

# Asia/Pacific Airport Coordinators Association (APACA)

## Agenda Item 5

Independence and Transparency of Coordinators

18th APACA meeting  
18 June, 2019  
Cape Town, South Africa

## Independence of Coordinator (1)

### What is independence of Coordinator?

- I Independent from airlines
- I Independent from airport
- I Independent from government

### How can it be done?

- I Financial Independence
  - Ø Multiple parties representing various stakeholders share funding of the coordination entity
    - Fund from airlines in proportion to the slots they have
    - Fund from airports in proportion to the slots they have
  - Ø Not for profit organization
- I Functional Independence
  - Ø The company employing the staff should be the coordination entity
  - Ø An alternative employment arrangement is a clear secondment contract to the coordination entity

# Independence of Coordinator (2)

## IATA WSG Annex 11.8



### Worldwide Slot Guidelines

#### 11.8 INDEPENDENCE OF COORDINATOR

Best Practice		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
✓	Budget review is conducted by qualified financial and accounting professionals	✓	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
✓	Coordinator office facilities are not shared within the physical space of stakeholder organisations	✓	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'		
Poor Practice		Poor Practice	
✗	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 stakeholder

## Independence of Coordinator (3)

<b>Economy</b>	<b>Australia</b>	<b>Chinese Taipei</b>	<b>Japan</b>	<b>Indonesia</b>
<b>Organization</b>	Airport Coordination Australia (ACA)	Airport Coordination Taipei (ACT)	Japan Schedule Coordination (JSC)	Indonesia Airport Slot Management (IASM)
<b>Form of Organization</b>	Private Company (Established in 1997)	Non profit organization (Established in 2005)	Non profit organization (Established in 2008)	Non Profit Organization (Established in 2015)
<b>Representative</b>	Petra Popovac	Flora Yeh (Summer) Karyn Huang (Winter)	Hiroki Takeda	Toto Sudiarto
<b>Airport Coordinated</b>	41 Airports coordinated/ Managed (Australia 8(L3), UAE 1, Philippines 1, Oman 4, Saudi Arabia 26, Ireland 1)	2 Airports (Level 3: 1, Level 2:1)	5 Airports (Level 3: 3, Level 2: 2)	35 Airports in Indonesia (Level 3: 1, Level 2: 1)
<b>Coordination Committee</b>	Coordination Committee (SYD, BNE, MNL, JED, RUH) Facilitation Committee (Australia, Others)	Coordination Committee	Airports Coordination Committee (NRT, HND, FUK)	
<b>Web Site</b>	<a href="http://www.airportcoordination.org">http://www.airportcoordination.org</a>	<a href="http://www.apccoord.org.tw/">http://www.apccoord.org.t w/</a>	<a href="http://www.schedule-coordination.jp/">http://www.schedule- coordination.jp/</a>	<a href="http://www.iasmslot.com/">http://www.iasmslot.com/</a>

# Independence of Coordinator (In 2011)

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)

## Independence of Coordinator (in 2019)

Airlines	Airport	Civil Aviation Authority
Sri Lanka	Delhi Airport (DEL)	Cambodia (SSCA)
	Mumbai (BOM)	China (ATMB)
	Bangalore (BLR)	Hong Kong (HKSCO)
	Hyderabad (HYD)	Macau
		Airport Authority of India (AAI)
	Singapore (CSC)	Chubu Centrair (JCAB)
	Malaysia (NSCM)	Pakistan
	South Korea (KASO)	Thailand
		Viet Nam (CAAV)

## Transparency of Coordination (1)

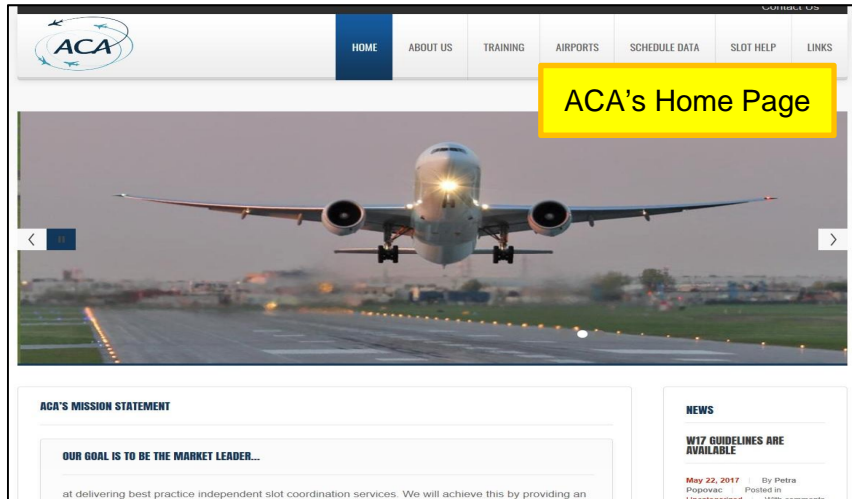
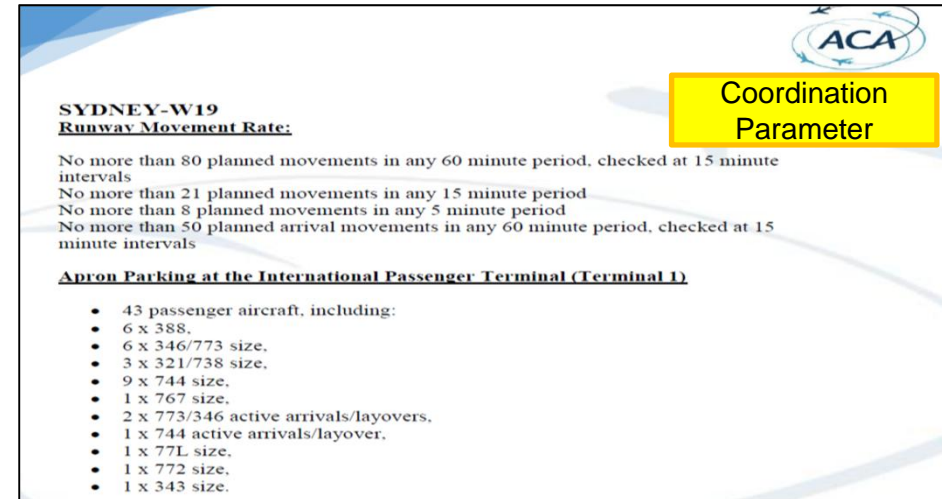
Item	WSG	Contents
Role of Facilitators	4.5.1	b) Make available to interested parties details of <b>the coordination parameters</b> and; <b>utilization of the declared capacity</b>
Role of Coordinators	5.5.1	<p>b) Make available to interested parties details of the applicable <b>coordination parameters, local guidelines and regulations, and any other criteria</b> used in the allocation of slots, at least 7 days before the Initial Submission Deadline for each SC, where possible.</p> <p>c) Make available to the airlines and to the airport managing body, as soon as all SALs are distributed, <b>a list of slots allocated, remaining slots available</b> and <b>the reasons</b> why slots were not allocated as requested. This information should ideally be in SSIM Chapter 6 format and accessible by online means.</p>
Availability of Airport Capacity	9.3.2	<p>Coordinators and facilitators must make the following information available to the airport managing body and to all airlines operating or planning to operate at the airports they coordinate:</p> <p>9.3.2.1 The <b>coordination parameters</b> for the next season, for all constrained components of an airport's infrastructure, such as runways, taxiways, aircraft parking stands, gates, terminal capacity (check-in, security, baggage reclaim, etc.), and environmental constraints (for example, night restrictions); and</p> <p>9.3.2.2 The <b>actual utilization of declared capacity</b> and <b>how full or close to full</b> the airport is on a typical busy week of the most recent summer and winter seasons. This data should be as detailed as possible to illustrate in graphic form the schedule limitations at the airport for each coordination parameter and indicate which hours may or may not be congested or full.</p>
Historic Slots (SHL)	9.4.1	Coordinators must provide each airline with the details of their <b>historic slots</b> at Level 3 airports as an SHL message. These messages must be distributed for each airport when the historic slots are determined by the coordinator, but not later than the SHL Deadline.
Initial Coordination (SAL)	9.9.1	Coordinators and facilitators must inform each airline of the <b>results of Initial Coordination</b> by SAL message as soon as it is complete, but no later than 23:59 UTC on the SAL deadline date set in the Calendar of Coordination Activities. SAL messages should be sent at the same time to all airlines that requested slots at the airport.

## Transparency of Coordination (2)

Item	WSG	Contents
Data	9.9.6	As soon as all SALs are distributed for their airport(s), coordinators and facilitators must make the data for that airport available to all airlines and to the airport managing body. This data must contain full details by airline of <b>all allocated times</b> and <b>outstanding requests</b> and be up to date at the time of the request. The data should be available on the coordinator's or facilitator's website to facilitate access. If website access is not available, the coordinator or facilitator must make the data available to airlines and to the airport managing body upon request.
Coordination Committee	5.6.1	The <b>Coordination Committee</b> is established at a Level 3 airport to advise the coordinator on matters relating to capacity, slot allocation and monitoring the use of slots at the airport.
Slot Performance Committee	10	<b>Coordination Committee:</b> a committee established at a Level 3 airport to advise the coordinator on matters relating to capacity, slot allocation and monitoring the use of slots at the airport.
		<b>Slot Performance Committee:</b> a sub-committee of the Coordination Committee formed to advise the coordinator on slot monitoring issues, with the objective of improving punctuality and combating slot misuse.
	11.4	Coordination Committee – Terms of Reference
	11.5	Slot Performance Committee – Terms of Reference



# Airport Coordination Australia (ACA)

SUMMER 19 NAC CHART-SYD								
Local	UTC	MON	TUES	WED	THUR	FRI	SAT	SUN
0600-0659	2000-2059							
0615-0714	2015-2114							
0630-0729	2030-2129	C			C			
0645-0744	2045-2144	X	X	C	X			
0700-0759	2100-2159	X	X	C	X			
0715-0814	2115-2214	X	X	X	X	X		
0730-0829	2130-2229	X	X	X	X	X		
0745-0844	2145-2244	X	X	X	X	X	C	
0800-0859	2200-2259	X	X	X	X	X	C	
0815-0914	2215-2314	X	X	X	X	X		
0830-0929	2230-2329	X	X	X	X	X		
0845-0944	2245-2344	X	X	X	X	X		
0900-0959	2300-2359	X	X	X	X	X		
0915-1014	2315-0014	X	X	C	X	X	C	C
0930-1029	2330-0029	X	X	C	X	C	C	C
0945-1044	2345-0044	X	X	C	X	C	C	X
1000-1059	0000-0059	X	C	C	C	C		
1015-1114	0015-0114	C			C			
1030-1129	0030-0129	C	C	C	C	C		
1045-1144	0045-0144				C			
1100-1159	0100-0159							
1115-1214	0115-0214							
1130-1229	0130-0229							

NAC Charts


SIR	
/	
W19	
073UN	
PER	
HCX171 CX170 27OCT28MAR 1234567 334351 HKGHKG1450 1610HKGHKG JJ	
HCX183 CX144 30OCT25MAR 0030000 317333 HKGHKG2100 2220HKGHKG JJ	
HCX183 CX144 27OCT22MAR 0000007 317333 HKGHKG2150 2310HKGHKG JJ	
HCX183 CX144 01NOV27MAR 0000500 317333 HKGHKG2210 2335HKGHKG JJ	
HCZ319 28MAR28MAR 0000060 283333 CANCAN1425 J	
HCZ319 CZ320 27OCT27MAR 0230567 283333 CANCAN1425 1625CANCAN JJ	
H CZ320 26OCT26OCT 0000060 283333 1625CANCAN J	
HD7234 D7235 02DEC31JAN 1030560 377333 KULKUL0700 0805KULKUL JJ	
HD7236 D7237 26OCT27MAR 1234567 377333 KULKUL2135 2250KULKUL JJ	
HEK420 EK421 27OCT28MAR 1234567 491388 DXBDB0920 1420DXBDB JJ	
HEK424 28MAR28MAR 0000060 36077W DXBDB1605 J	
HEK424 EK425 27OCT27MAR 0204507 36077W DXBDB1605 2200DXBDB JJ	
HEK424 EK425 28OCT25MAR 1030060 36077W DXBDB1610 2155DXBDB JJ	
HGA724 GA725 27OCT28MAR 0204567 162738 CGKCGK0800 0940CGKCGK JJ	
H GA727 26OCT26OCT 0000060 257333 2335DPSDPS J	
HGA728 28MAR28MAR 0000060 257333 DPSDPS1525 J	
HGA728 GA727 27OCT27MAR 1234567 257333 DPSDPS1525 2335DPSDPS JJ	
H HT013 01NOV01NOV 0000500 00073F 0150XCHXCH F	
H HT013 15NOV15NOV 0000500 00073F 0150XCHXCH F	
H HT013 29NOV29NOV 0000500 00073F 0150XCHXCH F	
H HT013 13DEC13DEC 0000500 00073F 0150XCHXCH F	
H HT013 27DEC27DEC 0000500 00073F 0150XCHXCH F	
H HT013 10JAN10JAN 0000500 00073F 0150XCHXCH F	
H HT013 24JAN24JAN 0000500 00073F 0150XCHXCH F	
H HT013 07FEB07FEB 0000500 00073F 0150XCHXCH F	
H HT013 21FEB21FEB 0000500 00073F 0150XCHXCH F	
H HT013 06MAR06MAR 0000500 00073F 0150XCHXCH F	
H HT013 20MAR20MAR 0000500 00073F 0150XCHXCH F	
HHT015 02NOV02NOV 0000060 00073F CCKCCK0615 F	
HHT015 16NOV16NOV 0000060 00073F CCKCCK0615 F	
HHT015 30NOV30NOV 0000060 00073F CCKCCK0615 F	

# Airport Coordination Taipei (ACT)

**Airport Coordination Taipei**  
國際機場時間帶協調中心

About ACT   Coordination Parameters   Slot Information   NAC Charts

**ACT's Home Page**



Taoyuan International Airport - TPE

Coordination Parameters   Slot Information   NAC Charts   Schedule Calendar

## S19 TPE Coordination Parameters

All Times in UTC

### Coordination Parameter

Operating Hours  
24 hours

#### Runway Capacity

Time	Arrival	Departure	Total
0000~0159	30	32	50 / hr
2200~2359			90 / 2hr
0200~2159	30	30	50 / hr
			90 / 2hr

#### Operating Apron Capacity

Time	Passenger	Cargo
0000~1159 2200~2359	59	21
1200~2159	53	21

A Typical Week in  
Period      S19 (SHL)  
                 31Mar 2019-26Oct 2019  
City        Taipei  
Airport code      TPE

### NAC Charts

Time HOUR:UTC	Arrival							Departure							Total						
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
0000-0059								X	X	C	X	X	X	X							
0100-0159											C		X								
0200-0259															X	X	C	X	X	C	X
0300-0359							C									C		C			C
0400-0459																C	C	C	C	X	C
0500-0559																			C		
0600-0659																	C				C
0700-0759																		C			C
0800-0859															C	C		C	C	C	C
0900-0959				C													C	C			X
1000-1059																					
1100-1159																					
1200-1259																					
1300-1359	C		C		X		X														
1400-1459				C																	
1500-1559											C							C			
1600-1659																					
1700-1759																					

## W18 SAL\_TPE

### Slot Listing

SAL  
W18  
04JUN  
TPE

H3K721	3K721	280CT30MAR	1234567	180320	SINSIN0350	0445KIXKIX	II
H3K722	3K722	280CT30MAR	1234567	180320	KIXKIX1125	1220SINSIN	II
H3K723	3K723	280CT30MAR	0230567	180320	SINSIN2200	2300KIXKIX	II
H3K724	3K724	280CT30MAR	1034067	180320	KIXKIX0550	0650SINSIN	II
H3U8957	3U8958	290CT29MAR	1030500	164320	KMGKMG1010	1110KMGKMG	II
H5J096	5J097	280CT30MAR	1234567	180320	KLOKLO1535	1625KLOKLO	II
U5J302	5J303	280CT30MAR	1234567	180320	CRKCRK0040	0130CRKCRK	II
H5J310	5J311	280CT30MAR	1234567	230321	MNLMNL1645	1745MNLMNL	II
H5J312	5J313	280CT30MAR	1234567	180320	MNLMNL0200	0245MNLMNL	II
H5X026	5X027	03NOV30MAR	0000060	00076F	ANCICN1545	2030BOMCGN	FF
H5X059	5X059	03NOV30MAR	0000060	00074N	ANCHKG1935	2145ANCANC	FF
H5X061	5X061	290CT02NOV	1234500	00074N	ANCHKG1050	1240ANCANC	FF
H5X061	5X061	05NOV29MAR	1234500	00074N	ANCHKG1100	1305ANCANC	FF
H5X064	5X054	280CT24MAR	0000007	00074N	ANCICN0800	04501HKGANC	FF
H7C2601	7C2602	280CT30MAR	1234567	189738	ICNICN0435	0535ICNICN	II
U7C2611	7C2612	280CT30MAR	1234567	189738	MWXMW0645	0745MWXMW	II
U7C2651	7C2652	280CT30MAR	1234567	189738	PUSPUS0435	0535PUSPUS	II
H7C2653	7C2654	280CT30MAR	1234567	189738	PUSPUS1550	1900PUSPUS	II
H7C2677	7C2678	280CT28MAR	0004007	189738	CIJCIJ1530	1730CIJCIJ	II
H7C2677	7C2678	290CT30MAR	1230560	189738	CIJCIJ1540	1740CIJCIJ	II
H7C2685	7C2686	280CT30MAR	1234567	189738	TAETAE1600	1800TAETAE	II



# Japan Schedule Coordination (JSC)

Japan Schedule Coordination JSC JAA Japan Aeronautic Association

**JSC's Home Page**



**MAIN MENU** May 31, 2019 JST

- CTS Menu
- NRT Menu
- HND Menu
- KIX Menu
- FUK Menu
- Coordination Calendar
- Schedule Release Date
- Slot Allocation Flow Chart
- Message Composition

**Welcome to Japan Schedule Coordination (JSC)**

Japan Schedule Coordination (JSC) is an independent non-profit organization under the Japan Aeronautic Association (JAA) which is a national foundation established for the purpose of promoting the development of aeronautics and astronautics in Japan and enhancing the cooperation with world aerospace communities. JSC is in charge of slot allocation for Narita International Airport (NRT), Tokyo International Airport (Haneda) (HND) and Fukuoka Airport (FUK) and schedule facilitation for Kansai International Airport (KIX) and New Chitose Airport (CTS).

**2020 Tokyo Olympics and Paralympics Games**

Games of the XXXII Olympiad will take place between 24 July (Friday) - 9 August (Sunday) 2020, while Tokyo 2020 Paralympic Games will be held between 25 August (Tuesday) - 6 September (Sunday) 2020. Toward Olympics, Government of Japan is planning to increase the airport

## Aircraft Movement Restrictions for W19 at NRT

### < Runway >

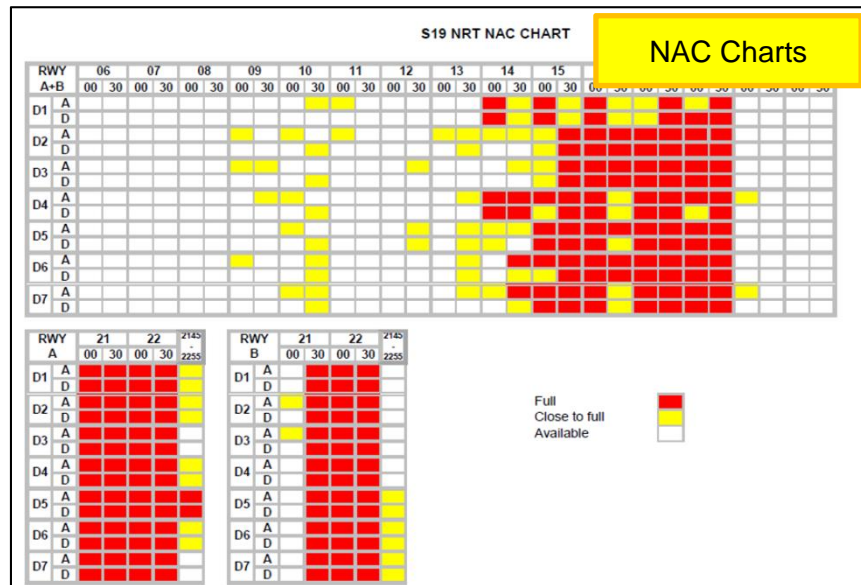
Category	Weekly Total Movements
Common in A/B Runway	Max 5,753 per week

**Coordination Parameter**

### < Sliding Scale per 30 Minutes >

1. 0600-2155

A + B Runway		Total Movements
Arrivals	Departures	
2	30	32
3	29	32
5	28	33
6	27	33
8	26	34
9	25	34
10	24	34
11	23	34
12	22	34
13	21	34



//STRICTLY CONFIDENTIAL//  
For airlines: use of confidential information should be limited within/between authorized airlines only.  
For Airports: use of confidential information should be limited within each company.

**S19 Schedules \*\*NRT\*\***

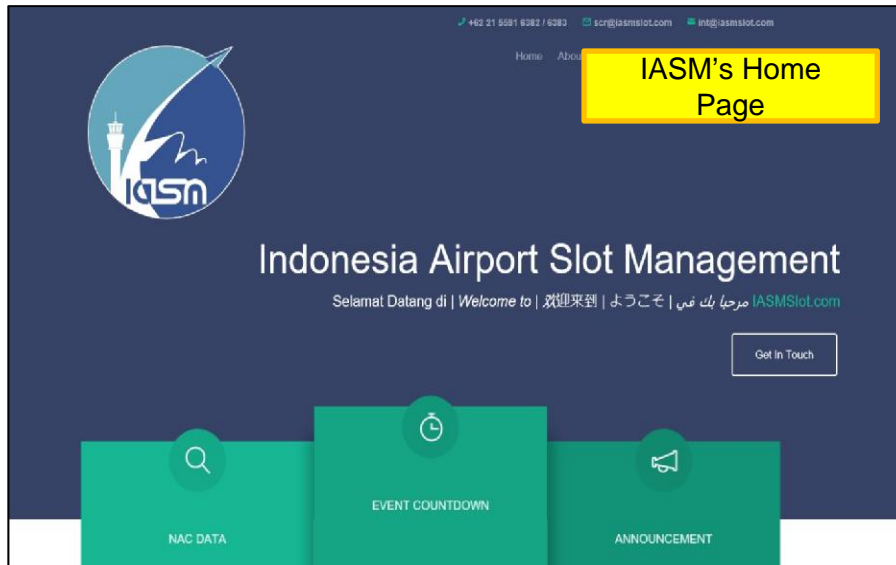
**Term: 31MAR2019 - 26OCT2019 Day of Week: 1234567**

**Remarks: Times Local**

**As of 07MAY 2019**

SEQ	Season	A/L	R/W (ARR)	R/W (DEP)	FROM	TO	DAYS	ATime	DTime	TD
1	S19	3S			3-Apr-19	1-May-19	0030000	0645	0855	
2	S19	3S			5-Apr-19	3-May-19	0000500	0815	1140	
3	S19	3S			8-May-19	23-Oct-19	0030000	0645	0845	
4	S19	3S			10-May-19	25-Oct-19	0000500	0815	1130	
5	S19	3S		B	31-Mar-19	28-Apr-19	0000007	2035	2235	
6	S19	3S		B	5-May-19	20-Oct-19	0000007	2035	2235	
7	S19	3U			31-Mar-19	25-Oct-19	1030507	1755	2020	
8	S19	5J			31-Mar-19	26-Oct-19	1234567	1145	1315	
9	S19	5J		B	31-Mar-19	26-Oct-19	1234567	1955	2125	
10	S19	5J			31-Mar-19	9-Oct-19	1234567	1250	1335	
11	S19	5J			11-Oct-19	26-Oct-19	1234567	0810	0855	
12	S19	5J			10-Oct-19	10-Oct-19	0004000	0810	0855	
13	S19	5J			1-Aug-19	26-Oct-19	1234567	1230	1315	
14	S19	5X			31-Mar-19	31-Mar-19	0000007	1130	1255	
15	S19	5X			3-Apr-19	26-Oct-19	0030060	0825	0945	
16	S19	5X			4-Apr-19	26-Apr-19	0004500	0825	0945	
17	S19	5X			7-Apr-19	20-Oct-19	0000007	0925	1135	
18	S19	5X			9-May-19	25-Oct-19	0004500	0825	0945	
19	S19	5X			2-Apr-19	26-Oct-19	0230060	2035	2155	
20	S19	5X			4-Apr-19	26-Apr-19	0004500	2035	2155	
21	S19	5X			9-May-19	25-Oct-19	0004500	2035	2155	
22	S19	5X	B		31-Mar-19	20-Oct-19	0000007	2200	2140	

# Indonesia Airport Slot Management (IASM)



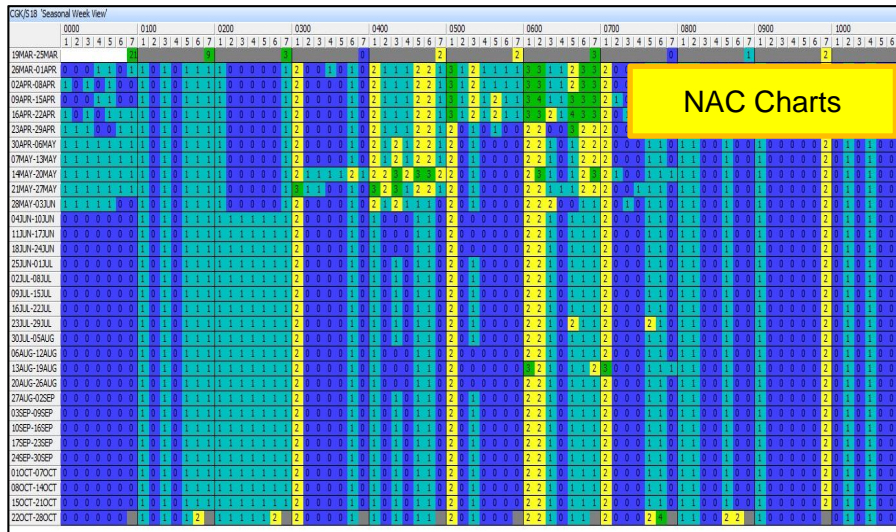
### 1.2. Alokasi Kapasitas Landas Pacu per Jam

**Coordination Parameter**

UTC	00.00 - 00.59	01.00 - 01.59	02.00 - 02.59	03.00 - 03.59	04.00 - 04.59	05.00 - 05.59	06.00 - 06.59	07.00 - 07.59	08.00 - 08.59	09.00 - 09.59	10.00 - 10.59	11.00 - 11.59
REG	78	78	78	78	78	78	78	78	78	78	76	76
IRREG	1	1	1	1	1	1	1	1	1	1	1	1

UTC	12.00 - 12.59	13.00 - 13.59	14.00 - 14.59	15.00 - 15.59	16.00 - 16.59	17.00 - 17.59	18.00 - 18.59	19.00 - 19.59	20.00 - 20.59	21.00 - 21.59	22.00 - 22.59	23.00 - 23.59
REG	76	76	76	39	34	34	34	34	34	34	68	70
IRREG	1	1	1	1	1	1	1	1	1	1	1	1



**Slot Listing**

Could not find it.



Hong Kong Schedule Coordination Office (HKSCO)


HONG KONG  
CIVIL AVIATION DEPARTMENT

# Hong Kong Schedule Coordination Office

GOV-HK 香港政府一站通
Civil Aviation Department

HKSCO's Home Page

- [Home](#)
- [Slot Listing](#)
- [Slot Availability](#)
- [Capacity Declaration](#)
- [Online Coordination](#)
- [Useful Information](#)
- [Related Links](#)
- [Contacts](#)



Hong Kong International Airport

Welcome to the HKG Schedule Coordination Office Web Site.

Please note that Hong Kong Civil Aviation Department is now responsible for the allocation of slots at Hong Kong International Airport. Please send all slot requests to [hkaslot@cad.gov.hk](mailto:hkaslot@cad.gov.hk) via e-mail in IATA SSM format.

For details, please refer to the following revised Guidelines (Issue 6 - July 2012):  
[Schedule Coordination Guidelines for Hong Kong International Airport](#)

OCS Phase 1 for General & Business Aviation slot request clearance at HKIA effective July 2011. For details, please refer to the Online Coordination page.

<a href="#"><u>Slot Listing</u></a>	<a href="#"><u>Slot Availability</u></a>	<a href="#"><u>Capacity Declaration</u></a>	<a href="#"><u>Online Coordination</u></a>	<a href="#"><u>Useful Information</u></a>
Slots cleared for carriers in UTC times, both scheduled and adhoc	Seasonal NAC chart & Adhoc NAC chart - showing the congestion situation at HKG  Runway Movement chart	Runway, Parking & Passenger terminal capacity	A real-time system for providing instance offer to slot request	Slot clearance guidelines and relevant AIC

Coordination Parameters																																			
Winter 2019 ▾																																			
<b>Airport Average Daily Movement Limit</b>																																			
1,220																																			
<b>Environmental Restrictions</b>																																			
Marginally Compliant Chapter 3 ("MCC3") aircraft												ICAO Annex 16 MCC3 aircraft will not be allocated any slots for operating at Hong Kong International Airport ("HKIA").																							
												For details, please refer to <a href="#">A/C 18/18</a> available at this website under "Useful Information".																							
Night Restriction												<a href="#">Noise Quota Count Scheme</a>																							
Note:																																			
Day Period 2300 - 1359 UTC																																			
Night Period 1400 - 2259 UTC																																			
<b>Runway Capacity</b>																																			
Hour(UTC)	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23											
Arrivals	33	33	34	34	34	33	33	34	34	34	34	34	34	34	34	32	30	20	20	20	20	24	24												
Departures	35	35	34	34	34	33	33	34	34	34	34	34	34	34	34	32	30	20	20	20	20	20	34												
Total	68	68	68	68	68	64	65	68	68	68	68	68	64	65	65	64	55	37	32	32	32	32	58												

[illegible]

Slot Listing									
14Jun12	GA HKG, W12, Live, Standard, 28OCT to 30MAR								
ssim-no									
H2P0779	2P0780	28OCT29MAR	1030507	180320	CRKCRK1140	1210CRKCRK	JJ		
H2P0798	2P0799	28OCT28MAR	0004007	180320	CEBCEB0235	0310CEBCEB	JJ		
H2P0798	2P0799	29OCT29MAR	1030500	180320	CEBCEB0945	1020CEBCEB	JJ		
H2P0798	2P0799	30OCT30MAR	0200060	180320	CEBCEB0235	0310CEBCEB	JJ		
H3K0691	3K0692	28OCT30MAR	1234567	180320	SINSIN0225	0305SINSIN	JJ		
H3K0695	3K0696	28OCT30MAR	1234567	180320	SINSIN1145	1225SINSIN	JJ		
H3K0697	3K0698	28OCT29MAR	0000507	180320	SINSIN0540	0620SINSIN	JJ		
H3K0697	3K0698	29OCT30MAR	1204060	180320	SINSIN0540	0620SINSIN	JJ		
H3K0697	3K0698	31OCT12DEC	0030000	180320	SINSIN0540	0620SINSIN	JJ		
H3K0697	3K0698	19DEC27MAR	0030000	180320	SINSIN0540	0620SINSIN	JJ		
H3S0506	3S0513	28OCT26NOV	1000000	00077F	FRAALA1915	2135DXBLEJ	FF		
H3S0506	3S0513	03DEC25MAR	1000000	00077F	FRAALA1915	2135DXBLEJ	FF		
H3S0508	3S0519	30OCT06NOV	0200000	00077F	LEJLEJ0715	1000LEJLEJ	FF		
H3S0508	3S0519	13NOV26MAR	0200000	00077F	LEJLEJ0715	1000LEJLEJ	FF		
H3S0512	3S0519	29OCT25MAR	1000000	00077F	LEJBGY0600	0950LEJLEJ	FF		
H3S0512	3S0513	01NOV29NOV	0004000	00077F	LEJBGY1935	2135DXBLEJ	FF		
H3S0512	3S0513	06DEC28MAR	0004000	00077F	LEJBGY1935	2135DXBLEJ	FF		
H3S0514	3S0513	30OCT27NOV	0200000	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	31OCT28NOV	0030000	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	02NOV30NOV	0000500	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	04DEC26MAR	0200000	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	05DEC23JAN	0030000	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	07DEC04JAN	0000500	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	11JAN29MAR	0000500	00077F	LEJDXB1900	2135DXBLEJ	FF		
H3S0514	3S0513	30JAN27MAR	0030000	00077F	LEJDXB1900	2135DXBLEJ	FF		

# Korea Airport Schedule Office (KASO)

**KASO's Home Page**

The screenshot shows the KASO Home Page. At the top, there's a navigation bar with links: ABOUT US, AIRPORT INFO, and COORDINATION PROC. Below this is a large map of Korea with flight paths. To the right of the map, there's a section for Aircraft movements with a bar chart. Below the map, there's a Library section with a download slot documents button, and a Monthly Slot section with a download Monthly slot statistic files of Airports button. At the bottom, there's a News & Events section with links for Events in October, Events in September, and Events in August.

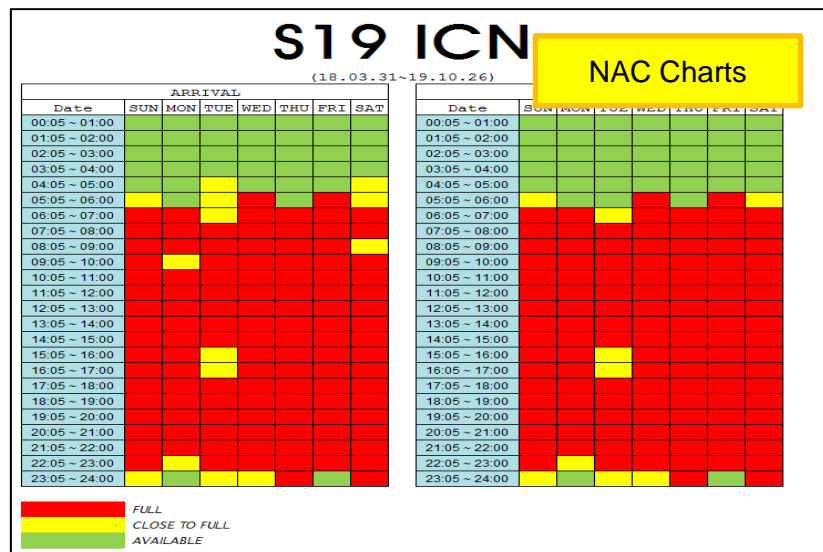
## Operation Hours

00:00 ~ 24:00

## Airport Constraints

- Scheduling limits per hour  
63 movements per hour with no more than 39 arrivals and 40 departures
- Terminal Constraints  
The maximum passenger flows per hour are  
-Arrivals:7,285  
-Departure:9,600
- Other constraints  
Slots are limited depending on routes  
(constraints related to air routes) [download]

## Coordination Parameter



## Slot Listing

Could not find it.