

# **Asia/Pacific Airport Coordinators Association (APACA)**

## **Minutes of 21st Meeting of APACA 14 June (Monday), 2021**

### **1. Administration**

The twenty-first general assembly meeting of APACA was held virtually using IATA Teams Platform 04:00 to 05:00UTC on 16 June (Monday) 2021 at the occasion of IATA 148<sup>th</sup> virtual Slot Conference. The Chair person, Petra Popovac (ACA - Airport Coordination Australia), welcomed the participants and expressed her appreciation for attending the twenty-first 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 24 representing 13 organizations. The list of organization participated is shown on the last page.

### **2. Agenda Item 1: Approval of Minutes of 19th meeting**

As the draft Minutes of the twentieth general assembly meeting of APACA held on 18 November (Wednesday) 2020 at the occasion of IATA 147<sup>th</sup> Virtual Slot Conference was not ready to share to be approved at the meeting, it was agreed to circulate the draft Minutes as soon as possible.

### **3. Agenda Item 2: WASB Activities**

Kawakatsu, Vice-Chair, (JSC – Japan Schedule Coordination) presented the WASB Activities using Appendix 2.

After the last APACA meeting in November, WASB has five Video-conference meetings. At the 12th meeting in November, WASB agreed on WASB Recommendation for S21, and each group started their approach to each authority. By the end of January, many authorities had decided their U/L waiver policy. So WASB started the discussion regarding the WASB Recommendation on U/L waiver for W21. WG for this issue was established and Petra-san joined the WG discussion. And in 16th WASB meeting in May, The WASB recommendation for W21 was agreed.

And discussion was conducted based on the WASB Recommendation for S21, and each group made a big compromise, have agreed on this recommendation for W21.

It is recognized that the situation of demand recovery is very different by regions and markets (1.1), and also recognized that local competent authorities decide to adapt the principles to the circumstances and need of the local market (1.5).

There are two major differences between the recommendation for S21 and W21. Slot series returned between HBD and HBD+7 days should not be reallocated to the same carriers for the same use within four weeks of HBD+7(4.). Airlines must hand back slots not intended for utilization as soon as possible, but not later than four weeks prior to planned operation. There was no condition like this in recommendation for S21. (5.)

At the 16th WASB meeting, establishment of WG for discussing the WASG 8.7.2 adherence was agreed. 8.7.2.2 is the provision regarding the handling of returned slots before HBD. Currently this provision is temporarily suspended in view of the global slot relief measures. Airline Group requests this WG as some coordinators announce that they permanently suspend this provision without consultation with the affected stakeholders.

After the presentation, there were questions and answers, and the following information are shared:

It was reconfirmed that the WASB Recommendation for W21 has been already announced. The contents of the WASB Recommendation for W21 is similar to current S21. But there are two major differences from S21 as explained in the previous presentation. It is explained that it is up to local authorities to decide the policy. The deadline for making decision is before the Hand Back Date.

In Australia, the policy is a little bit different, as the domestic market is strong. 80:20 threshold method is applied to domestic flights, and full alleviation is applied to international flights if the return slots before Hand Back Date. The returned slots are reallocated to different schedules. As the rule for W21 is not decided, the rule will be published in website once confirmed. (Petra)

In Japan, JSC has explained the contents of WASB Recommendation to JCAB, and the policy for W21 is now under consideration by JCAB. They need to see the situation of traffic recovery and restrictions on border. They will take time for making their decision. (Kawakatsu)

#### **4. Agenda Item 3: COVID-19 Discussion**

Kawakatsu made a brief presentation on the summary of U/L Waiver Policy of APACA members for S21, using appendix 3, as a basic information for the discussion.

In the Asia Pacific Region, about half of countries adopted WASB Recommendation. The other half of countries chose conditional waiver, and alleviation applied to the slots which are returned before the Slot Return Deadline. Many countries set the Slot Return Deadline from 2 weeks to 4 weeks before operation date. But some countries set the reference date as “the first operation date of each submission”, or “the effective period of the 21 season”, and those are noted below. The contents of the waiver policy may vary between the authorities.

Then Jaideep Singh Thakur, Vice-Chair of APACA,( Delhi International Airport PVT Ltd) and his team mate, Geetanjali Singh, made the presentation on Covid impact on Delhi airport traffic using appendix 4.

The presentation covered the PAX and CGO traffic trends before and under COVID-19, the changes in the various restrictions due to COVID-19, situations in Delhi airport under pandemic.

The Chair thanked and appreciated the wonderful and interesting presentation.

The Chair encouraged attendees to share the situation regarding how the coordination of S21 is going currently, and how the WASB recommendation for S21 is implemented.

In Hong Kong, the waiver for S21 implemented smoothly, airlines were able to return slots four weeks in advance in order to maintain historic for S22, a few even returned slots for the whole season. As there

were no domestic flights in HKG, returned slots were mainly reallocated to freighters or passenger aircraft carrying cargo, such requests usually received late, i.e. two weeks before operations. (Birdie Yuen, HKG Schedule Coordination)

In Singapore, the basic policy for UL alleviation is four weeks return in advance. But due to Singapore's reciprocity requirement, for the airlines whose jurisdiction adopts WASB Recommendation, the policy of WASB is adopted for their flights in Singapore. Notwithstanding this approach, airlines have generally complied with their respective slot return requirements and been able to protect their historic slots. We also observed many airlines who were allowed to return slots four weeks in advance (e.g. Chinese airlines) returning full season slots early which greatly helped with advance operational planning and allowed these slots to be reallocated early. Currently, only two terminals at Changi Airport (i.e. Terminals 1 & 3) are operational and there are currently no plans to reopen the other two terminals before the end of the NW21 season. This is due to the very low rate of passenger traffic recovery of 3% of pre-Covid levels, given Changi's sole reliance on international traffic and Singapore's strict border restrictions. Although Singapore is progressing well in our vaccination programme, we expect traffic recovery to be gradual for the rest of this calendar year as border restrictions are likely to also be relaxed gradually. (Donald TAN, Changi Slots Committee)

#### **5. Agenda Item 4: AOB**

(1) Update of the list of Head Coordinator/Facilitator in APACA

The Chair asked the attendees to check the APACA member list distributed, Appendix 5, and let us know if there are things to be added or anything to be changed.

At closing, the Chair appreciated everybody sharing experiences and attending this meeting.

## The list of participants at APACA/21 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	Delhi International Airport Limited (DELI)
		5	Bangalore International Airport Limited (BIAL)
		6	GMR Hyderabad International Airport Ltd.
5	Japan	7	Japan Schedule Coordination (JSC)
6	New Zealand	7	ACL International
7	Pakistan	9	Civil Aviation Authority of Pakistan
8	Singapore	10	Changi Slot Coordination (CSC)
9	Sri Lanka	11	Sri Lankan Colombo Airport Coordination (CMB)
10	Thailand	12	Department of Airports (DOA)
11	Maldives	13	Maldives Airports Company Limited