

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 5

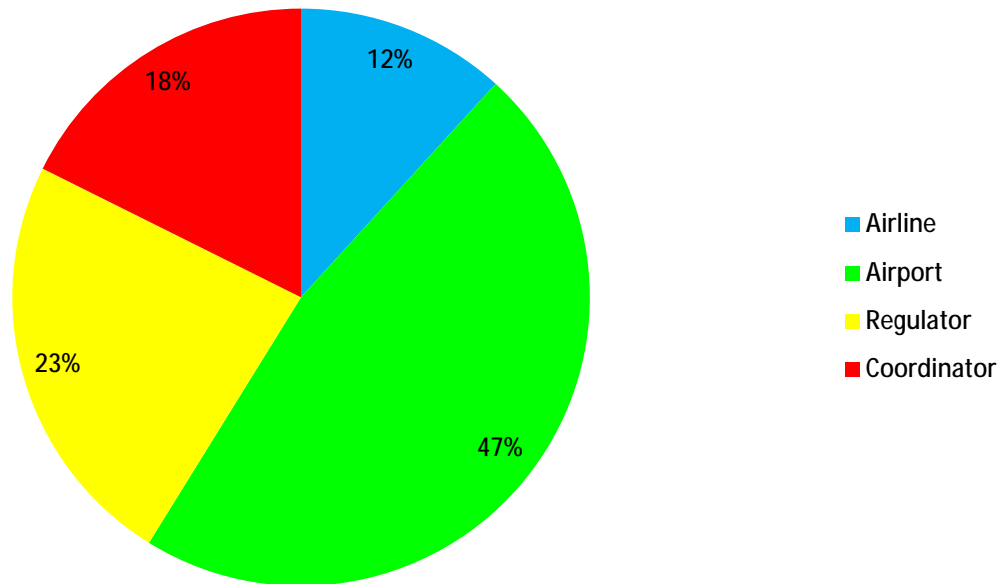
Independence of Coordinator

3rd APACA meeting
17 November, 2011
Singapore

Independence of Coordinator (1)

1. This is a part of questionnaire results on slot monitoring.
2. The result of 17 responses out of 24 organizations in Asia/Pacific regions.
3. The share of independent coordinator is only 18%.
4. The majority is airport representative who coordinates slots (47%).

1. Who is in charge of slot coordination?



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

Independence of Coordinator (2)

Best Practice	
Functional Independence	Financial Independence
The company employing the staff should be the coordination entity	Multiple parties representing various stakeholders share funding of the coordination entity
An alternative employment arrangement is a clear secondment contract to the coordination entity	Single till' approach which allows some internal cross subsidy in the coordination entity
Financial stakeholders review budget only	Not for profit organization (cost recovery primarily but allow for ICAO principle of 'reasonable margin')
The "Board " of the coordination entity cannot influence coordination decisions	Revenue generation acceptable but must not effect the functional independence
Separation of physical location or independent office facilities	Secondments from stakeholder organizations are acceptable but financial control of coordination staff through pay must not be in the hands of stakeholders
Separation of coordination software systems and schedule data from other stakeholders e.g. airlines or airports	
The coordinator must conduct business in an independent manner	
No conflict of coordination role with other activities	
No single stakeholder holds a majority interest	
All stakeholders should be consulted in the appointment of a coordination entity	
Separation of coordination from sanctions role in order to maintain a 'balance of power'	
Free from external direction	

Independence of Coordinator (3)

Poor Practice	
Functional Independence	Financial Independence
Active employees of interested stakeholders are responsible for coordination (governments, airports, airlines)	One party fully funds coordination
Dual-role (coordinator/airline scheduler)	Coordination entity is subsidized by an interested party

Independence of Coordinator (4)

Economy	Australia	Chinese Taipei	Japan	Korea
Organization	Airport Coordination Australia (ACA)	Airport Coordination Taipei (ACT)	Japan Schedule Coordination (JSC)	Korea Airport Schedule Office (KASO)
Form of Organization	Private Company (Established in 1997)	Non profit organization (Established in 2005)	Non profit organization (Established in 2008)	An working group under the Korea Schedule Committee.
Representative	Ernst J. Krolke	Flora Yeh (Summer) Mina Shen (Winter)	Hiroki Takeda	Nam Kee Young
Airport Coordinated	12 Airports in Australia (Level 3: 8, Level 2: 4) 1 Airport in Abu Dhabi	2 Airports (Level 3: 1, Level 2:1)	3 Airports (Level 3: 2, Level 2:1)	2 Airports (Level3: 2)
Coordination Committee	Runway Coordination Committee (Sydney) Facilitation Committee (Others)	Coordination Committee	Tokyo Metropolitan Airports Coordination Committee	Korea Schedule Committee
Web Site	http://www.coordaus.com.au/	http://www.aprta.org.tw/	http://www.schedule-coordination.jp/	-

Independence of Coordinator (5)

Airlines	Airport	Civil Aviation Authority
Indonesia	Delhi Airport (DEL)	Cambodia (SSCA)
New Zealand	Mumbai (BOM)	China (ATMB)
Philippines	Bangalore (BLR)	Hong Kong (HKSCO)
Sri Lanka	Hyderabad (HYD)	Airport Authority of India (AAI)
	Singapore (CSC)	Chubu Centrair (JCAB)
		Fukuoka (JCAB)
		Macau
		Malaysia (ACM)
		Pakistan
		Thailand
		Viet Nam (CAAV)