

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 8th Meeting of APACA

10 June (Tuesday), 2014

Room: Capital Suite 16

Abu Dhabi National Exhibitions Center (ADNEC), United Arab Emirates

30 June, 2014

1. Administration

The eighth general assembly meeting of APACA was held at Capital Suite 16 of the Abu Dhabi National Exhibitions Center (ADNEC) from 17:00 to 18:00 on 10 June (Tuesday), 2014 on the occasion of IATA 134th Slot Conference in United Arab Emirates. The chairman, Mr. Ernst Krolke (ACA - Airport Coordination Australia), welcomed the participants and expressed his appreciation for attending the eighth 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 29 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 eighth general assembly meeting of APACA formed a quorum.



2. Agenda Item 1: Approval of Minutes of 7th meeting

The minutes of the seventh general assembly meeting held on 15 November, 2013 in Fort Worth, TX, USA was endorsed without adjustments.

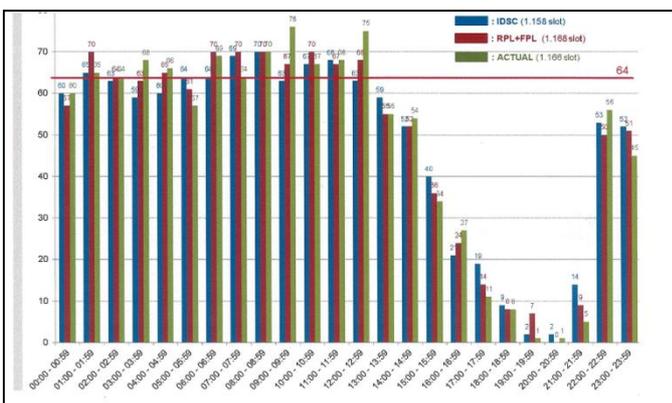
3. Agenda Item 2: Introduction of Indonesia Slot Coordinator (IDSC)

This material was supposed to be presented by Ms. Esty Widyawati who is a head coordinator of Indonesia Slot Coordinator (IDSC). As she was not able to attend this meeting, the vice chairman (Secretary), Mr. Hiroki Takeda (JSC - Japan Schedule Coordination) reported on behalf of IDSC the outline of IDSC and the busy airports which IDSC is in charge using the material shown in [Appendix 2](#).

He firstly explained there are four regulations concerning the slot coordination in Indonesia. KP401 and KP402 were enacted in August of 2011; KP401 stipulates the organization of slot committee and Indonesia Slot Coordinator (IDSC), appointment of busy airports, slot clearance and the flow of coordination, KP402 stipulates the appointment of executive officer of IDSC and the role of each officer.

KP569 was enacted in December of 2011 slightly modifying the organization of slot committee and IDSC and the flow of coordination. KP6 was newly enacted in January 2014 replacing KP401 with the addition of Slot Coordination Implementation Unit (UPKS). He then explained the organization of slot committee and IDSC.

He secondly explained the airports and air network showing the map of Indonesia. There are more than 230 airports which are scattered in various islands locating within the distance of east to west coast of USA. Two major airlines, Garuda and Lion Air, extend their domestic network with a hub of Soekarno-Hatta Airport (CGK) which is located in Jakarta, capital of Indonesia. He also explained the statistics of 8 busy airports which shows CGK is far exceeding other airports with the high concentration of domestic flights from other islands.



He then highlighted CGK showing the airport configuration, airport statistics and hourly operation. Aircraft movement is reaching a saturation level with the annual growth rate of 8.8% for aircraft movements and 12.2% for passengers. Hourly movement has already reached the hourly constraints of 64 for more than 12 hours from 10:00 to 21:00 local time. In order to cope with this situation, Indonesia is

now developing the grand design of third runway and new terminal 4.

He finally showed the website of IDSC with a picture of home page and NAC chart. However, the menu of declared airport capacity and slot listing is still under construction and it is hoped that those menus will be completed at an early date and the English translation also should be provided.

One question was raised regarding this presentation that the domestic passenger volume at 8 busy airports seems too high considering the population of Indonesia of 23 million. One possible explanation is that the dependence on air transportation in Indonesia is too high since there is neither railway nor bus network between islands.

4. Agenda Item 3: Slot Process Review (SPR) Status

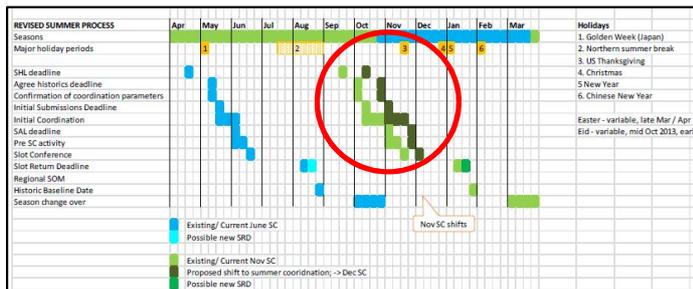
Mr. Takeda explained that Slot Process Review (SPR) WG was established two years ago to review the current process based on the survey results taken after SC 132. He reported some of the actions taken, and new proposals to be voted at HOD meeting and the future work using the material shown in [Appendix](#)

3.

Three items were reported concerning the conference logistics. First one is a start day of SC. According to the survey results, most airlines and most coordinators prefer the start day to be Tuesday for June as well as November SC. The decision was already taken by JSAG that SC134 should be the first conference which starts from Tuesday. Second one is the conference length. Survey shows that 3 days is enough for June SC, however opinion is split in to half for 4 days for November SC. The decision was to continue to closely monitor the current proceedings. Third one is SC location and rotation. As more than 80% would prefer holding the SC in diverse locations, IATA would try to find the divers locations in the future too.



As to slot coordination process, 67% of airlines and 79% of coordinators think the current process for June SC appropriate. For November SC, however, 32% of airlines and 45% of coordinators think the current process too early. SPR WG made various options based on the survey results and reviewed them; Option



1 is to shift the June and November SC backward by 2 weeks. Option 2 is to shift the June and November SC backward by 6 weeks. After reviewing those two options, JSAG made a decision to shift November SC only backwards by 2 weeks. **This proposal for change will be voted at HOD meeting.**

As to the Slot Return Deadline (SRD), while the current SRD is 15 January and 15 August, the survey showed that 53% opts for the elimination of SRD and 46% don't. As SPR WG thought SRD is very important date, it should be retained, but to move a little bit backward toward Historic Baseline Date (HBD) as a compromise. JSAG decided to move SRD to 3rd Tuesday of January and 3rd Tuesday of August. **This proposal for change will be voted at HOD meeting.**

As to the schedule facilitation process, SPR WG thought the definition of current schedule facilitation is not sufficient enough to understand the process with the expression of “voluntary schedule adjustment” or “voluntary cooperation”. The whole new chapter was drafted and it will be incorporated in the new edition of WSG. The new chapter covers (1) key principles of schedule facilitation, (2) priorities for schedule facilitation, (3) dialogue regarding schedule adjustment, (4) refused schedule adjustment, (5) operations an airline does not intend to use, and (6) monitoring of operations. This draft changes will be approved at HOD meeting.

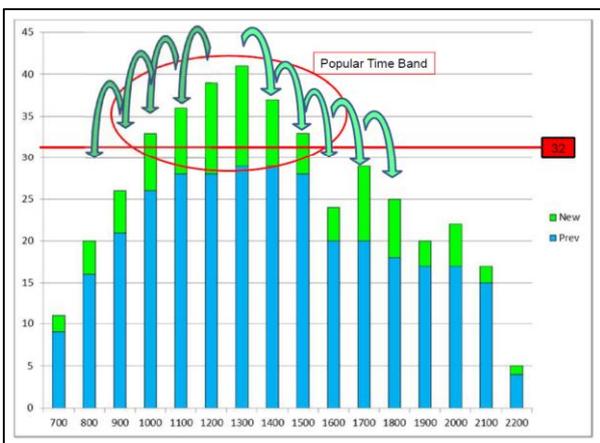
Finally, slot ID concept was introduced as pending item. The matching of flight plan and approved slot will be required in Europe. Mr. James Cole, (ACL – Airport Coordination Limited), supplemented the current situation at Eurocontrol. In order to make it happen, the introduction of Slot-ID is now under discussion.

However, there is inconsistency for a proposed Slot-ID on a worldwide basis. It was decided to carefully monitor the new development of Slot-ID.

At last, it was reminded once again to participate in HOD meeting to vote for two proposed changes of slot conference timing and slot return deadline.

5. Agenda Item 4: WSG Changes (Level 2 Airport)

Mr. Takeda presented the proposed WSG changes regarding schedule facilitation using the material shown in [Appendix 4](#). There are very simple and vague expressions regarding the schedule facilitation in the current WSG 5th Edition. One is 4.5 c) Facilitator will facilitate **the process of voluntary schedule adjustments** by airlines to avoid exceeding the airport's coordination parameters. The other is 4.6 2. The process of facilitation **centers on voluntary cooperation** between airlines and the facilitator. This will perfectly work at level 2 airport where the demand exceeds the coordination parameter for only one hour or for two hours.



However, at level 2 airport where the demand exceeds the coordination parameter for more than four or five hours, the more understandable and clearer definition of facilitation process is needed. The completely new chapter 7 called “Principles of Schedule Facilitation” was drafted which covers (1) key principles of schedule facilitation, (2) priorities for schedule facilitation, (3) dialogue regarding schedule adjustment, (4) refused schedule adjustment, (5) operations an airline does not intend to use, and (6) monitoring of operations. Especially the priorities of

schedule facilitation are very important notion which includes (1) minimize the adjustment, (2) services from the previous equivalent season, (3) introduction of year round operations, (4) effective period of operation, (5) Ad Hoc operations, and (6) operational factors.

He finally asked the support for this change proposal in WSG 6th Edition at HOD meeting.

6. Agenda Item5: Any Other Business

There was one announcement by Mr. Takeda that Asian Tea Gathering would be held at Capital Suite 10 (JSC Workroom) on the second floor during the lunch time of 12:00 to 13:00 on 12 June (Thursday). The participants were invited to join the gathering.

The list of participants at APACA/8 meeting

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation
3	Chinese Taipei	3	Airport Coordination Taipei (ACT)
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	Malaysia	10	Airport Coordination Malaysia (ACM)
7	New Zealand	11	Airport Coordination Limited (ACL)
8	Singapore	12	Changi Slot Coordination (CSC)
9	Sri Lanka	13	Sri Lankan Colombo Airport Coordination
10	Thailand	14	Slot Coordination Thailand (SCT)
11	Viet Nam	15	Civil Aviation Authority of Viet Nam (CAAV)

