

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 15th Meeting of APACA

7 November (Tuesday), 2017

Room: “Frankfurt”, Ground Floor, Madrid Marriott Auditorium

Hotel & Convention Center

Madrid, Spain

27 December 2017

1. Administration

The fifteenth general assembly meeting of APACA was held at the room “Frankfurt”, Ground Floor, Madrid Marriott Auditorium Hotel & Convention Center from 17:00 to 18:00 on 7 November (Tuesday) 2017 at the occasion of IATA 141st Slot Conference in Madrid, Spain. The chairman, Mr. Hiroki Takeda, (JSC: Japan Schedule Coordination), welcomed the participants and expressed his appreciation for attending the fifteenth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG). The meeting was progressed according to the agenda items shown in [Appendix 1](#).

The number of participants was 26 representing 11 economies and 14 organizations which constitute more than half of the entire economies and organizations in the Asia/Pacific region. The list of participants is shown on the last page. Thus, the fifteenth general assembly meeting of APACA formed a quorum.



2. Agenda Item 1: Approval of Minutes of 14th meeting

The minutes of the fourteenth general assembly meeting of APACA held on 13 June (Tuesday) 2017 at Room 406 Level 4, Kuala Lumpur Convention Center, Malaysia was endorsed by the meeting without adjustments.

3. Agenda Item 2: WSG Strategic Review Management Group (WSRMG)

Mr. Takeda reported the current status of WSG Strategic Review Management Group (WSRMG) using the material shown in [Appendix 2](#).

He firstly explained the formation of “WSG Strategic Review Management Group (WSRMG)” comprising of airlines, airport managing bodies and coordinators and facilitators. Each entity has 4 members in WSRMG. For Airlines, there should be one IATA representative and three airlines representing the worldwide regions. In case of Airport Management Body, there should be one ACI representative and three airports representing the worldwide regions. For coordinator, there should be one WWACG representative and three

coordinators representing the worldwide regions.

Management Group created four Task Forces under WSRMG. One is the Airport Level Task Forces (ALTF) where the effectiveness of current Level 2 and Level 3 Airport principles will be reviewed and improved. There are 17 members; 6 airlines, 4 airports and 7 coordinators. Second is the Historic Determination Task Forces (HDTF) where the calendar of activities including Slot Return Deadline (SRD) and Historic Baseline Date (HBD) will be reviewed and improved. There are 22 members; 10 airlines, 5 airports and 7 coordinators.

WSRG Strategic Review Management Group (WSRMG)		
Affiliation	Company Name	Name
Airlines (4 Companies)	IATA (International Air Transport Association)	Dimiter Zahariev (IATA)
	Vueling Airlines (Spain)	Ana Sanchez (VY)
	United Airlines (USA)	Michele Boyce (UA)
	Qantas Airways (Australia)	Paul Petykowycz (QF) (Vice Chair till Dec. 2017)
	ACI (Airport Council International)	Stefano Baronci (ACI)
Airports (4 Companies)	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA) (Chair till Dec. 2017)
	São Paulo International Airport (Brazil)	Joao Pita (GRU)
	Sydney International Airport (Australia)	Dave Perring (SYD)
	WWACG (World Wide Airport Coordinators Association)	Eric Herbane (WWACG) (Vice Chair till Dec. 2017)
Coordinators (4 Organizations)	EUACA Chairman (Norway)	Fred Wester (EUACA)
	Federal Aviation Administration (USA)	Brian Meehan (FAA)
	APACA Chairman (Japan)	Hiroki Takeda (APACA)

(12 members)

Europe America Asia/Pacific

Third is the Slot Performance Monitoring Task Forces (SPMTF) where the operational performance including Slot Performance Committee (SPC) and Coordination Committee (CC) will be reviewed and improved. There are 20 members; 10 airlines, 5 airports and 5 coordinators. Forth is the Access to Congested Airport Task Forces (ACATF) where the effectiveness of current new entrant rule will be reviewed and improved. There are 24 members; 10 airlines, 9 airports and 5 coordinators.

He then reported that the progress of WSRMG and 4 Task Forces. The Management Group already had two face to face meetings; one at SC140 in Kuala Lumpur, Malaysia and the other at JSAG meeting in September in Geneva. The third face to face meeting will take place on 10 November (Friday) in Madrid. Between face to face meetings, monthly international telephone conference is also taking place to monitor the progress of each Task Force.



The face to face meeting of 4 Task Forces took place for the first time in the morning of 6 November (Monday) at SC141 in Madrid. From June to October, each Task Force had the monthly international telephone conferences. Second face to face meeting is scheduled to take place at SC142 in June 2018 in Vancouver. Meanwhile monthly international telephone conference will be initiated for each Task Force.

He finally pointed out that the representation of Asian Airports and Asian Coordinators is quite low compared with European and American regions. Thus, he stressed that as the participation in those Task Forces from Asia/Pacific regions is very important, he asked the participants to nominate himself or herself as a member of one of Task Forces.

4. Agenda Item 3: Historic Determination in Asia/Pacific

Mr. Takeda explained the historic determination in Asia/Pacific using the material shown in [Appendix 3](#). This topic was triggered by the previous agenda of WSRMG. Historic Determination Task Force (HDTF) will initiate the worldwide survey how coordinators determine the eligibility of Historic. Since no coordinator from Asia/Pacific region represents in HDTF, he chose this topic.

He firstly introduced two paragraphs from WSG relating to the cancellation of slots before Historic Baseline Date (HBD). One is [8.7.2.1](#). and the other is [8.7.2.2](#).

8.7.2.1 The cancellation of 5 or more consecutive weeks will reduce the period eligible for historic precedence or result in separate periods eligible for historic precedence.

8.7.2.2 The cancellation of periods of less than 5 consecutive weeks does not reduce the period eligible for historic precedence, provided the total number of cancellations is 20% or less of the period between the first and last date of the series of slots.

He then showed the bar charts which describes the treatments of historic eligibility in detail depending on the length of cancellation and the timing of cancellation. The concept of this bar charts is commonly understood in the most countries in Europe. He asked how many participants are following this example of bar charts. There are some who follows this example, but the majority doesn't.



He then showed the draft form of questionnaire asking how you treat historic eligibility when disrupted by cancellation of more than five consecutive weeks or less than five weeks. He told participants he would distribute this questionnaire to Asia/Pacific coordinators after returning to Tokyo. Participants were asked to answer this questionnaire in a timely manner.

5. Agenda Item 4: New Association

Mr. Takeda briefly reported the current situation of New Association. The draft article of New Association was presented by Mr. Eric Herbane (WWACG chairman) at WWACG Plenary meeting held in Atlanta last November. Since then, the WWACG board members reviewed the draft articles and some portions were modified. As the board members reached the final consensus, the draft articles will be presented to Canadian Lawyers for comments.

If there is no problem in draft articles, then the study of annual cost for having a Head Quarter of New Association in Montreal, Canada will be conducted. The location of Head Quarter was determined to be in Montreal considering the close association with ICAO, IATA, ACI and other aviation related organizations. The study results will be reported at WWACG Plenary meeting next June in Vancouver.

6. Agenda Item 5: Manila runway Closure

Mr. Craig McAlister (ACA: Airport Coordination Australia) explained the runway closure at Manila Airport using the material shown in [Appendix 4](#). He firstly explained the outline of Ninoy Aquino International Airport (MNL). There are two runways at MNL with the main runway (06/24) of 3,737m and the cross wind runway (13/31) of 2,258m. He then explained the current coordination parameters of maximum movements of 40/hour, with the maximum arrival of 20/hour, the maximum departure of 30/hour and the rolling factor of every 15 minutes.

The main runway (06/24) will be closed from 00:30 to 05:30 LT on all days due to the construction of rapid exit taxiway. Whereas the cross wind runway (13/31) is available for use limiting to narrow body aircraft only. While this closure is originally planned by commencement of S18 season, this was further delayed to 30 April 2018.

He finally mentioned that although NOTAM is not issued, ACA has been instructed to plan for complete S18 season closure and is now working with Airlines to have a contingency in place from 00:00 to 06:00 LT closure.



7. Agenda Item6: Any Other Business

(1) Asian Tea Gathering

Mr. Craig McAlister (ACA) announced that Asian Tea Gathering will be hosted by Airport Coordination Australia (ACA). Tea Gathering would take place at room "Alcudia" on the mezzanine floor of Madrid Marriott Auditorium Hotel & Conference Center during a lunch time from 12:00 to 13:00 on 9 November (Thursday). The participants were invited to join the gathering.

The list of participants at APACA/15 meeting

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Chinese Taipei	2	Airport Coordination Taipei (ACT)
3	Hong Kong	3	Hong Kong Schedule Coordination Office (HKSCO)
4	India	4	Airports Authority of India (AAI)
		5	Bangalore International Airport Limited (BIAL)
		6	Delhi International Airport Limited (DIAL)
5	Japan	7	Japan Schedule Coordination (JSC)
		8	Central Japan International Airport Co. (CJIAC)
6	Malaysia	9	National Slot Coordination Malaysia (NSCM)
7	New Zealand	10	Airport Coordination Limited (ACL)
8	Singapore	11	Changi Slot Coordination (CSC)
9	Sri Lanka	12	Sri Lankan Colombo Airport Coordination
10	Thailand	13	Slot Coordination Thailand
11	Viet Nam	14	Civil Aviation Authority of Viet Nam (CAAV)

