

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

Minutes of 24th Meeting of APACA

15 November (Tuesday), 2022

Meeting Room 109 on Level 1 Floor of CONVENTION CENTRE

Melbourne Convention Exhibition Center

Melbourne, Australia

1. Administration

The twenty-fourth general assembly meeting of APACA was held at Meeting Room 109 on Level 1 Floor of Convention Center, Melbourne Convention and Exhibition Center, from 17:00 to 18:00 on 15 November (Tuesday) 2022 at the occasion of IATA 151st Slot Conference, in Melbourne, Australia. The Chair person, Petra



Popovac (ACA - Airport Coordination Australia), welcomed the participants and



thanked them for attending the twenty-fourth 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 13 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 23rd meeting held on 22 June 2022

The Draft Minutes of the 23rd General Assembly meeting of APACA, which was held on 22 June 2022, Appendix 2, was approved without amendment.

3. Agenda Item 2: WWACG Election Results and WWACG Updates

The Chair reported on the result of WWACG Election and WWACG reforms finalized at the WWACG General Assembly held on Monday using Appendix 3. The term of office of the WWACG Board members is three years. Seven candidates, including Petra and Kawakatsu, ran for this election. As there were 7 nominees for 7 seats, the election results were finalized without a vote. Petra was appointed as the Chair. The new

	Name	Organization
Vice-Chair	Mr. Didier Hocq	BSC - Belgium
	Mr. René Maysokolua	Fluko - Germany
	Mr. Ignacio Monasterio	AECFA – Spain
	Mr. Richard Cann	ACL – UK
Chair	Ms. Petra Popovac	ACA – Australia
	Mr. Hirohiko Kawakatsu	JSC – Japan
	Mr. Brian Meehan	FAA Runways – USA

WWACG board consists of four members from Europe, two from Asia-Pacific region, and one from the Americas.

The Chair asked the participants to communicate any ideas, changes or improvements to be discussed as the WASB needs to set up the priority of issues to be discussed over the next three years by March 2023.

Reform of WWACG Organization (1)

The Current Organization WWACG was incorporated in Montreal, Canada as not-for-profit organization on 1 October, 2018.

Background of Reform:

- The formal organization structure – as an association - is beneficial to the standing, visibility, and efficient functioning of the organization.
- However, the administrative and financial burden, caused by legal and accounting requirements, of running the association in Montreal had turned out to be disproportionate.
- The requirements for founding and running an association in Switzerland are relatively simple to fulfill and overall costs are significantly lower than in Montreal.

Decision: *Proposed by the Board and approved by General Assembly.

- The existing association under Canadian law in Montreal will be dissolved and WWACG will be newly founded as an association under Swiss law in Geneva until November/December 2022.

The Chair also provided the background to the reform of the WWACG organization from one located in Canada to one in Switzerland. APACA members are encouraged to become members of the new WWACG, if possible.

4. Agenda Item 3: WASB Activities

The Chair briefly explained the updates of WASB ASWG activities and others.

(1) ASWG4: WASG8.7.2 or double dip

No agreement could be reached between Airline, Airport and Coordinator, and the WG was just closed.

(2) ASWG6: Availability of slot information

Airports want to improve the accessibility to slot data. They request list of historic data, access to initial submission, which coordinator group are pushing back. Airlines also claim that these data are very sensitive to be passed to airports before SAL. This WG is ongoing and is requested to make reports by the time of WASB in March.

(3) ASWG7: Minimum series length

This WG is tasked to recommend whether the minimum series length need be changed or not. WG had made analysis of the methodology using the slot data of Barcelona airport on how the series length affect the schedule using 41 KPI. According to these data, the benefit was only 2% if series length is increased from 5 to 10. The WG continues discussion on the series slot length to make any recommendation.

(4) Saving the slot data by coordinators

WASB asked the coordinators to keep the snap shots of slot data for five years in case WASB may ask the data, to cope with the possible analysis for improving WASG in the future. In light of this, coordinators are asked to keep the snap shots of data of historic, initial submissions, SAL, and slot data of SRD, HBD and the end of season.

5. Agenda Item 4 : COVID-19 Discussion

The attendees shared information regarding the current situations of each countries/regions/airports.

Japan: After most of restriction lifted in Oct., the traffic demand has recovered very rapidly and problems of capability of airport, such as ground handling may become worse when the recovery further accelerates.

Hong Kong: Though quarantine measures have been relaxed, inbound passengers are still subject to medical surveillance in HKG. The demand is expected to reach 25% of the pre-COVID level by Christmas. Due to tight airport resources, airlines

have been requested to make slot adjustment during peak hours. Attendees' consideration in accepting JNUS in case of any slot adjustments or cancellations due to constrained airport resources are sought.

DEL: The traffic has returned to 95% of pre-covid level. The government has removed restrictions. The slot alleviation for S22 was 50:50, and it will come back to normal, 80:80 except China, Hong Kong and some other countries for W22. Due to the Ukraine/Russia conflict, the number of flights of American and Canadian airlines decreases.

SYD: Domestic market is very strong. Though the slots returned from international service were reserved for international flights in the past two years, those slots may be allocated to domestic service next year.

Singapore: As at end October 2022, Changi's total flight volume and pax traffic volume have recovered to more than 60% of pre-covid 2019 level. The outlook for air travel is strong, underpinned by high airfares. However, manpower resourcing remains a key challenge in managing travel recovery. For S23, it is likely that slot policy may return to normal i.e. 80:20 slot utilization.

Korea: The traffic is expected to recover to 50-60% by the end of W22. The slot alleviation policy will highly likely back to normal for S23. The airports other than ICN are managed by KSC, and their situation is very different as the domestic demands are very high. JNUS to the airlines which have airport capacity issues in other airports may be accepted.

6. Agenda Item 5: Melbourne Airport Runway Works

Petra made presentation regarding the Melbourne Airport Runway Works, using Appendix 4.

Melbourne Airport will undertake safety critical maintenance to replace around 2,500 metres of pavement on the existing north south runway.

The runway is the longest of Melbourne Airport's two existing runways and supports the bulk of long haul international fights.

Work will begin in November 2022 and will involve temporary night time closures of the runway. The work will extend for the whole S23 season.

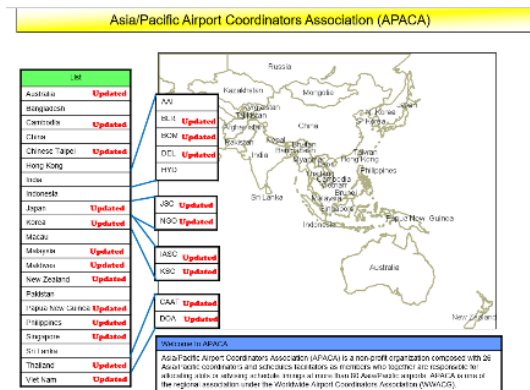
She asked the attendees to understand the situation.



7. Agenda Item 6: Any Other Business

(1) Renewal of APACA Database:

Kawakatsu thanked 17 members who have submitted the updates, Appendix 5, and asked the coordinators/facilitators who have not submitted their updates yet to do this. The participants agreed on the upload of the updated versions on [the website of APACA](#) after this meeting.



At the closing of the meeting, the Chair expressed her appreciation for attending this meeting, and reminded the Asian Tea Gathering at the lunch time on Thursday.

The list of participants of APACA/24

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	Taipei	3	Airport Coordination Taipei
4	Hong Kong	4	HKG Schedule Coordination
5	India	5	Bangalore International Airport Ltd.
		6	Delhi International Airport PVT Ltd.
6	Japan	7	Japan Schedule Coordination (JSC)
7	Korea	8	Korea Airport Schedule Office (KASO)
		9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia
9	New Zealand	11	ACL International
10	Singapore	12	Changi Slot Coordination (CSC)
11	Thailand	13	Civil Aviation Authority of Thailand