

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 10th Meeting of APACA

23 June (Tuesday), 2015

Room: 118, Level 1 of Vancouver Convention Center

Vancouver, Canada

17 July, 2015

1. Administration

The tenth general assembly meeting of APACA was held at room 118, Level 1 of Vancouver Convention Center from 17:00 to 18:00 on 23 June (Tuesday), 2015 at the occasion of IATA 136th Slot Conference in Canada. The chairman, Mr. Ernst Krolke (ACA - Airport Coordination Australia), welcomed the participants and expressed his appreciation for attending the tenth 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 31 representing 15 economies and 17 organizations which constitute more than half of the entire economies and organizations in the Asia/Pacific region. The list of participants is shown on the last page. Thus, the tenth general assembly meeting of APACA formed a quorum.



2. Agenda Item 1: Approval of Minutes of 9th meeting

The minutes of the ninth general assembly meeting held on 11 November, 2014 at Hilton Prague, Czech Republic was endorsed by the meeting without adjustments.

3. Agenda Item 2: Election Results of WWACG

The vice chairman (Secretary), Mr. Hiroki Takeda (JSC - Japan Schedule Coordination) reported the result of the election for WWACG core group which took place on 22 June (Monday) using the material shown in [Appendix 2](#).

He firstly showed the candidate list at the deadline date for nomination of WWACG core group members. There were 8 candidates for 7 positions; 5 from Europe, 2 from Asia/Pacific and 1 from N/S America. He then showed the participation ratio of the past WWACG meeting. According to the ratio, around 20 countries in Europe, around 6 countries from Asia/Pacific and around 3 countries from N/S America show up at the meeting.

It is obvious that as European countries outnumber Asia/Pacific and N/S America, they could take majority

of seats if they want. However, there was a discussion among WWACG core group members that the fair geographical balance should be maintained in order to be recognized as more formal and robust international organization. But, there was no good solution how to keep the geographical balance between regions.

It was mentioned Mr. Erich Rindlisbacher (Chairman of WWACG) reported that one candidate from UK withdrew the candidature voluntarily with due consideration of geographical balance of WWACG. Now there are 7 nominees for 7 seats maintaining the current geographic balance. They were endorsed by the plenary and they will serve as core group members in the coming two years. The name and organization of new core group members is shown below.

Region		Country	Name	Organization	Position
Europe	4	Austria	Wolfgang GALLISTL	Schedule Coordination Austria (SCA)	Vice - Chairman
		France	Eric HERBANE	Association pour la Coordination des Horaires (COHOR)	Chairman
		Germany	Birgit Krenzin	Airport Coordination Germany (FHKD)	
		Norway	Fred Andreas Wister	Airport Coordination Norway AS (ACN)	
Asia/Pacific	2	Australia	Petra Popovac	Airport Coordination Australia (ACA)	
		Japan	Hiroki TAKEDA	Japan Schedule Coordination (JSC)	
North America	1	USA	Brian Meehan	US Federal Aviation Administration (FAA)	

He also asked the participants to show up as much as possible at WWACG plenary meeting regardless of elections because APACA is the second biggest association following EUACA.

4. Agenda Item 3: Issue of Conflicting/ Similar Sounding Call Sign

The vice chairman, Mr. Jitendra Singh (Delhi International Airport) reported the issue of conflicting/ similar sounding call sign which is currently a serious issue between coordinators, facilitators and ATC providers in India using the material shown in [Appendix 3](#).

He firstly reported the results of questionnaire which were circulated among Asia/Pacific coordinators in April. First question was who the slot coordinator is. The majority is airport (37%), independent coordinator (38%) and the rest is CAA (12%) and airlines (13%). Second question was if the ATC is part of slot coordination. The majority of 75% said no.

Third question was if you face issue of conflicting/similar / confusing call sign at your airport of coordination. The majority of 63% said no. Fourth question is if ATC objects to the slots having conflicting/similar call sign. The result is 50% says yes and 50% says no. Fifth question is how you deal with it if answer to Q. 4 is

yes. The majority 100% is to ask airlines to change the flight number before approving slot.

According to the result of questionnaire in Asia/Pacific, reactions vary from country to country. As he asked European coordinators the same question, the result is that they have the similar problems. But, they make the flight number or market identification separated from ATC call sign in order to solve the problems.

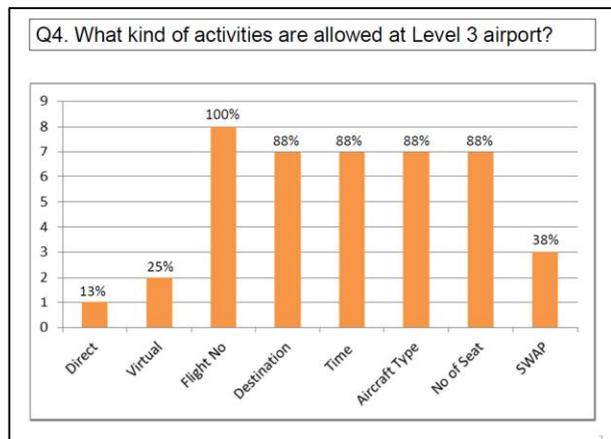


Finally, Mr. Takeda added Japanese solution where airlines are required to put suffix after the flight number if airlines or ATC finds the similar flight number or conflicting flight number. This solution is only possible when airlines are required to not only forward the flight number to JSC for slot allocation but also forward the flight number with suffix to JCAB for ATC purposes.

5. Agenda Item 4: WSG Modification (Post SAL Activities)

Mr. Takeda presented WSG modification regarding the Post SAL activities using the material shown in [Appendix 4](#).

He firstly showed the questionnaire results of Post SAL activities which were reported at the previous APACA meeting. It showed the low activities (minor changes) during Post SAL period like flight number changes, destination changes and aircraft type changes in Asia/Pacific region.



First change is related to the transparency of information. The current WSG 9.9.6 reads “This database must contain details by airline of all allocated times and outstanding requests in a format **that excludes flight number and route details** before the SC.” There is a blind clause which prevents the disclosure of flight number and route details due to anti-trust law. However, this blind clause will be abolished and full detail of information has to be disclosed. New WSG 9.9.6 reads “This data must contain **full details** by airline of all allocated times and outstanding requests.”

Second change is related to Post SAL activities. New WSG 9.10.3 reads “Airlines may seek **schedule improvements, request new slots, and make changes to allocated slots. Slots may also be exchanged or transferred between airlines**, subject to the provisions of 8.12 and 8.13. In particular, the acceptance of offers and cancellation of unwanted slots is encouraged in order to improve the efficiency of the SC.” This

means airlines can do almost everything during Post SAL period.

The meeting was reminded that those two changes will be under consideration at the coming HOD meeting. Much attendance was encouraged to express your opinions at HOD. Once approved, WSG 7th Edition will be effective from August 2015 and this new rules will be applied for S16 coordination.

6. Agenda Item5: Coordination Parameters

Mr. Takeda presented the second draft of coordination parameters using the material shown in [Appendix 5](#). He firstly explained the rationale for defining the coordination parameter. According to WSG, coordination parameters are defined as “**the operational limits of all technical, operational and environmental factors at the airport**”. However, this definition is so broad that specific coordination parameter is not clearly understood.



He then showed the second draft of coordination parameter which was modified according to the comments made by the coordinator in Europe. Table includes the environmental limits, runway capacity, parking capacity and terminal capacity. The environmental limits are determined by movement limit, noise quota, night curfew and reduced operations. The runway capacity is determined by hourly movements, sliding scale, sub-constraints and rolling factor. Parking capacity is determined by stand size, MARS (Multiple Aircraft Ramp System) stands and minimum break time. Terminal capacity is determined by terminal allocation, load factor, passenger flow limit, check-in counters and separation constraint.

He asked the participants to make comments on this second draft. He hoped this table should finally be posted as WWACG recommended practices.

7. Agenda Item6: Any Other Business

There was one announcement made by Mr. Takeda that Asian Tea Gathering would be hosted by JSC at room 111, Level 1 (JSC Workroom) during the lunch time of 12:00 to 13:00 on 25 June (Thursday). The participants were invited to join the gathering.

Finally, Mr. Ernst Krolke announced that he will step down the chairman since he is retiring from ACA. Then, how to elect a new chairman was discussed, but Mr. Takeda proposed that he is willing to act as a temporary chairman of APACA till next November in order to avoid the cumbersome election procedure. It was agreed that Mr. Takeda will act as a temporary chairman and secretary until November 2016.

The list of participants at APACA/10 meeting

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation (SSCA)
3	Chinese Taipei	3	Airport Coordination Taipei (ACT)
4	Hong Kong	4	Hong Kong Schedule Coordination Office (HKSCO)
5	India	5	Bangalore International Airport Limited (BIAL)
		6	Delhi International Airport Limited (DIAL)
6	Indonesia	7	Indonesia Airport Slot Management (IASM)
7	Japan	8	Japan Schedule Coordination (JSC)
		9	Central Japan International Airport Co. (CJIAC)
8	Korea	10	Korean Airport Schedule Office (KASO)
9	Malaysia	11	National Slot Coordination Malaysia (NSCM)
10	New Zealand	12	Airport Coordination Limited (ACL)
11	Pakistan	13	Civil Aviation Authority of Pakistan (CAAP)
12	Singapore	14	Changi Slot Coordination (CSC)
13	Sri Lanka	15	Sri Lankan Colombo Airport Coordination
14	Thailand	16	Slot Coordination Thailand (SCT)
15	Viet Nam	17	Civil Aviation Administration of Viet Nam (CAAV)

