

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 4

The Results of Questionnaire On Slot Monitoring

3rd APACA meeting
17 November, 2011
Singapore

The Results of APACA Questionnaire on Slot Monitoring (1)

1. Questions asked

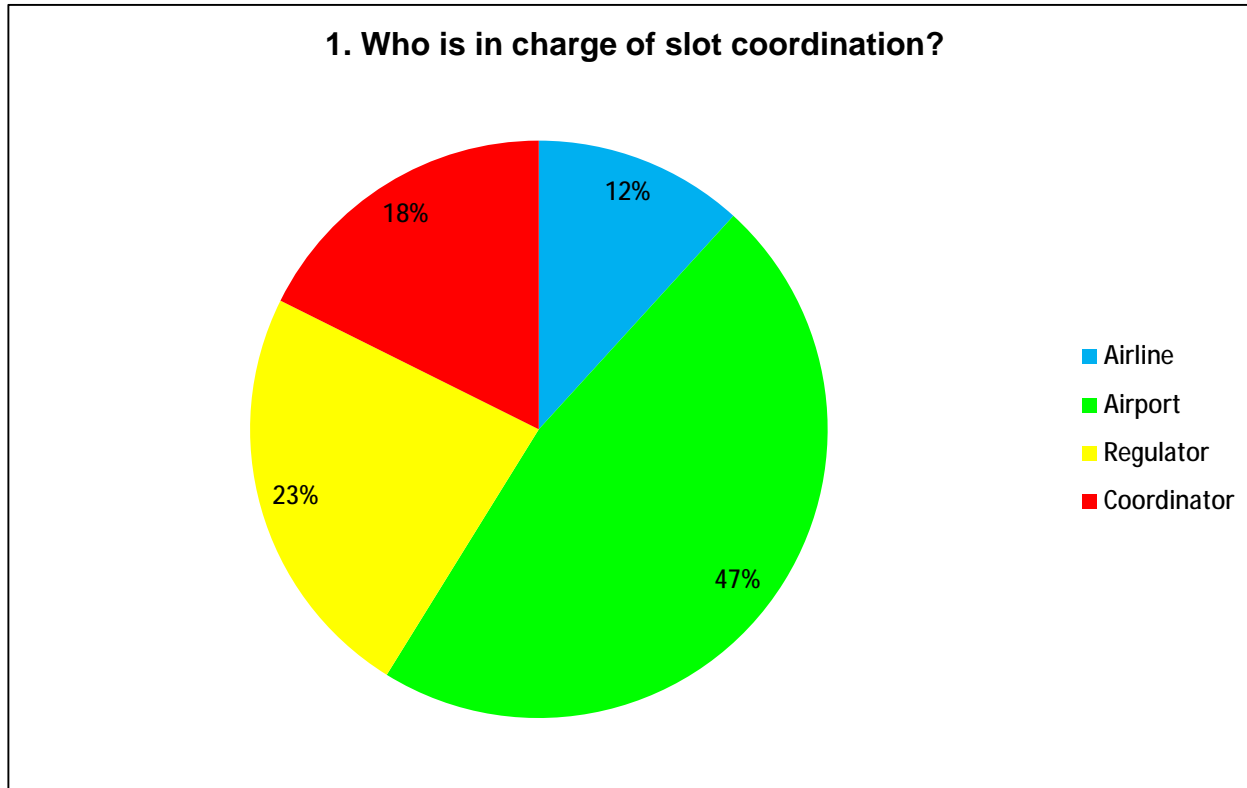
No	Category	Questions asked
1	Basic Question	Who is in charge of slot coordination at your airport?
2		Who is in charge of slot monitoring at your airport?
3		From whom do you get the actual operational data?
4	80/20 U/L Calculation	Do you consider On Time Performance (OTP) of flights for calculation of Historics?
5		What are your views on using OTP as a criterion for calculation of Historic?
6		In calculating 80/20 slot usage, what item do you consider for the justified non-utilization?
7		Who issues the suspension of 80/20 regulation?
8	Off Slot	What is the criteria for off slot and why?
9		Do you discuss with airlines an adjustment to the slot(s) in case of consistent off-slot operations?
10		What action do you take for non-adherence of slots?
11	Intentional Misuse of Slots	What action do you take for intentional misuse of slots?

2. Responses received

There were 17 responses out of 24 organizations in Asia/Pacific regions, which is 71% response rate.

The Results of APACA Questionnaire on Slot Monitoring (2)

1. Who is in charge of slot coordination at your airport?

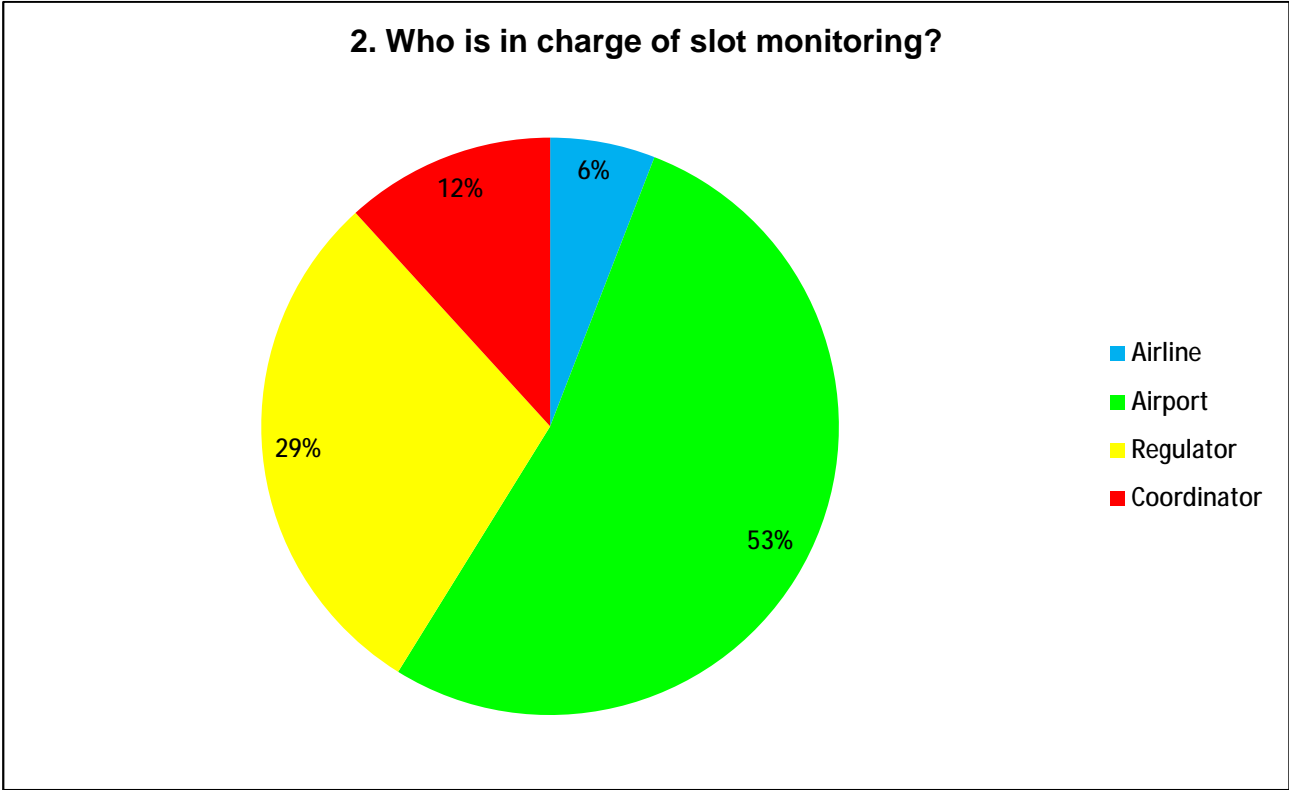


1. Slot Coordination	
Airline representative	2
Airport representative	8
Regulator (CAA)	4
Independent Coordinator	3

- 1. The share of independent coordinator is only 18%.
- 2. The majority is airport representative who coordinates slot (47%).

The Results of APACA Questionnaire on Slot Monitoring (3)

2. Who is in charge of slot monitoring at your airport?

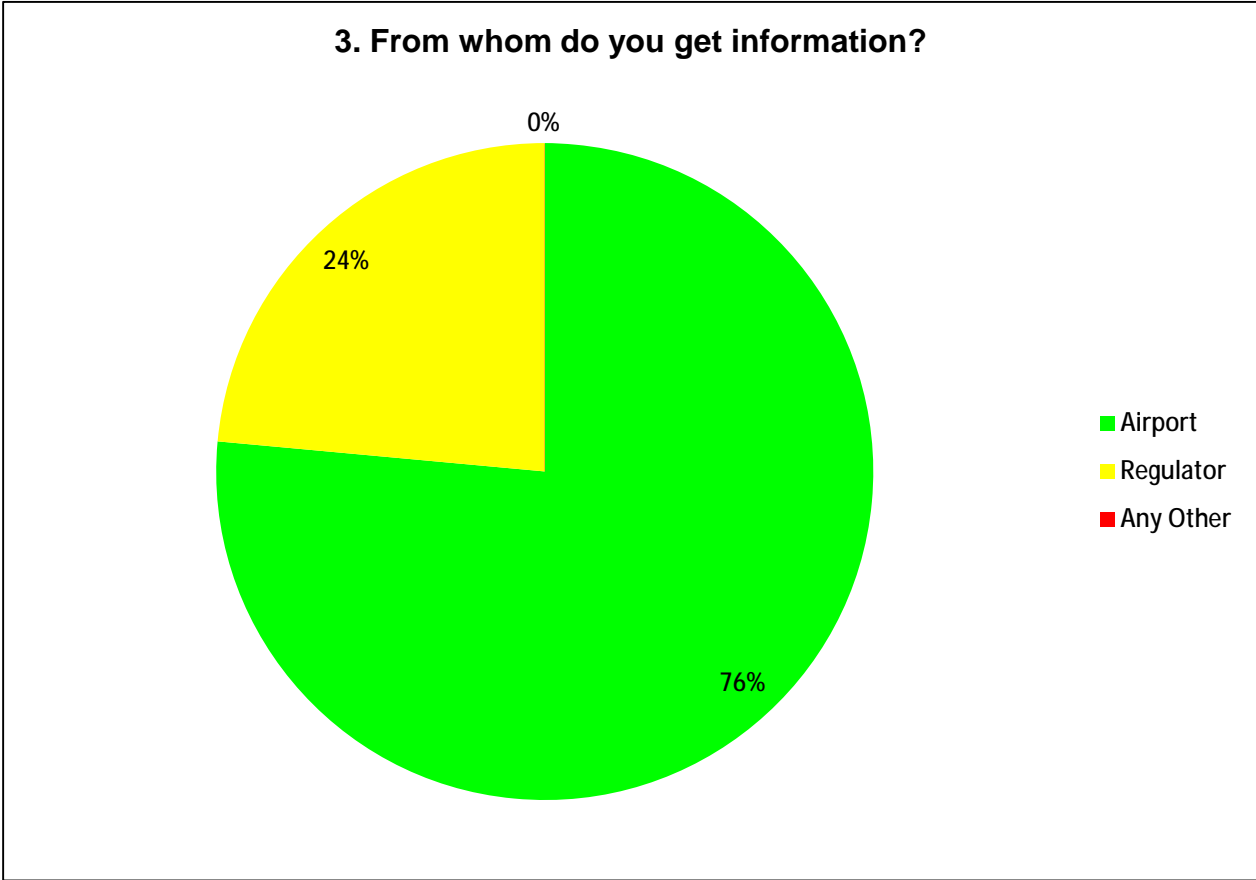


2. Slot Monitoring	
Airline representative	1
Airport representative	9
Regulator (CAA)	5
Independent Coordinator	2

- 1. The share of independent coordinator and airline decreased in case of slot monitoring.
- 2. The share of regulator and airport are increased, the majority is airport representative who monitors slot (53%).

The Results of APACA Questionnaire on Slot Monitoring (4)

3. From whom do you get the actual operational data

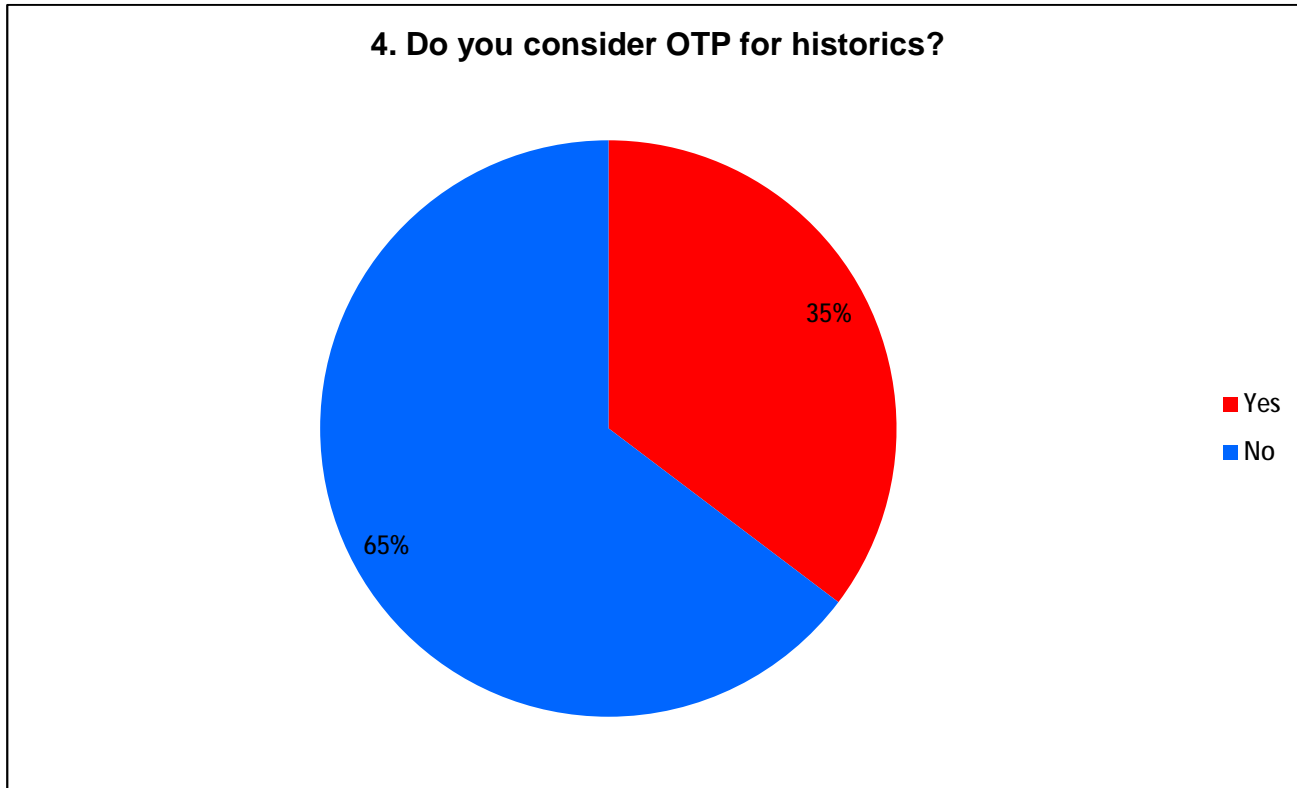


3. Operational Data	
Airport operator	13
Regulator (CAA)	4
Any Other Source	0

1. The majority is airport operator who provides the operational data (76%).

The Results of APACA Questionnaire on Slot Monitoring (5)

4. Do you consider OTP of flights for calculation of historic?



4. On Time Performance		
Yes		6
No		11

1. 35% of coordinators consider OTP in calculating the historic.
2. There are six organizations who consider OTP in calculation.

The Results of APACA Questionnaire on Slot Monitoring (6)

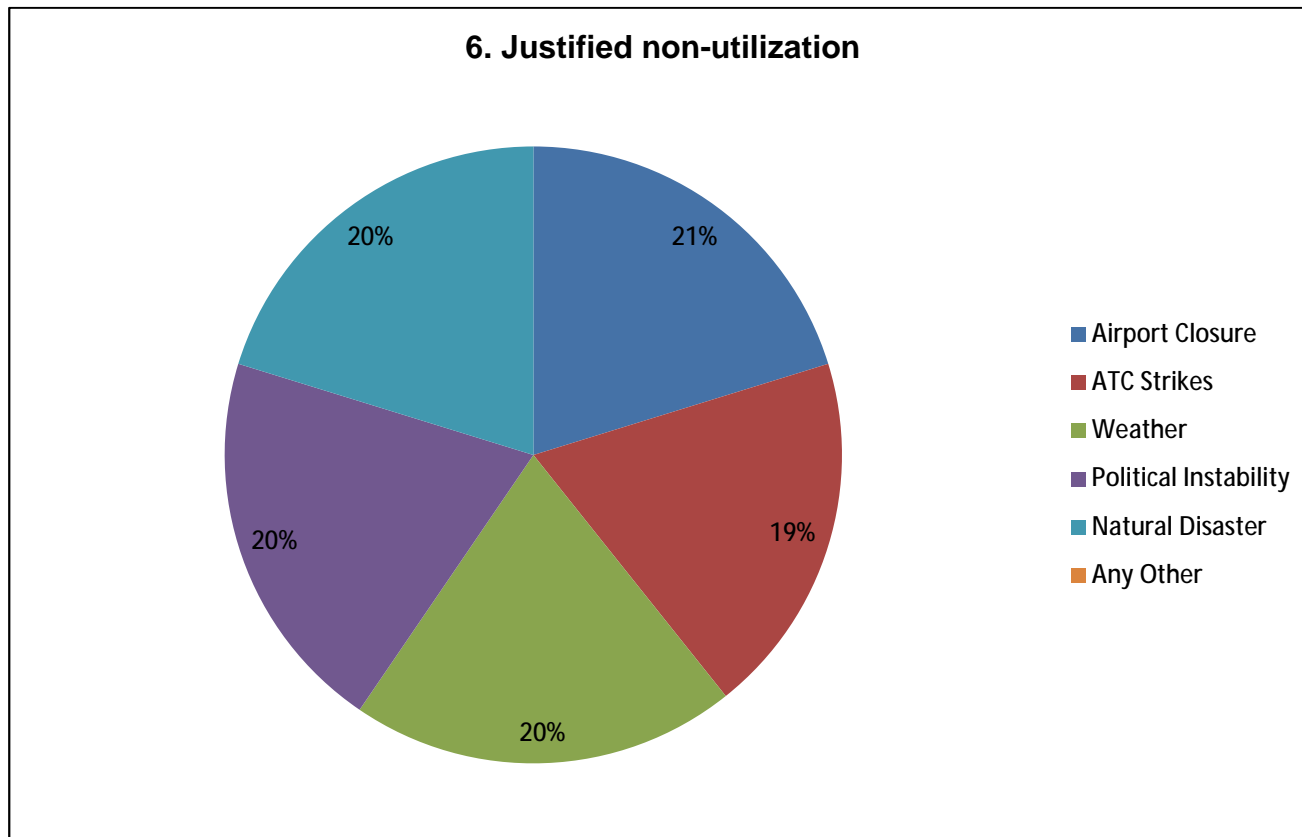
5. What are your views on using OTP as a criterion for calculation of historic?

Some of the comments received are as follows.

1. It is a good benchmark to gauge the deviation against the planned slot filings.
2. Total agree completely.
3. Satisfactory.
4. In our opinion using OTP is the correct method for calculation of historicity of a slot i.e. for individual flight.
5. OTP is an important criteria which should also be considered for calculation of Historicity, however factors outside the control of airline affecting OTP should also be taken into account and after discussions with the airlines, decision should be taken. Airlines who operates in good faith and have adequate measures in place to improve OTP should not be penalized. However, airlines should be proactively responsive in sharing data on reasons of delay with the coordinators .

The Results of APACA Questionnaire on Slot Monitoring (7)

6. What do you consider for the justified non-utilization?

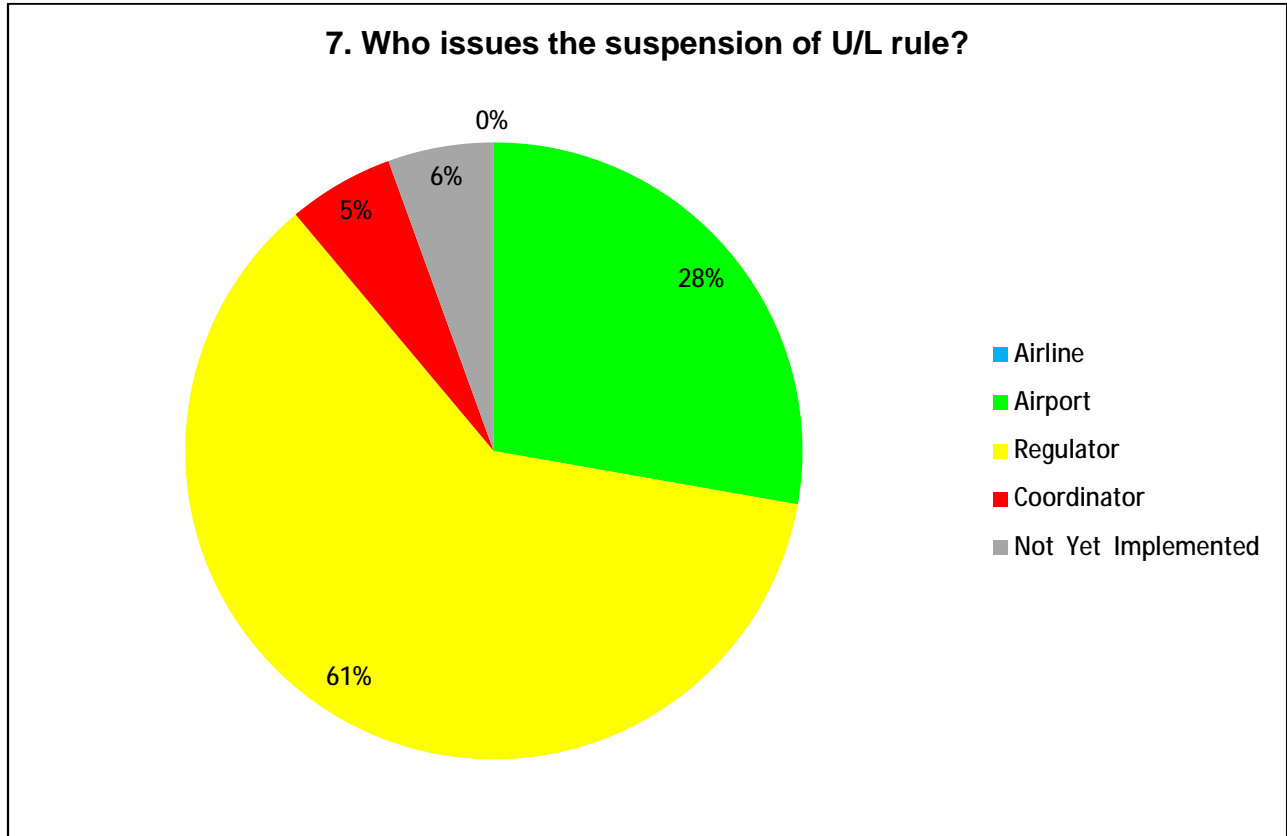


6. Justified non utilization	
Airport Closure	17
ATC Strikes	16
Weather	17
Political Instability	17
Natural Disaster	17
Any Other	0

1. Every organizations consider above 5 major instances for the justified non-utilization.
2. There were no mention of any other reasons than listed above. (Any Other)

The Results of APACA Questionnaire on Slot Monitoring (8)

7. Who issues the suspension of 80/20 regulation?

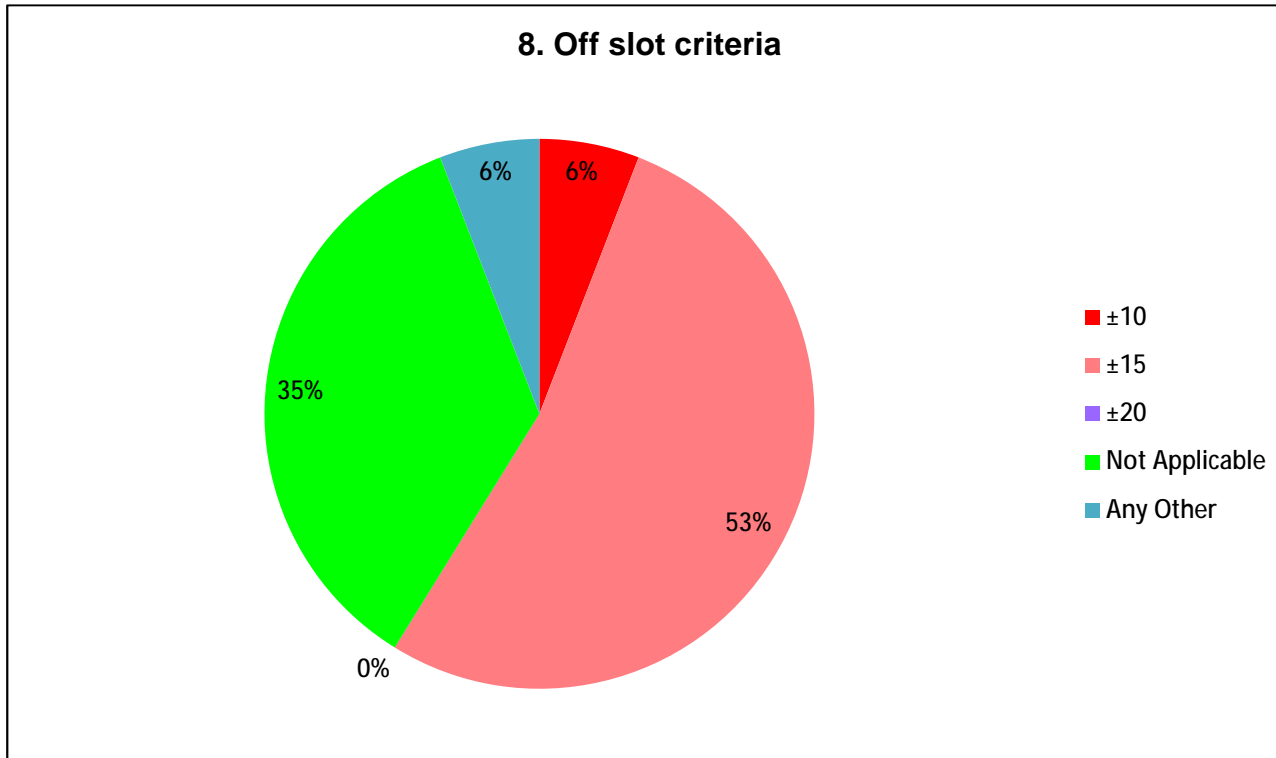


7. Issuance	
Airline	0
Airport	5
Regulator(CAA)	11
Coordinator	1
Not Yet Implemented	1

1. Although the slot monitoring is being conducted by airline (6%), airport (53%) and coordinator (12%), the suspension is being issued by regulator (CAA) (61%).

The Results of APACA Questionnaire on Slot Monitoring (9)

8. What is the criteria for off slot?

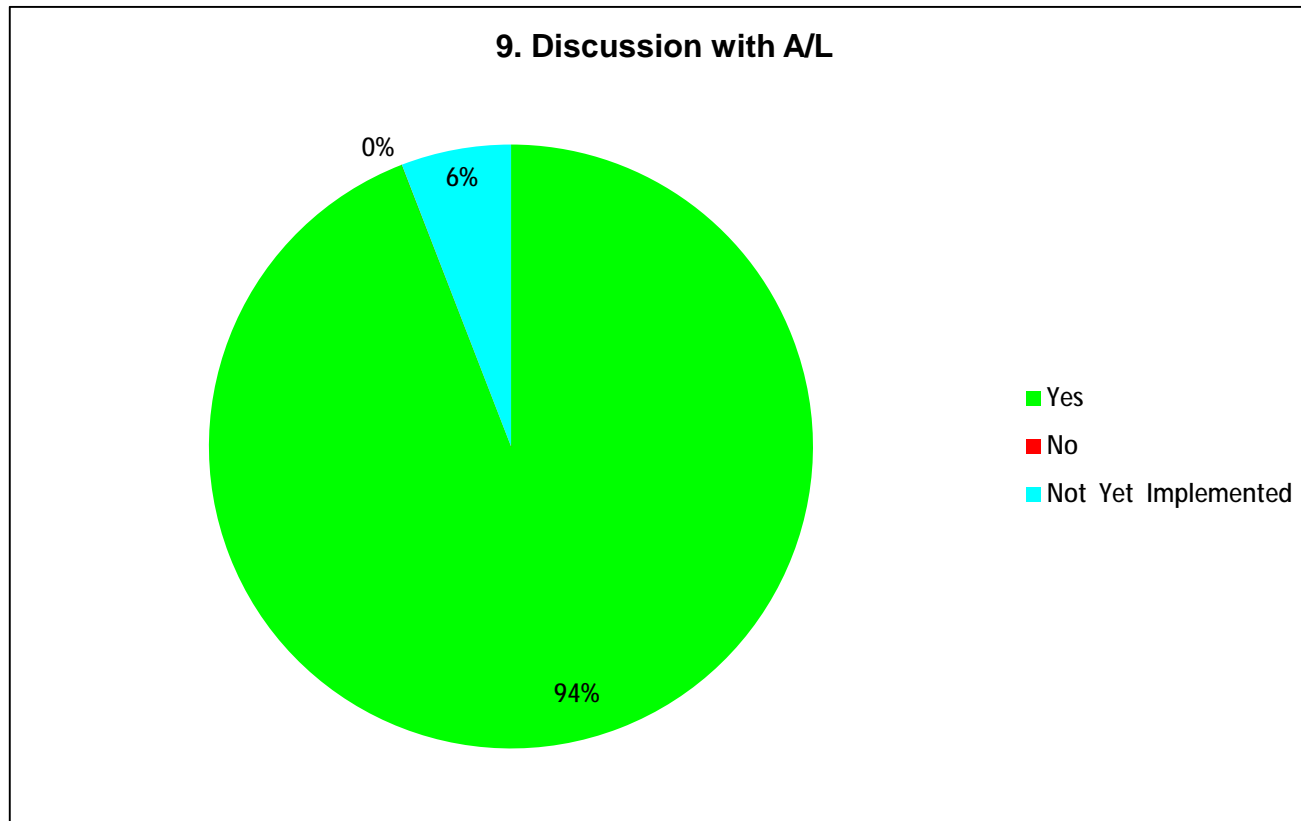


8. Off Slot Criteria	
± 10 Minutes	1
± 15 Minutes	9
± 20 Minutes	0
Not Applicable	6
Any Other	1

1. The majority of off slot notion is ± 15 minutes.
2. ± 15 minutes for flight times under 3 hours and ± 30 minutes for flight times over 3hours
3. There are 6 organizations who do not apply off slot notion.
4. -10 to +30 minutes for departure, -20 to +20 minutes for arrival (Any Other)
5. DGCA India also gathers data on following basis : 0-14 min - On time, 15-29 min - Late, 30-44 min - Very late, more than 44 min - Excessive late

The Results of APACA Questionnaire on Slot Monitoring (10)

9. Do you discuss with airlines an adjustment to the slots in case of consistent off-slot?

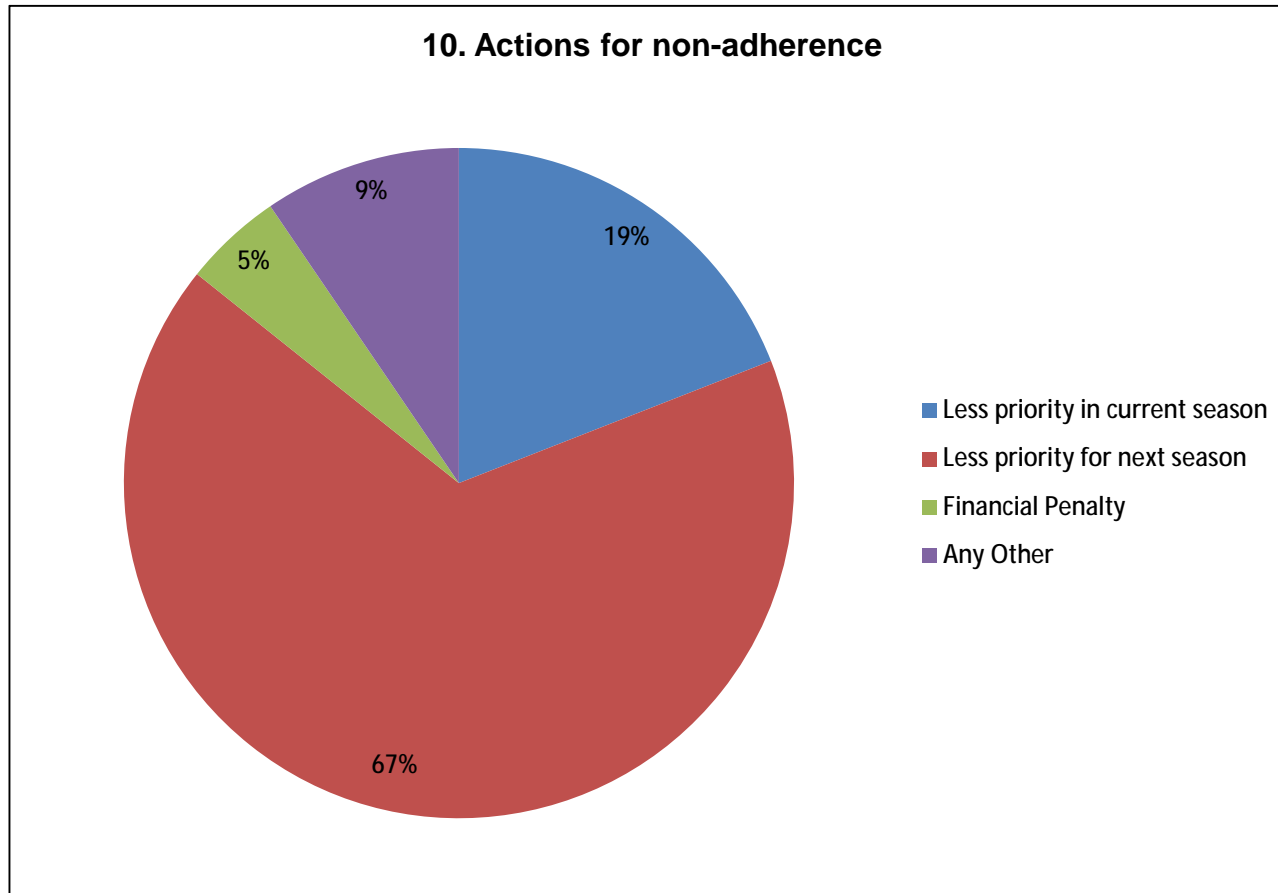


9. Discussion with A/L		
Yes		16
No		0
Not Yet Implemented		1

1. Almost every organizations discuss with an airline to an adjustment in case of consistent off-slot.

The Results of APACA Questionnaire on Slot Monitoring (11)

10. What action do you take for non-adherence of slots?

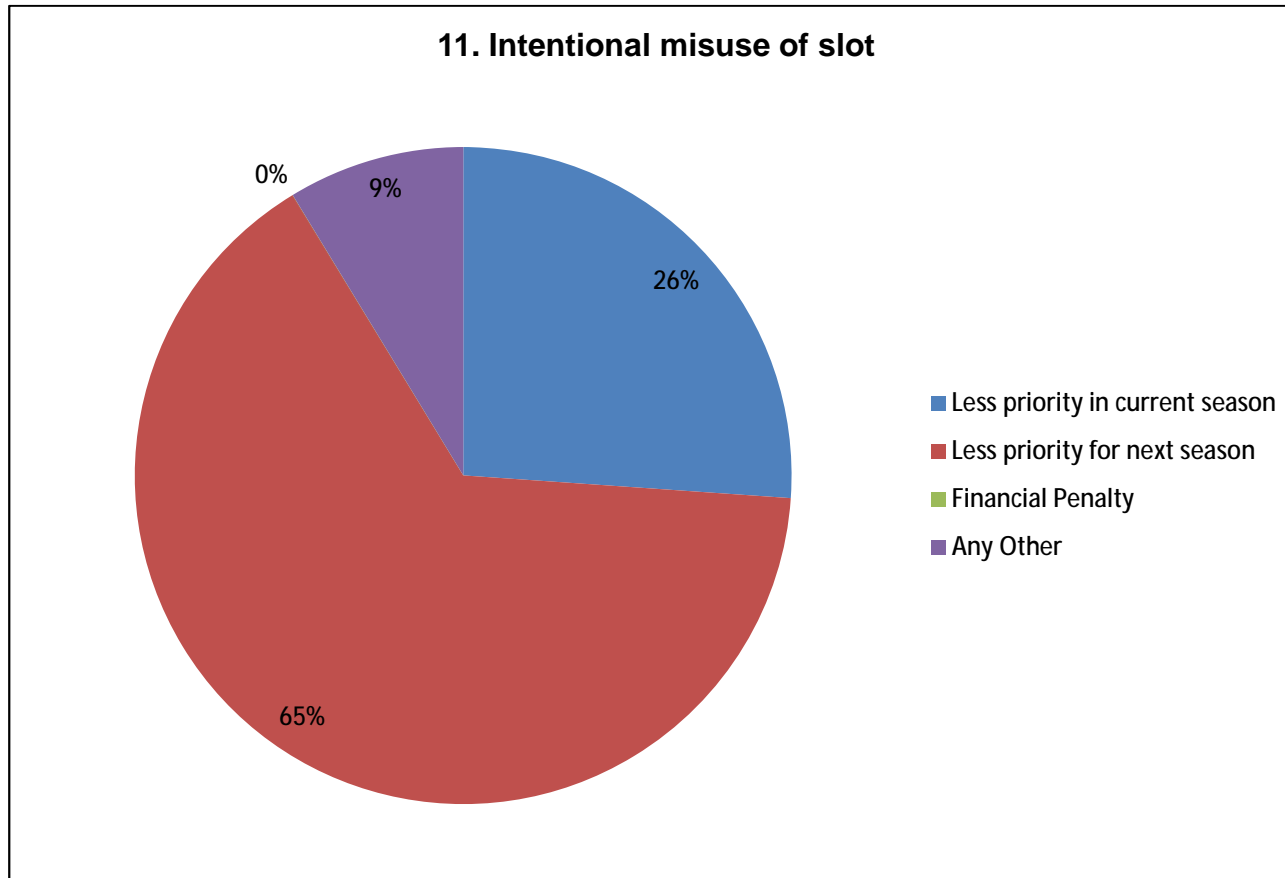


10. Actions for non adherence	
Less priority in current season	4
Less priority for next season	14
Financial Penalty	1
Any Other	2

1. The majority is less priority for next season (67%).
2. The financial penalty of AUD 550 to 22,000 will be levied.

The Results of APACA Questionnaire on Slot Monitoring (12)

11. What action do you take for intentional misuse of slots?



11. Actions for misuse of slot	
Less priority in current season	6
Less priority for next season	15
Financial Penalty	0
Any Other	2

1. The majority is less priority for next season (65%).

The Conclusion

- The calculation of 80/20 and the evaluation of the operational performances are two separate things.
- In order to clearly define the difference, some modifications on the following clause of WSG or new clause may be needed.

Ø 5.5 Role of the Coordinator (5.5.1)

e) Monitor planned and actual operations, apply the Use it or Lose it rule, and report on performance to airlines, other aircraft operators, and the airport managing body.

Ø 7.6 Use it or lose it rule

7.6.1 Historic precedence is only granted for a series of slots if the airline can demonstrate to the satisfaction of the coordinator that the series was operated at least 80% of the time during the period allocated in the previous equivalent season.

Ø 7.9 Intentional misuse of slots

7.9.2 Airlines must not intentionally operate services at a significantly different time or use slots in a significantly different way than allocated by the coordinator from the allocated slots. Airlines that do so on a regular basis will not be entitled to historic precedence for either the times they operated or for the allocated times.

7.9.8 Continued slot misuse may result in a lower priority for future slot requests. Additionally, the coordinator may seek to have sanctions applied under local regulations and/or national law.