

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 22nd Meeting of APACA

15 November (Monday), 2021

1. Administration

The twenty-second general assembly meeting of APACA was held virtually from 04:00 to 05:00UTC on 15 November (Monday) 2021 at the occasion of IATA 149th hybrid Slot Conference (in Rome and online). The Chair, Petra Popovac (ACA - Airport Coordination Australia), welcomed the participants and expressed her appreciation for attending the twenty-second 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 18 representing 11 organizations. The list of organization participated is shown on the last page.

2. Agenda Item 1: Approval of Minutes of 20th and 21st meetings

The minutes of the 20th and 21st general assembly meeting of APACA held on 18 November, 2020 and 14 June, 2021, respectively, were endorsed by the meeting without adjustments, as Appendix 2 and 3.

3. Agenda Item 2: WASB Activities

Kawakatsu, Vice-Chair, (JSC – Japan Schedule Coordination) presented the WASB Activities since the last APACA meeting using Appendix 4. After the 16th meeting in May, when the WASB agreed on WASB Recommendation for W21 slot use alleviation, the major themes the WASB discussed were “deletion of WASG 8.7.2” and “WASB work programme and priorities for 2022”.

➤ “Deletion of WASG 8.7.2”

Currently this provision is temporarily suspended in view of the global slot relief measures. The WASB has been discussing whether this provision should be deleted or not. Some coordinators announced that they permanently suspend this provision, and airlines have great concerns on this. Airlines argued that if WASG8.7.2.2 is deleted, WASG8.8, regarding JNUS, should be revised to mitigate the current inconsistencies in the interpretation and application of JNUS by coordinators.

Although the WG had quite a long discussion, no agreement has been reached regarding deletion of WASG 8.7.2.2 or revision of WASG 8.8.

➤ “WASB Work Programme and Priorities for 2022”.

After the WASB was established, the main topics the WASB discussed were mostly related to the COVID-19 issue. Since the 17th meeting in July, the WASB has discussed what themes should be discussed with priority in 2022 and agreed on the following three themes as the WASB 2022 Work Programme.

- Improvement of availability and accuracy of information and use of slot data
- Environment: Noise limitations impacting airport capacity
- Review of the minimum series length

The brief outlines of each theme are described in Appendix 4.

The Chair made additional explanation and comments. She stated if we have any idea the WASB should look at of any part of WASG, we can put out the points of views jointly as APACA. Any ideas are welcomed. The discussion for slot relief in the ASWG5 was explained in Agenda Item 4.

4. Agenda Item 3: COVID-19 Discussion

Kawakatsu made a brief presentation on the summary of U/L Waiver Policy of APACA members for W21, using appendix 5, as an information for the discussion.

10 countries/regions adopted WASB recommendation or similar, and 7 countries/regions took conditional waiver, and 2 took unconditional waiver. Regarding those who took conditional waiver, Slot Return Deadline is set from 2 weeks to 5 weeks before operation date. Many countries mention reciprocity principle as the conditions. In case of Japan, JCAB is responsible for the decision making of waiver policy. For W21, the COVID-19 situation had not improved yet at that timing of decision making, and they decided to continue the same condition as S21.

After the presentation, the attendees shared the information regarding how the W21 slot waiver works and current covid situation in each region, as voluntary information sharing as well as answers to questions raised in the meeting, as follows:

<Manila>: Runway works have just been finished and runway capability, once went down to 26 moves per hour, will recover up to 36 out of 41. Domestic airlines have to make cancellation of flights to accommodate with it. Everything is done very quickly with 2 weeks slot return deadline.

<Sydney>: It is very difficult time for domestic airlines. Government had to provide declaration of the JUNS period during the season, and the JNUS period is extended until 17 December, when the airport will be open.

<Singapore>: WASB waiver is adopted for W21, with a high degree of compliance by airlines on full series returns by the HBD+7 deadline. In the last few months, Singapore has been progressively opening up our borders through the Vaccinated Travel Lane (VTL) programme, with South Korea added this week as the 13th country on the programme. 8 more countries will be added to the programme over the next few weeks. With Changi Airport still operating with 2 terminals (Terminals 1 & 3) and Terminal 2 still undergoing upgrading, we are trying to accommodate flight restorations operationally as best we can. On the cargo front, cargo volumes at Changi Airport have recovered to pre-covid levels. For S22, we continue to receive new cargo requests.

<Delhi>: WASG recommendation is adopted for W21, including 50/50 based on reciprocal basis. About 50% of slots are already deleted. Domestic traffic has recovered 85 to 90% of the peak level, 1.3 million every day, but the international traffic is still 20-25% in volume. Asia-Pacific are not so open yet. HKG and BKK opened, and followed by ICN, LHR, and a few cities in America and Canada etc. I don't think we will go back to near normal in W21.

<Hong Kong>: Not much change in the last few months. The border is very tightly controlled at COVID with quarantine requirements. Passenger traffic has not changed so much. Strong demand of cargo since last months. We have to see the quarantine situation as there is no domestic market in Hong Kong. The current traffic is one third, and mainly cargo flights or passenger aircraft with freight are operated. The situation will be similar in this winter.

We have received quite a high number of cargo requests in S22.

<Japan>: The situation of COVID-19 in Japan was very bad until September. The border restriction was very strict. So the international traffic at Narita Airport for the first half of FY2021 has not recovered yet, staying only 5% in passenger number compared with 2019. Since October, the situation has much improved, and the border restrictions have been relaxed slowly, step by step.

Until October, 14 days quarantine was required when entering Japan. Last month the period was shortened from 14 days to 10 days with fully vaccinated, and from last week, further shortened to 3 days for businessmen and others, with complicated conditions. Foreign tourists are not allowed yet. The government currently restrict the number of people who enter Japan to 3,500 per day in total, expected to be increased to 5,000. Acceleration of the pace of traffic recovery in W21 with the improvement of the COVID situation is expected, but not sure how fast it will be.

<New Zealand>: WASB recommendation is followed, and we have high compliance of airline slot hand back, which make us re-coordination needed much easier. As S22 is more challenging for us as it is not clear cut as previously, no decision has been made regarding S22 waiver.

New Zealand has a large amount of freight flights as the government has a scheme to subsidy certain routes. Freight flights will continue as long as suspension of passenger service continues.

The Chair, a member of ASWG5, briefly explained the discussion in the WG. IATA proposed a Matrix, how distinctions could be applied pending on if the borders are open. The WG is discussing utilization rate should be lower to 60/40, 50/50 or not. There are a lot of debates between the three parties. The WG also have idea to include domestic in the matrix, as the domestic market is very strong. This may be considered in Matrix.

The next ASWG5 meeting is tomorrow, and the WG plans to have the guidance finished for the WASB review. The WASB guideline for S22 are likely to be by the second week of December, after the next WASB meeting.

5. Agenda Item 4: 4.SHL & SAL Distribution

Kawakatsu made a brief presentation on the current situation of the upload of distribution dates, using appendix 6.

This theme, "SHL & SAL Distribution", was discussed at the APACA 19th meeting in November 2019. However, the situation has not so improved yet. Regarding the distribution dates of S22/SAL, 11 organizations have not uploaded in WWACG Website yet. These activities are described in WASG 10.4 and 10.5, and these are important communication between airlines and coordinators/facilitators. It is very important for APACA members, to improve activities like this. Most of the coordinators/facilitators in Europe region have already uploaded their distribution dates.

It is very important for us to show our attitude to follow the WASG where possible. So those who have not uploaded the distribution dates of SHL/SAL, are encouraged to do this in a timely manner. This issue will be followed-up, as necessary.

The Chair reiterated the importance of this issue. To input the distribution dates of SHL/SAL in WWACG website, ID and PW are needed. If PW or username cannot be remembered, the inquiry link usually responds quickly with the username and PW.

It was point-outed that the "contact email address secretary@wwacg.org" may be wrong and to be re-checked.

(note) According to the WWACG, the address "secretary@wwacg.org" should be working. We get some personal address for backup, please let us know in case there are any problems getting ID and PW.

6. Agenda Item 5: AOB

The list of Head Delegation of APACA members was distributed in advance. To keep the good communication in APACA members, members are requested to notify any items to be revised.

As a closing remarks, the Chair appreciated everybody attending this meeting and sharing experiences. She also expressed her hope to meet in person in Seattle at the next slot conference in next June.

The list of participants at APACA22 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	GMR Hyderabad International Airport Ltd.
5	Japan	6	Japan Schedule Coordination (JSC)
		7	Kansai FAIB (NGO)
6	New Zealand	8	ACL International
7	Singapore	9	Changi Slot Coordination (CSC)
8	Thailand	10	Civil Aviation Authority of Thailand (CAAT)
		11	Department of Airports (DOA)