You must be very busy preparing for SAL to be distributed on June 4<sup>th</sup> and for the upcoming SC124 to be held from June 18<sup>th</sup> to 21<sup>st</sup> in Montreal, Canada. In this 4<sup>th</sup> edition, Mrs. Michele Boyce (United Air Lines), who is both the chairman of the Schedule Policy Working Group (SPWG) and the chairman of the Joint Scheduling Advisory Group (JSAG), kindly sent us an interesting article featuring the role and responsibilities of the International Air Transport Association (IATA), Worldwide Airport Coordinators Group (WWACG) and associated SPWG and JSAG.

This article is very informative and timely since the appointment of the SPWG members and the election of WWACG members who represent their respective communities on JSAG will take place in June this year. Before SC124, you should go through this article to understand how the consultation between IATA and schedule coordinators/facilitators is being conducted.

## Introduction of Mrs. Michele Boyce

Mrs. Boyce is senior manager – Airport Affairs for United Air Lines. She has been with United Air Lines since 1998 and is responsible for domestic and international slot management, airport access and congestion policy for the company. Mrs. Boyce is based at the company's Chicago, IL, U.S.A. headquarter offices.

Prior to joining United, Mrs. Boyce held the position of airport manager at two privately owned regional business aviation airports with responsibility for all financial and operational areas including infrastructure, safety, air traffic navigation beacon maintenance, fuel, management, human relations and financial matters.



She holds a Master of Business Administration degree from Keller Graduate School and graduated with a bachelor's of arts in psychology and aviation from Concordia University. Mrs. Boyce also holds a commercial pilot license and is a certified flight instructor.

## Introduction of International Air Transport Association (IATA)

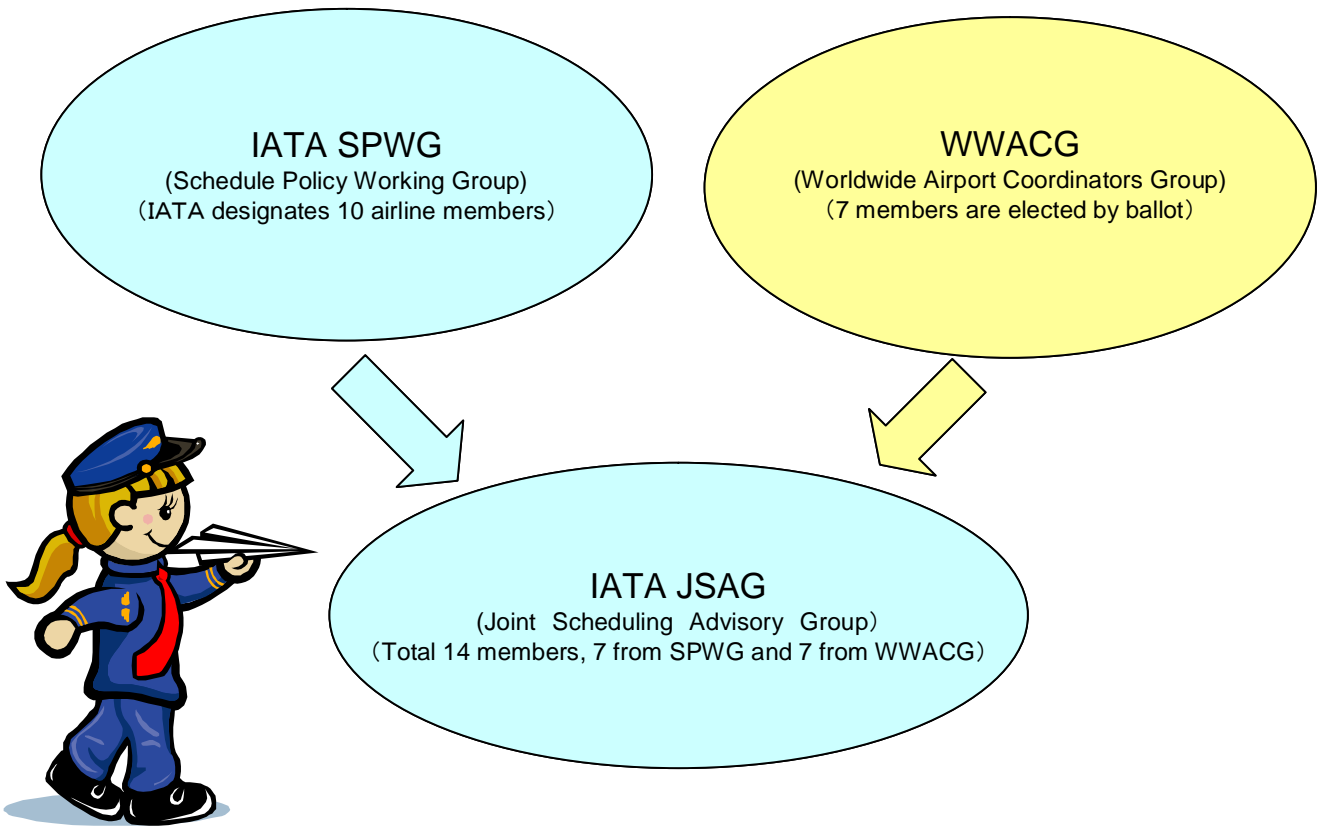
IATA is an international trade body created some 60 years ago by a group of airlines. Today, IATA represents some 230 airlines comprising 93% of scheduled international air traffic worldwide. The head office of IATA is located in Montreal, Canada and the executive office is located in Geneva, Switzerland. IATA's aim is to help airlines by simplifying processes and increasing passenger convenience while reducing costs and improving efficiency. Moreover, safety is IATA's number one priority, and IATA's goal is to continually improve safety standards, notably through IATA's Operational Safety Audit (IOSA). Another main concern is to minimize the impact of air transport on environment.

IATA ensures that people and goods can move around the global airline network as easily as if they were on a single airline in a single country. IATA also seeks to improve understanding of the industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies.



## Relationship between IATA and Coordinators/Facilitators

There are three groups responsible for the airport coordination and schedules facilitation process worldwide. Two groups (SPWG and JSAG) were established by IATA, and one group (WWACG) was established by the airport coordinators and schedules facilitators themselves. The relationship between those three groups is shown below.



## Schedule Policy Working Group (SPWG)

SPWG was established by IATA in September 2005 to address scheduling matters such as the development of amendments to the Worldwide Scheduling Guidelines (WSG), structure and efficiency of the Schedules Conference (SC) and its related activities, and provide guidance to IATA and other industry groups on industry scheduling and/or slot matters. For 2009, some of SPWG's key goals are the promotion of pre-conference activity, developing action plans to address challenging slot coordinated airports and establish solid relationships between SPWG and other industry organizations.

Only IATA Member airlines are eligible for participation in SPWG. Among those nominated by IATA member airlines, ten are selected by the IATA Director-General. Terms of appointment are two years. Seven of the ten SPWG members are appointed by IATA and act as members of JASG.



The current ten members of SPWG are as follows. Khalid Al-Ajmi (KU), Ian Bamber (NH), Michele Boyce (UA) (Chairman), Bert Imminga (KL) (Vice Chairman), Ansgar Kruse (HF), Wolfgang Queissner (LH), Steve Ronald (BA), Jennifer Sayre (NW), Francois Southarewsky (AF), Jim Watt (AA)

## Worldwide Airport Coordinators Group (WWACG)

WWACG is an informal organization established in June 2004 to represent the interests and collective views and serve the common interests of airport coordinators and schedules facilitators worldwide. Membership includes airport coordinators and schedules facilitators from 47 countries. Elections take place every two years to elect seven 'Core Group' members to undertake the work of the organization and to represent airport coordinators and schedules facilitators on JSAG for a period of two years. Only airports coordinators responsible for at least one Level 3 airport can be elected to the Core Group. Only one airport coordinator from each country can be elected (some countries have more that one coordinator).

The current seven core members of WWACG are as follows. Eric Herbane (France) (Vice Chairman), Ernst Krolke (Australia), Peter Morrisroe (U.K.), Erich Rindlisbacher (Swiss), Claus Ulrich (German) (Chairman), Birdie Yuen (Hong Kong) (Vice Chairman), Vacancy (Used to be Japan)



In 2008 the WWACG conducted a detailed survey of all its members to establish revised objectives for the organization and to move towards a more formal structure. This has resulted in a defined strategy for the WWACG which will be reviewed at SC124 and which will be implemented by the new Core Group after June 2009.

## Joint Scheduling Advisory Group (JSAG)

JSAG is an IATA forum established in 2003 comprised of seven airline members and seven coordinators. The coordinator members of JSAG are elected by the coordinator/schedules facilitator community from WWACG. The seven IATA airline members are appointed by the IATA Director-General from amongst the ten members of SPWG. JSAG is an IATA forum where the members may meet to discuss issues of common interest, work together to formulate industry guidelines related to airline scheduling, slot allocation and airport coordination and advice on principles for administering the IATA Schedules Conference.

JSAG constantly reviews the process of coordination to identify the problems and seek solutions and process improvements which meet the different needs of airlines and the coordinators. For 2009, some of JSAG's key goals are the development of Schedules Conference contingency plan, simplifying the Schedule Coordination process, increasing efficiency of the Schedules Conference, and improving airline and coordinator compliance with the Worldwide Scheduling Guidelines. JSAG always welcomes recommendations and proposals from the Schedules Conference Heads of Delegation and encourages them to take an active part in shaping and managing the Schedules Coordination process.



The current members of JSAG are as follows. Michele Boyce (UA) (Chairman), Ian Bamber (NH), Bert Imminga (KL), Wolfgang Queissner (LH), Steve Ronald (BA), Francois Southarewsky (AF), Jim Watt (AA) for SPWG, Eric Herbane (France), Ernst Krolke (Australia), Peter Morrisroe (Vice Chairman, U.K.), Erich Rindlisbacher (Swiss), Claus Ulrich (German), Birdie Yuen (Hong Kong), Vacancy (Used to be Japan) for WWACG.

## From the Chief Editor

I would like to express my special thanks to Mrs. Michele Boyce for contributing nice article to Asian Breeze. The article is very helpful to understand that this coming SC124 is very special and important for both SPWG and WWACG. Please come and join the WWACG/11 meeting held from 9:00 to 11:00 on June 20 (Saturday) as many as possible from Asian Coordinators as the Chair and Vice-Chair of WWACG will be elected.

The waiver of U/L rule might be a big issue at SC124, since the most of airlines are hard hit due to economic down turn and swine flu. We are hoping the airline's business will recover as quickly as possible in the near future. Next edition is coming from Thailand Schedule Coordination Office in August. Looking forward to seeing you all in Montreal, Canada.

