Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 3rd Meeting of APACA
17 November (Thursday), 2011
Room 103, Suntec Singapore
International Convention & Exhibition Center

7 December, 2011

1. Opening of the Meeting

The third general assembly meeting of APACA was held at room 103, Suntec Singapore, International Convention & Exhibition Center from 18:00 to 19:00 on 17 November (Thursday) 2011 at the occasion of IATA 129th Slot Conference in Singapore. The chairman, Mr. Ernst Krolke (Airport Coordination Australia), welcomed the participants and expressed his appreciation for attending the third meeting of APACA under the Worldwide Airport Coordinators Group (WWACG). The meeting was proceeded according to the agenda item which is shown in Appendix 1.

The number of participants was 39 representing 11 economies and 16 organizations which constitute more than half of the entire economies and organizations in Asia/Pacific regions. The list of participants is shown at the last page. Thus, the third general assembly meeting of APACA was valid one.

2. Agenda Item1: Approval of minutes of 2nd meeting

The minutes of the second general assembly meeting held on 23 June in Gothenburg, Sweden was endorsed.

3. Agenda Item2: Notification of SHL & SAL dates at WWACG Web Site

The vice chairman, Mr. Hiroki Takeda (Japan Schedule Coordination) briefed the meeting of the SHL and SAL dates at WWACG Web Site using the material shown in Appendix 2. While this topic has been repeatedly reminded to the members from the first APACA meeting, there are still some organizations who have not registered their ID & PW, and who have not uploaded SHL & SAL dates at WWACG web site even though they have ID & PW.

He showed first the list of who uploaded SAL date and who didn't in Winter 2011. According to this list, there are 11 organizations who failed to upload it out of 24 organizations. Then the list of SHL for Summer 2012 was explained showing there are 10 organizations who failed to upload it out of 19 organizations (SHL is applied only to Level 3 airports). Finally, the list of SAL for Summer 2012 as of

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10 November was explained showing there are 12 organizations who failed to upload it out of 24 organizations.

It was found that there are still almost half of organizations who failed to comply with IATA WSG in uploading SHL & SAL dates to WWACG web site. It was reminded again for those who have not registered their ID & PW to do it immediately, and for those who have already ID & PW to upload those dates as soon as possible.

One comment was expressed by the member that even though he put the SAL date, the WWACG web site did not show it correctly. It was suggested that he should contact secretary@wwacg.org in case the WWACG web site does not show anything or shows it incorrectly, since some members had the same experiences in uploading the dates to web site.

4. Agenda Item3: APACA Web Site (APACA data base)

Mr. Takeda presented the APACA web site using the material shown in Appendix 3. This is a follow up activity of the agenda item 4 (APACA Web Site) at 2nd APACA meeting.

Three options were presented at the last meeting to maintain the data base for each airport; one is the use of current JSC's web site, second is the use of WWACG web site and third is the creation of new APACA web site. After comparing three options, it was agreed as a temporary solution that JSC will

modify their web site to accommodate the data base which has been collected from APACA members last year.

It was explained that APACA data base is now available at JSC web site under the submenu of APACA. It was demonstrated that some of data base was shown to members by accessing JSC web site on line. It was reminded that for those who have not provided the statistical data with JSC to do it as early as possible.

## 5. Agenda Item4: The results of questionnaire on slot monitoring in Asia/Pacific regions

Mr. Takeda presented the result of questionnaire on slot monitoring using the material shown in Appendix 4. This is a follow up activity of the agenda item 6 (Any Other Business) (2) slot monitoring questionnaire at 2nd APACA meeting.

At first, 11 questions on slot monitoring were presented as a reminder. Three of them are related to basic question, four are to 80/20 U/L calculation, three are to off slot and the last was related to intentional misuse of slots. It was reported that 17 responses out of 24 organizations were received for analysis which is 71% response rate, quite high in this kind of survey.

With regard to basic question, it was found that majority of coordinators is airport representatives

(47%), second is regulatory bodies (23%), third is coordinators (18%) and the last is airline representatives (12%). As to the slot monitoring, it was found that majority is also airport representatives (53%), second is regulatory bodies (29%), third is coordinators (12%) and the last is airline representatives (6%). There was slight reduction in percentage of coordinators and airline representatives engaged in slot monitoring since the slot monitoring has a regulative nature.

With regard to 80/20 U/L calculation, it was found that there are 6 organizations (35%) who considers the On Time Performance (OTP) in the calculation. Since U/L calculation is simply based on whether or not airlines operate on particular date, the OTP is a separate issue

1. Who is in charge of slot coordination?

- Airline — 12%
- Airport — 47%
- Regulator — 23%
- Coordinator — 18%
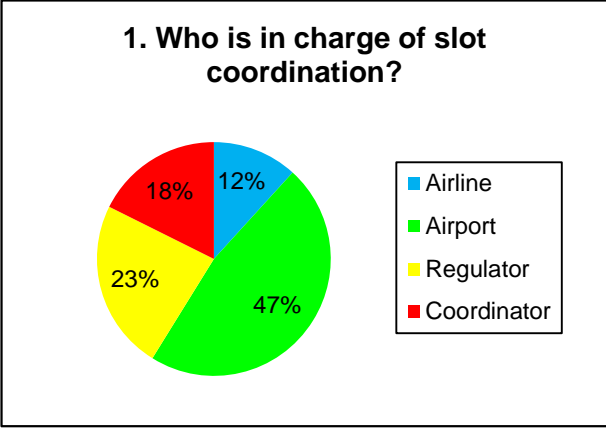
according to WSG. It seems there is some ambiguity in interpreting the slot monitoring and U/L calculation. As to the justified non-utilization, all organizations interpret five major causes (airport closure, ATC strikes, weather, political instability and natural disaster) as beyond the control of airlines. As to the suspension of U/L rule, the majority is regulatory bodies (61%), second is airport representatives (28%), the coordinator (5%) and not yet implemented (6%).

With regard to off slot notion, the majority (53%) considers +/- 15 minutes as off slot, the second (35%) is not applicable, any other (6%) considers -10 to +30 for departure and -20 to +20 for arrival and the rest (6%) considers +/- 10 minutes. All organizations discuss with airlines in case of consistent repetition of off slot. As to the actions for non-adherence of slots, the majority (86%) gives less priority for the next season to the airlines. There is one organization that places financial penalty for non-adherence of slots.

4. Do you consider OTP for historics calculation?

- Yes — 35%
- No — 65%
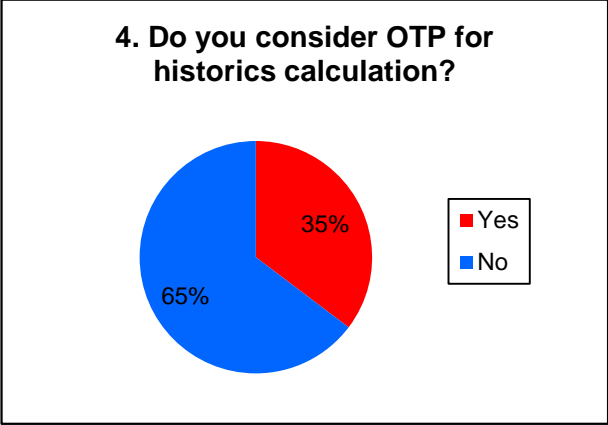
With regard to intentional misuse of slot, the majority (91%) gives less priority for the next season to the airlines.

As a conclusion of this survey, it was proposed to modify the current clause of WSG so that the difference between calculation of 80/20 and evaluation of the operational performance is clearly defined.

6. Agenda Item5: Independence of Coordinator

Mr. Takeda presented the independence of coordinator using the material shown in Appendix 5. This topic was picked up in relation to the result of questionnaire on slot monitoring in previous agenda

item.

It was explained taking the result of first question in slot monitoring that only 18% is independent coordinator in Asia/Pacific regions which is quite low compared with the situation in Europe. Then, the attachment of WSG (10.14; Independence of Coordinator) was introduced. Some of the important items were explained as a best practice of functional independence as well as financial independence. Four organizations (Australia, Chines Taipei, Japan and Korea) were introduced as independent coordinators. The rest of organizations (20 organizations) were categorized into three different entities, airlines, airport authorities and regulatory bodies (CAA). 4 organizations were categorized as airlines,

5 organizations as airport authorities and 11 organizations as regulatory bodies (CAA).

It was reminded that people should seek to establish the independent coordinators as much as possible since IATA WSG recommends the coordinators must be functionally and financially independent of any interested party and act in a neutral, non-discriminatory and transparent way.
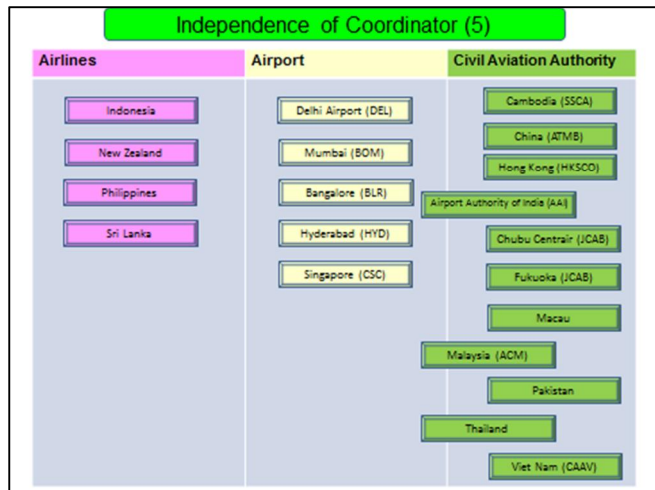
7. Agenda Item6: Proposed Recommendation on EU Regulation 95/93

Mr. Takeda presented the proposed recommendation on EU regulation 95/93 using the material shown in Appendix 6.

Firstly, the background for this proposed recommendation was explained. European Commission (EC) identified a number of issues for the current EU regulation 95/93 which include (1)independence of coordinator, (2)allocation of slots to new entrants, (3)transparency of data, (4)adequacy of local guidelines, (5)secondary trading, (6)rejection of flight plan in the absence of slots. In addition, the introduction of the Single European Sky II (SES) package of reforms to the European air traffic management system lead to some changes being required to the current regulation. On 30 May 2011, the EC released a report ordered to Steer Davies Gleave (Transportation Consultant) who undertook an impact assessment for a range of options which would amend the EU regulation 95/93.

Secondary, some of the key issues concerning this proposed recommendation were explained which include (1)introduce penalties for late handback, (2)introduce secondary trading, (3)allow auctions for newly created slots, (4)increase utilization threshold to 85%, (5)extend minimum length of a series of slots to 15 (summer) and 10 (winter). It was explained that EC is now preparing the draft changes and makes it to public in December.

The Chairman advised the meeting whether or not these changes will affect the coordination principles for the rest of world is not known yet. The rest of the world should carefully watch the actions EC will take.

8. Agenda Item7: Any Other Business

8.1 Proposal to survey the constraints on the aircrafts operations in terms of environment Protection

The vice chairman, Mr. Singh (Delhi International Airport Limited (DIAL)) presented the proposal to survey the constraints on the aircraft operations in terms of environment protection using the material shown in Appendix 7.

He first introduced some of airports as an example where there exist no environmental issues. They are the airports located in the middle of water or near the water where there are no residents living. Though this is an ideal case, in reality the most airports have some environmental issues with local communities.

Then, he showed the over-all schematic countermeasures to mitigate the aircraft noise by introducing four major items that are (1)reduction of noise at source, (2)noise abatement procedures, (3)operating restrictions and (4)land use planning and management. Since there are so many environmental countermeasures under each item, he narrowed down to four items which directly relates to slot allocation. They are (1) preferential use of runways and routes, (2) restriction on the operation of certain type of aircraft, (3) constraints on aircraft operations and (4) night curfew. Next, the skeleton of the draft questionnaire for each item was explained.

Finally, the schedule for this survey was explained. The questionnaire will be prepared and circulated in January 2012. Deadline for response is in March. The analysis of questionnaire result may take 2 months in April and May. The final result will be presented at APACA/4 meeting to be held in Barcelona in June 2012.

All the participants agreed this proposal to conduct the survey on the constraints on the aircraft operations in terms of environmental protection.

8.2 Slot Performance in Australia

The chairman offered to give a presentation on the slot performance in Australia at APACA/4 in order to explore more in detail the slot monitoring discussed under Agenda Item 4.

The list of participants at APACA/3 meeting

No.	Economy	No.	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	Airport Slot Coordination Cambodia
3	Chinese Taipei	3	Airport Coordination Taipei (ACT)
4	Hong Kong	4	Hong Kong Schedule Coordination Office (HKSCO)
5	India	5	Airport Authority of India (AAI)
		6	Delhi International Airport Limited (DIAL)
		7	Bangalore International Airport Limited (BIAL)
		8	GMR Hyderabad International Airport Limited (GHIAL)
		9	Mumbai International Airport Pvt Limited (MIAL)
6	Indonesia	10	Garuda (GA)
7	Japan	11	Japan Schedule Coordination (JSC)
		12	Central Japan International Airport Co. (CJIAC)
8	Malaysia	13	Airport Coordination Malaysia (ACM)
9	Philippines	14	Philippines Airlines(PR), Cebu Pacific(5J), MIAA
10	Singapore	15	Changi Slot Coordinator (CSC)
11	Sri Lanka	16	BIA Coordination