

# **Asia/Pacific Airport Coordinators Association (APACA)**

## **Minutes of 4th Meeting of APACA**

**15 June (Friday), 2012**

**Room M129 & M130**

**Centre Convencions Internacional Barcelona (CCIB)**

**5 July, 2012**

### **1. Opening of the Meeting**

The fourth general assembly meeting of APACA was held at room M129 & M130 of the Centre Convencions Internacional Barcelona (CCIB) from 17:00 to 18:00 on 15 June (Friday) 2012 on the occasion of IATA 130<sup>th</sup> Slot Conference in Barcelona. The chairman, Mr. Ernst Krolke (ACA - Airport Coordination Australia), welcomed the participants and expressed his appreciation for attending the fourth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG). He also welcomed the participation of the chairman of WWACG, Mr. Erich Rindlisbacher. The meeting was held according to the agenda items shown in [Appendix 1](#).

The number of participants was 31 representing 11 economies and 15 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 fourth general assembly meeting of APACA had a quorum.

### **2. Agenda Item 1: Approval of minutes of 3rd meeting**

The minutes of the third general assembly meeting held on 17 November, 2011 in Singapore was endorsed without adjustments.



### **3. Agenda Item 2: Notification of SHL & SAL dates at WWACG Web Site**

The vice chairman, Mr. Hiroki Takeda (JSC - Japan Schedule Coordination) briefed the participants of the meeting on the SHL and SAL dates at the WWACG Web Site using the material shown in [Appendix 2](#). While this topic has been discussed from the very first APACA meeting, there are still some organizations not complying with the WSG guidelines to upload SHL & SAL dates to the WWACG web site.

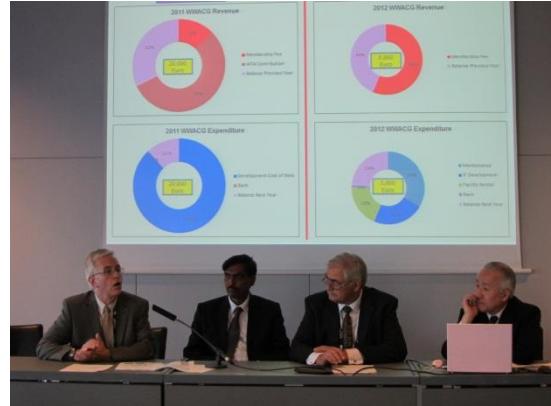
He first showed the list of who uploaded SHL date and who didn't for S12 and W12. According to this list, there are 7 out of 19 organizations who failed to upload the information for S12 and W12 (This only applies for Level 3 airports).

Then the SAL list for W11 to W12 was explained showing that there are 9 out of 24 organizations who

completely failed to upload the required information. It was found that there are still almost two thirds of the organizations who completely failed to comply with IATA WSG guidelines in uploading SHL & SAL dates to WWACG web site. Mr. Takeda reminded again that those who have not registered their ID & PW to get it done immediately and that those who have already ID & PW to upload those date as soon as possible. It is very important as airlines refer to this web site for information on SHL and SAL distributions.

#### **4. Agenda Item 3: Members Fee of WWACG**

Mr. Takeda presented the list of organizations who paid the membership fee and who didn't using the material shown in [Appendix 3](#). There are only 7 organizations that are constantly paying their membership fees. It is a shame that more than two thirds of the organizations in the Asia/Pacific region are not contributing to the activities of WWACG by paying their membership fees.



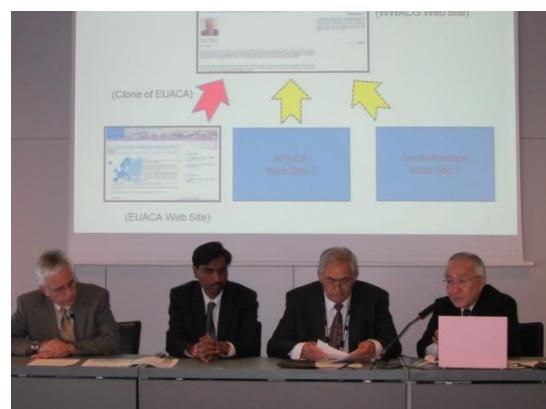
Then, the budget for 2011 and 2012 was explained. The budget for 2011 was about 20,000 Euro because the development of the WWACG web site was in progress. It was very fortunate that 75% of the total development costs were contributed by IATA. Although the budget for 2012 is about 5,000 Euro, one fourth of the last year, there will be no support from IATA since the web development was completed. In order to maintain the web site by ourselves, 5,000 Euro are needed this year. It was stressed that members should pay the fee of only 50 Euro.

The chairman of WWACG, Mr. Rindlisbacher, reiterated the importance of the contribution to maintain the web site and promote the WWACG activities. A proposal was made to explore the possibility to publish advertisements on the web site to cover maintenance costs. He promised to consider this suggestion at the WWACG core group. He also mentioned the possibility to accept the contribution in cash during the conference to avoid bank fees for fund transfers.

#### **5. Agenda Item 4: Web site of APACA**

Mr. Takeda presented the possibility to create the APACA web site under the WWACG web site using the material shown in [Appendix 4](#). This is a follow up activity of the agenda item 3 (APACA Web Site) at the APACA/3 meeting.

It was explained that APACA articles, member list, data base and meeting minutes are stored and can be retrieved from JSC's web site as a temporary measure. JSC is willing to continue carrying APACA



related information on its web site, it was proposed to create an independent APACA web site under WWACG by the members. It was also explained that there are only 4 organizations in the Asia/Pacific region that have a web site where dump list, pending list and NAC charts are made available to airlines. It might be a good idea for the APACA web site to show that information to support organizations that currently don't have own web sites.

While the idea seemed favorably accepted by the participants, no concrete opinion was expressed when it comes to the development cost, how to finance and maintain it. The meeting agreed to maintain the status quo until a new proposal or new development is announced.

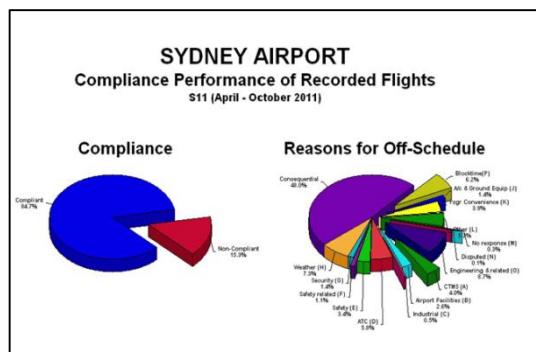
## **6. Agenda Item 5: Slot Performance (including 80/20 and ontime performance)**

The chairman, Mr. Krolke made a presentation on the historic precedence and time performance at Sydney airport using the material shown in [Appendix 5](#).

Since 1997 the Sydney Airport Demand Management Act stipulates the maximum number of aircraft movements, penalties, slot management scheme and the compliance scheme at Sydney airport. The Act and slot management scheme stipulates the 80/20 "use it or lose it rule". The Act and compliance scheme stipulates ontime performance and penalties. According to this scheme, operations with a flight time



of less than 3 hours have a tolerance of +/- 15 minutes and with more than 3 hours a tolerance of +/-

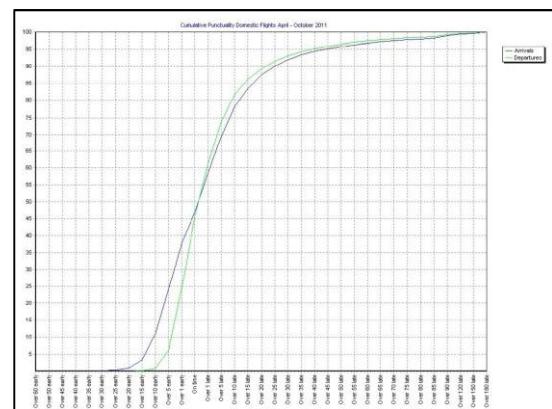


30 minutes. A flight out of tolerance can be excused, if the reason is outside of the Airline's control. Flights that are more than 20% out of tolerance may be fined. The fines range from AUD 550 to 88,000.

Statistical data on monthly slot compliance from Nov. 2010 to Oct. 2011 was shown highlighting that 15% - 25% of movements are outside tolerance each month.

It was reported that 15.9% was non-compliant in S11 against total movements of 115,842 and a variety of reasons were shown. The trend of non-compliance variation with the different causes from S07 to S11 was also shown.

Finally, the graph of cumulative punctuality for international flights and domestic flights was presented. It was clearly shown that the cumulative



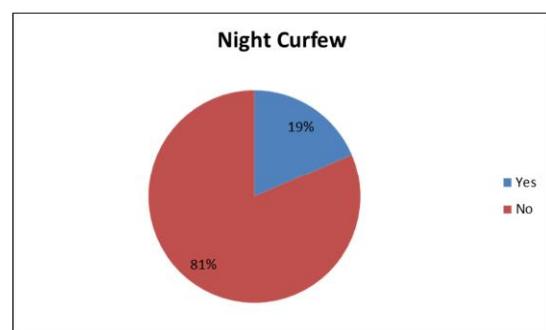
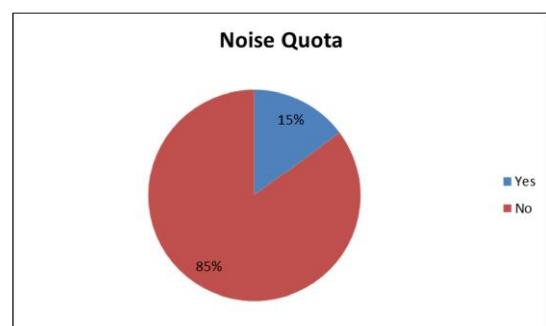
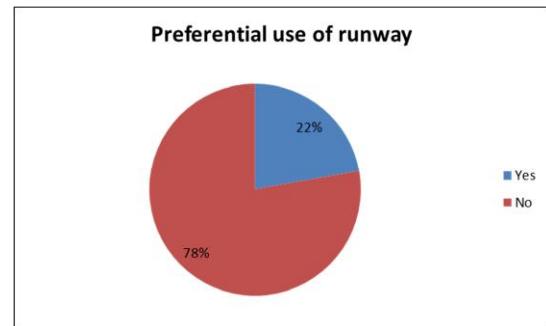
punctuality of arrival and departure in domestic flights is almost identical to the one of international operations.

## **7. Agenda Item 6: Questionnaire results on constraints on aircraft operations in terms of environment protection**

Mr. Takeda reported the results of questionnaire using the material shown in [Appendix 6](#). The response rate was very low. The response rate by economy was 0.44 and by organization was 0.5. While the response rate was very low, the information on 27 airports was gathered. At first, the content of questions was reviewed as a reminder.

It was found that 11 airports (41%) out of 27 have noise related issues. 6 airports (22%) have a preferential use of runway. The nature of operations was to avoid flying over residential areas and to be instructed by ATC to fly over water. As to the restriction on certain types of aircraft, 16 airports (59%) have a restriction. Nature of restriction was “aircraft categorized in ICAO Annex 16 Volume I, Part II, Chapter 3 or 4 are allowed”.

As a coordinator or facilitator, noise quota and curfew are the most interesting constraints. Only 4 airports (15%) have a noise quota restriction. The base of noise quota is that the limit of operations per day or per week is specified at these airports. In addition, the number of operations is limited during the night time. As to curfew, only 5 airports (19%) have a noise curfew, all others are 24 hour operational. It was found that airports located near densely populated areas have a very restrictive noise quota and curfew. As the raw data in excel file for this questionnaire is available, those who want to have it should contact Mr. Takeda.



## **8. Agenda Item 7: Proposed Changes to WSG Edition 2**

Mr. Takeda presented the proposed changes to WSG Edition 2 using the material shown in [Appendix 7](#). First the questionnaire results concerning slot monitoring at APACA/3 were reviewed. This is the calculation of historics considering the OTP (On Time Performance). 35% of organizations use OTP when calculating historics. It was concluded at APACA/3 that the calculation of 80/20 and the

evaluation of operational performance are two separate things. It was also agreed that 5.5 of WSG (Role of Coordinator) should be reviewed to clearly define the difference.

The separation of the current 5.5 (e) of WSG was proposed to JSAG as an input of APACA. JSAG agreed with this modification. This is the first achievement of APACA activities. Members were asked to support the proposed changes to WSG Edition 2 at HOD on the following day.

## **9. Agenda Item 8: Any Other Business**

The next meeting will be planned during SC131 in November 2012 in Toronto, Canada. The date, time and place will be announced later.



## The list of participants at APACA/4 meeting

No.	Economy	No.	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Chinese Taipei	2	Airport Coordination Taipei (ACT)
3	Hong Kong	3	Hong Kong Schedule Coordination Office (HKSCO)
4	India	4	Airport Authority of India (AAI)
		5	Delhi International Airport Limited (DIAL)
		6	Bangalore International Airport Limited (BIAL)
		7	Mumbai International Airport Pvt Limited (MIAL)
5	Japan	8	Japan Schedule Coordination (JSC)
		9	Central Japan International Airport Co. (CJIAC)
6	Korea	10	Korea Airport Schedule Office (KASO)
7	Malaysia	11	Airport Coordination Malaysia (ACM)
8	New Zealand	12	New Zealand Coordination
9	Singapore	13	Changi Slot Coordinator (CSC)
10	Sri Lanka	14	BIA Coordination
11	Thailand	15	Slot Coordination Thailand (SCT)

