

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT (Rev.1)

Minutes of 25th Meeting of APACA

13 June (Tuesday), 2023

Liffery Hall 2 - Level 1 of Convention Center Dublin

Dublin, Ireland

1. Administration

The twenty-fifth general assembly meeting of APACA was held at Liffery Hall 2 on Level 1 Floor of Convention Center Dublin from 17:00 to 18:00 on 13 June (Tuesday) 2023 at the occasion of IATA 152nd Slot Conference, in Dublin, Ireland. The Chair person, Petra Popovac (ACA - Airport Coordination Australia) welcomed the participants and thanked them for attending the twenty-fifth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG).



Chair explained Jaideep Singh Thakur, Delhi International Airport, stepped down from Vice-Chair of APACA, and expressed her appreciation for Jaideep's contribution on the past APACA activities.

The meeting was progressed according to the agenda items shown in Appendix 1. The number of participants was 31, 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 24th meeting held on 15 November 2022

The Draft Minutes of the 24th General Assembly meeting of APACA, which was held on 15 November 2022, Appendix 2, was approved without amendment.

3. Agenda Item 2: WWACG Updates

The Chair made a quick update of WWACG. The organization of WWACG is in the process of moving to Switzerland and the new organization was finalized. We are building a new website, which will cost a little bit of money. Voluntary contributions by the members would be highly appreciated. The inputs/feedback what members would like to see in the website would also be very much appreciated.

4. Agenda Item 3: WASB Activities

The Chair explained very briefly about the WASB activities since the meeting held in March. (Ref. Appendix 3)

(1) ASWG6: Availability of Slot Data

Additional guidance on slot data availability when Historic information and Waiting list could be distributed to airports along with SAL will be published by October.

(2) ASWG7: Series Length

The WG made simulation about six airports including Hong Kong using 10 series length to show the difference with 5 series length. Now airlines and airports are assessing the impact on changing from 5 to 10 weeks series. The WG is going to have the results by the next SC and make decision of the series length.

WASB (Worldwide Airport Slot Board) Activities (1)			
WASB Activities			
WASB has been conducting online/in person meetings as follows, since the last 24 th APACA meeting.			
Date	Meeting Number	Main Topics	Achievements
14 November 2022 (SC151 MEL)	WASB/26	New WASB term 2022-2025 -Election of WASB Chair and Co-Chairs -WASB Work Program 2022-2025 Work in progress updates -WASG Implementation survey -WASG 8.7.1 and WASG 8.8(A)W(G4) -Availability of slot data (ASWG6) -Minimum series length (ASWG7) Temporary Capacity Reduction – WASB recommendation Trial of earlier SRD	New WASB Chair and Co-Chairs are elected.
9 March 2023	WASB/27	WASB Work Program 2022-2025 *refer to next page ASWG6 updates -Availability of slot data (ASWG6) -Minimum series length (ASWG7) WASG Implementation survey NS23 Slot Use Alleviation	
12 June 2023 (SC152 DUB)	WASB/28	WACGS guidance for coordinators on retaining slot data files -Temporary capacity reduction paper, merging two WASB Papers -Monitoring of late handback for NW23 -Proposal for amendment of WASG ed.2 – Availability of slot and schedule data and information WASG Implementation survey -Minimum series length (ASWG7) update -Awareness campaign – implementation of CCs, SPCs, WASG Ch. 9 -Role of airports in the slot conference	

(3) WASG Implementation Survey

It is very important WASB understands what is implemented and what isn't for making WASG change usefully and practically for coordinators and airlines implementation. Feedbacks from coordinators are very important. New Entrant rule is good example.

SYD: In Sydney it is impossible to implement the new rule because of the local rule twenty years old. At other airports, current new NE rule is implemented. Europe also cannot implement the new rule because EU regulation stipulates five instead of seven.

Japan: The new NE rule is not implemented. Japan applies WSG edition 9 for Primary Criteria along with the definition of NE, as edition 10 Criteria will make adverse effects on the access of NE at very congested airports like Fukuoka. At Fukuoka airport, almost all the slot pools are allocated to NE currently by applying WSG edition 9.

More survey will be conducted in the coming twelve months, and cooperation on the survey by the coordinators would be appreciated.

(4) Temporary Capacity Reduction Guideline

The two guidelines on this issue are merged to make it more flexible to cover other events than COVID-19 as well.

(5) Monitoring Late Hand Back

Coordinators are asked to take notes on late hand back in NW23. The Chair will distribute simple excel spread sheets to filling out to let us know if late hand back is issue to each coordinator.

In Sydney the late hand back by one of domestic carriers is issue, that airlines do not follow SRD and wait for the base line.

(6) Awareness campaign of coordination committee

As coordination committees run very differently at every airports, WASB will do awareness campaign of making sure that all level 3 airports have coordination committee or alike.

Delhi: There is flight operations working group for slot coordination, which covers the season performance review. ATC team, which is separate organization, and domestic airlines are also involved. Only the performance of domestic flights is reviewed.

Thailand: There is slot committee comprised of Civil Aviation Authority of Thailand, along with ANSP and airport representatives, which are Airport of Thailand, Department of Airports, Utapao Rayong-Pattaya International Airport, and Samui Internatinal Airport. The committee meeting is held at least twice a year, and reviews the slot performance during the earlier/current season, and policies and coordination parameters on a seasonal basis are discussed.

Cambodia: Quite similar to Thailand.

Hong Kong: There is Scheduling Advisory Committee, which has been in existence for many years. Members are comprising airport parties, home-base airlines, members from WASB and SPWG. Meetings are held twice a year to declare the capacity for forthcoming season, and any special issues and policies have to be cleared by all members. Minutes are uploaded to the secured website. Airlines can gain access to the Minutes.

(7) WASB Work Programme proposal

The Chair introduced WASB Work Programme 2022-2025 proposed and discussed at WASB meetings in March and June. As the new task forces/working groups will be established, the Chair asked every member to raise hands for the working groups and to make wide variety of inputs to the discussion.

WASB (Worldwide Airport Slot Board) Activities (2)

WASB Work Programme 2022-2025 proposal

The WASB invites slot coordinators:

- Capacity Declaration
- Reforming slot pool allocation priorities
- WASG 10.2 CALENDAR OF ACTIVITIES (SRD/HBD AND SHL IN SUMMER)
- Overbidding, slot holding and late handback
- Enhancing flexibility based on local needs and circumstances
- Historic Determination
- Slot Monitoring and Performance Improvement
- Role of airports in the Slot Conference
- Coordination Committees
- WASG 6.1 CAPACITY REDUCTIONS (PERMANENT AND SHORT NOTICE)

5. Agenda Item 4 : Post COVID-19 Discussion

Updated information of the situation of NS23 Alleviation were shared. (Ref. Appendix 4)

Sydney: The government has created international slot pool for the next three years, which helps to provide slots to each international operators in operating peak period.

Hong Kong: HKSCO gives alleviation measures for NS23 as long as slots are returned well in advance, and relieved for the utilization rate. So far this works well, and the slots released mainly can be used by cargo carriers. For NW23, HKSCO will be most unlikely to give waiver, but may consider adopting a lower utilization rate.

Japan: Japan has given alleviation related to China flights, Russian airspace restriction and Terminal restriction at HND. As many airlines cancel flights due to ground handling resource shortage, JCAB, who is responsible on waiver/JNUS, now consider accepting JNUS to cancellations due to ground handling issue for historic slots, and will make some notification on this matter by the end of June.

NS23 Alleviation update

Slot rules + relief measures:	Slot rules with no relief:
<ul style="list-style-type: none"> - Australia (SYD) - Canada (YVR) - Hong Kong - Japan - Sri Lanka - Thailand - UK 	<ul style="list-style-type: none"> - Australia* - Cambodia - Colombia** - Cuba - Indonesia - Korea* - Mexico** - New Zealand* - Peru - Philippines* - Singapore* - Taipei* <p><small>*JNUS will be considered **Alleviation only for temp. capacity reduction</small></p>

(28 March 2023, IATA data)

There are number of other countries providing JNUS, and also alleviation for temporary capacity reduction.

Bangalore: Although Bangalore has never given blanket alleviation to airlines post re-start of operations post Covid, priorities have been given for slot allocation to all the existing airlines which were operating from Bangalore prior to the Covid period.

Delhi: JNUS are given for Ukraine/Russia flight sectors and Chinese sectors. There is no capacity reduction planned in W23.

Thailand: For NS23, JNUS are implemented due to recent changing border crossing policy and measures related to COVID-19 that may destruct travelling between countries. Recovery is challenging in supply side. The factors like delay of aircraft replacement, lack of sufficient manpower especially at Bangkok airport and airport capacity shortage are factors to be considered as JNUS. Utilization rate are decreased to 70:30. Regarding NW23, the policy is under consideration and is discussed with slot coordination committee. Reciprocity will also be considered.

6. Agenda Item 5: Any Other Business

(1) Slot Conference Costs

The Chair explained the current situation. As the Dublin slot conference cost is obviously expensive, WWACG Board had a meeting with IATA a month ago about this, because we need to insure the place of SC should be easily accessible to us and not too expensive. IATA said Dubai would be not less expensive especially for room cost. The coming four SCs after Dubai would be in the Americas in June, Middle-East in November 2024, Asia and Oceania in June and Europe in November 2025. We are pushing IATA to insure the cost is less expensive. The registration fee goes up significantly. WWACG Board is watching the situation.

Participants complained that the hotel cost is also very expensive even at the hotels reserved by IATA.

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

The list of participants of APACA/25

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. (BLR)
		6	Delhi International Airport PVT Ltd. (DEL)
		7	GMR Hyderabad International Airport Ltd (HYD)
6	Japan	8	Japan Schedule Coordination (JSC)
7	Korea	9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia (NSCM)
9	Pakistan	11	Civil Aviation Authority of Pakistan (CAAP)
10	Thailand	12	Civil Aviation Authority of Thailand (CAAT)
11	Viet Nam	13	Civil Aviation Authority of Viet Nam (CAAV)