



SC134 Convening Memorandum

TO: Head Delegates
FROM: Head Worldwide Airport Slots
DATE: 17th March 2014
SUBJECT: 134th Slot Conference 10 – 12 June 2014

The 134th Slot Conference for the Northern Winter Period, 26 October 2014 to 28 March 2015 is hereby convened as follows:

Dates

Registration	:	Mon	9 Jun	09:00 - 18:00
Conference opens	:	Tue	10 Jun	08:00 - 18:00
Conference times	:	Wed - Thu	11 - 12 Jun	09:00 - 18:00

Place

Abu Dhabi National Exhibitions Company (ADNEC)
Khaleej Al Arabi Street
P.O. Box 5546
Abu Dhabi
United Arab Emirates



Follow us on Twitter, we use hash tag #SlotConference for this event

Calendar of Slot Activities

Delegates are to note the Calendar of Slot Activities (pdf) deadline dates for the Northern Winter Period:

Online Registration

Registration for the event, hotel reservation, visa letter requests and payment is completed in one online process. Delegates are strongly encouraged to register as soon as possible but no later than **25 May 2014**. After this date hotel accommodation **cannot** be guaranteed and AppCal access will be delayed.



Accreditation

New delegates must be accredited and should send their completed and signed Accreditation form (pdf) preferably by email to slots@iata.org.

Visas

Delegates are reminded that it is their individual responsibility to obtain a valid visa to attend the Slot Conference. Please ensure you check your U.A.E. visa requirements as soon as possible to prevent any delay in your visa application. For guidance and further information delegates should consult the following links IATA Travel Centre and ADNEC Visa information.

Delegates requiring a letter of invitation to attend SC134 in order to support their visa application should check the "Visa Letter Request" box when registering online for SC 134 and then follow the instructions. The deadline for the submission of the online Visa Invitation Request Form is **30 May 2014**. After this date charges will apply.

Table Pre-allocation

Table allocation for the main airline room is pre-assigned by IATA based on historical preference. The coordinator room will continue to be allocated alphabetically by country. The Appointments Calendar (AppCal) will be updated with table location information shortly before the conference.

Onsite Registration – Monday, 9 June 2014 from 09:00 – 18:00

Delegates will be able to collect their badges from the registration desk located in the Link area (foyer) between Hall A & B of ADNEC. AppCal workstations, printers and an area for any pre-conference team meetings will be available during this time.

We look forward to seeing you in Abu Dhabi!

Best regards

Peter Stanton,
Head of Worldwide Airport Slots



WWACG / 21 Meeting

Date: Monday, 09th June 2014 15:30 – 17:30 h

Place: Abu Dhabi, ADNEC, Capital Suite 16, Level 1

AGENDA

1. Minutes 20 of WWACG Fort Worth 13 th Nov 2013	E. Rindlisbacher
2. Matters arising from WWACG 20	E. Rindlisbacher
3. Finances <ul style="list-style-type: none"> • Final 2013 // Status Membership Contribution 2014 	E. Rindlisbacher
4. Change of WWACG TOR's to adopt WWACG guidelines	E. Rindlisbacher
5. Adoption Slot Monitoring Guideline for WWACG	J. Cole
6. Text example warning message Slot Monitoring	E. Rindlisbacher
7. JSAG 42 and SPR- debriefing	J. Cole
8. HOD Preparation	E. Rindlisbacher
9. Update on Regional Coordination Issues Asia, Americas (spec update US airports) Europe	E. Krolke B. Meehan E. Herbane
10. Date/time and place of next meeting: PRG, expected 10 th Nov 2014 in the later afternoon	E. Rindlisbacher
11. Any other Business	E. Rindlisbacher

Attachments: Final Finances 2013

Slot Performance Monitoring

1. PURPOSE

This WWACG Slot Guideline deals with slot performance monitoring by coordinators to ensure conformity between actual aircraft operations and the allocated slots. It also deals with data quality monitoring by schedules facilitators.

Though linked, slot performance monitoring is a separate process from the determination of historic rights and application of the use-it-or-lose-it rule (the 80/20 rule). The objectives of slot performance monitoring are to:

- Ensure adherence to allocated slots within normal operating tolerances
- Identify any instances of intentional misuse of allocated slots
- Prevent operations at a coordinated airport without an allocated slot
- Encourage the timely return of unwanted slots to the pool for reallocation

This process applies to airlines and other aircraft operators subject to slot allocation at a coordinated airport.

2. REFERENCES

IATA Worldwide Slot Guidelines (WSG)

- Section 1.7 and 7.1 – Key Principles of Slot Allocation
- Section 7.6 – Use it or Lose it Rule
- Section 7.8 – Justified Non Utilization of Slots
- Section 7.9 – Intentional Misuse of Slots
- Annex 10.8 – Coordination Committee terms of reference
- Annex 10.9 – Slot Performance Committee terms of reference

3. GUIDELINES

Slot monitoring is a continuous process that:

- uses objective, transparent and non-discriminatory criteria
- should be adapted to the specific needs of the airport and types of traffic
- should be timely and simple to calculate and administer
- follows advice given by the Coordination or Slot Performance Committee

3.1 Before the Date of Operation

Coordinators should seek to prevent slot misuse by undertaking conformity checks before the date of operation, where possible. The following data sources may be used to detect inconsistencies:

- published schedule data (websites, CRS, timetables, brochures, tickets)

- airport or ground handling data of the airport concerned or at the other end of the route (e.g. from an A-CDM system)
- ATC flight plan

Coordinators should check for following types of inconsistencies:

- intention to operate with no slot allocated
- slot held with no intention to operate
- intention to operate at a time significantly different than the allocated slot
- intention to use a slot in a significantly different way than allocated

Having detected a discrepancy, the Coordinator should contact the aircraft operator concerned and ask for an explanation and corrective action in order to prevent misuse.

Schedules Facilitators should perform similar checks to ensure that air carriers or other aircraft operators intend to operate in conformity with the schedules recommended to them, or have advised the Schedules Facilitator of their inability to accept a voluntary schedule adjustment.

3.2 After the Date of Operation

After the date of operation, Coordinators should compile a database of actual operations compared with allocated slots, updated on a regular basis (e.g. weekly). These data should be analysed to detect inconsistencies and identify potential slot misuse. These consistency checks should be carried out in a timely manner. Analytical methods with supporting software tools should be used to facilitate the comparison.

For this comparison, the Coordinator should use data provided by the airport operator or other data source (e.g. ATC) with actual arrival and departure times. As slot times are on/off block times, actual on/off block times should be used if available. If only runway landing and takeoff times are available, then appropriate taxi time assumptions must be applied.

Coordinators should check for inconsistencies in the use of slots, such as:

- operations with no slot allocated
- slot held but not operated
- operations at a time significantly different than the allocated slot
- use of a slot in a significantly different way than allocated (e.g. use of a larger aircraft in breach of terminal or stand capacities).
- where applicable, flights operated in curfew or other restricted operations periods without holding a valid airport slot for that period (e.g. night period)

Coordinators should avoid seeking unnecessary explanations from aircraft operators of minor operational deviations. In analysing the data, the Coordinator should undertake checks, such as:

- apply a reasonable tolerance for time differences to filter potential slot misuse from normal operational variability
- distinguish repeated (possibly intentional) off slot operations from random operational deviations
- check whether the deviation is a result of an obvious operational disruption (e.g. known events of extreme weather, strikes, etc).
- check for evidence of intentional slot misuse such as published times different than the allocated slot time, or operations closer to the initially requested time than the allocated slot time
- check whether the scheduled block time or turnaround time appears appropriate for the route and aircraft type
- check whether the scheduled turnaround time of the aircraft operator is realistic in the light of its actual operations

3.3 Follow-up Action and possible sanctions

Where there is evidence of a significant discrepancy in the use of slots and/or apparent evidence of intentional slot misuse, the Coordinator should contact the aircraft operator concerned and request an explanation (setting a reasonable deadline for response), and to take corrective action where necessary.

Coordinators should try to identify slot performance issues as soon as possible and contact the aircraft operator concerned in a timely manner, giving the aircraft operator an opportunity to take corrective action during the current season.

For operations without a slot, Coordinators should check whether the reasons invoked by the operators to be exempted from slot allocation are valid (e.g. real diversion, head of state flight, ambulance/humanitarian flight).

If an adequate explanation is provided and/or appropriate corrective action is taken, the Coordinator should continue to monitor the situation.

Where there is evidence of intentional slot misuse or if no adequate explanation is provided, the Coordinator may take further appropriate action.

When deciding upon any further action, in accordance with the WSG and national or regional law, the responsible authority should take into account:

- if it is a first occurrence of an ad hoc operation (airline or GA/BA)
- if it is a repeated occurrence of an ad hoc operation (airline or GA/BA)

- if it is a first or single occurrence as part of a series of slots
- if it is a repeated occurrence as part of a series of slots
- the severity of the discrepancy
- if it was likely to cause prejudice to the airport or ATC operations
- the appropriate monitoring guidelines developed by the relevant Coordination Committee or Slot Performance Committee

The actions the Coordinator may take depend on the seriousness and/or continuation of the abuse, as well as national law.

Possible actions to deal with slot misuse are:

- issue a (first) warning
- request for corrective action
- summoning before the Coordination or Slot Performance Committee (where applicable)
- lower priority in the allocation of slots
- loss of historic precedence (WSG 7.9)
- application of financial sanctions by the relevant authority, dependent on national law

3.4 Continuing Poor Slot Performance and Intentionality

The sanctions of loss of historic precedence (WSG 7.9) or financial sanctions should only applied in instances of intentional slot misuse.

There are circumstances where poor slot performance is initially not deemed intentional, but may be considered intentional in future if the aircraft operator concerned does not take reasonable corrective action.

Common examples are planned block times or turnaround times which cannot be reliably achieved in practice, or unrealistic planned aircraft utilisation leading to poor slot performance.

In such circumstances, the aircraft operator should be given the opportunity to take appropriate corrective action. However, if they do not do so then the continued poor slot performance should be considered intentional slot misuse.

3.5 Slot Performance and the Application of the Use-it-or-Lose-it Rule

The application of the use-it-or-lose-it rule must be based on the non-utilisation of slots in a series which is either:

- a cancellation made after the relevant 31 January / 31 August deadline date
- a failure to operate without cancelling in advance

WWACG SLOT GUIDELINES



unless such non-utilisation can be justified in accordance with WSG 7.8.

Airlines should not be penalised for on-the-day operational delays in the application of the 80/20 rule (i.e. if the flight operates late but on the same day then it should count as 'used' for the 80/20 calculation).

If an airline intentionally operates at a significantly different time or uses slots in a significantly different way than allocated, then the appropriate sanctions are loss of historic precedence and/or withdrawal of slots under WSG 7.9 and/or financial sanctions in accordance with national law, not in the application of the use-it-or-lose rule under WSG 7.6.



WWACG / 21 Notes

Date: Monday, 09th June 2014 15:30 – 17:30 h

**Place: Abu Dhabi, ADNEC, Capital Suite 16, Level 1
(Attendance List attached)**

AGENDA

<p>1. Minutes 20 of WWACG Fort Worth 13th Nov 2013</p> <ul style="list-style-type: none"> Minutes agreed and adopted <p>–</p>
<p>2. Matters arising from WWACG 20</p> <ul style="list-style-type: none"> All matters covered by the agenda
<p>3. Finances</p> <p>3.1 Final 2013 // Status Membership Contribution 2014</p> <ul style="list-style-type: none"> Erich Rindlisbacher presented the current status of the WWACG accounts and contributions from members. Members who have yet to pay their membership contribution are invited to pay Mr Rindlisbacher during the SC. The accounts were agreed by the meeting.
<p>4. Change of WWACG TOR's to adopt WWACG guidelines</p> <ul style="list-style-type: none"> Erich Rindlisbacher proposed a change to the WWACG TORs to permit the WWACG to adopt guidelines for its members. The change to the TORs was agreed by the meeting. The revised TORs will be published on the WWACG website. Action: ER
<p>5. Adoption Slot Monitoring Guideline for WWACG</p> <ul style="list-style-type: none"> The Slot Performance Monitoring guidelines were adopted by the meeting. The guidelines will be published on www.WWACG.org <p>–</p>
<p>6. Text example warning message Slot Monitoring</p> <ul style="list-style-type: none"> Some members had requested recommended text for coordinators to use in communications with airlines on slot performance issues. Erich Rindlisbacher presented text that coordinators may choose to use. The text will be published in the members-only area of the WWACG website. <p>–</p>
<p>7. JSAG 42 and SPR- debriefing</p> <ul style="list-style-type: none"> James Cole (Vice Chairman of JSAG) provided a de-brief on the JSAG meeting.

<p>8. ICAO Air Transport Conference</p> <ul style="list-style-type: none"> • The WWACG has been recognised as an observer for ICAO, and on 26 May the WWACG was represented at the ICAO air transport panel. ICAO is preparing a document concerning liberalisation of air transport, which deals with fair competition and access issues (including airport slots). • The WWACG may be invited to make a presentation on airport slots at an ICAN symposium in Nov 2014.
<p>9. HOD Preparation</p> <ul style="list-style-type: none"> • The proposed changes to the coordination calendar were discussed (moving the summer SC to early Dec, and moving the SRD to the 3rd Tue in Aug/Jan) were discussed. • All coordinator HODs are encouraged to vote.
<p>10. Update on Regional Coordination Issues</p> <p>10.1 Asia</p> <ul style="list-style-type: none"> • No issues to update <p>10.2 Americas (spec update US airports)</p> <ul style="list-style-type: none"> • Brian Meehan (FAA) provided an update on JFK runway works from Mar-Oct 2015. A copy of the presentation is attached to these minutes. <p>10.3 Europe</p> <p>No news on the new EU Slot Regulation at this time</p>
<p>11. Date/time and place of next meeting:</p> <ul style="list-style-type: none"> • PRG, expected 10th Nov 2014 in the later afternoon
<p>12. Any other Business</p> <ul style="list-style-type: none"> • Toronto Pearson Airport coordination (ACCL) could not attend this SC. They will be available by Skype from the Nordic coordinator's office. • Possible other guidelines: <ul style="list-style-type: none"> ○ YYC facilitator raised the issue of slot adherence at a terminal-constrained Level 2 airport, versus a runway-constrained Level 3 airport. • All members are remembered to use only generic email addresses for SCR/SMA/SIR messages (no personal or gmail and yahoo addresses)

Attachment: Meeting Attendance List

For the Notes

James Cole, ACL International



16th Head of delegation Meeting (HOD-M/16) Minutes

134th Slot Conference
ADNEC, Abu Dhabi
Thursday 12th June 2014, 14:00

Peter Stanton, Head of Worldwide Airport Slots (IATA) welcomed the Head Delegates to the 16th Head of Delegation meeting and invited active participation.

Agenda Item 1 – Future Conferences

Renee Jacobs reported on the forthcoming conference locations and venues.

1.1: Prague November 2014

- **SC 135 Prague, Czech Republic, 11 – 14 November 2014,**
Prague Hilton, Single 3,600 CZK (178.00 USD), Double 4,000 CZK (\$198.00 USD) All room rates include wireless internet access and breakfast but excludes 15% VAT.

1.2: 2015 Locations

The future Slot Conference locations for 2015 are as follows:

- **SC 136, Vancouver, Canada, 23 – 25 June 2015**
Vancouver Convention Centre, staying at the Marriott Pinnacle, Renaissance Vancouver, Fairmont Vancouver & Pan Pacific hotels.
Room rates are between 219.00 - 269.00 CAD. All room rates include wireless internet access but excludes 16.5% VAT and breakfast.
- **SC 137, Bangkok, Thailand, 10 – 13 November 2015**
Centara Grand Convention Centre staying at the Centara Grand Hotel
Room rates are between 5600 – 6100 THB (172 – 187 USD). All room rates include wireless internet access local tax/service charges and breakfast.

For more information on the floor plans of the convention centers and hotels see Attachment A.



1.2 Future Locations

The bids received for 2016 are:

June Area 2: Europe

Istanbul
Hamburg
Barcelona
Rome
Paris
Warsaw
London

November Area 1: Americas

Chicago
Orlando
Los Angeles
Buenos Aires
Rio, Panama
Lima

1.3 Registration fee

Peter Stanton confirmed the Slot Conference delegate fee should be budgeted at 100 USD.

Agenda Item 2 – Slot Conference Activities

2.1: Worldwide Slot Guidelines 6th edition (WSG/6) and calendar

Michele Boyce (UA) reported that the 6th edition of the WSG with proposed changes (shown in **Attachment B**) was distributed prior to the HOD Meeting and invited feedback, comments or concerns. With no objections to endorsing the WSG Michele Boyce confirmed the guidelines would be published 1st August 2014.

2.2: Calendar of activities

The Calendar of Slot Activities was presented (shown in **Attachment C**).

Agenda Item 3 – Slot Process

3.1: JSAG work stream updates and status

Michele Boyce reported on the four work streams concentrated on by JSAG.

Punctuality related to the determination of historic, slot monitoring and slot performance committee work. JSAG analyzed what was happening globally and while some coordinators were monitoring punctuality the WSG standard that punctuality should not be considered when determining historic remains. Punctuality should be dealt through slot performance committees, ongoing slot monitoring and dialogues between coordinators and airlines. There has therefore been no change although the situation will continue to be monitored.



Preconference, post SAL activity. In 2007 the work on pre-conference activity was based on legal opinions from two outside parties. As part of the proposed changes to expand post-SAL activity (formally pre-conference), European and US legal opinions from antitrust lawyers regarding the post SAL activity, including what is achievable and the risks and mitigations, will be sought. There have been a number of changes to the coordination process since 2007, so it's prudent that legal opinions are updated to incorporate the newest information. The goal is to broaden what is achievable post SAL and preconference. This is an ongoing piece of work that will hopefully have an update in November.

Slot conference timing and the effectiveness of the Slot Return Date (SRD). The January and August 15th deadlines were implemented as part of the initial Slot Review Process, to try and give airlines the opportunity to hand back slots earlier, which in turn would give coordinators the possibility to reallocate those slots before the baseline date. JSAG have completed a review of the effectiveness of the SRD and one of the conclusions reached was the current SRD dates may be too close to the winter holidays. This conclusion is the reason for the vote to be held later today on moving the static 15th SRD date to the 3rd Tuesday of the month.

3.2: Process change items for vote

Peter Stanton laid out the terms of the voting and debate. Three people would be requested to speak for the move and 3 people against the move. As the proposal is a significant change the decision will be based on a 2/3 majority. Data would be collected with the vote, although this information is for IATA statistical purposes only and would be kept strictly confidential.

Caroline Ditvoorst (Airport Coordination Netherlands) started the debate by speaking against the move, stating that the SRD is only functional if there are sanctions connected to it. If there is only 1 week between the new SRD date and Historic Baseline Date (HBD) then the airlines waiting for slots will have to wait longer. There is no advantage unless slots are returned on time.

James Cole (ACL International) responded that the benefit of moving the SRD date gives the airlines more time particularly for the summer season to complete their hand backs, while still giving the coordinators enough time to do the reallocation before the HBD, which in Europe is written into the regulations so there is no flexibility. Equally, making the SRD a Tuesday rather than a fixed date means there would always be enough working days for the coordinator to complete the reallocation. Moving the SRD to a later date and reducing the time between the SRD and the HBD makes the time in-between more efficient. There is an incentive to airlines to ensure that slots are returned by the HBD because that is when the 80/20 ruling starts. The proposed new SRD does not address that problem without sanctions, it is addressing a different issue.



Takayuki Asai (NH) spoke against the proposed change stating that some governments require filings in order to approve flights, which can be during the recommended time of the proposed change to the SRD. E.g. NH would have to file with the Japanese government before receiving the reallocation of the slots. If the proposed change was accepted NH would lose the opportunity to improve or add additional slots. Also, it is arguable that the decrease in time between the SRD and HBD would not be enough for some coordinators.

Yanki Puersuen (LH) argued that changing the SRD date would make no difference to the decision making process and management decisions obtained. Changing the SRD to the 3rd Tuesday instead of a fixed date however, would be disadvantageous when communicating the SRD to the rest of the company. Finally, if the change was accepted the SOM in Europe would occur before airlines had responded to the offers suggested by the coordinators.

Michele Boyce went on to respond to a question posed separately to the meeting regarding the change from a fixed date for the SRD of the 15th of January or August to the third Tuesday of the month, and if this was considered to be a problem. The whole calendar of coordination activities is variable and moves according to the Slot Conference or season start dates. The only dates that are not variable are the SRD and HBD due to regulations and being tied to the WSG. So from a communication standpoint all the dates vary season to season, slot conference to slot conference.

Peter Stanton introduced the second vote on the timing of the Slot Conference and clarified IATA's stance of impartiality on the matter. The vote was taking place for the benefit of the slots community driven by a JSAG debate.

Eric Herbane (EUACA & COHOR French Slot Coordination) commented that the voting process was not fair for the coordinators who are outnumbered by the airlines in the voting process. It was requested that this would be considered for future votes so votes would reflect the entire community not just the airlines.

Peter Stanton agreed that the voting process and decision would be discussed before any future votes took place.

Caroline Ditvoorst started the debate on moving the November Slot Conference dates to the beginning of December by stating that December is a busy month in the Netherlands social calendar, with the start of December traditionally being time for the family which makes the potential change very unfavorable.

Takayuki Asai went on to confirm that NH will vote to stay with the current Slot Conference dates. As if the proposed change occurred there would not be enough time to obtain approval from top management. The current schedule gives enough time to complete the process before the quiet time of Christmas and New Year.



Eric Herbane argued for the date change to the SC for two main reasons. The first was linked to the European situation where capacity requirements are legally linked to performance criteria that are mainly the punctuality that they deliver. The air navigation service providers (ANSPs) will be financially linked to their punctuality. ANSPs will be shy to increase capacity as it is possible this will decrease the punctuality that they deliver. The more time given to the ANSPs to evaluate the impact on the summer season in order to know what is the punctuality that they delivered last summer, the better chance there is to increase capacity.

The second reason is to have a longer period for the SHL and to make sure it is based on the actual 'use it or lose it' for a longer period. There would be one more month of actuals.

The industry has invested a lot of money in new technology to be more efficient, but it is still running the process as it was run 40 years ago, the slots community should take advantage of all technology available to be quicker in order to work more efficiently.

Eric went on to state that these were first steps and that it is possible in the future the conference could be delayed further to the end of January, just before the SRD when it is the end of the scheduling process and not the beginning.

Jitendra Singh (Delhi International Airport) supported the SC change in date due to the increase in time available to calculate historics. He commented that there would always be a national festival or religious celebration that affects a section of the Slots community during any month the SC could be held. Regarding the SRD change and the problem communicating it through the company, the slots professionals have a duty to explain at a company level the change and then after the first time it would become standard. In conclusion Delhi International Airport supports the date change.

Bert Imminga (KL) argued against the change due to the potential to jeopardize the process at KL and lead to avoidable, additional costs. KL have to prepare for operations on a fixed date 1st April so if the change went ahead there would be a reduction of 3 weeks to prepare for operations, which would be a problem due to labour agreements. Rosters have to be finalized 12 weeks in advance for the season 1st January, which means schedules have to be finalized before Christmas. Moving the SC dates would mean a reduction of time to finalize schedules which is infeasible. Finally, there are other solutions to gain this time that are not being discussed today.

Billur Gokhan (TK) argued that airlines need longer periods to prepare the initial submissions, not for the slot process but for network planning, scheduling and aircraft assignment. It is important to respect the holiday period, but a longer period of time is still required. Charter carriers especially, need more time for travel agencies during the summer season only. If the post SAL / pre conference activity is extended in the future there will be more flexibility, but for the time being it is not possible to make any



changes to affect the capacity as it is not possible to send new submissions or act accordingly until the slot conference starts. TK strongly believe a longer period is required to give more flexibility in preparing for the summer season.

Wolfgang Queissner (LH) stated the current SC dates were a compromise and that if the dates were moved it would be important that they reflect another feasible compromise. A cost benefit analysis should be carried out to understand if the current issue of calculating the historic outweighs the additional costs incurred. For LH the cost is higher than the risk.

Michele Boyce went on to raise the issue of reliability. If the coordinators have more time to determine historic and have more data, the airlines also receive this benefit. The airlines would have more of their 'actual' season to feed into models for determining the block for the next season before initial submissions and therefore have a better block and better punctuality.

Chris Carter (BA) reiterated the advantage of receiving more time to prepare in advance of schedule filing, however, it is important to verify the wider implications of these changes on the company as a whole. The benefits of the move to the slots community may be outweighed by the disadvantages to the rest of the organization.

Masumi Jain (TR) argued that from a customer disruption management perspective, if it is possible to break up the schedule changes earlier for the start of the summer season system, it would be possible to manage the communication to the customer ahead of time and not have to deal with it all at the start of the season. TR is in favor of maintaining the current dates of the conference.

Eric Herbane questioned how irreversible the decision would be and if there would be any constraint if the decision to change the date was made?

Peter Stanton and Michele Boyce confirmed that the decision would be reversible and gave the example of the November SC changing back to the original format of 4 days after a 3 day trial proved to be unacceptable to delegates. If the vote was positive and the SC date changed this would occur from SC138. With the debate concluded Peter Stanton requested delegates voted at the end of the meeting.

Agenda Item 4 – AOB

Peter Stanton introduced Arantza Mendicoa as a new IATA staff member, the floor was then opened for 'Any Other Business' and feedback on SC134 was invited.



4.1 Abu Dhabi feedback

Internet issues were discussed and the suggestion of a designated space for delegates to communicate in private, if they attended meetings with 'virtual' delegates via Skype, was recommended.

Peter Stanton gave thanks to the organizers. There were no further comments.

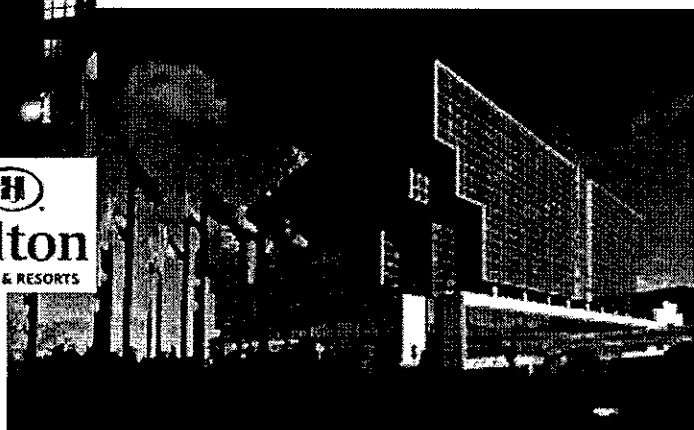


IATA 135th Slot Conference

Prague, Czech Republic | 11 – 14 November 2014 (Tues-Fri)



Prague Hilton



Room Rates:

Single \$178.00 (CZK 3,600)

Double \$198.00 (CZK 4,000)

All room rates include wireless internet access and breakfast but excludes 15% VAT.

MEETING & EVENT FLOOR PLANS
HILTON PRAGUE

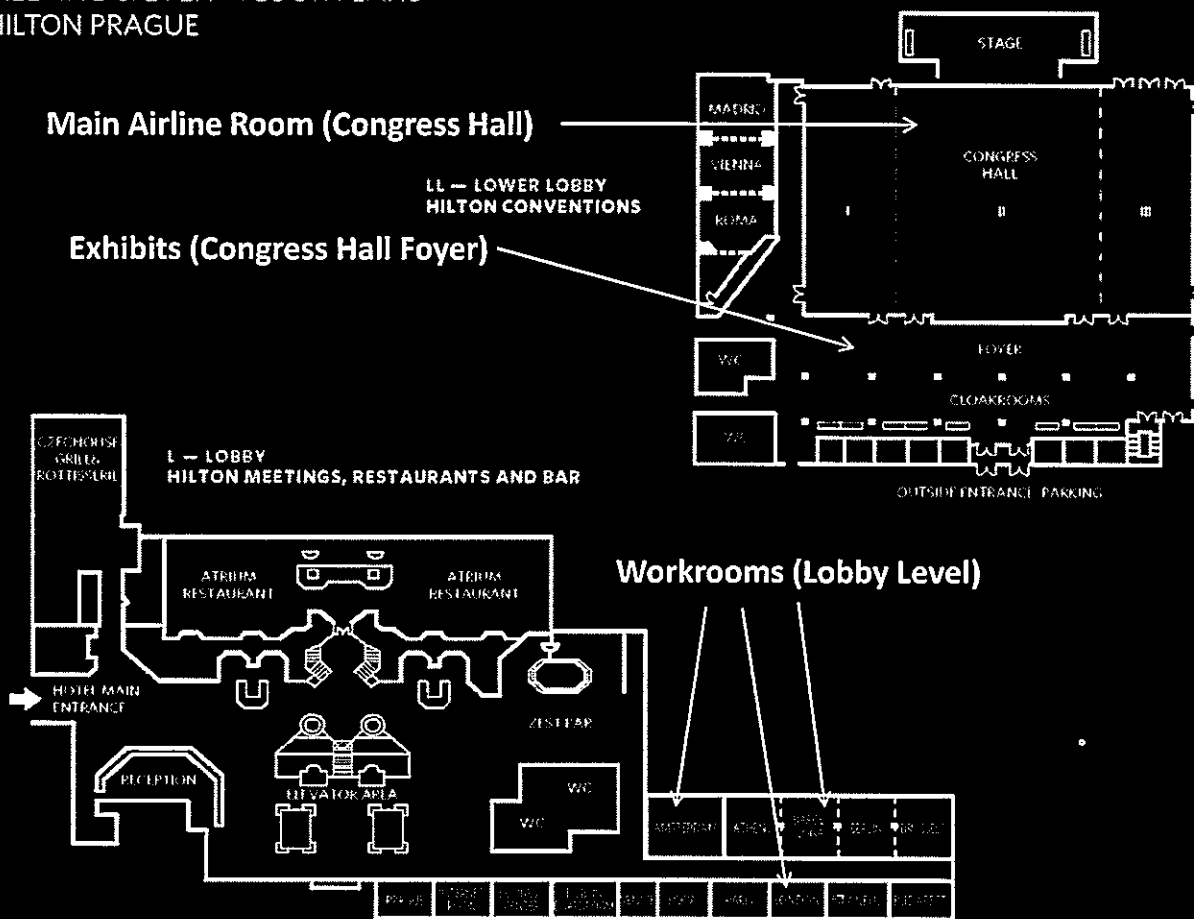
Main Airline Room (Congress Hall)

Exhibits (Congress Hall Foyer)

LL – LOWER LOBBY
HILTON CONVENTIONS

L – LOBBY
HILTON MEETINGS, RESTAURANTS AND BAR

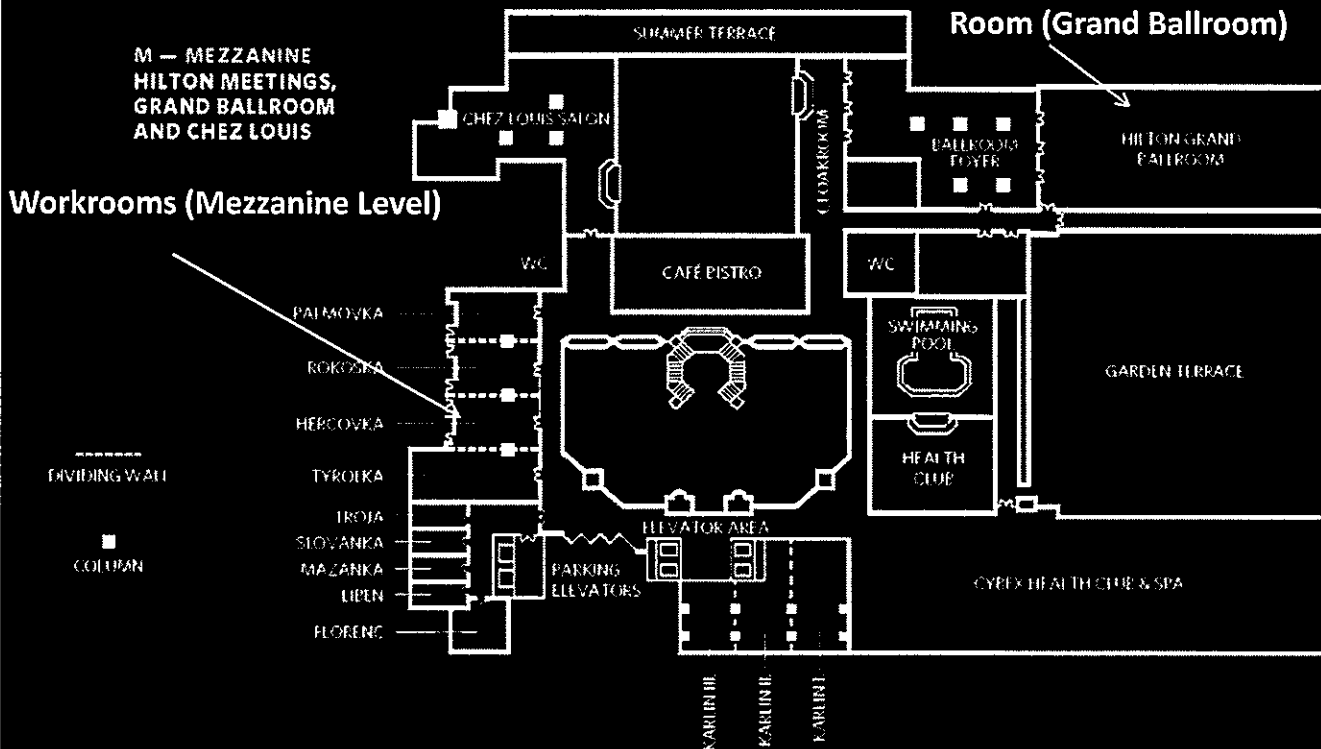
Workrooms (Lobby Level)



Main Coordination Room (Grand Ballroom)

Workrooms (Mezzanine Level)

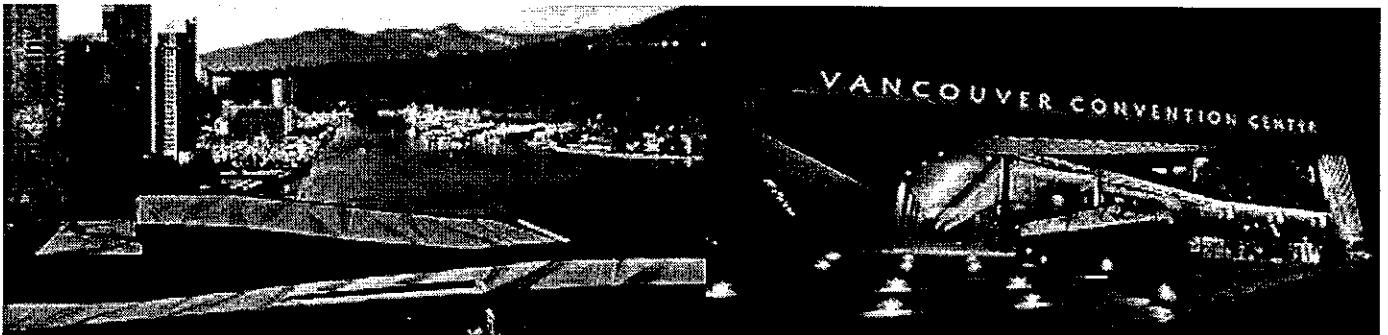
M – MEZZANINE
HILTON MEETINGS,
GRAND BALLROOM
AND CHEZ LOUIS



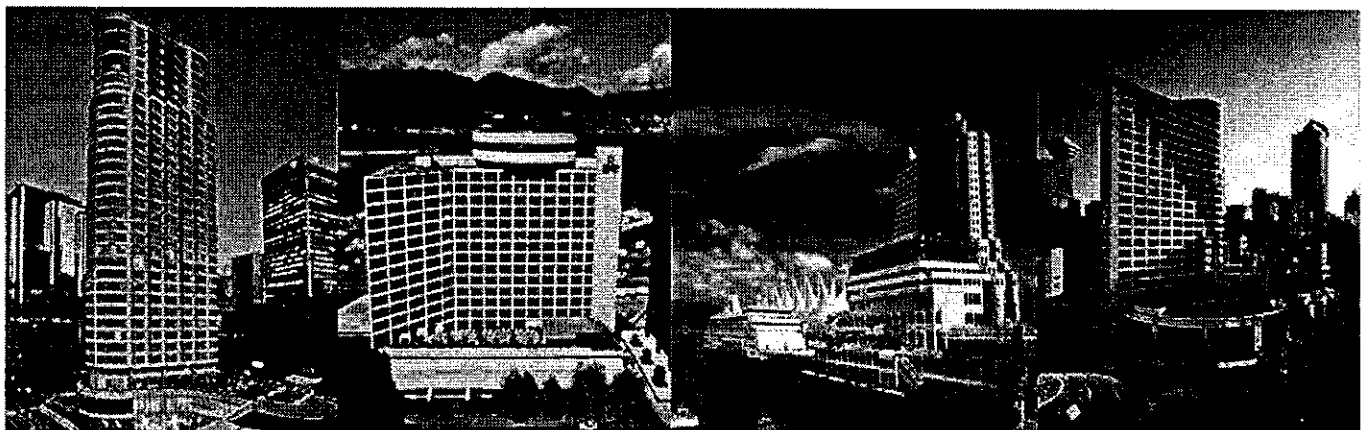


IATA 136th Slot Conference

Vancouver Convention Centre | 23 – 25 June 2015 (Tues-Thurs)



Marriott Pinnacle, Renaissance Vancouver,
Fairmont Vancouver & Pan Pacific



Room Rates:
Single/Double
\$219.00 CAD

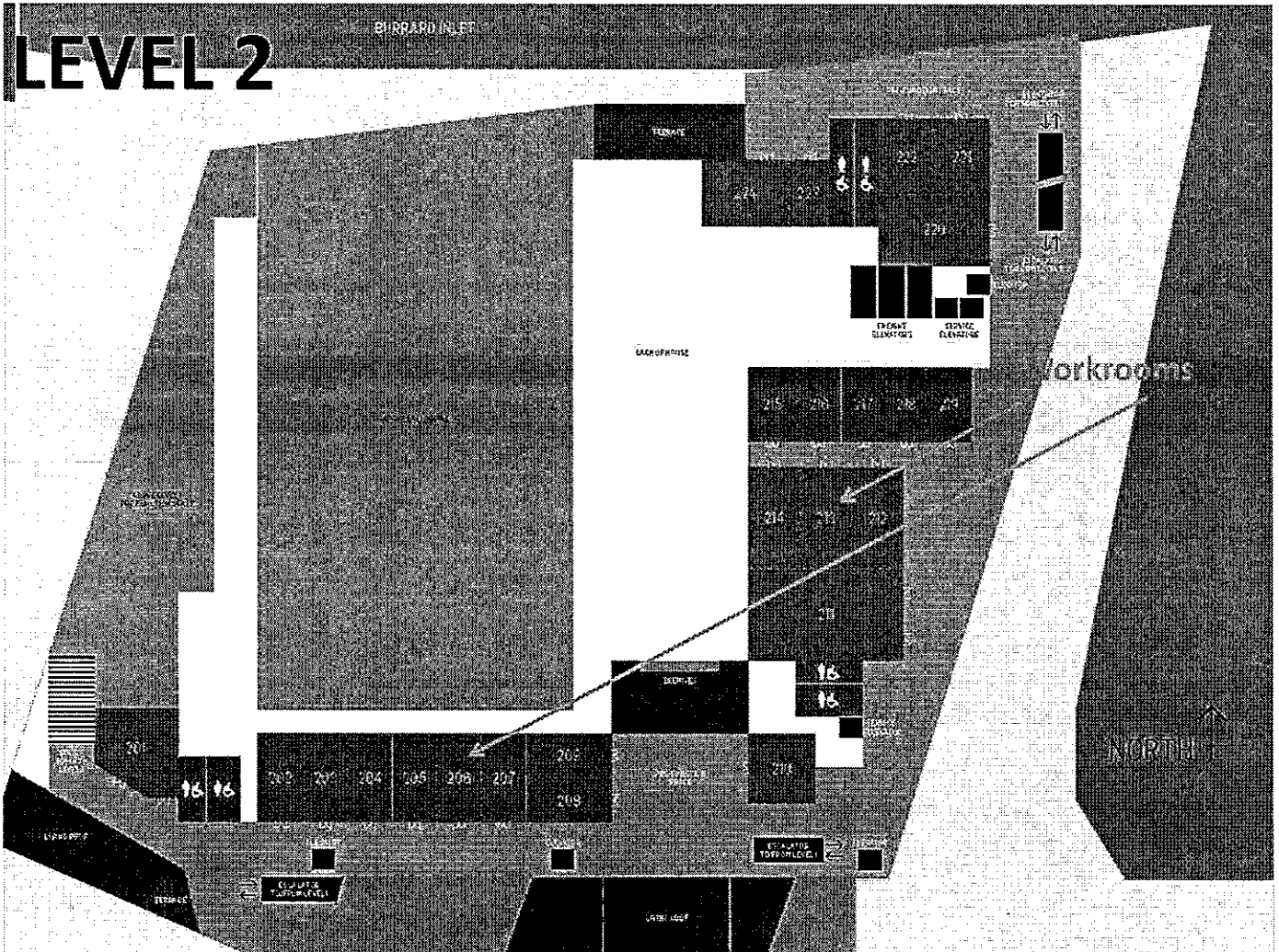
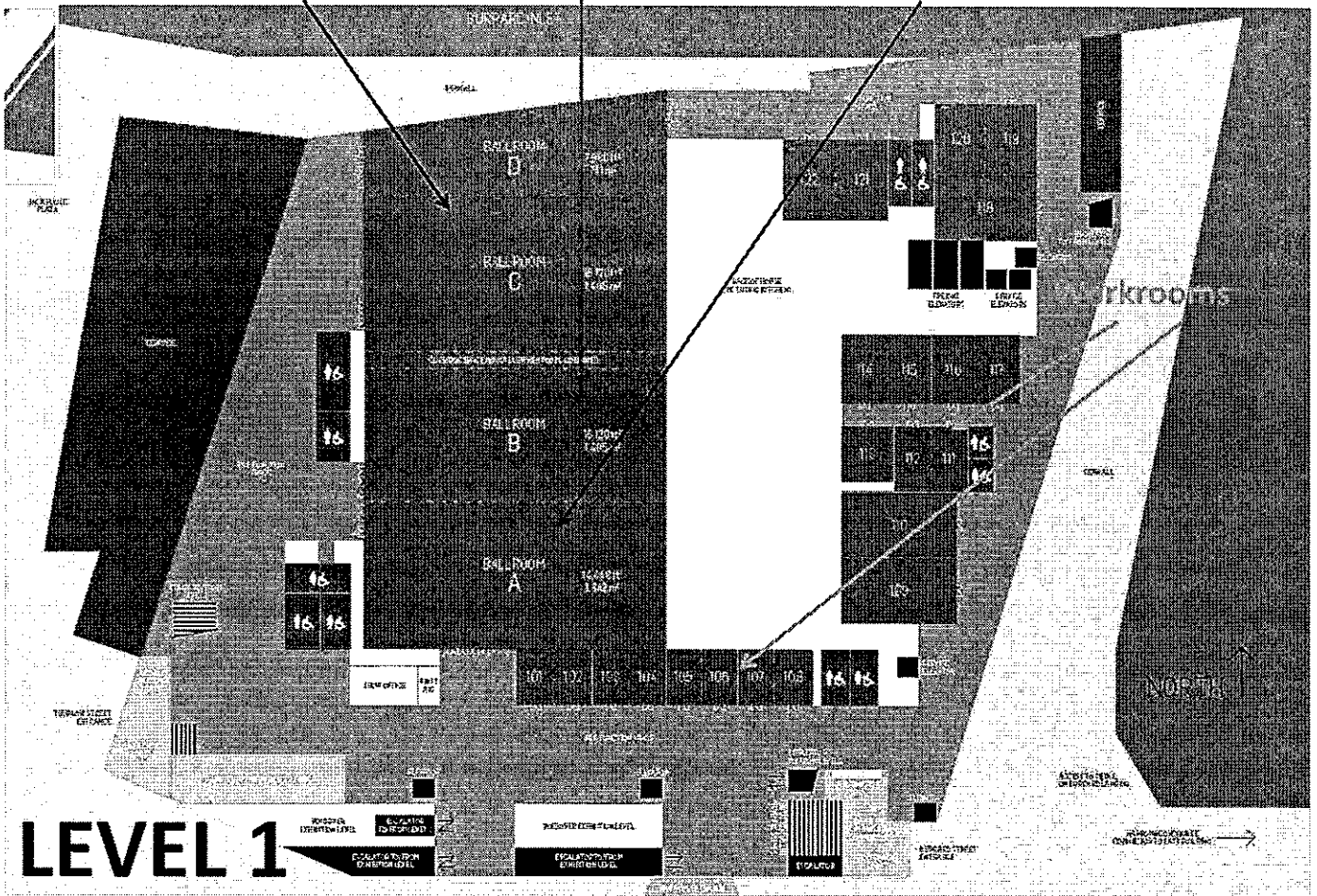
Room Rates:
Single/Double
\$219.00 CAD

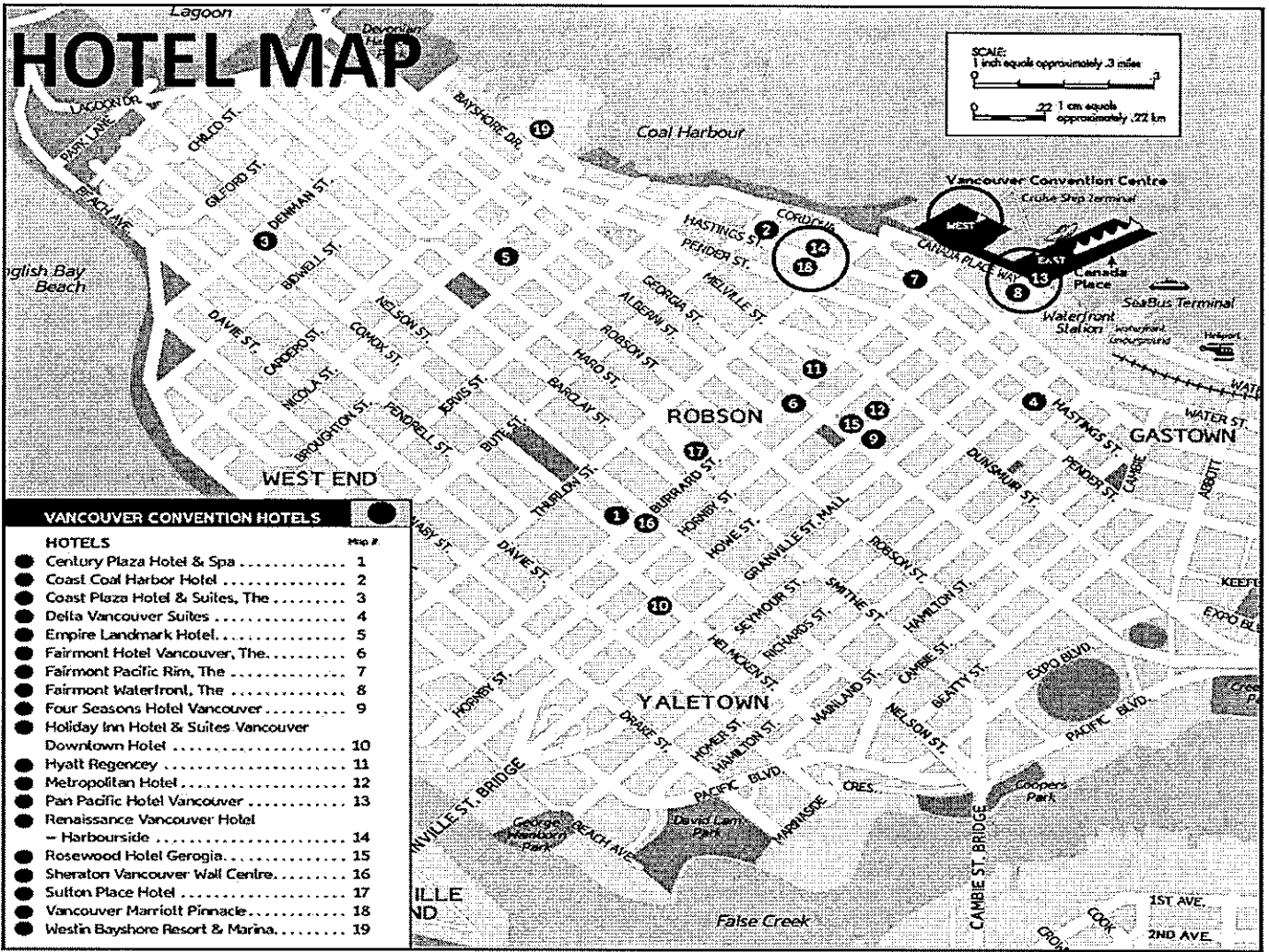
Room Rates:
Single/Double
\$229 - 249.00 CAD

Room Rates:
Single/Double
\$239 - 269.00 CAD

All room rates include wireless internet access but excludes 16.5% VAT
and breakfast.

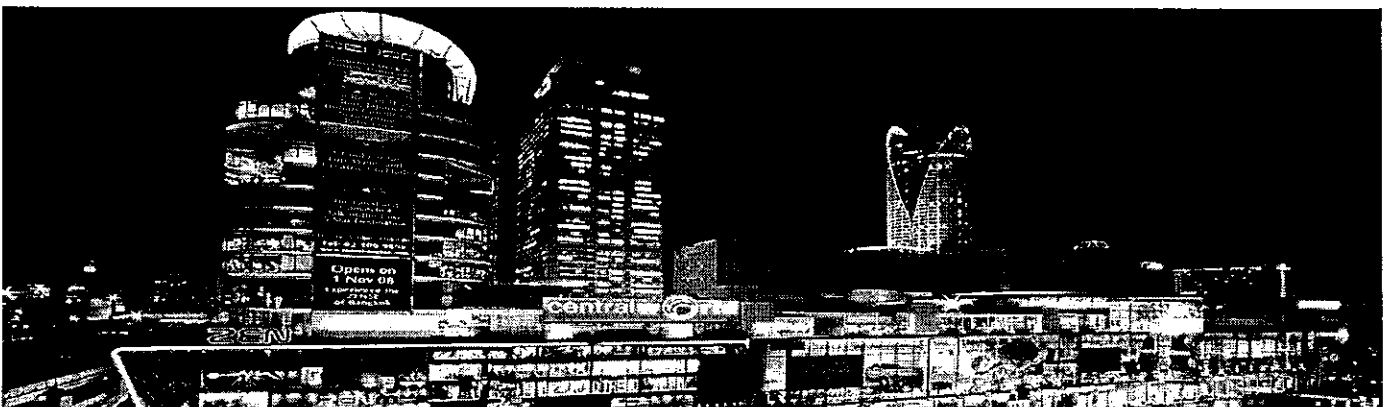
Exhibition (Ballroom C&D) Main Airline Room (Ballroom B) Coordinator Room (Ballroom A)



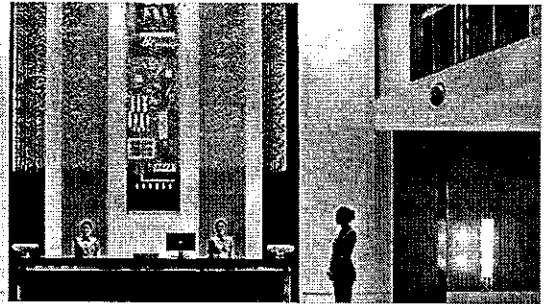
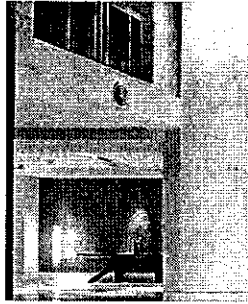


IATA 137th Slot Conference

Bangkok, Thailand | 10 – 13 November 2015 (Tues-Fri)



Centara Grand at CentralWorld



Room Rates:

Single \$172 USD (THB 5600)

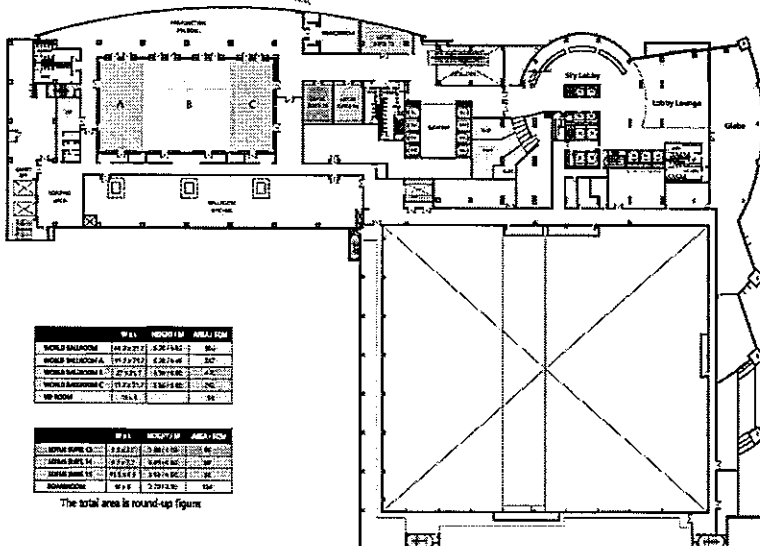
Double \$187 USD (THB 6100)

All room rates include wireless internet access local tax/service charges and breakfast.



Convention Centre Level

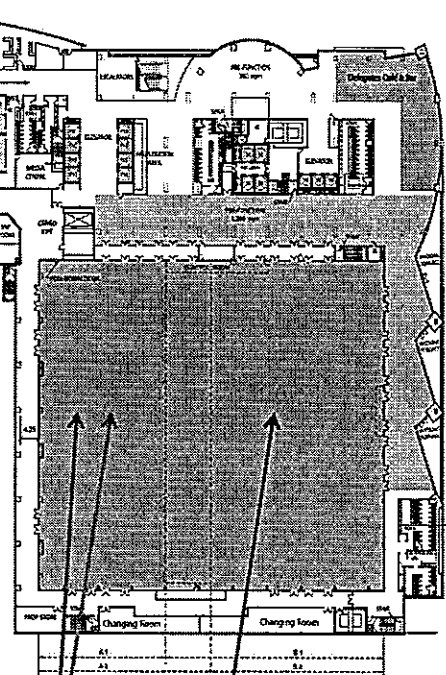
Workrooms



Room No.	W.F.	NO. OF CHAIRS	AREA (SQM)
WORLD BALLROOM	48'2" x 71'7"	2,321 x 42	86
WORLD BALLROOM A	17'2" x 71'7"	2,321 x 42	32
WORLD BALLROOM B	17'2" x 71'7"	2,321 x 42	32
WORLD BALLROOM C	17'2" x 71'7"	2,321 x 42	32
ME ROOM	36' x 3		36

Room No.	W.F.	NO. OF CHAIRS	AREA (SQM)
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WORLD BALLROOM C	17'2" x 71'7"	2,321 x 42	32
ME ROOM	36' x 3		36

The total area is round-up figure



Exhibition (B2)
Coordinator Room (A1)
Main Airline Room (A1)

World Ballroom Level



2016

June Area 2: Europe
(Istanbul, Hamburg, Barcelona, Rome, Paris,
Warsaw, London)

November Area 1:
Americas (Chicago, Orlando, Los Angeles,
Buenos Aires, Rio, Panama, Lima)



2.3 Future Conferences

↗ 2.3: Registration Fee

Budget \$100 for the SC135 event
However, we will aim for \$50

ACT

寄件者: SLOTS <SLOTS@iata.org>
寄件日期: 2014年6月27日星期五 下午 9:38
收件者: SLOTS
主旨: [?? Probable Spam] HOD Survey Results; SC134
附件: Results of HOD Vote SC134.pdf

Dear Head Delegate

Following a survey of HODs about possible changes to the slot process, JSAG received feedback that some of the deadline dates were too early for some participants. In particular, the SHL and Initial Submissions deadlines for a summer season, and the Slot Return Deadlines were identified for possible change.

JSAG evaluated various options as part of the Slot Process Review and, at the June 2014 Slot Conference two changes were put forward for a vote by HODs. The changes were to move the summer SC from mid-November to early December (with corresponding changes to the SHL, submissions and SAL deadline dates), and to move the SRD from 15 Jan/Aug to the 3rd Tuesday in Jan/Aug.

At the June 2014 HOD session, delegates were asked to vote on these changes, with a threshold for acceptance set at 66%. This threshold was set to ensure that such significant changes had the broad support of participants in the SC before adoption.

Attached are the results of the voting. Although a majority of coordinators supported the change, the support was less than the required 66%. A majority of airlines voted against the changes. Therefore, **these changes will not be adopted.**

JSAG continues to look for ways to improve the efficiency and effectiveness of the slot process and would welcome any suggestions you may have.

We wish to thank those HODs who voted on the proposals for their thoughtful consideration.

Yours sincerely,

MICHELE BOYCE
JSAG Chairman

JAMES COLE
JSAG Vice Chairman

CONFIDENTIAL NOTICE

The content of this email is confidential and intended only for the individual to which it is addressed. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender and delete this email from your system if received in error. This email contains a digital signature certified by Global Sign to verify its authenticity and origin. If you receive a suspicious email, please forward it to information.security@iata.org. For more information, please refer to <http://www.iata.org/Pages/fraudulent-email.aspx>.



HOD Vote SC134

Results

Abu Dhabi - June 2014

Results summary

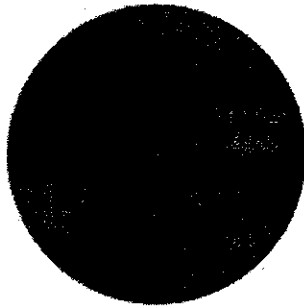
- 46% of the HODs who voted supported changing the SRD
- 30% of the HODs who voted supported moving the Nov SC

Therefore neither proposal will be implemented as the voting rules required at least 66.6% majority support for the change.

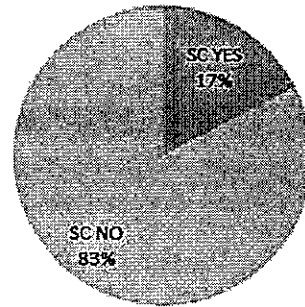
Airline Vote

Chart Area

Airline SRD

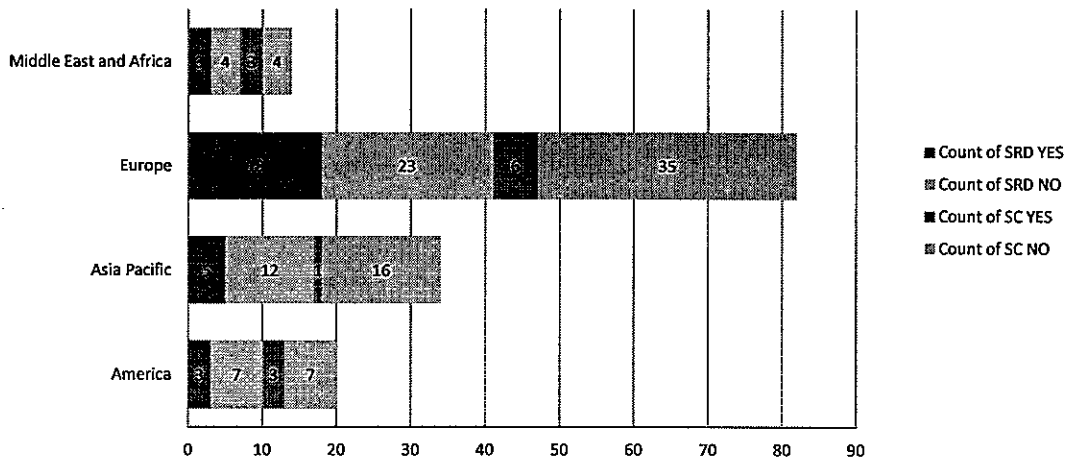


Airline SC

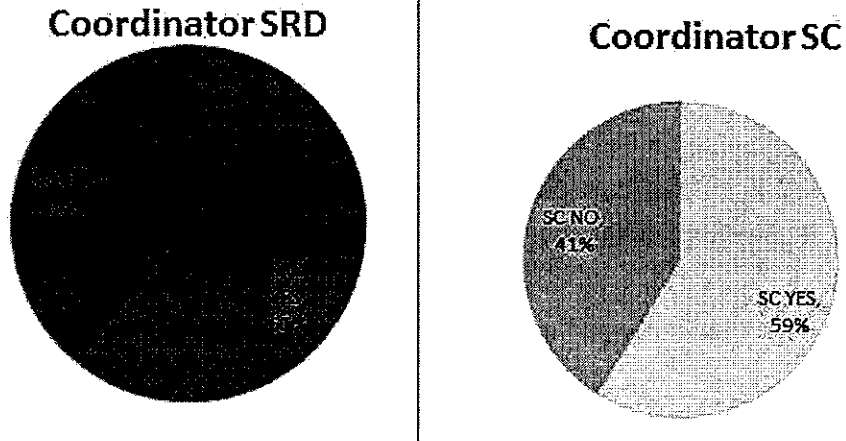


Airline Vote

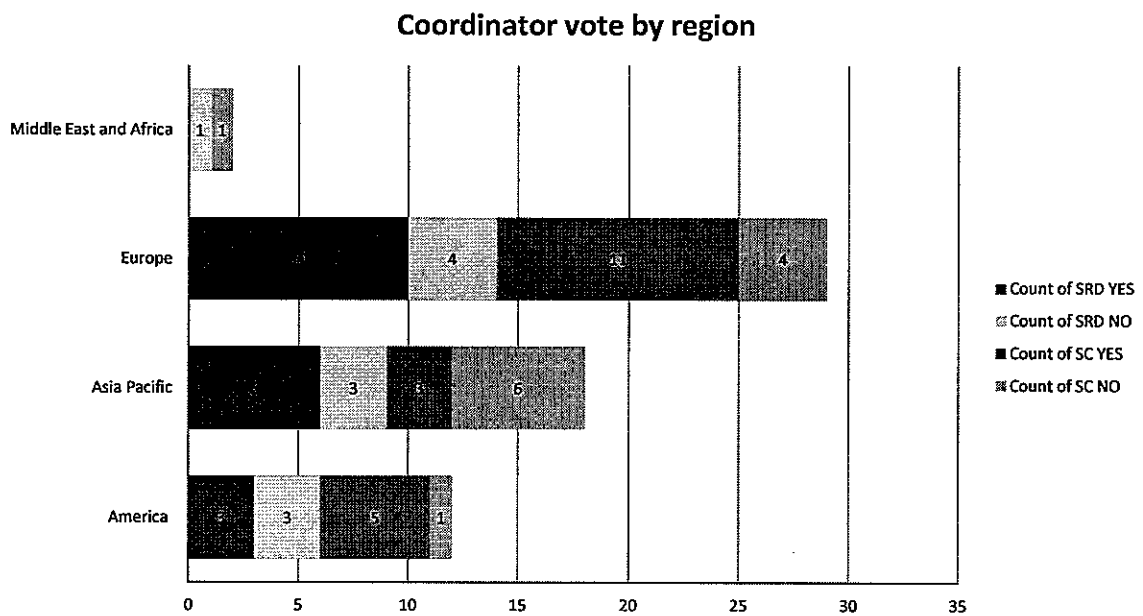
Airline vote by region



Coordinator Vote



Coordinator Vote



Asia/Pacific Airport Coordinators Association (APACA)

8th Meeting of APACA

17:00 - 18:00

10 June (Tuesday), 2014

Room: Capital Suite 16

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

AGENDA

- 1. Approval of Minutes of 7th meeting held on 15 November 2013 in Fort Worth, TX, USA**

- 2. Introduction of Indonesia Slot Coordinator (IDSC)**

- 3. Slot Process Review (SPR) Status**

- 4. WSG Changes (Level 2 Airport)**

- 5. Any Other Business**



Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 2

Introduction of Indonesia Slot Coordinator (IDSC)

8th APACA meeting
10 June, 2014
Abu Dhabi, UAE

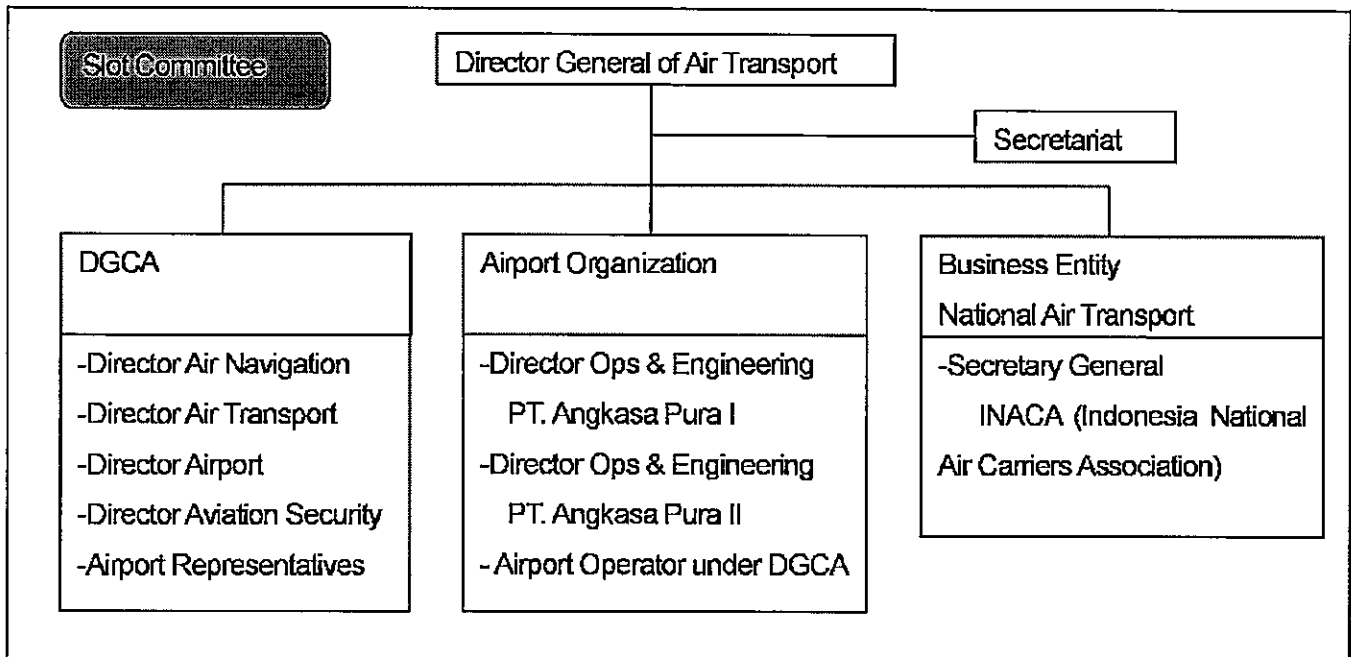
1

Indonesia Slot Coordinator (IDSC) (1)

- (1) Air Transportation Director General Rules (KP401 Year 2011) on standard operating procedure on setting time slots
 - It stipulates the organization of slot committee and Indonesia Slot Coordinator (IDSC), appointment of busy airports, slot clearance and the flow of coordination.
- (2) Air Transportation Director General Rules (KP402 Year 2011) on determination of executive officer for Indonesia Slot Coordinator (IDSC)
 - It stipulates the appointment of executive officer of IDSC and the role of each officer.
- (3) Air Transportation Director General Rules (KP569 Year 2011) on amendment on KP 401 (Standard Operating Procedure on setting time slots)
 - This is the revision of KP401 which slightly changes the organization of slot committee and IDSC and the flow of coordination.
- (4) Air Transportation Director General Rules (KP6 Year 2014) on procedure for setting time slots
 - This is the newly released rules which replaces KP401. This is a comprehensive rule with the addition of Slot Coordination Implementation Unit (UPKS).

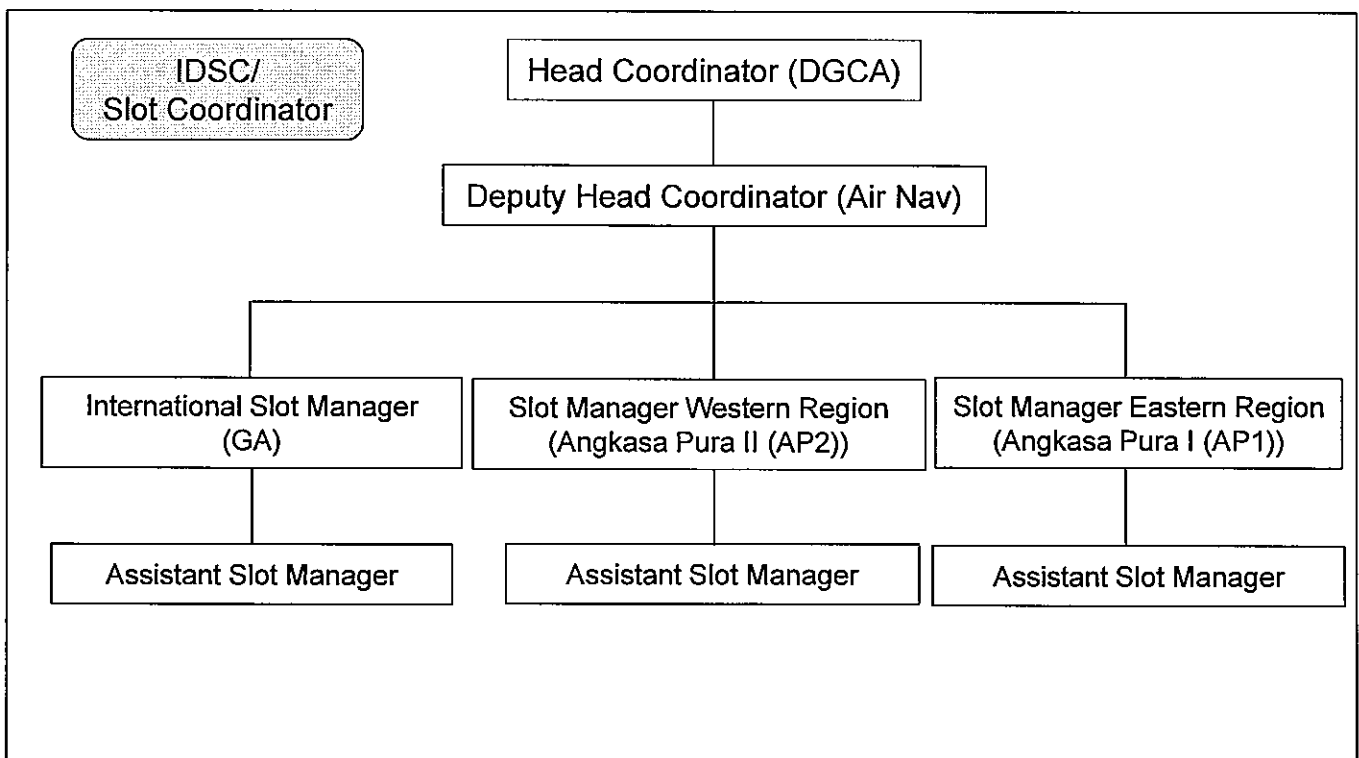
2

Indonesia Slot Coordinator (IDSC) (2)

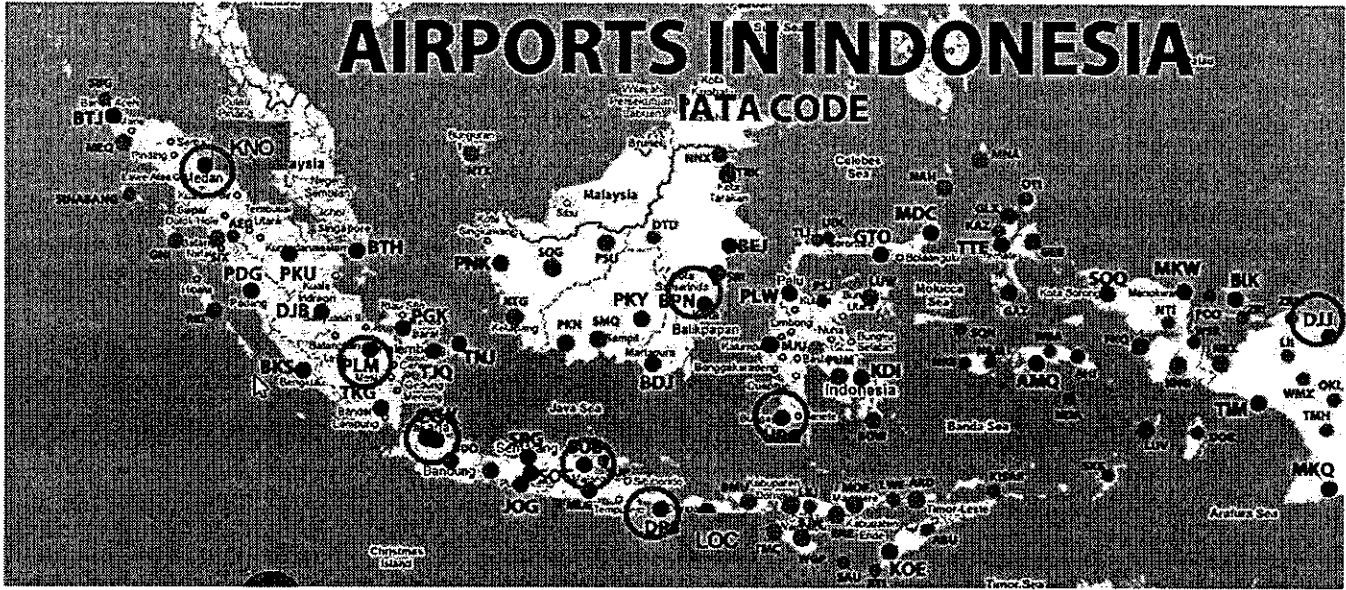


3

Indonesia Slot Coordinator (IDSC) (3)



Civil Airports in Indonesia

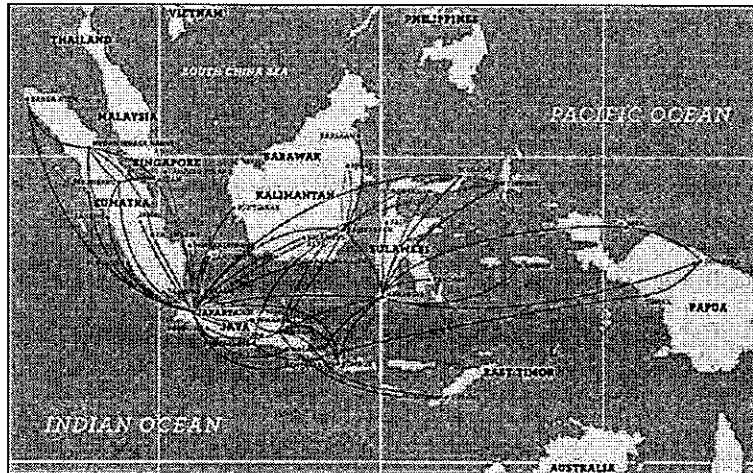


There are more than 230 airports in Indonesia, most of them are operated by Transportation Ministry technical operation units and state-owned PT Angkasa Pura I & II. PT. Angkasa Pura is a state enterprise of the Indonesian Department of Transport that is responsible for the management of airports in Indonesia. PT. Angkasa Pura is made up of two parts: PT Angkasa Pura I & PT Angkasa Pura II covering eastern and western regions respectively.

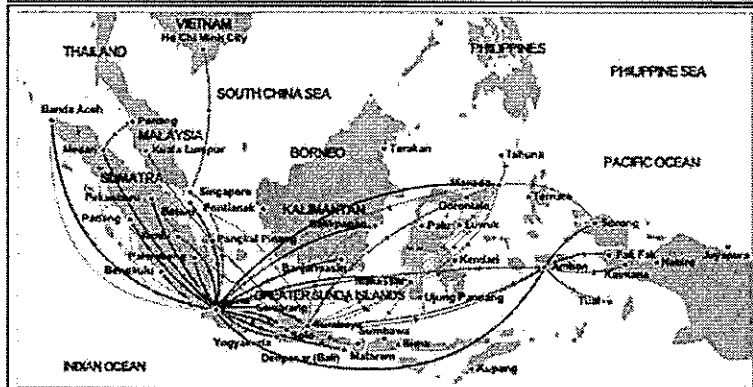
- (1) Soekarno - Hatta Jakarta (CGK) ----- IATA Level 2 airport
- (2) Juanda Airport , Surabaya (SUB)
- (3) Airport Ngurah Rai Denpasar (DPS) ----- IATA Level 3 airport
- (4) Sultan Hasanuddin Airport Makassar (UPG)
- (5) Medan - Kuala Namu Airport (KNO)
- (6) Airport Sepinggan - Balikpapan (BPN)
- (7) Sultan Mahmud Airport Badaruddin II - Palembang (PLM)
- (8) Sentani Airport (DJJ)

Air Network in Indonesia

Garuda's Domestic Network

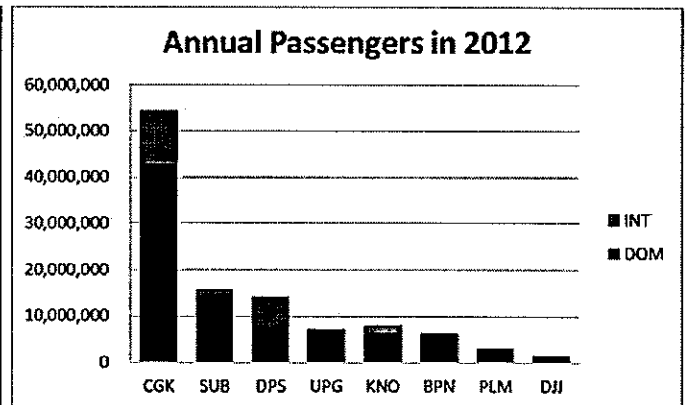
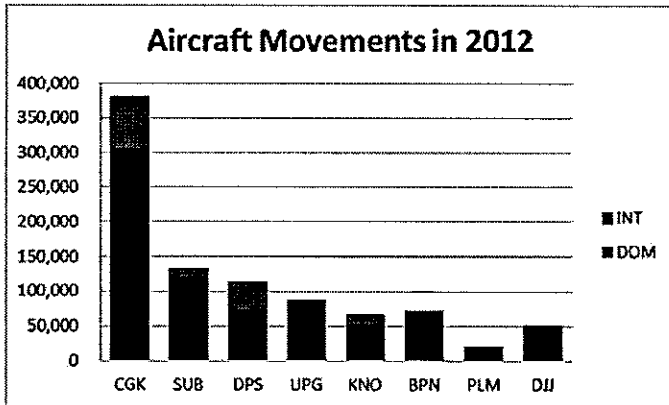


Lion Air's Domestic Network



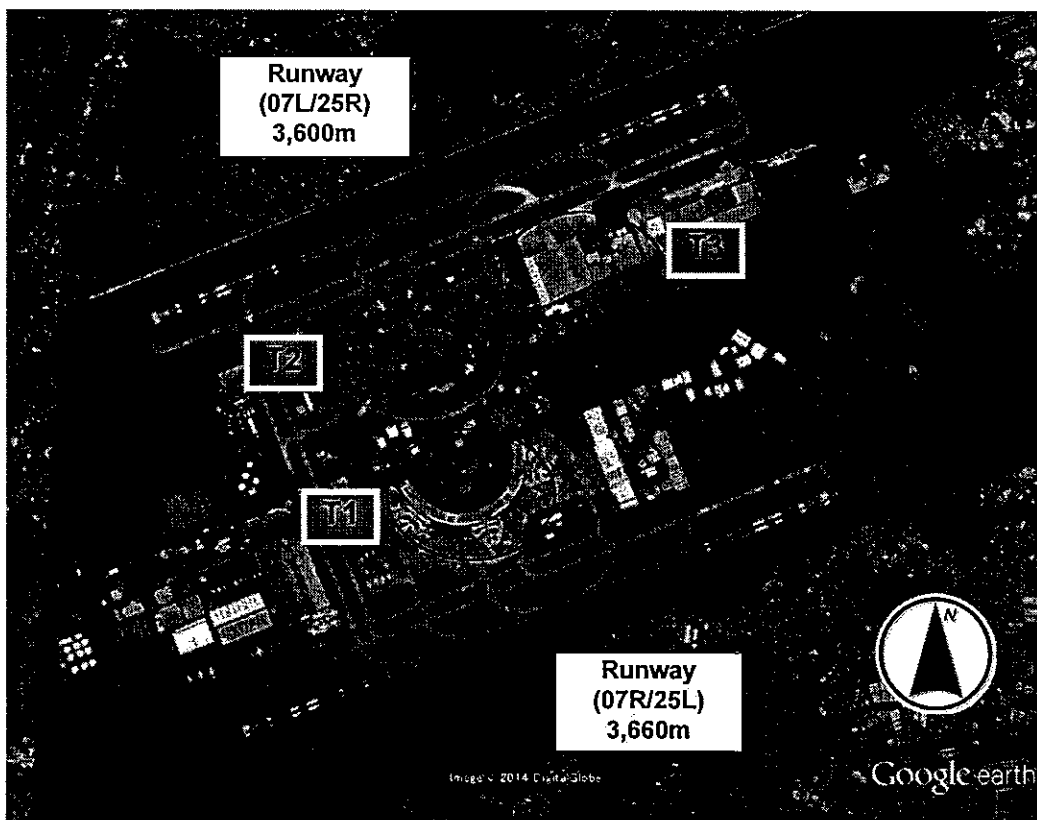
Busy Airports in Indonesia

- (1) Soekarno - Hatta Jakarta (CGK) ----- IATA Level 2 airport
- (2) Juanda Airport , Surabaya (SUB)
- (3) Airport Ngurah Rai Denpasar (DPS) ---- IATA Level 3 airport
- (4) Sultan Hasanuddin Airport Makassar (UPG)
- (5) Medan - Kuala Namu Airport (KNO)
- (6) Airport Sepinggan - Balikpapan (BPN)
- (7) Sultan Mahmud Airport Badaruddin II - Palembang (PLM)
- (8) Sentani Airport (DJJ)



7

Soekarno-Hatta International Airport (CGK)

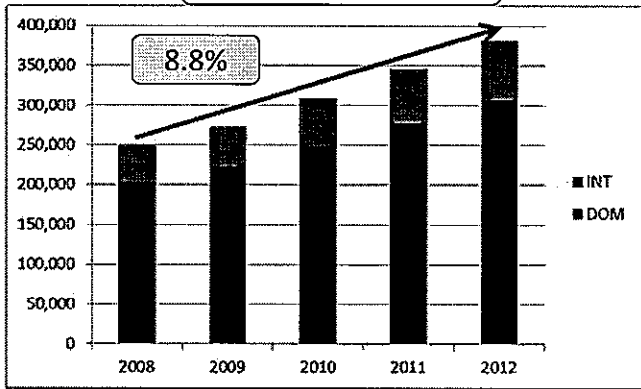


8

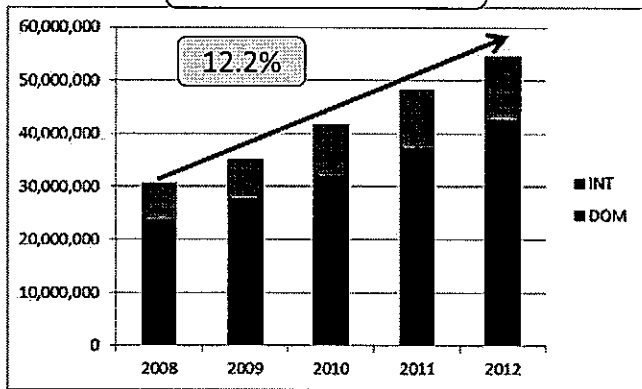
Statistics of Soekarno-Hatta International Airport (CGK)

		2008	2009	2010	2011	2012
Aircraft Movements	DOM	201,592	223,763	246,559	277,025	305,281
	INT	48,216	48,860	62,253	68,483	75,006
	TTL	249,808	272,623	308,812	345,508	380,287
Annual Passengers	DOM	23,628,454	27,516,503	32,138,485	37,382,521	42,660,093
	INT	7,032,719	7,594,419	9,549,606	10,864,684	11,826,687
	TTL	30,661,173	35,110,922	41,688,091	48,247,205	54,486,780

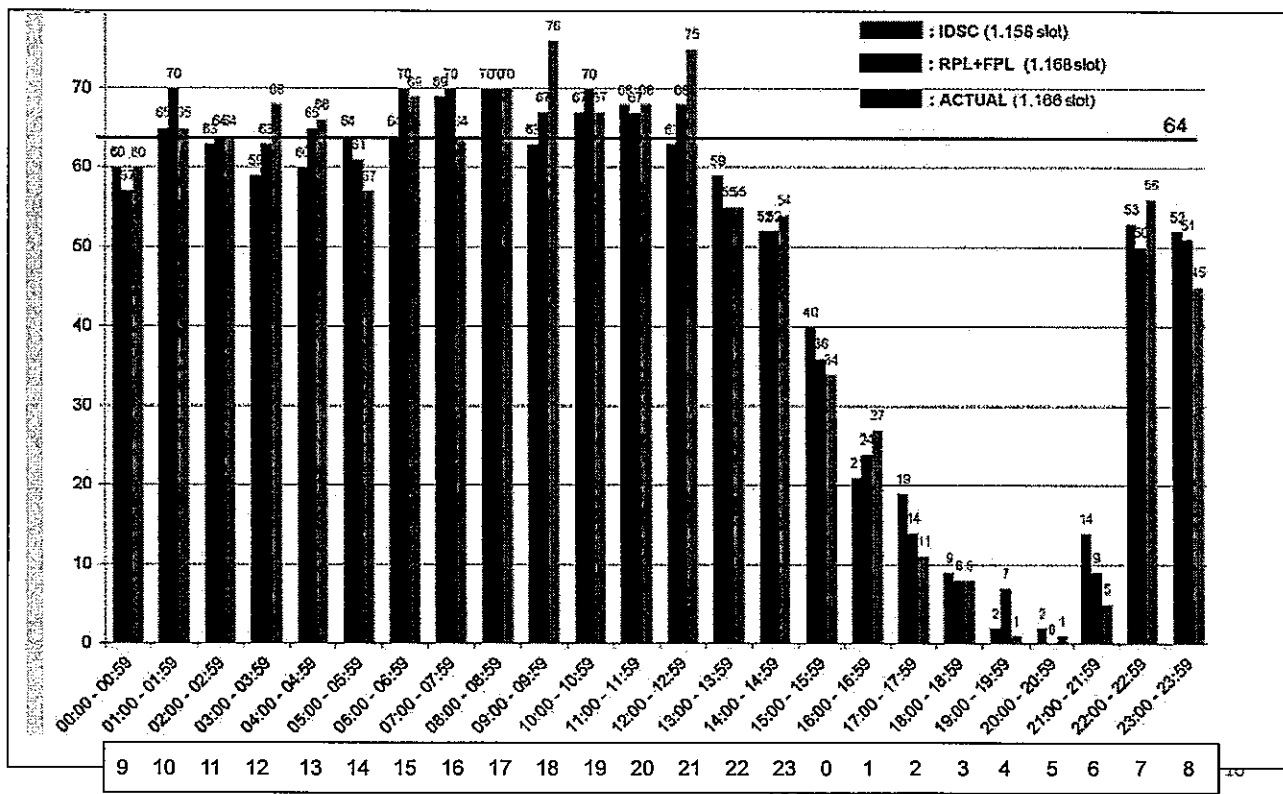
Aircraft Movements



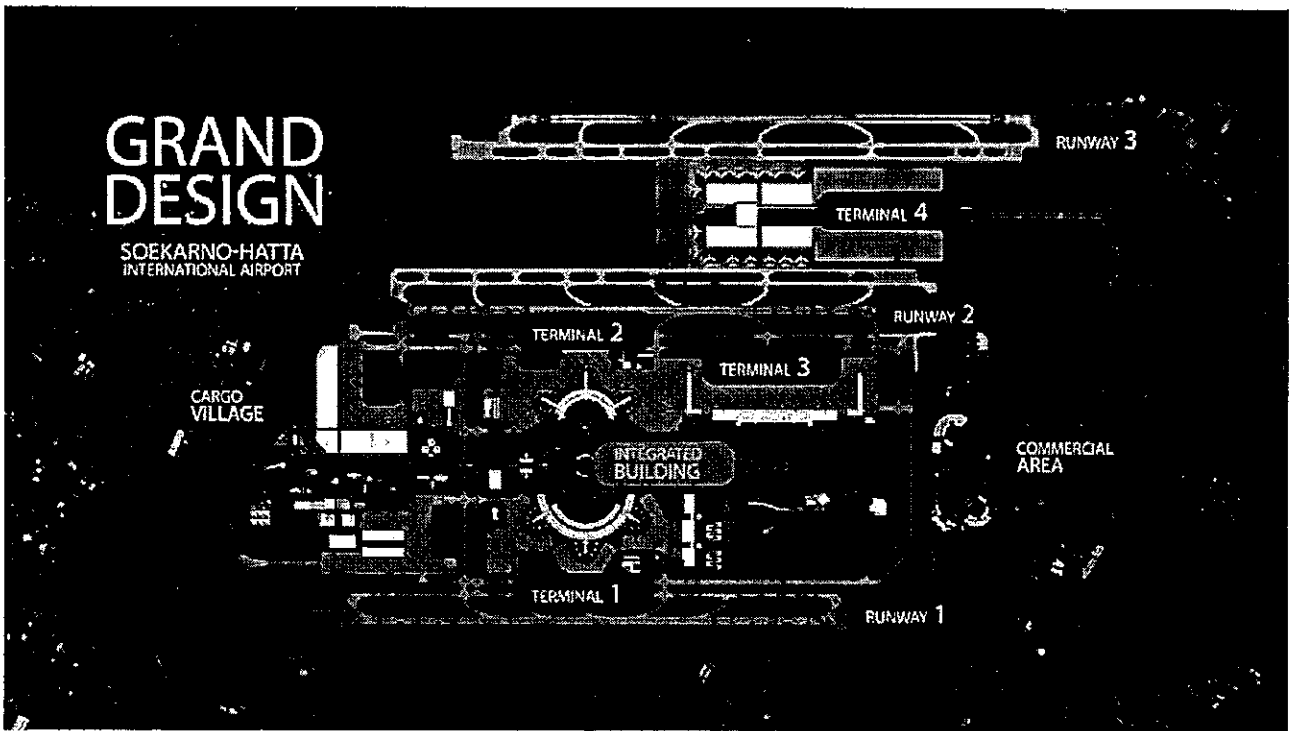
Annual Passengers



Hourly Operations at Soekarno-Hatta International Airport



Grand Design of Soekarno-Hatta International Airport



Website of Indonesia Slot Coordinator (IDSC)

This is a screenshot of the IDSC's Home Page. It includes a navigation menu with links for Home, About IDSC, NAC, Slot Coordination, and Contact. A large banner image shows an airplane on a runway with the IDSC logo overlaid. Below the banner are links for 'Declared Airport Capacity', 'NAC Charts', and 'Slot Listing'.

Declared Airport Capacity

NOTIFICATION AIRPORT OF CAPACITY
TERMINAL 1, 2, 3 SOEKARNO-HATTA INTERNATIONAL AIRPORT
DAYS OF ISSUE: SURabaya 21 MARET - 24 OKTOBER 2014

NAC Charts

DAY HOUR	TERMINAL 1A	TERMINAL 1B	TERMINAL 1C	TERMINAL 2A	TERMINAL 2B	TERMINAL 2C	TERMINAL 3A	TERMINAL 3B	TERMINAL 3C
17.00-17.30									
17.30-18.00									
18.00-18.30									
18.30-19.00									
19.00-19.30									
19.30-20.00									
20.00-20.30									
20.30-21.00									
21.00-21.30									
21.30-22.00									
22.00-22.30									
22.30-23.00									
23.00-23.30									
23.30-00.00									
00.00-00.30									
00.30-01.00									
01.00-01.30									
01.30-02.00									
02.00-02.30									
02.30-03.00									
03.00-03.30									
03.30-04.00									
04.00-04.30									
04.30-05.00									
05.00-05.30									
05.30-06.00									
06.00-06.30									
06.30-07.00									
07.00-07.30									
07.30-08.00									
08.00-08.30									
08.30-09.00									
09.00-09.30									
09.30-10.00									
10.00-10.30									
10.30-11.00									
11.00-11.30									
11.30-12.00									
12.00-12.30									
12.30-13.00									
13.00-13.30									
13.30-14.00									
14.00-14.30									
14.30-15.00									
15.00-15.30									
15.30-16.00									
16.00-16.30									

NOTE:

1. TYPICAL BUSY WEEK OF: SURabaya

2. CITY: JAKARTA

3. AIRPORT CODE: CGK

4. TERMINAL: JAKARTA

5. TIME/UNIT Hours

6. Which slot = 7

7. Full

8. Closed to Full

9. X = 1

10. Slot of Above

11. C = 2

Slot Listing

Asia/Pacific Airport Coordinators Association (APACA)

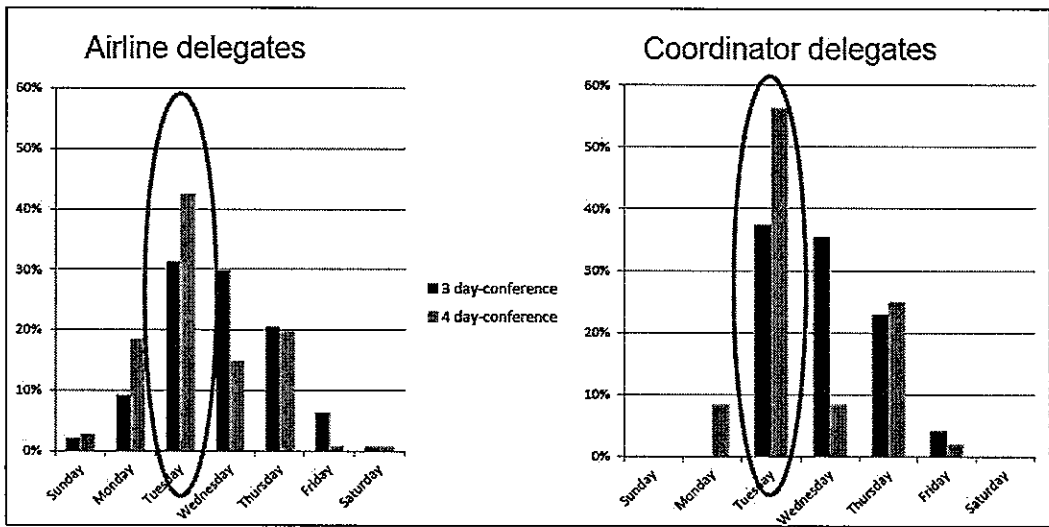
Agenda Item 3 Slot Process Review (SPR) Status

8th APACA meeting
10 June, 2014
Abu Dhabi, UAE

1

Slot Conference (SC) Logistics (1)

Start day of the SC
➤ Tuesday is the preferred start day for the SC
➤ 33% Tues for 3-day SC
➤ 46% Tues for 4-day SC

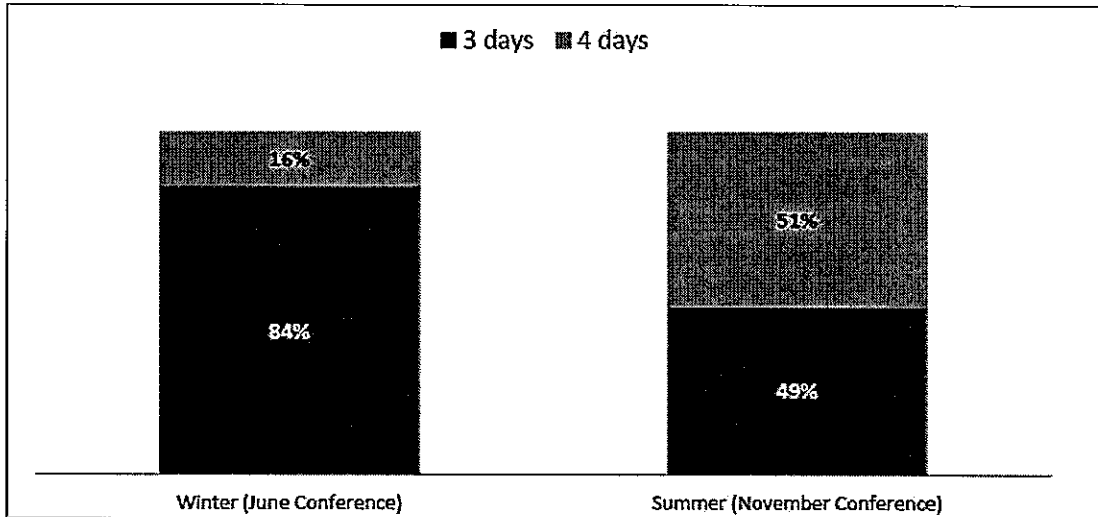


Decision was already made that the slot conference in 2014 will start from Tuesday.
SC134 (Abu Dhabi, UAE) will start from 10 June (Tuesday).
SC135 (Prague, Czech Republic) will start from 11 November (Tuesday).

Slot Conference (SC) Logistics (2)

Conference length

- ⌘ Clear requirement for 3-day June SC
- ⌘ However, the November SC splits opinions...

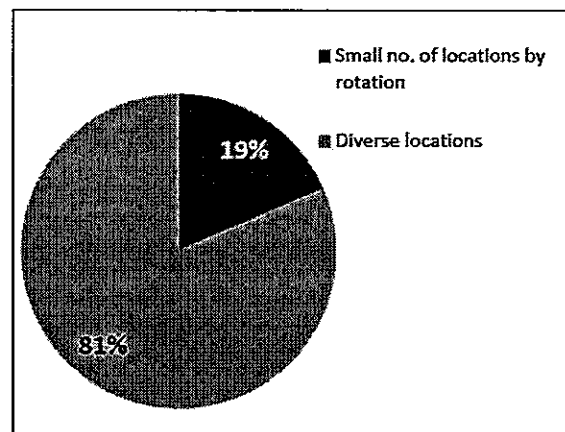


3

Slot Conference (SC) Logistics (3)

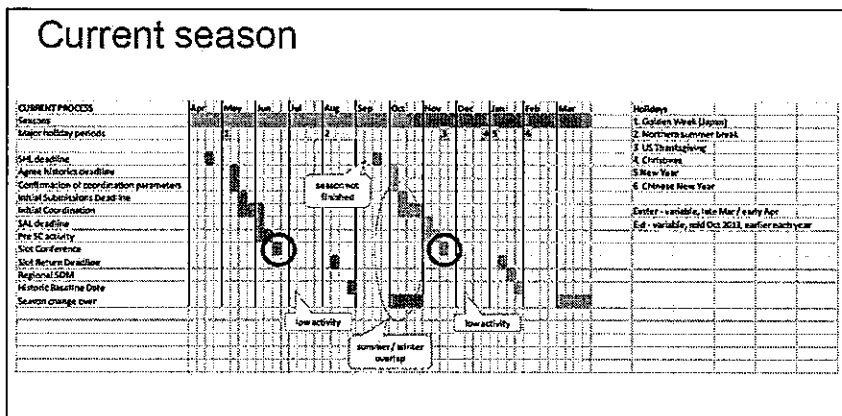
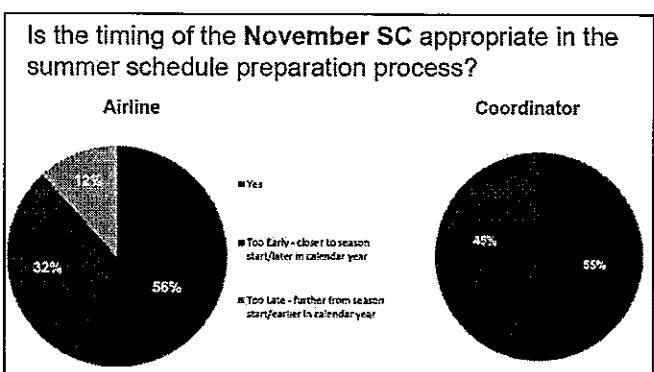
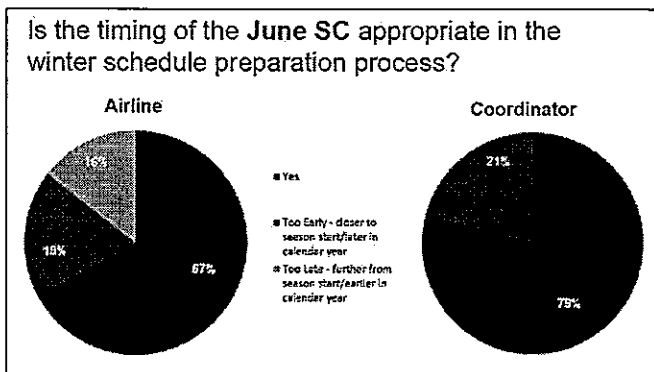
SC location & rotation

- ⌘ More than 80% of respondents would prefer holding the SC in diverse locations, rather than rotating between a limited number



4

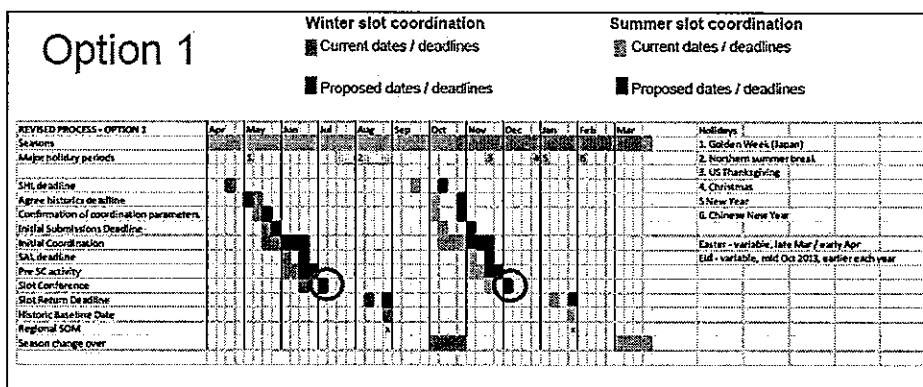
Slot Coordination Process (1)



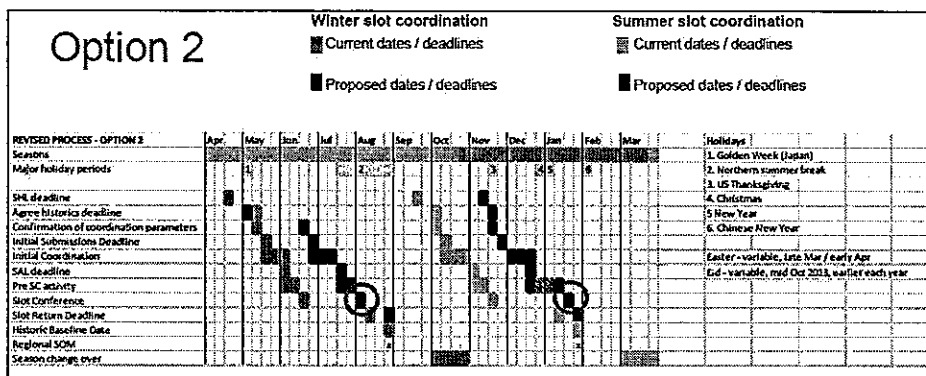
5

Slot Coordination Process (2)


 (2weeks Shift for both conferences)




 (6weeks Shift for both conferences)

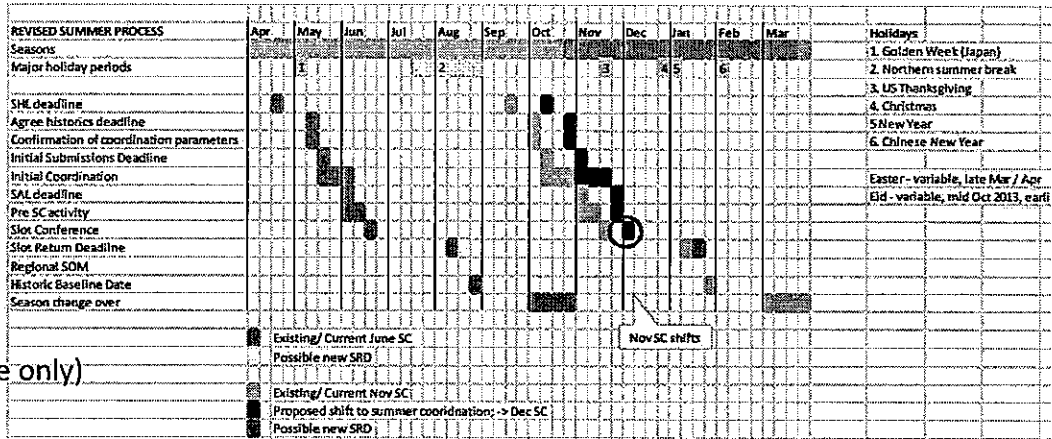


6

Slot Coordination Process (3)

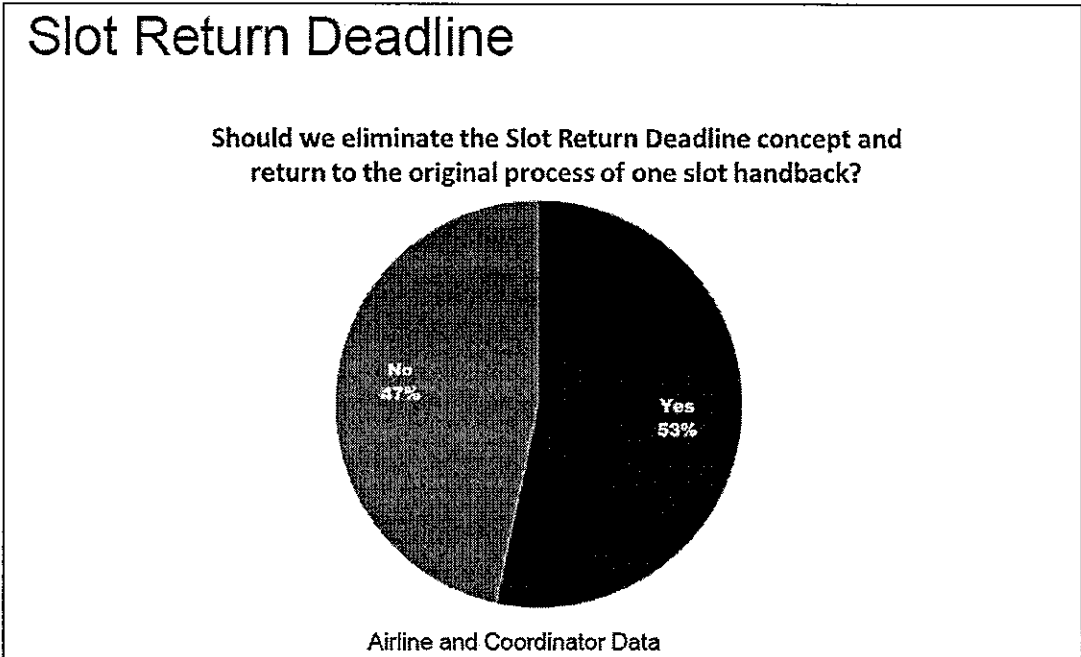


(2weeks Shift for Nov. conference only)



Vote at SC134

Slot Return Deadline (1)

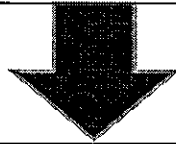


Slot Return Date for Summer Season: January 15
 Slot Return Date for Winter Season: August 15

Slot Return Deadline (2)

- Purpose of SRD, to:
 - Give time for reallocation process prior to the start of the 80 % calculation
 - A longer and more thorough communication between airlines and coordinators about series of waitlisted slots and possible improvements for more airlines.
 - A higher number of slots to be improved which are on the waitlist
 - A higher opportunity for requests that have not been assigned a slot up to the SRD can obtain a slot
- Value
 - Carriers have an enhanced slot portfolio and a better starting position for the historic baseline calculation
 - Improved allocation of scarce airport capacity in a timely manner

The proposal is to move the SRD to the 3rd Tuesday of January and 3rd Tuesday of August, implemented from January 2015 onwards.



Vote at SC134

9

Schedule Facilitation Process (1)

Facilitation Process

- ↗ Incorporated into the WSG
- ↗ Independent subsection

PRIORITIES FOR SCHEDULE FACILITATION

- (1) Services from the Previous Equivalent Season:
- (2) Introduction of Year Round Operations:
- (3) Effective Period of Operation:
- (4) Ad Hoc Operations:
- (5) Operational Factors:

10

Schedule Facilitation Process (2)

WSG Edition 6



7 PRINCIPLES OF SCHEDULE FACILITATION

7.1 KEY PRINCIPLES OF SCHEDULE FACILITATION

7.2 PRIORITIES FOR SCHEDULE FACILITATION

7.3 DIALOGUE REGARDING SCHEDULE ADJUSTMENTS

7.4 REFUSED SCHEDULE ADJUSTMENTS

7.5 OPERATIONS AN AIRLINE DOES NOT INTEND TO USE

7.6 MONITORING OF OPERATIONS

11

Future Concept (1)

Slot IDs Concept

Situation: The current international slot process is managed by using flight numbers and time of day.

Issues:

- ↗ Unnecessary restrictions linked to variable flight details
 - ↗ Flight numbers and times should be able to change mid-season without causing uncertainty in usage calculations or breaking series
- ↗ Timing of the availability of slot data to the public which can include confidential information
- ↗ Inconsistent world-wide slot identification process

Question:

- ↗ Would the introduction of a Slot -ID world-wide benefit the industry?

12

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 4

WSG Changes (Level 2 Airport)

8th APACA meeting
10 June, 2014
Abu Dhabi, UAE

1

The Facilitation Process at current WSG Edition 5

4.5 THE ROLE OF FACILITATOR

The facilitator will:

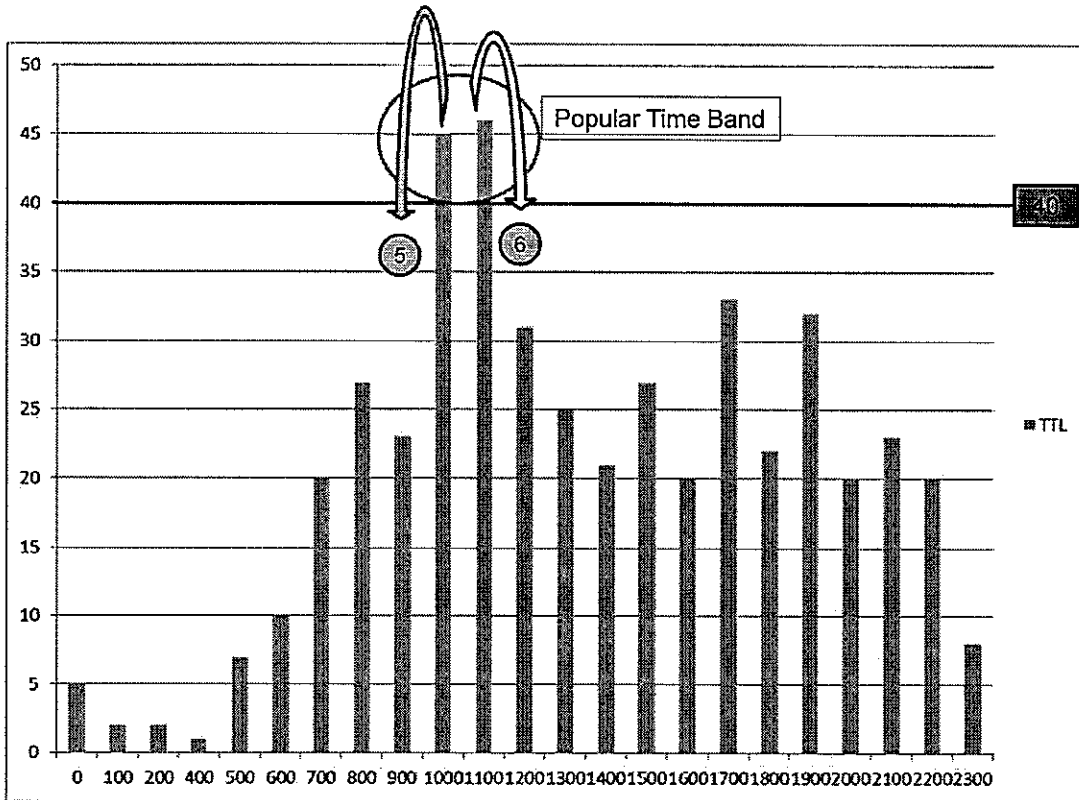
- a) Collect data on the planned operations of all airlines operating or planning to operate at the airport;
- b) Make available to interested parties details of the coordination parameters and utilization of available capacity; and
- c) Facilitate the process of voluntary schedule adjustments by airlines to avoid exceeding the airport's coordination parameters.

4.6 PROCESS OF FACILITATION

1. At Level 2 airports no slots are allocated.
2. The process of facilitation centers on voluntary cooperation between airlines and the facilitator.
3. Airlines and facilitators should use the SSIM message exchange formats developed for communication at Level 2 airports.

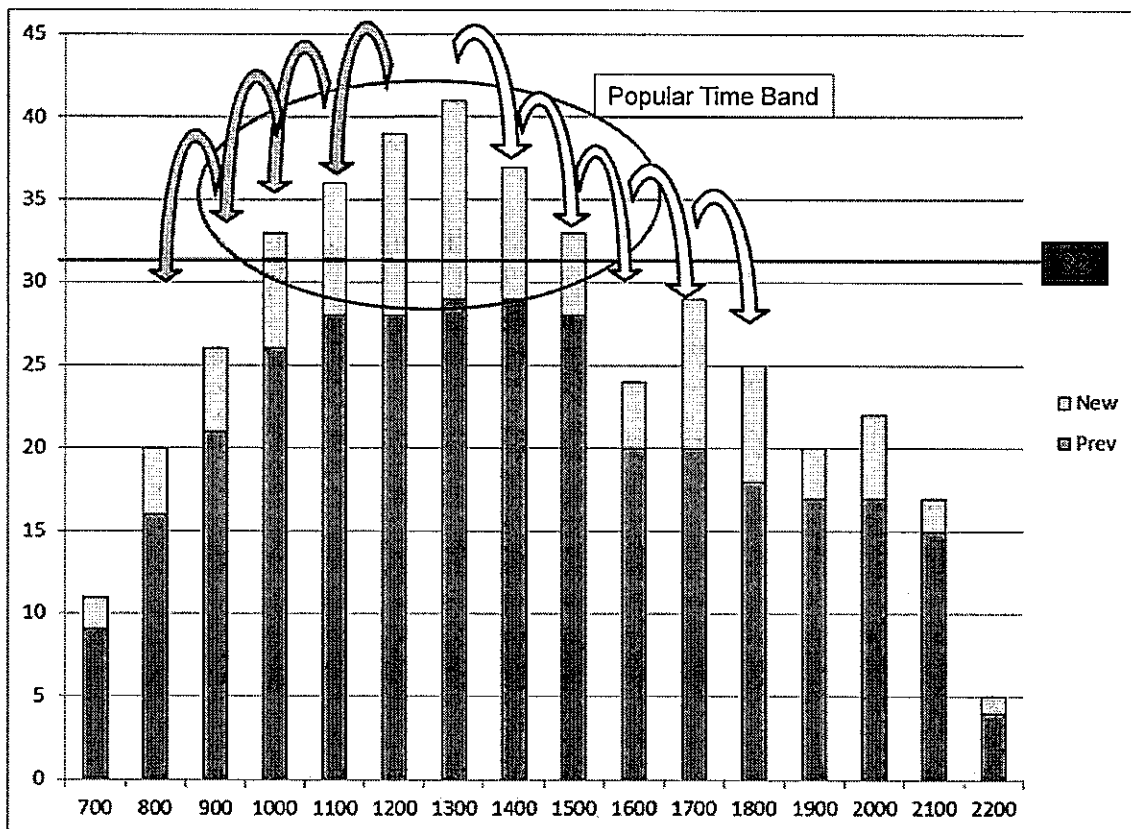
2

Initial Submission at KIX (Level 2)



3

Initial Submission at CTS (Level 2)



4

The New Chapter at WSG Edition 6 (1)

7.1 KEY PRINCIPLES OF SCHEDULE FACILITATION

- a) Schedule facilitation is based on a process of schedule adjustments mutually agreed between the airlines and facilitator to avoid exceeding the airport's coordination parameters.
- b) No slots are allocated at a Level 2 airport. The concepts of historic precedence and series of slots, applicable at Level 3 airports, do not apply.
- c) The facilitator should adjust the smallest number of operations by the least amount of time necessary to avoid exceeding the airport's coordination parameters.
- d) Facilitators must be independent and act in a neutral, transparent and non-discriminatory way.
- e) An airline or other aircraft operator must advise the facilitator of all planned operations prior to operating at a Level 2 airport and of all changes to planned operations. Certain types of flights (for example, humanitarian or state flights, and in some cases general and business aviation) may be exempt or subject to special local procedures.
- f) Airlines and other aircraft operators must not intentionally operate services at a significantly different time or in a significantly different way than agreed with the facilitator.

5

The New Chapter at WSG Edition 6 (2)

- g) Planned times of operation are based on the planned on-block (arrival) and off-block (departure) times. Actual times of arrival and departure may vary due to operational factors.
- h) Airlines and facilitators must use the SSIM message exchange formats for communications at Level 2 airports.
- i) The Calendar of Coordination Activities specifies the deadline dates of the facilitation process to be followed by airlines and facilitators.
- j) All activities involving facilitated operations are in UTC, unless otherwise agreed.

6

The New Chapter at WSG Edition 6 (3)

7.2 PRIORITIES FOR SCHEDULE FACILITATION

- a) Services from the Previous Equivalent Season: Services operated as approved during the previous equivalent season should have priority over new demand for the same timings. Services that plan to operate unchanged from the previous equivalent season should have priority over services that plan to change time or other capacity relevant parameter, for example, operations with a larger aircraft where terminal capacity is a coordination parameter.
- b) Introduction of Year Round Operations: New operations that extend an existing operation into a year round operation should have priority over other new operations. In evaluating whether the year round priority applies, facilitators should allow flexibility on timings to allow for the differing requirements of short and long haul services.
- c) Effective Period of Operation: The schedule that will be effective for a longer period of operation in the same season should have priority.
- d) Ad Hoc Operations: Regularly planned operations should have priority over ad hoc operations.
- e) Operational Factors: Operations that are constrained by slots or a curfew period at the other end of the route, or other relevant operational factors, should have priority over other demand where the air carrier may have timing flexibility.

7

The New Chapter at WSG Edition 6 (4)

7.3 DIALOGUE REGARDING SCHEDULE ADJUSTMENTS

7.3.1 Any schedule adjustments should be mutually agreed between the facilitator and airline concerned on the basis of an open dialogue and discussion.

7.3.2 Facilitators should discuss the overall demand of all airlines with the airport managing body and any capacity shortages identified. If elements of the airport infrastructure can be modified to meet demand, then schedule adjustments may not be required.

7.3.3 Facilitators must provide reasons for any requested schedule adjustments. The SSIM reason codes and supplementary information text should be used for this purpose.

7.3.4 Airlines operating at a Level 2 airport must be willing to make schedule adjustments in order to avoid exceeding the coordination parameters, otherwise the airport could be designated as a Level 3 airport, requiring mandatory slot allocation. It is useful for airlines to discuss and review future operating plans with the facilitator and airport managing body (where appropriate).

7.3.5 Airlines may ask the facilitator to keep their required timings on the waitlist rather than immediately refuse a schedule adjustment. The facilitator must maintain a waitlist of all outstanding requirements and should try to satisfy outstanding requests as soon as possible using the priorities outline in 8.2.1.

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Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 8th Meeting of APACA

10 June (Tuesday), 2014

Room: Capital Suite 16

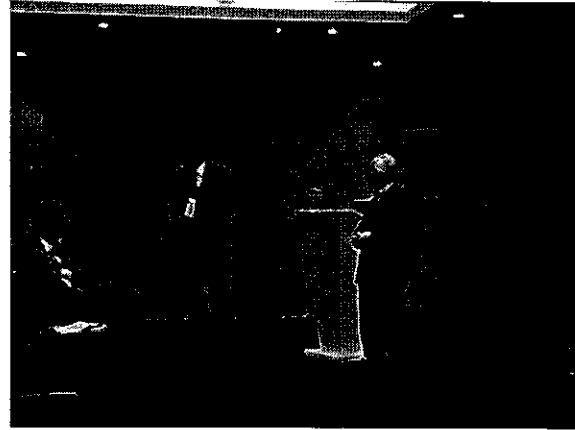
Abu Dhabi National Exhibitions Center (ADNEC), United Arab Emirates

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.

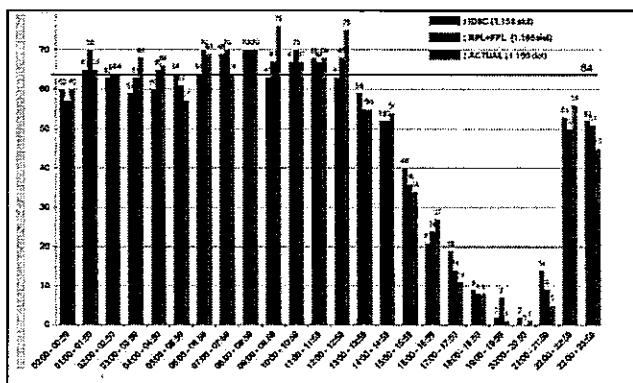
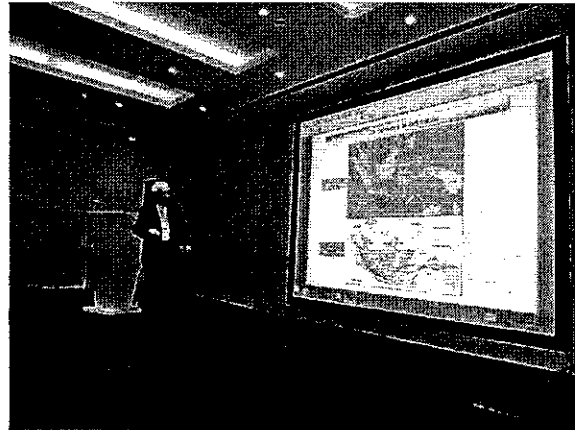
3. Agenda Item 2: Introduction of Indonesia Slot Coordinator (IDSC)

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.

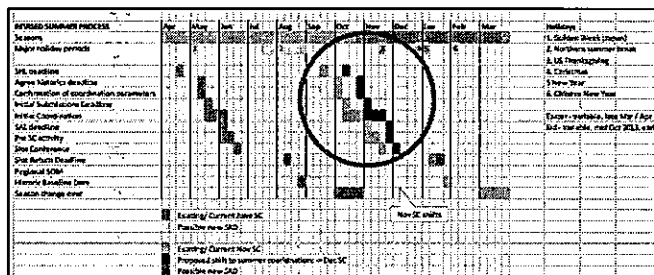
4. Agenda Item 3: Slot Process Review (SPR) Status

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% opt 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.

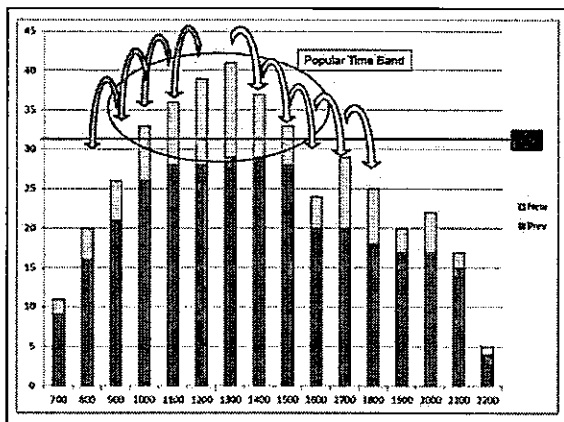
Finally, slot ID concept was introduced as pending item. The matching of flight plan and approved slot will be required in Europe. Mr. James Cole, (ACL – Airport Coordination Limited), supplemented the current situation at Eurocontrol. In order to make it happen, the introduction of Slot-ID is now under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



