出國報告（出國類別：開會）

參加國際空運協會
第 143 屆時間帶協調會議報告

服務機關：交通部民用航空局

姓名職稱：周承霈技士

派赴國家：西班牙馬德里

出國期間：107.11.10 至 107.11.18

報告日期：108.1.14

摘要

　　為合理分配時間帶並使機場正常運作，固定於每年 6 月及 11 月召開時間帶協調會議（Slot Conference，SC），期透過航空公司代表與機場時間帶協調人面對面的協調溝通與訊息交換，以儘可能滿足各航空公司之需求，使班表合理化並提升機場設施之使用效率。本（第 143）屆時間帶協調會議主要係協調 2019 年夏季（S19）班表期間（2019 年 3 月 31 日起至 2019 年 10 月 26 日止）之時間帶，依各航空公司與協調人事先預約之接洽時間進行時間帶協調業務，並同時召開國際機場時間帶協調人團體第 30 次會議、主管會議及亞太地區協調人第 17 次會議（Headsof Delegation Meeting，HODM)，本次會同時間帶協調人與會，除可瞭解時間帶協調方式與運作情形，並適時提供航空公司相關協助外，亦可就時間帶協調、機場營運、航機調度等議題與航空公司、機場公司或他國協調人進行交流，以作為本局擬訂相關政策之參考。

目錄

壹、前言

由於全球航空客貨運量持續增加，致各國機場越趨擁擠，航空公司於安排航線、班表時，均須考量目的機場之設施容量，而班表之安排及調整亦對其他機場產生連鎖效果，國際空運協會（International Air Transport Association, IATA）為改善航班延誤及機場擁擠之情況，爰透過協調方式將各航空公司之航班於各機場所需的到離時間予以適度隔離，並自1974年起每年召開兩次時間帶協調會議（Slot Conference, SC），航空公司代表就其所需之時間帶，與民航主管機關授權之機場時間帶協調人面對面協調溝通或交換意見，協調人將盡可能滿足各航空公司需求，並確保時間帶協調作業公正透明。

目前時間帶協調會議固定於每年6月及11月召開，其中6月的會議主要係協調冬季班表期間(每年10月最後一個週日至翌年3月最後一個週日之前一日)各機場之時間帶，11月的會議則在協調次年夏季班表期間(每年3月最後一個週日至10月最後一個週日之前一日)各機場之時間帶。

本（第143）屆時間帶協調會議於2018年11月12日至16日於西班牙馬德里舉行，主要係協調2019年夏季（S19）班表期間（2019年3月31日起至2019年10月26日止）之時間帶。(會議備忘錄如附件一)

目前桃園及高雄機場時間帶協調業務係由本局委託時間帶協調中立機構（台北市航空運輸商業同業公會國際機場時間帶協調中心）辦理，松山機場時間帶則由本局協調，透過實際參與國際時間帶協調事務，與參加各子會議研討WSG(Worldwide Slot Guidelines, WSG)修訂提案，獲得最新修訂結果，並藉由會場中與各國代表交流機會，交換時間帶協調經驗。

本次會議行程為2018年11月12日下午報到，並召開國際機場時間帶協調人團體第30次會議，2018年11月13日下午舉行亞太地區協調人第17次會議（Asia/Pacific Airport Coordinators Association，APACA），2018年11月15日上午召開主管會議（Heads of Delegation Meeting, HODM)，其餘時間則依各航空公司

與協調人事先預約之接洽時間進行時間帶協調業務。

日期	行程	備註
2018.11.10~2018.11.11	去程	臺北-法蘭克福-馬德里
2018.11.12~2018.11.16	參加 IATA 第 143 屆時間帶協調會議	馬德里
2017.11.17~2017.11.18	回程	馬德里-英國-臺北

以下就會議期間我國機場時間帶協調情形及相關子會議討論內容進行說明。

貳、我國機場時間帶協調情形

本次會議期間協調包括桃園、高雄及松山等 3 個機場(2019 年夏季班表(S19)之時間帶(S19 季班表自 2019 年 3 月 31 日起至 2019 年 10 月 26 日止),以下依序說明我國桃園、高雄及松山等 3 個機場時間帶協調參數,其次介紹會議期間洽我國協調時間帶之航空公司,最後則分別說明 3 個機場之時間帶協調情形。

一、2019 年夏季時間帶協調參數

（一）桃園國際機場

1. 跑道

   S19 季採雙跑道協調,起飛 06:00~09:59 時段 32 架次/時,其餘時段 30 架次/時;降落 30 架次/時;起降合計不超過 50 架次/時,每二小時 90 架次/時。

2．停機坪

作業機坪於 20:00～05:59+1 時段客機為 53 個、貨機 21 個，其餘時段則為客機 59 個、貨機 21 個。22:00~05:59+1 時段新增航班地停時間不超過 2 小時。

（二）高雄國際機場

1．跑道

國際航線每小時起降合計 20 架次/時；2330~0650+1 時段跑道關閉。

2．旅客航廈

入境旅客 2,000 人次/時；出境旅客尖峰時段 06:30～08:00、13:00～15:00 為 1,700 人次/時，其餘時段 1,800 人次/時。

（三）松山國際機場

1．每一出境航班之最小隔離時間為 20 分鐘，如 2 航班中含 1 架 E 類航空器，其最小隔離時間為 30 分鐘；如 2 架均屬 E 類航空器，則最小隔離時間為 60 分鐘。

2．每一入境航班之最小隔離時間同出境航班。

3．晚上 8 時以後不再增加 A330 型航空器起降。

二、會議期間洽我國協調時間帶之航空公司

本次會議期間與我國洽談協調時間帶之航空公司如下表：

時段	接 洽 單 位				
	11月12日	11月13日	11月14日	11月15日	11月16日
上午	報到	東方航空 MU 汶萊航空 BI 亞洲飛龍航空 Z2 西伯利亞航空 S7 欣豐虎航 TR 優比速 UPS 5X 聯邦快遞 FX 馬來西亞航空 MH 香港航空 HX 越南航空 VN 空橋貨運航空 RU	韓亞航空 OZ 易斯達航空 ZE 曼谷航空 PG 台灣虎航 IT 中華航空 CI 國泰航空 CX 澳門航空 NX 欣豐虎航 TR Solaseed Air 6J 捷星航空 QF 紐西蘭航空 NZ	全日空航空 NH 真航空 LJ 菲律賓航空 PR 長榮航空 BR 宿霧航空 5J 博立航空 PO 捷星航空 3K 德威航空 TW 亞洲協調人聚會	SCORE會議
下午	WWACG 會議	泰國航空 TG 星悅航空 7G 樂桃航空 MM 香草航空 JW 台灣虎航 IT 亞洲飛龍航空 Z2 春秋航空 9C 中國國際航空 CA 濟州航空 7C 日貨航空 KZ 四川航空 3U 柬埔寨國際航空 QD APACA 會議	捷星日本航空 GK 馬亞洲航空 AK 馬亞洲航空 AK 日本航空 JL 盧森堡航空 CV 泰國微笑航空 WE 法國航空 AF 南方航空 CZ 越捷航空 VJ 新加坡航空 SQ 荷蘭航空 KL 全亞洲航空 D7 海南航空 HU	汶萊航空 BI 國泰航空 CX 越捷航空 VJ 主管會議	

三、時間帶協調情形

（一）航空公司詢問桃園及高雄機場起降尖峰分布狀況，協調人除詳細說明外並提供書面 NAC chart 資料供參，並回覆有關桃園機場滑行道工程及高雄機場跑道工程進度等相關問題。

（二）日本香草航空通知將於 2019 年併入樂桃航空，香草航空既有時間帶將移轉樂桃航空。

（三）四川航空及廈門航空公司詢問松山機場 S19 時間帶分配結果，表達希望儘早收到回覆，以利班表排定，已答覆本局將於近日公布。

（四）泰國曼谷航空詢問飛航桃園-蘇美島間航線之包機申請程序，本局請其依外籍民用航空運輸業管理規則辦理，不得影響定期航線班機之營運，且應以經營第三航權及第四航權為限。

參、會議期間相關子會議

本次時間帶協調會議期間，安排 3 項子會議，包括：國際機場時間帶協調人團體（Worldwide Airport Coordinators Group, WWACG）會議、主管會議（Heads of Delegation Meeting, HODM）及亞太地區協調人會議（Asia/Pacific Airport Coordinators Association, APACA），邀集時間帶協調單位及航空公司代表參加，以了解時間帶相關業務之發展，會議內容摘述如下：

一、國際機場時間帶協調員團體第三十次會議（WWACG/30）

國際機場時間帶協調人團體（World Wide Airport Coordinators Group, WWACG）會議於 11 月 12 日下午 4:00 舉行，由各機場協調單位之代表參加。會議議程如附件二，會議內容摘要如下：

(一) 指派會議秘書 Brian Meehan。

(二) 前次會議紀錄無異議通過。

(三) IATA 相關事務報告

1. WSG 檢討工作小組報告目前工作進度，重點摘要如下：
   (1) 機場分級
   完成EL2 (enhanced level 2)的原則及制訂需求和容量管理，目前在四個機場模擬測試實際作業狀況。 此外也草擬「需求和容量聲明流程」以作為審查機場級別變更的參考。
   (2) 時間帶使用監控
   蒐集並審核四個機場的實際使用情況，依據資料分析並綜整相關監控文件，該文件刻正由三個次小組(subgroup)審查，包括不可抗力小組審查不可抗力因素列表；時間帶使用情況委員會（SPC）和協調委員會（CC）審查效益。
   (3) 歷史時間帶
   現行的協調行事曆經審查確認是最適合的版本，惟仍建議連串時間帶歸還截止日（Series Return Deadline - SRD）應比8月15日/ 1月15日提前一個月。SRD的7月15日/ 12月15日測試將在HOD同意後於W19和S20進行。小組同時亦在審查和評估連串時間帶最合適的長度。
   (4) 繁忙機場新進業者
   關於當前時間帶使用率和新進業者申請時間帶成功率的全球調查已完成，並擬提案提供協調人有關業者和機場業務優先事項和發展計劃，以做為時間帶分配(SAL)的考量。目前亦就新進業者資格的定義進行審查。

2. 修改 WSG 的管理
   WSG的管理流程是由協調人修訂內容提報JSAG審核再經HOD同意發布。惟參與的成員僅有航空公司代表與協調人，因此提案未來管理流程亦應納入機場代表(ACI)，將對此提案進行討論。
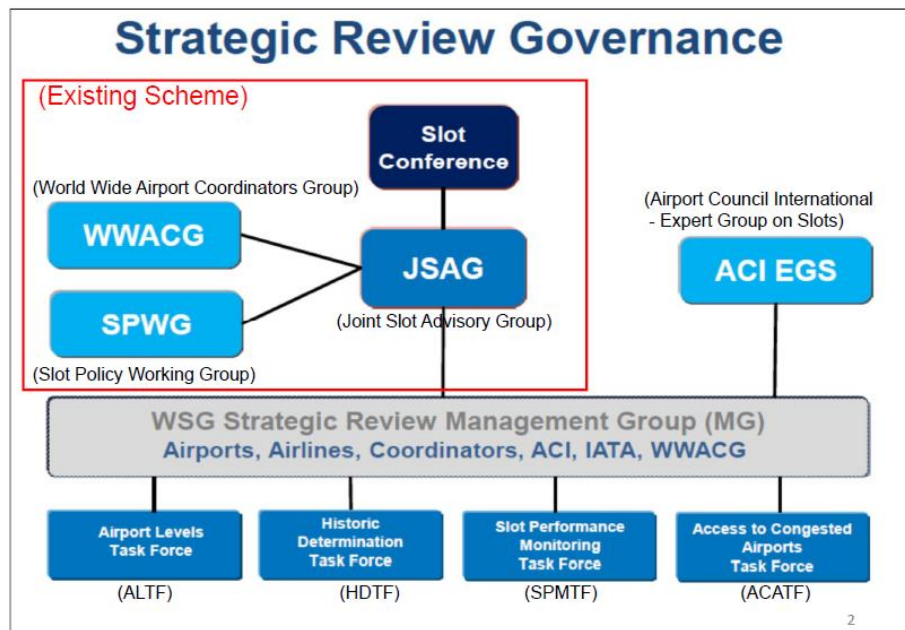
3. WSG 版本更新
   第9版WSG經HOD同意後將於2019年1月發布。

4. JSAG/58 (YVR) and JSAG/59 (YUL)會議
   (1) 延續前次未決討論事項，近期將請協調人協助填寫問卷調查，以了解協調人在時間帶分配 (SAL)階段遇到需另提供時間帶(offer)時是用SSIM建議的H/U/O或是用X/K。
   (2) 本次會議期間提供簡報，主題為「時間帶歸還與80/20的計算」主要是希望航空業者了解不歸還時間帶會衍生的問題。
   (3) 2019年6月會議在開普敦舉行；11月則在布里斯本。

(四) WWACG 相關事務報告

1. WWACG 於 2018 年 10 月 1 日成為正式的組織，總部設於加拿大蒙特婁。新章程「BY LAW No.1」為因應總部所在地加拿大法律所制訂的文件、「Internal Rules」為針對 WWACG 本身需求的補充規定。會員分 individual member 和 Joint member，填申請表後成為會員，需繳會費，有投票權。不想或無法成為會員者，仍可以 partner 身分參加會議，可捐助會費，無投票權。

2. WWACG 財務報告。

3. WWACG 指導原則目前無需修改，但歡迎提供意見。

(五) 各區域報告

1. 歐洲
   (1) 為因應2020歐洲足球錦標賽將召開協調人討論會議。
   (2) 2019夏季有些機場將進行施工作業。

2. 亞太
   亞洲協調人會議於11月15日下午5點舉行、週四中午12點茶聚。

3. 美洲
   美國運輸部提供運輸管理課程，歡迎美洲協調人報名。

(六) 其他事項報告
   無。

(七) 下次會議日期/時間和地點：
   2019年6月17日下午4:00~6:00於南非開普敦。

二、主管會議

本主管會議（Heads of Delegation Meeting－HODM) 於 11 月 15 日下午 15:00 舉行，由航空公司及協調單位主管代表參加。本會議資料詳附件三。

主要內容如下：

(一) 議程一：行政
   Ms.Lara Maughan(IATA）歡迎與會人員並邀請大家積極參與。

(二) 議程二：WSG 版本更新(第 9 版 WSG 於 2019 年 1 月出版)

1. 連串時間帶歸還截止日（SRD）的變動
   (1) 預期成果
   ➢ 審查並評估對於時間帶行事曆的改進，以有效及最大地滿足機場、航空公司及時間帶協調人等三方之規劃需求。
   ➢ 可分析SRD及歷史時間帶基準日期(HBD)替代原則之可行性。
   ➢ 可針對支援計畫之效率及容量利用率提供相關建議。

➢ 及早積極地增加可運用之時間帶，於12月即可解決夏季時間帶相關問題，使航空公司可提早銷售。

➢ 協調員將有更多時間和機會檢查與協調，以處理更複雜的問題。

➢ 航空公司可作出更好的營運決策。

➢ 機場將提前收到時間帶規劃訊息，將有助於改善相關營運計劃。

(2) 目前遭遇問題

➢ 時間帶的協調具複雜性並需要更多時間處理

➢ 系統內缺乏彈性

➢ 航空公司商業模式不同對時間帶的需求亦不同

➢ 須提供更好的資訊或指標，俾利機場更好地規劃及運用資源與設施

(3) 發展策略

➢ 瞭解各方需求

➢ 考量時間帶作業時程及替代時間長度

➢ 訂定開始及結束日期

➢ 符合監管要求，如 HBD或歐盟之時間帶規範

➢ 訂定各作業時程需要的數量及日期

➢ 目前已開發9個作業時程

➢ 對執行程序及單位進行SWOT分析

➢ 對修正結果提供最終建議

(4) 主要變動

➢ 夏季的初次提交時間帶與時間帶分配(SAL)間應相隔4周，以確保初次協調的品質。

➢ 於W19/S20試行將時間帶歸還截止日提前一個月，分別為2019年7月15日及2020年12月15日，SC144及SC145協調行事曆如下：

W19	Activity	S20
22 Apr 19	SHL Deadline	09 Sep 20
09 May 19	Agreed Historics Deadline	26 Sep 20
09 May 19	Capacity Declaration Deadline	26 Sep 20
16 May 19	Initial Submission Deadline	03 Oct 20
06 Jun 19	SAL Deadline	31 Oct 19
18-20 Jun 19	IATA Slot Conference	12-15 Nov 19
15 Jul 19	Series Return Deadline	15 Dec 20
31 Aug 19	Historic Baseline Date	31 Jan 20
27 Oct 19	Start of Season	29 Mar 20

(三) 議程三：WSG 策略檢討報告 – 建議及 2019 工作規劃

1. 有關機場分級
   (1) 航空公司代表J. Sayre (DL)建議於第9版WSG中加強對於時間帶需求及容量之管理流程
   (2) 機場代表及協調人代表均表示同意WSG新的相關修正及流程改善。
   (3) 對於新的機場分級(EL2)將持續蒐集及制定相關客觀量化資料，持續檢視機場分級架構。

2. 有關進入繁忙機場
   (1) 促進公佈相關最低標準之數據，以提高資料透明度。
   (2) 協調人應在初始分配時間帶後，向航空公司和機場管理機構公佈數據。
   (3) 持續關注初始時間帶協調分配過程、現有與新容量的分配順序及附加標準和進入優先權。
   (4) 持續檢視新進入業者定義，需透過進一步的數據分析和影響評估。

3. 有關時間帶協調
   (1) 評估提早SRD日期之相關量化指標，以分析該措施對航空公司、機場及協調員的影響。
   (2) 過去持續在分析HBD前後的時間帶使用率，此因素將影響整個季的進度計劃以及時段的返回。
   (3) 2019年將持續致力於消除時間帶歷史決定過程中的模糊性。

(四) 議程四：未來 時間帶會議

1. SC144 將訂於 2019 年 6 月 18-20 日於南非開普敦舉行；SC145 於澳洲布里斯本舉行，會議註冊費 50~100 美元。

2. 自 2019 年開始，SC 會議將提供提供簡便午餐。

(五) 議程五：SlotLink 網站更新

(六) 議程六：JSAG 報告

(七) 其他事項：無

三、亞太地區機場協調人團體會議

亞太地區協調人第 17 次會議（Asia/Pacific Airport Coordinators Association，APACA）於 11 月 13 日 17:00 舉行，由亞太地區機場協調人與時間帶協調人參加。會議議程及會議紀錄詳附件四、五。主要內容如下
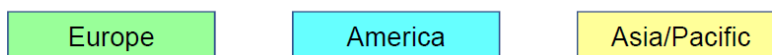
(一) 本次會議參與人員來自 12 個經濟體，16 個單位，共 35 名。

(二) 議程一－第十六次會議會議紀錄無異議通過。

(三) 議程二－WSG 策略檢討工作進度報告

1. WSG 策略檢討工作小組（WSRMG）由航空公司、機場管理單位、協調人組成，各單位有四名成員，航空公司應有一位 IATA 代表，機場管理單位一位 ACI 代表，協調人一位 WWACG 代表。

WSG Strategic Review Management Group (WSRMG)

Affiliation	Organization Name	Name
Airlines (4 Companies)	IATA (International Air Transport Association)	Dimiter Zahariev (IATA)
	Vueling Airlines (Spain)	Ana Sanchez (VY)
	United Airlines (USA)	Michele Boyce (UA)
	Qantas Airways (Australia)	Paul Petrykowycz (QF) (Vice Chair)
Airports (4 Companies)	ACI (Airport Council International)	Stefano Baronci (ACI)
	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA) (Vice Chair)
	São Paulo International Airport (Brazil)	Joao Pita (GRU)
	Dubai International Airport (UAE)	Robert Whitehouse (DXB) ⭕
Coordinators (4 Organizations)	WWACG (World Wide Airport Coordinators Association)	Eric Herbane (WWACG) (Chair)
	EUACA Chairman (Norway)	Fred Wister (EUACA)
	Federal Aviation Administration (USA)	Brian Meehan (FAA)
	APACA Chairman (Japan)	Hiroki Takeda (APACA)

(12 members)

Europe	America	Asia/Pacific

2. WSRMG 之下設立的四個工作小組，其中機場分級組有 16 位成員，歷史時間帶組(SRD 及 HBD 等檢討) 有 21 位成員，時間帶使用監控組有 22 位成員，繁忙機場新進者組(新進入者規則檢討)則有 25 位成員。各組成員及工作計畫詳附件五。

3. 各小組第三次面對面會議於本次 SC143 舉行，於 6 月的 SC144 完成

待決事項，並於 2019 年 40 屆 ICAO 大會交付成果。

4. 機場分級概述

	Level 1	Level 2	Enhanced Level 2	Level 3
定義	機場基礎建設一般均能滿足需求	某些期間可能發生壅塞，可透過航空公司與協調人共同調整時間表解決	➤ 某些期間發生壅塞無法透過協調解決 ➤ 所有航空公司均需在現有容量限制範圍內進行時段分配 ➤ 依據實際運營情況，需任命一名協調員為航空公司分配航班時刻	➤ 對機場基礎設施的需求遠超過了機場的容量 ➤ 所有航空公司必須在已分配之時間帶下營運 ➤ 需任命協調員依據歷史權利分配時間帶
強制時間帶分配(Mandatory slot allocation)	n/a	n/a	Yes	Yes
協調委員會	n/a	n/a	Yes	Yes
新進入者規則	n/a	n/a	n/a	Yes
時間帶交換	n/a	n/a	Yes	Yes
時間帶或班表協調參數	n/a	按要求按班表提供服務，並依需求進行調整	➤ 前季之實際營運者有優先權 ➤ 對優先時間帶的變動優先於在容量許可內對同段時間帶之新請求	基於歷史優先權

(四) 議程三－WWACG 組織章程

WWACG於2018年10月1日成為正式的組織，總部設於加拿大蒙特婁。新章程「BY LAW No.1」為因應總部所在地加拿大法律所制訂的文件、「Internal Rules」為針對WWACG本身需求的補充規定。會員分為三種：individual member、Joint member、Partner，會員均可參加WWACG會議，僅投票權與會費差異。

Type of Membership

Membership	Condition	Voting Right	Meeting	Membership Dues
Individual Member	Only one coordinator or facilitator in the country	One Vote	Participate	100Euro
Joint Member	More than one coordinator or facilitator in the country	One Vote	Participate	100 Euro for each coordinator and facilitator
Partner	Non-member	No Vote	Observe	Voluntary Contribution

(五) 議程四－2020東京奧運

1. 2020奧運將於7月24日至8月9日於東京舉行，並於8月26日至9月6日舉行殘奧會。

2. 東京羽田機場及成田機場近年容量變化
    (1) 2010年完成羽田機場D跑道及2014年對該機場航廈進行擴建，使其時間帶容量於2015年達到44.7萬個(國內線約357,000個；國際線90,000個)。
    (2) 成田機場則於2015年興建了新低成本航空專屬航廈，使其時間帶容量於2015年達到30萬個(國際線)，兩機場合計共74.7萬個。

Capacity expansion of the Metropolitan Airports (Haneda/Narita) over recent years
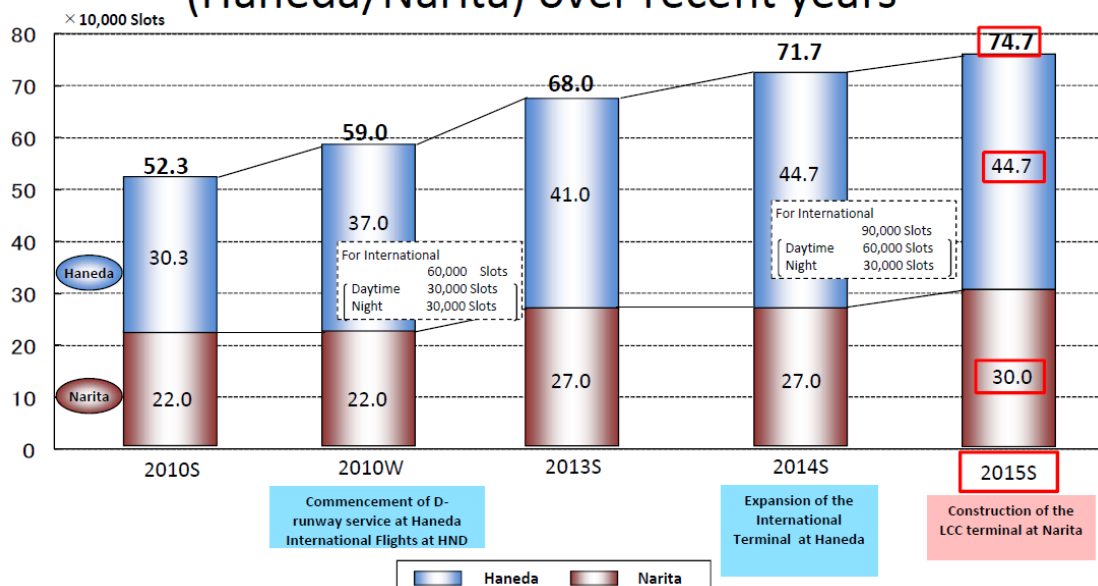
3. 東京奧運前後兩機場可採取增加時間帶的技術措施

	奧運前可行措施		奧運後可行措施
羽田機場	原約為45萬個Slot		
	(1) 重新檢討跑道容量 (2) 修正跑道營運方式及飛航路線	➢ 預計每年增加4萬個	(1) 新建新跑道
	合計每年增加4萬個(每天增加約50個)		

14

成田機場	原約為 30 萬個 Slot		
	(1) 升級 ATC 系統	➤ 預計每年增加 2 萬個	(1) 擴建現有跑道
	(2) 新建高速出口滑行道	➤ 預計每年增加 2 萬個	(2) 新建新跑道
	(3) 放寬宵禁限制	➤ α(尚待評估)	預計每年增加 16 萬個
	合計每年增加 4 萬+α 個(每天增加約 50 個)		
	每天增加約 100 個		每天增加約 200 個
	兩機場總計共 83 萬個(45+30+4+4)		兩機場總計共 100 萬個(83+16)

4. 羽田機場因應規劃
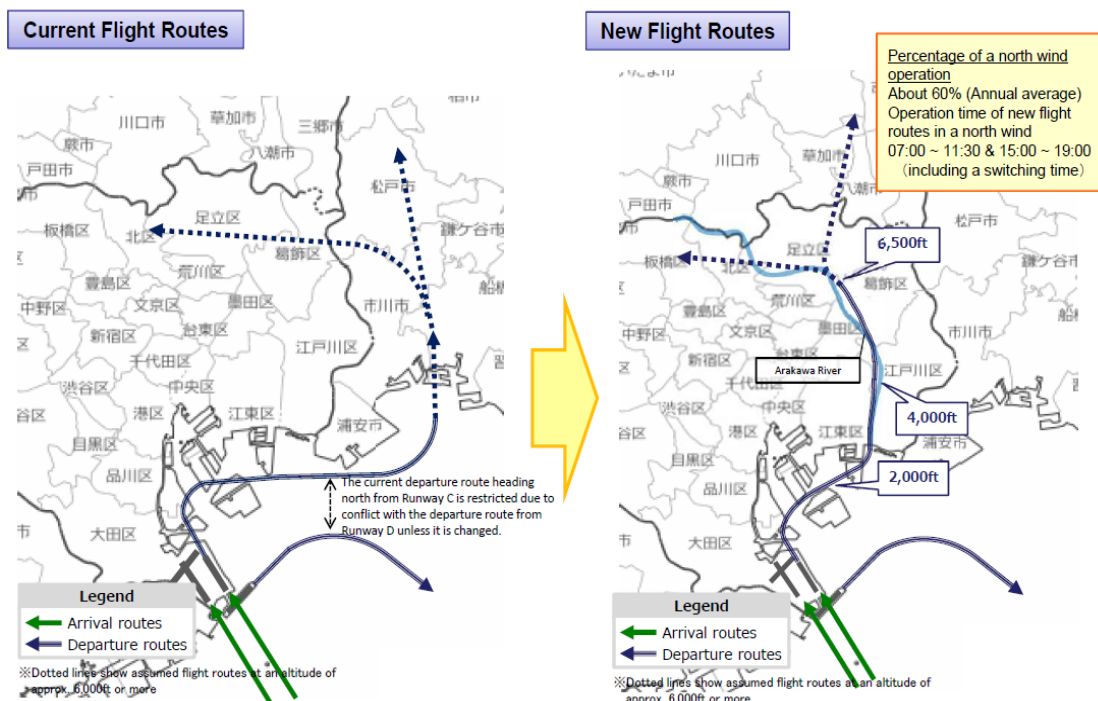   (1) 修正跑道營運方式及飛航路線
      ➤ 針對機場南風(40%)及北風(60%)的情形分別制定新的離到場飛航路線。
      ➤ 主要透過航線經過市區上空，延長到場路線並縮短離場路線的方式，以增加機場時間帶利用效率。

Change of Runway Operation & Flight Routes (South-wind operation)
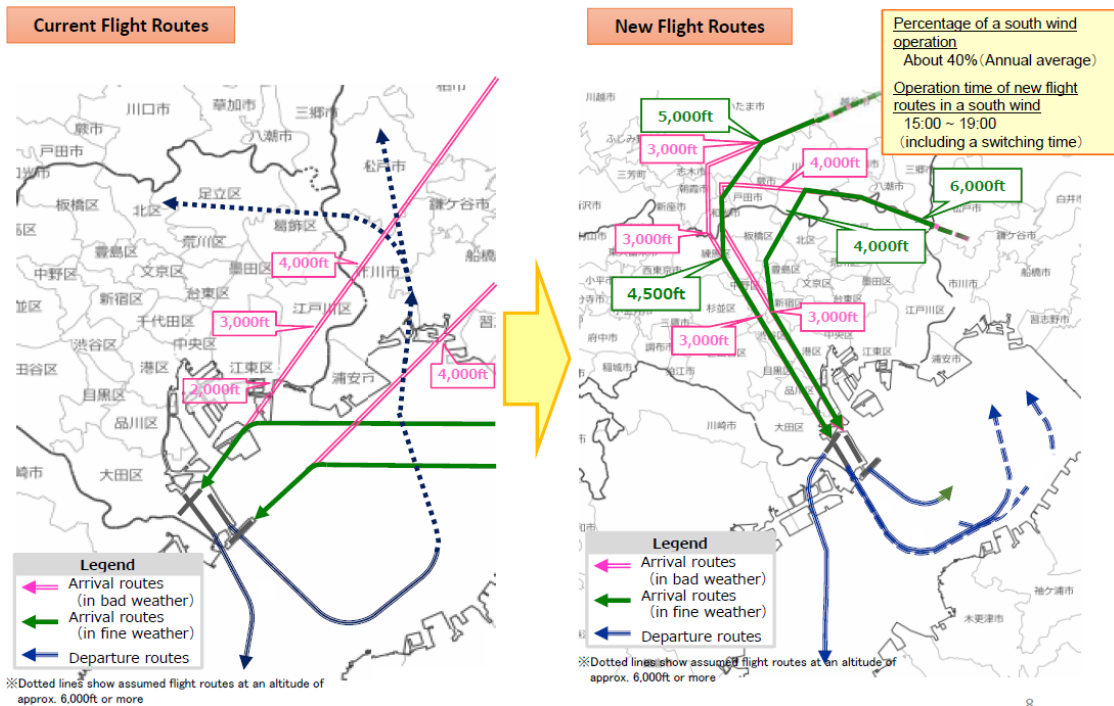
Change of Runway Operation & Flight Routes (North-wind operation)

(2) 配套措施
- 由於飛航航路將經過市區上空，爰日本官方自2015年起即採取多項環境影響評估、噪音調查等措施，並投入經費建置相關防噪音設施。
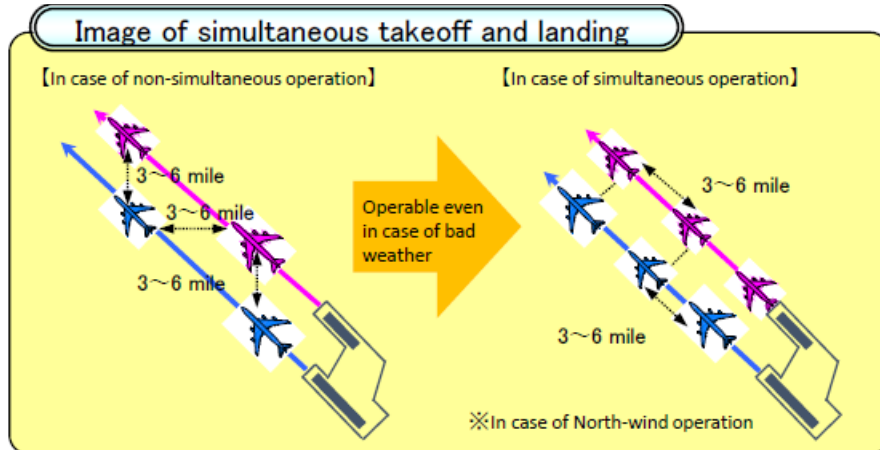- 自2018年起透過媒體宣導並與當地居民召開協調會議，目前已召開第4次協調會議，刻正辦理第5次會議，議題包括相關補償或遷移措施等。

5. 成田機場因應規劃
(1) 升級ATC系統
- 2011年於成田機場引入並行的離到場模式。
- 透過導入廣域多點訂位技術(Wide Area Multilateration升級ATC系統，使管制員可以在惡劣天氣中能見度差的情況下，精確定位飛機，從而能夠獨自操作兩條跑道的並行離到場模式，有效兼顧安全並縮短航機營運間距。

➢ 此操作模式從2015年夏季班表（2015年3月29日）即開始實施。

(2) 新建高速出口滑行道
   ➢ 在A和B跑道旁適當位置建造高速出口滑行道，預計每小時能增加
     兩架航機離開。
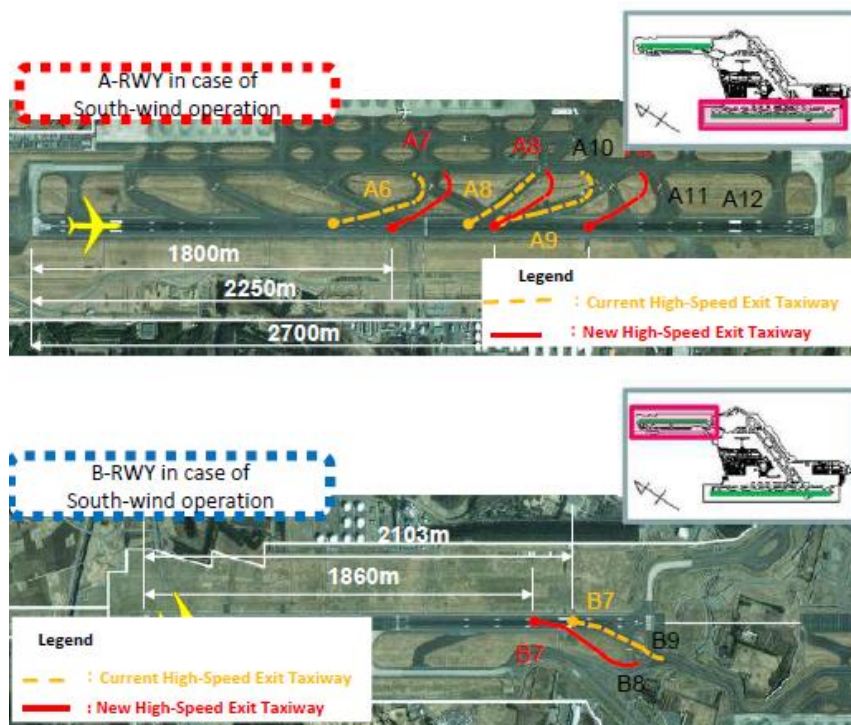
(3) 放寬宵禁限制及未來的新跑道興建計畫
   ➢ 由政府部門、千葉縣與成田機場周圍的9個市鎮及機場公司組成成
     田機場四方會議持續溝通研議。

➢ 工作紀要

時程	工作內容
17 Sept. 2015	開始研究第三條跑道可行性
27 Sept. 2016	討論跑道位置、機場覆蓋範圍和放寬宵禁限制等議題
12 June 2017	針對放寬宵禁限制之提案重新提交審查
01 July 2017 ~ 31 Jan. 2018	持續對當地居民及政府相關部門進行簡報介紹
19 Feb. 2018	回應成田機場地區市政溝通委員會的相關要求
13 Mar. 2018	達成最終協議，縮短夜間宵禁1小時，核定新建跑道C，並擴建跑道B等計畫

➢ 預期成田機場透過該等增擴建措施，機場容量將自30萬個Slot提升至50萬個。

Construction of RWY C and extension of RWY B
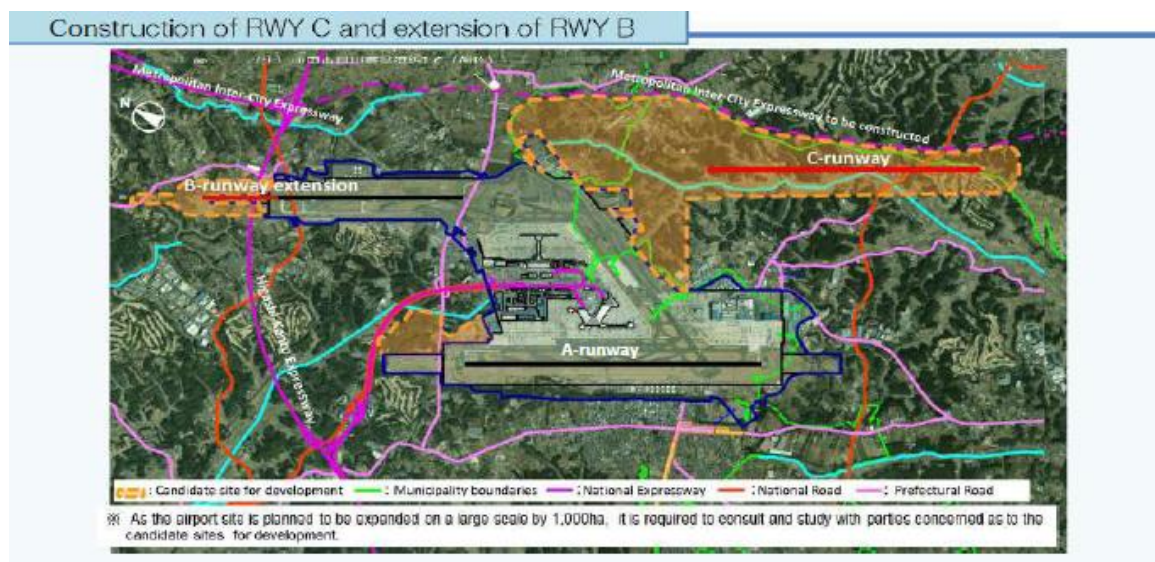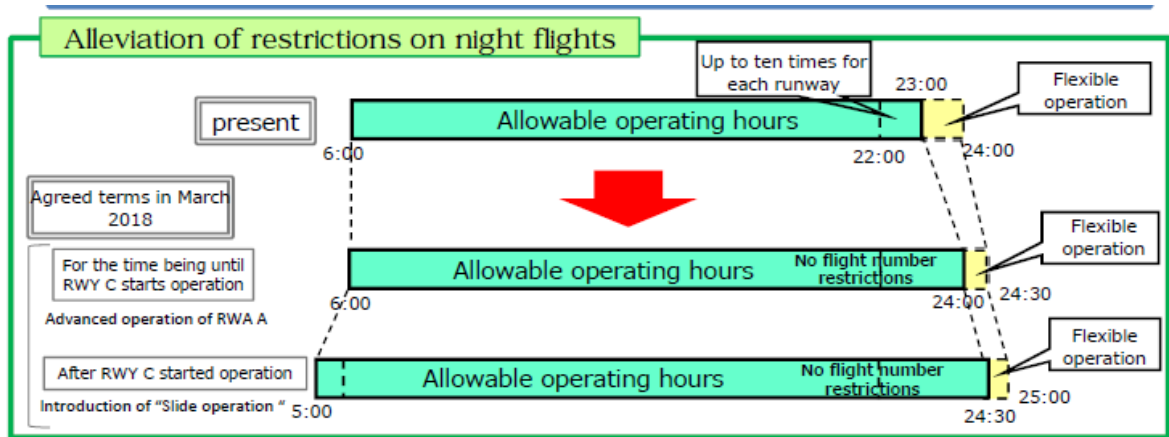
(六) 議程五－其他事項

　　亞洲協調人茶聚於11月15日12:00至13:30舉行，請踴躍參加。

肆、心得與建議

一. 本次國際機場時間帶協調人團體會議中(WSG)，研議於二、三級機場間新增設一機場分級(enhanced level 2)，未來將持續關注，並俟其定義確認後，檢視我國機場分類。

二. 亞太地區機場協調人會議中有關日本民航局報告，為 2020 年辦理之東京奧運，已研議成田及羽田機場之因應措施，其中由於羽田機場擴充不易，不若成田機場可規劃新滑行道增加航機起降容量，爰羽田機場採取規劃新航機離、到場路線的作法，增加時間帶容量，雖過程中須多次針對新飛航路線產生之噪音問題與當地居民協調，然在此大型賽事舉辦期間，透過增加機場時間帶容量，將得以快速、有效率地疏運大量旅客，此作法值得參考學習，可運用於臺北地區舉辦大型國際賽事(如世大運)或重要會議時，提升桃園機場航機起降能量之短期因應措施。

三. 時間帶會議舉行期間 IATA 亦提供航空相關產業之展覽場地，各國知名機場皆藉由發送精美紀念品或相關文宣行銷其機場，以吸引航空公司將其列為增開新航點或商業往來之合作對象，進而增加機場收益；建議桃園

國際機場或高雄航空站可於會場設置攤位或派員宣傳行銷，除可吸引外籍航空公司來臺新闢航班、提升我國機場知名度外，亦能透過與國際不同機場或航空公司間之交流合作，提升相關軟硬體設施及管理效能。

Memorandum

Following the Convening Memorandum I would like to draw your attention to the event information for 143rd Slot Conference for Northern Winter Season, 31 March 2019 to 26 October 2019, at the Madrid Marriott Auditorium Hotel 13 – 16 November 2018.

Highlights:

Exhibition Booth Crawl sponsored by AIMS, Anna.aero, Berlin Brandenburg Airport, Catania International Airport, Lufthansa Systems, and Sabre	Tue 13 Nov	18:00 – 19:30	Exhibition Hall, Ground Floor, Italy Gallery Foyer
Heads of Delegation meeting (HOD-A Airlines only)	Tue 13 Nov	08:30 – 09:30	Auditorium, Ground Floor
NEW! **Hosted Lunch for all conference delegates**	Tue 13 Nov	12:00 – 14:00	Buffet Madrid, Ground Floor
Networking Reception Hosted by AENA	Wed 14 Nov	19:30 – 22:30	Adolfo Suarez Madrid-Barajas Airport
Heads of Delegation meeting (HOD-M Airlines & Coordinators)	Thu 15 Nov	15:00 – 16:00	Auditorium, Ground Floor

Both HOD meetings are open to HODs and **one** member of their staff if requested. Please ensure additional staff members are nominated by the Head Delegate by 1st November by following this link and completing the information. **Only individuals with the correct badge will be admitted to the meetings.**

www.iata.org/slots

Workshops: Following the success and positive feedback from the previous workshops at SC142 in June, we are pleased to provide more workshops and presentations at SC143. The workshops are detailed in Attachment "B", please note when and where they are if you would like to block your calendar to attend. Pre-registration is not necessary.

Documentation for the Slot Conference is enclosed as follows:

1. Attachment "A" – Important notes for delegates containing specific conference information.

2. Attachment "B" – Conference time table, work room/meeting rooms/prayer room locations and floor plans. This information is also found within the SC143 Conference App (To download the app, click here on your mobile device or search for "Crowd Compass Attendee Hub" in your app store on your mobile device. Once downloaded, search for 143rd Slot Conference.)

If this is your first Slot Conference you may want to read How to get the most out of attending the Slot Conference.

The IATA slots team looks forward to seeing you in Madrid!

Best regards

Lara Maughan,
Head Worldwide Airport Slots

IMPORTANT NOTES FOR SLOT CONFERENCE DELEGATES

In order to best utilise the time available before and during the conference, Coordinators and Airlines are strongly urged to review and comply with the Advice For Coordinators Using The Coordination Process (pdf) Advice For Airlines Using The Coordination Process (pdf). New attendees may also wish to read How to get the most out of attending the Slot Conference. (pdf).

All participants are reminded that the purpose of this voluntary assembly of both IATA and non-IATA airlines from around the world, is to provide a forum for the allocation of slots at coordinated airports and for the reaching of consensus on the schedule adjustments necessary to conform to airport capacity limitations at schedules facilitated airports.

Delegates are reminded that for reasons of **competition law compliance** the conference is **not** a forum for discussions or agreements involving the allocation of aircraft capacity, pooling operations, division of markets, or any commercial arrangements relating to pricing, market entry or aircraft capacity. **Such discussions are prohibited and outside the scope of the Slot Conference.**

Should any delegates be unclear as to the scope of the conference, they should seek further guidance from IATA Management present at this conference.

Coordinators are reminded that:

(a)   Coordinators and facilitators must inform each airline of the results of Initial Coordination by SAL message as soon as it is complete, but **no later than the SAL Deadline 23:59 UTC on 1st November 2018**. SAL messages should be sent at the same time to all airlines that requested slots at the airport.

(b)   Coordinators should ensure that satisfactory arrangements are made to deal with clearance requests for the current season during the conference and monitor and respond to appointment requests both before and during the conference.

(c)   In conformance with 9.3 of the WSG, Coordinators should have available applicable capacity and utilisation information for their airports.

Working Hours

Official working hours for the conference will be 08:00 – 18:00 on Tuesday 13th November 2018 and 09:00 – 18:00 on Wednesday 14th November 2018 to– Friday 16th November 2018. Staff will be available at the Info Booth and doors to the main rooms will open 30 minutes prior to the official working hours. It is essential that all participants should be available during working hours (other than meal breaks) throughout the conference. Participants are also requested to advise IATA Management of their departure from the conference so that IATA may properly inform delegates trying to locate them.

Online Accreditation & Registration

In accordance with 9.11.5 of the WSG accreditation of Head Delegates and their staff attending the Slot Conference is mandatory. New delegates must be accredited by their Head Delegate using the Online Accreditation System (OAS) in order to receive their emailed invitation to

register online for the event (which was sent to all accredited delegates on 15th March 2018 from the new email address of the **registration team iatasc@worldtekevents.com please save this email for future reference**.

To avoid disappointment delegates are strongly encouraged to register for this event as soon as possible, but no later than 24th October 2018. After this date strict hotel cancellation policies occur, the discounted hotel rate cannot be guaranteed and access to the Appointments Calendar (AppCal) will be delayed.

Onsite at the Conference

Onsite registration opens Monday 12th November 2018 from 09:00 - 18:00, on the ground level at the Congress entrance of the Madrid Marriott Auditorium Hotel. For ease of identification and for admittance to the meeting rooms, all conference participants are requested to wear their name badges which are prepared based on information supplied by Head Delegates (HODs) through the Online Accreditation System (OAS).

The delegate lounge and Info Booth will be located near registration, where access to Wi-Fi, computer workstations and printers for any pre-conference team meetings will be available. Delegates with conference queries or AppCal questions are welcome to visit the Info Booth during the conference working hours

Table Information

The Main Airline Room hosts airlines who are assigned to shared tables of eight by IATA Management. The Main Coordinator Rooms are allocated alphabetically. Delegates will be notified of seating arrangements via AppCal by Monday 12th November 2018. Each table within the Main Airline Room is assigned six power points, it would be advisable to **bring extension cords, power surge protected power bars and travel adaptors** (Spanish electrical sockets are Type C/F and the standard **voltage is 230V)**.

Please do not leave any valuables unattended in the Main Airline and Coordinator Rooms. IATA cannot accept responsibility for any lost or stolen property.

Appointments Calendar (AppCal)
AppCal is the online tool designed to facilitate the appointment making process and communications between each eligible delegate registered to attend the conference. **AppCal logins and passwords will be issued by email 24th October 2018 from appcal@iata.org please save this email for future reference.** All delegates can exchange messages during the conference using the Message Box integrated in AppCal is accessible before, during and after the SC as directed in the AppCal Opening Schedule. All messages are removed from AppCal three weeks after the conference ends.

Optimizing your Wi-Fi experience
All delegates are requested to read the Wi-Fi acknowledgement form (contained within online registration) which details important information regarding testing your electronic devices prior to travelling and methods to maximize your Wi-Fi connection speed.

Workroom Locations

NAME	REPRESENTING	WORKROOM LOCATION
ACA - Airport Coordination Australia	Abu Dhabi, Australia, Philippines, Saudi Arabia, Sultanate of Oman	Ground Floor, Baden Baden
ACL - Airport Coordination Limited	Dubai, Ireland, Luxembourg, New Zealand, Poland, UK	Ground Floor, Lyon & Toulouse
AECFA	Spain	Ground Floor, Lyon & Toulouse
Airport Coordination Netherlands	Netherlands	Ground Floor, Dusseldorf & Colonia
Airport Coordination Nordic	Denmark, Finland, Greenland, Iceland, Norway, Sweden	Mezzanine Floor, Maqueda
ANA SA - Aeroportos de Portugal	Portugal	Ground Floor, Lyon & Toulouse
ASA Slot Coordination Cabo Verde	Republic of Cabo Verde	Ground Floor, Lyon & Toulouse
Assoclearance	Italy	Ground Floor, Stuttgart
Belgium Slot Coordination	Belgium	Ground Floor, Dusseldorf & Colonia
British Airways	British Airways	Mezzanine Floor, Talavera
Changi Slot Coordinator	Singapore	Mezzanine Floor, Yepes
Civil Aviation Authority of Thailand (CAAT)	Thailand – BKK-CEI-CNX-DMK-HDY-HKT-UTP *(* Not KBV - KBV located in main coordinator room)*	Mezzanine Floor, Alcabon
COHOR	France	Ground Floor, Dusseldorf & Colonia
Delegate Lounge Areas		Ground Floor, Congress Foyer
Events Office	McVeigh Global Meetings and Events	Ground Floor, Napoles Room
FAA Runways	EWR-JFK-LAX-ORD-SFO (Please see ORD-SFO within the main coordinator room for terminal and gates)	Mezzanine Floor, Torrijos
FLUKO Airport Coordination Germany	Germany	Ground Floor, Dusseldorf & Colonia
Hellenic Slot Coordination Authority	Greece	Ground Floor, Dresden
Hong Kong Schedule Coordination	Hong Kong	Ground Floor, Birmingham
IATA – Director's Office	IATA Slot Team	Ground Floor, Manchester Room
Japan Schedule Coordination (JSC)	Japan	Ground Floor, Berlin
KLM Royal Dutch Airlines	KLM	Ground Floor, Liverpool
Korean Coordination (KASO)	Korea	Ground Floor, Potsdam
JFK / EWR / LAX Terminal Coordination	Los Angeles World Airports PANYNJ - Terminals JFK PANYNJ - Terminals EWR	Mezzanine Floor, Alcudia
Prayer Room		Ground Floor, Cambridge
Schedule Coordination Austria	Austria	Ground Floor, Bonn
Slot Coordination Switzerland	Switzerland	Ground Floor, Bonn

SC143 Meeting Locations and Timetable
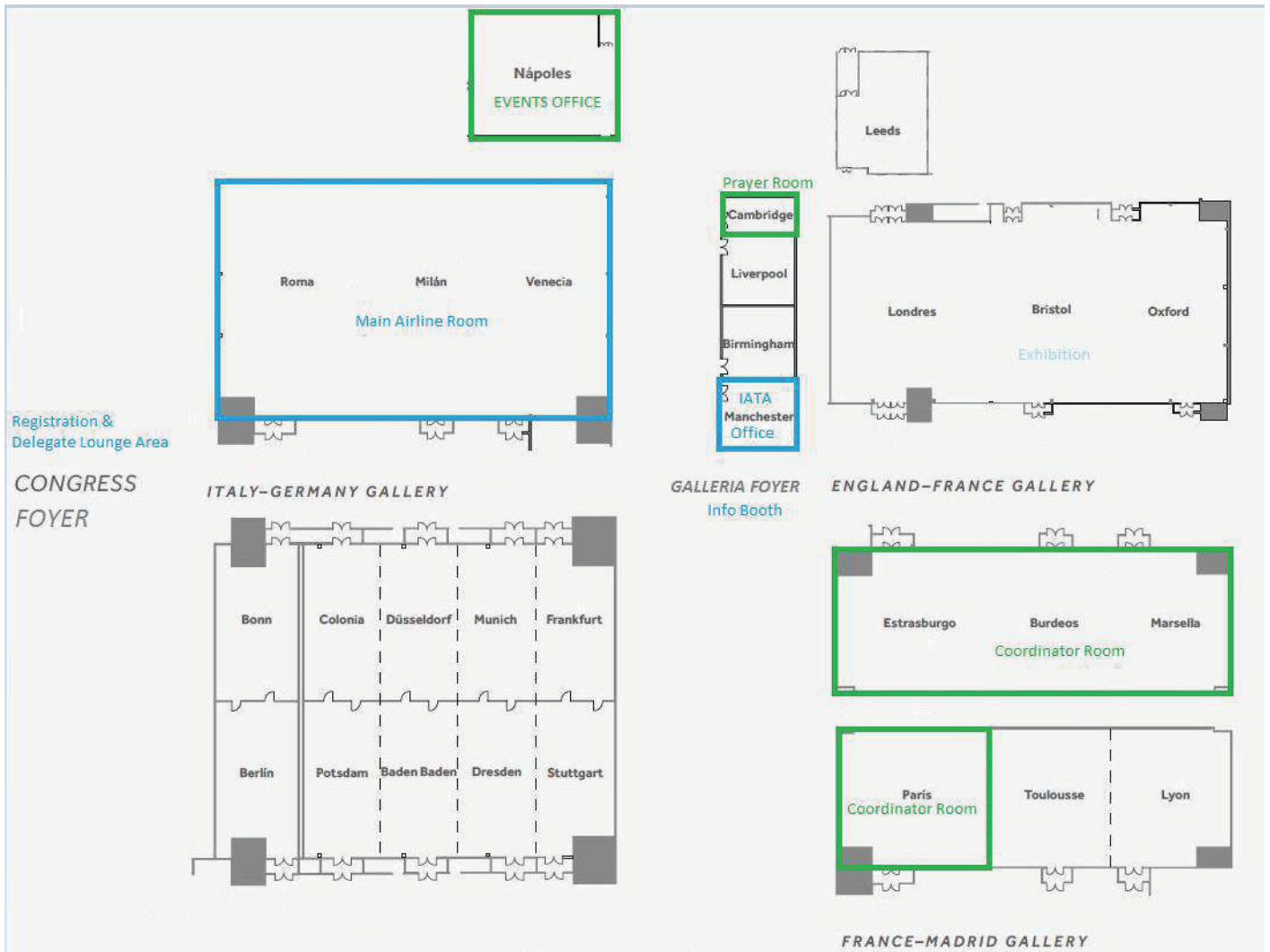## All rooms are located in the Madrid Marriott Auditorium

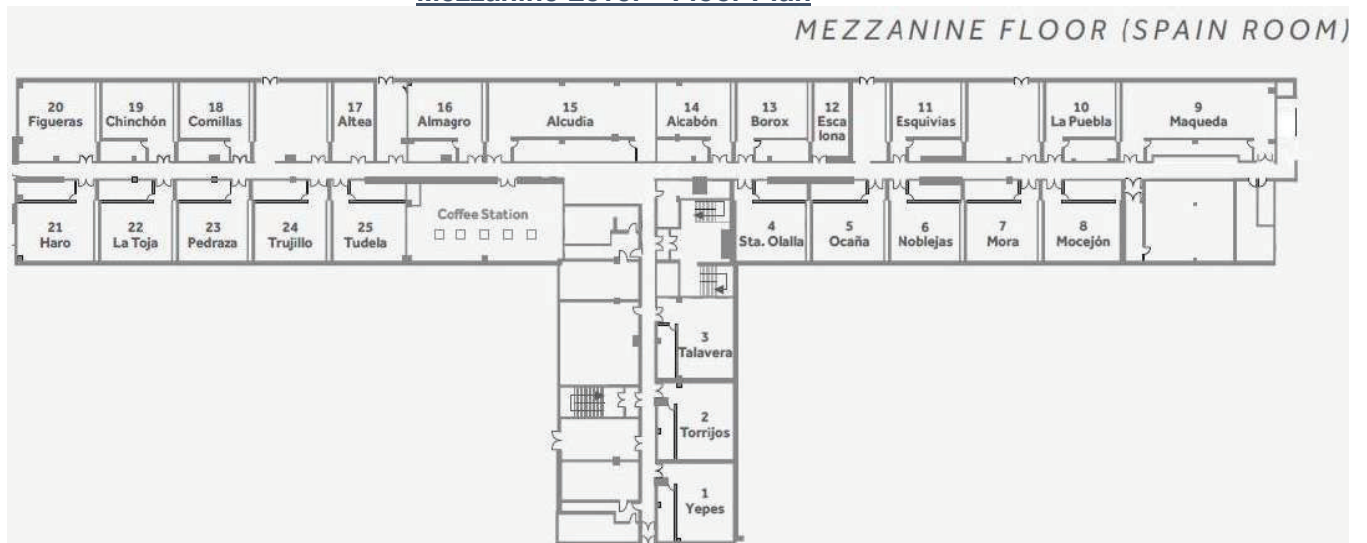| Date	Title	Location
SATURDAY 10 NOVEMBER 2018		
09:00 – 17:00	Airport Slots & Coordination Training Class 1 Class 2	Ground Floor, Baden Baden Mezzanine Floor, Santa Olalla
09:00 – 18:00	SPWG Meeting	Ground Floor, Dresden & Stuttgart
13:00 – 17:30	WWACG Board Meeting	Ground Floor, Manchester
SUNDAY 11 NOVEMBER 2018		
08:30 – 10:30	EUACA Board Meeting	Ground Floor, Dresden & Stuttgart
09:00 – 17:00	Airport Slots & Coordination Training Class 1 Class 2	Ground Floor, Baden Baden Mezzanine Floor, Santa Olalla
10:45 - 12:30	WSG Strategic Review Task Forces Coordinators Meeting	Ground Floor, Dresden & Stuttgart
13:30 – 18:00	JSAG Meeting	Ground Floor, Dresden & Stuttgart
MONDAY 12 NOVEMBER 2018		
08:30 – 15:30	Historic Determination Task Force	Ground Floor, Potsdam
09:00 – 15:30	Access to Congested Airports Task Force	Ground Floor, Munich
09:00 – 15:30	Airport Levels Task Force	Ground Floor, Frankfurt
09:00 – 17:00	Airport Slots & Coordination Training Class 1 Class 2	Ground Floor, Baden Baden Mezzanine Floor, Santa Olalla
09:00 – 18:00	Pre-Conference Delegate Lounge Areas	Ground Floor, Congress Foyer
09:00 – 18:00	Registration Open	Ground Floor, Congress Entrance Lobby
09:00 – 15:30	Slot Performance Task Force	Ground Floor, Bonn
16:00 – 18:30	WWACG Plenary	Ground Floor, Paris
18:45 – 19:30	Task Force Leads Meeting	Ground Floor, Frankfurt
TUESDAY 13 NOVEMBER 2018		
08:00 – 18:00	Exhibition Open	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
08:00 – 18:00	Info Booth Open	Ground Floor, Galleria Foyer
08:00 – 18:00	Registration Open	Ground Floor, Congress Entrance Lobby
08:00 – 18:00	SC143 Conference Open Main Airline Room *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, Italy Gallery (Rome, Milan, Venecia)
08:00 – 18:00	SC143 Conference Open Coordinator Rooms *Doors will open 30 minutes prior to the official working hours*	Ground Floor, French Gallery (Estrasburgo, Burdeos, Marsella, and Paris)
08:30 – 09:30	Head Delegate Airline Only Meeting (HOD-A)	Ground Floor, Auditorium
10:00 – 10:45	2020 Tokyo Olympics Presentation by Japan Civil Aviation Bureau	Ground Floor, Frankfurt
10:30 – 11:00	Morning Networking Break, Exhibition Area sponsored by Bristol Airport	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer

TUESDAY 13 NOVEMBER 2018		
12:00 – 14:00	*NEW!* **Buffet Lunch** *Provided free of charge for all Slot Conference attendees, available Tuesday only at this SC.*	Ground Floor, Buffet Madrid Restaurant
12:00 – 12:30	Which date? - Workshop Explaining the confusion of Handback and 80/20 Calculation by Petra Popovac, ACA - Airport Coordination Australia	Ground Floor, Frankfurt
12:45 – 13:15	Which date? - Workshop Explaining the confusion of Handback and 80/20 Calculation by Petra Popovac, ACA - Airport Coordination Australia	Ground Floor, Frankfurt
13:30 – 14:15	2020 Tokyo Olympics Presentation by Japan Civil Aviation Bureau	Ground Floor, Frankfurt
15:30 – 16:00	Afternoon Networking Break, Exhibition Area sponsored by Routes	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
15:30 – 17:00	IATA Slot Desk	Ground Floor, Galleria Foyer
17:00 – 18:00	APACA Meeting	Ground Floor, Frankfurt
18:00 – 19:30	Exhibition Booth Crawl Sponsored by AIMS (booth 20) Anna.aero (booth 21), Berlin Brandenburg Airport (booth 4), Catania International Airport (booth 6), Lufthansa Systems (booth 8), Sabre (booth 22)	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer

WEDNESDAY 14 NOVEMBER 2018		
09:00 – 18:00	Exhibition Open	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
09:00 – 18:00	Info Booth	Ground Floor, Galleria Foyer
09:00 – 18:00	Registration Open	Ground Floor, Congress Entrance Lobby
09:00 – 18:00	SC143 Conference Open Main Airline Room *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, Italy Gallery (Rome, Milan, Venecia)
09:00 – 18:00	SC143 Conference Open Coordinator Rooms *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, French Gallery (Estrasburgo, Burdeos, Marsella, and Paris)
10:30 – 11:00	Morning Networking Break, Exhibition Area sponsored by Regional & City Airports	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
10:30 – 12:00	IATA Slot Desk	Ground Floor, Galleria Foyer
12:00 – 12:45	Status of the 14 Greek Regional Airports "Development Project" Presentation by Fraport Greece	Ground Floor, Frankfurt
14:00 – 14:45	Overview of the Aviation Slots Strategy: Slots Presentation by UK Department for Transport	Ground Floor, Frankfurt
15:30 – 16:00	Afternoon Networking Break, Exhibition Area	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
15:30 – 17:00	IATA Slot Desk	Ground Floor, Galleria Foyer
16:00 – 17:00	Runway works at Paris-Orly airport -Impact on scheduling capacity Presentation by French DGAC, AdP and COHOR	Ground Floor, Frankfurt
19:30 – 22:30	Networking Reception, sponsored by AENA	Adolfo Suarez Madrid-Barajas Airport, Terminal Four

THURSDAY 15 NOVEMBER 2018		
08:30 – 10:30	EUACA Plenary	Ground Floor, Frankfurt
09:00 – 18:00	Exhibition Open	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
09:00 – 18:00	Info Booth	Ground Floor, Galleria Foyer
09:00 – 18:00	Registration Open	Ground Floor, Congress Entrance Lobby
09:00 – 18:00	SC143 Conference Open Main Airline Room *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, Italy Gallery (Rome, Milan, Venecia)
09:00 – 18:00	SC143 Conference Open Coordinator Rooms *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, French Gallery (Estrasburgo, Burdeos, Marsella, and Paris)
10:30 – 11:00	Morning Networking Break, Exhibition Area Sponsored by Aviation Analytics	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
10:30 – 12:00	IATA Slot Desk	Ground Floor, Galleria Foyer
15:00 – 16:00	Head Delegate Meeting (HOD-M)* *Please note the time change for this meeting*	Ground Floor, Auditorium
16:00 – 16:30	Afternoon Networking Break, Exhibition Area	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
16:30 – 17:30	IATA Slot Desk	Ground Floor, Galleria Foyer
16:30 – 18:30	WSG Strategic Review – Management Group	Ground Floor, Frankfurt
18:00	Official Exhibition Close	
FRIDAY 16 NOVEMBER 2018		
09:00 – 12:00	Info Booth	Ground Floor, Galleria Foyer
09:00 – 12:00	Registration	Ground Floor, Congress Entrance Lobby
09:00 – 18:00	SC143 Conference Open Main Airline Room *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, Italy Gallery (Rom, Milan, Venecia)
09:00 – 18:00	SC143 Conference Open Coordinator Rooms *Doors to the main rooms will open 30 minutes prior to the official working hours*	Ground Floor, French Gallery (Estrasburgo, Burdeos, Marsella, and Paris)
10:30 – 11:00	Morning Networking Break	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
10:30 – 12:00	IATA Slot Desk	Ground Floor, Galleria Foyer
15:30 – 16:00	Afternoon Networking Break	Ground Floor, England Gallery (Londres, Bristol, and Oxford) and Foyer
18:00	Official Conference Close	

Ground Level – Floor Plan

Nápoles
EVENTS OFFICE

Leeds

Prayer Room
Cambridge

Liverpool

Birmingham

Roma   Milán   Venecia
Main Airline Room

IATA
Manchester
Office

Londres   Bristol   Oxford
Exhibition

Registration &
Delegate Lounge Area

CONGRESS
FOYER

ITALY–GERMANY GALLERY

GALLERIA FOYER
Info Booth

ENGLAND–FRANCE GALLERY

Bonn   Colonia   Düsseldorf   Munich   Frankfurt

Estrasburgo   Burdeos   Marsella
Coordinator Room

Berlín   Potsdam   Baden Baden   Dresden   Stuttgart

París
Coordinator Room   Toulousse   Lyon

FRANCE–MADRID GALLERY

Mezzanine Level – Floor Plan

MEZZANINE FLOOR (SPAIN ROOM)

20 Figueras | 19 Chinchón | 18 Comillas | 17 Altea | 16 Almagro | 15 Alcudia | 14 Alcabón | 13 Borox | 12 Escalona | 11 Esquivias | 10 La Puebla | 9 Maqueda

21 Haro | 22 La Toja | 23 Pedraza | 24 Trujillo | 25 Tudela | Coffee Station | | 4 Sta. Olalla | 5 Ocaña | 6 Noblejas | 7 Mora | 8 Mocejón

3 Talavera

2 Torrijos

1 Yepes

Information is subject to change. **Last updated 10 November 2018**

WWACG / 30th Meeting: AGENDA

Date: **Monday, November 12th, 2018**   **16:00 – 18:30**
Place: **Spain, Madrid, Marriott Auditorium, "PARIS" meeting room, Ground Floor**

1. Welcome, appointment of meeting secretary	EH
2. Notes WWACG/29th, Vancouver	EH
3. IATA Matters: • WSG Strategic Review Process 　　o 4 Taskforces status report • Modification of the WSG Governance • WSG modifications • Debrief on JSAG/58 (YVR) and JSAG/59 (YUL) meetings	BM/HT/FAW/EH WWACG Leads EH BK BM/PP
4. WWACG Matters • Incorporation of WWACG on October 1st, 2018 　　o By-Laws (**WP**) 　　o Internal Rules (**WP**) 　　o New Membership • Financial Matters: 　　o Budget report 2018 until September 30th, 2018 　　o Accounts for Oct 1st, 2018 – March 31st, 2019 　　o Bank Account new WWACG 　　o Budget 2019-2020 – level Membership fee, voluntary contribution • WWACG Guidelines: 　　o Requests from Members and Partners	EH WG BK
5. Update on Regional Coordination Issues	HT/BM/FWA/PP
6. Any Other Business	ALL
7. Date/time and place of next meeting: South Africa, Cape Town, Monday June 17th, 2019 (16:00 - 18:00)	EH

WG: Wolfgang Gallistl   BK: Birgit Krenzin
HT: Hiroki Takeda   PP: Petra Popovac
BM: Brian Meeham   FWA: Fred Wister
EH: Eric Herbane

Heads of Delegation Meeting (HODM/25)

SC143 MAD

AGENDA: HOD Meeting

Agenda Item 1 – Welcome

Agenda Item 2 – WSG Edition 9
2.1: SRD Changes – HDTF
2.2 WSG Edition 9
2.3: Calendar of Coordination Activities

Agenda Item 3 – WSG Strategic Review update

Agenda Item 4 – Future conferences
4.1: Slot Conference Venues Update
4.2: Slot Conference Update

Agenda Item 5 – Systems updates

Agenda Item 6 – JSAG Report
6.1 Report from JSAG/60 meeting
6.2 SC Workshop

Agenda Item 7 – AOB
7.1 Madrid feedback
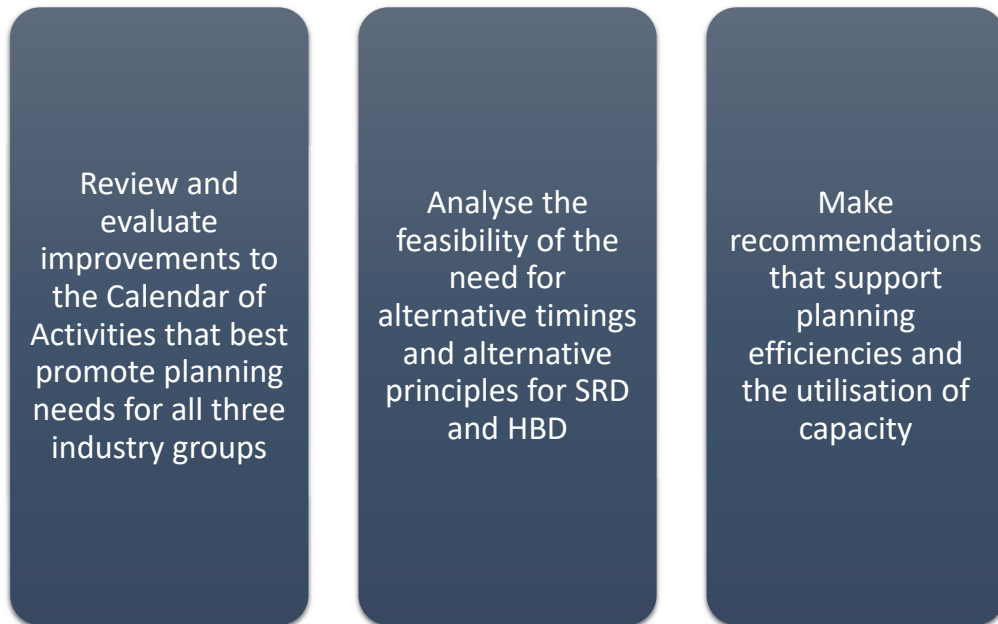7.2 Questions and comments

Agenda Item 2:
WSG Edition 9

2.1 SRD changes

Historic Determination Task Force

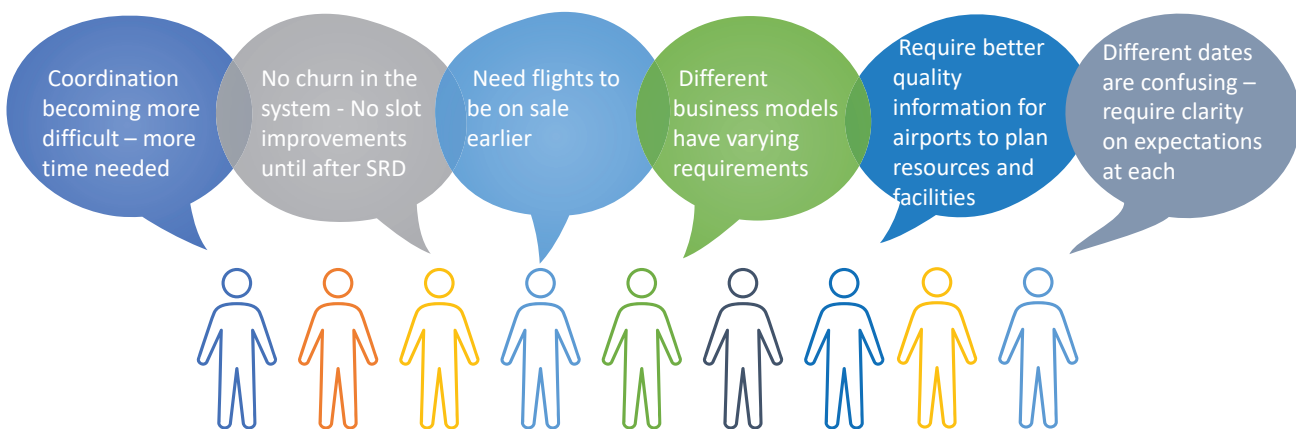Revised Calendar of Coordination Activities

Deliverables

Review and evaluate improvements to the Calendar of Activities that best promote planning needs for all three industry groups

Analyse the feasibility of the need for alternative timings and alternative principles for SRD and HBD

Make recommendations that support planning efficiencies and the utilisation of capacity

Reviewing the current calendar

Coordination becoming more difficult – more time needed

No churn in the system - No slot improvements until after SRD

Need flights to be on sale earlier

Different business models have varying requirements

Require better quality information for airports to plan resources and facilities

Different dates are confusing – require clarity on expectations at each
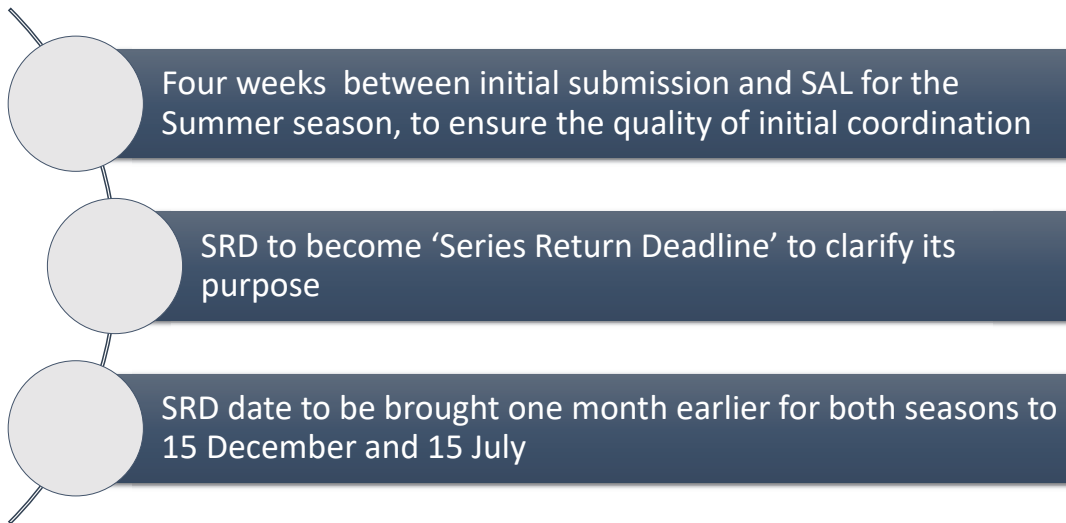
Developing Concepts

- Develop understanding of community requirements
- Considered the number of seasons
- Alternative season lengths
- Revised start and end dates
- Regulatory requirements e.g. HBD and EU Slot Regulation
- Explored options to limit the number of seasons being actively worked on
- 9 calendars developed
- SWOT analysis completed for each
- Final recommendation for a revised calendar

Revised Calendars for W19 and S20

W19 ACTIVITY	
W19 SHL Deadline	22 Apr 19
W19 Agreed Historics Deadline	09 May 19
W19 Capacity Declaration Deadline	09 May 19
W19 Initial Submission Deadline	16 May 19
W19 SAL Deadline	06 Jun 19
IATA Slot Conference	18 -20 Jun 19
W19 Series Return Deadline	15 Jul 19
W19 Historic Baseline Date	31 Aug 19
W19 Start of Season	27 Oct 19

S20 ACTIVITY	
S20 SHL Deadline	09 Sep 20
S20 Agreed Historics Deadline	26 Sep 20
S20 Capacity Declaration Deadline	26 Sep 20
S20 Initial Submission Deadline	03 Oct 20
S20 SAL Deadline	31 Oct 19
IATA Slot Conference	12-15 Nov 19
S20 Series Return Deadline	15 Dec 20
S20 Historics Baseline Date	31 Jan 20
S20 Start Of Season	29 Mar 20

Revised Calendar – Key Changes

Four weeks between initial submission and SAL for the Summer season, to ensure the quality of initial coordination

SRD to become 'Series Return Deadline' to clarify its purpose

SRD date to be brought one month earlier for both seasons to 15 December and 15 July

Measures of Success

- Snapshots of data will be required to quantify the changes in the database – template to be issued to coordinators

- Level of Compliance with SRD
    - Compare the level of slots returned on SRD: W19 vs W18, S20 vs S19;
    - Compare the level of slots returned on HBD W19 vs W18, S20 vs S19;
    - Compare the level of slots returned at SRD, and after SRD: W19, S20

- Volume and timing of Reallocations
    - Compare the level of slots improvement after SRD: W19 vs W18, S20 vs S19
    - Compare the level of slots improvement before and after SRD : W19, S20
    - Survey airlines regarding timeliness of slot improvements

Revised Calendar

- Creating the churn in slots earlier is positive – potential to solve slot problems for the summer season in December and get routes on sale earlier
- Coordinators will have more time and opportunity to check for swaps – and deal with more complex issues, resolving problems for the benefit of the entire community
- Airlines will receive improvements, digest them will be able to make better decisions about single days and ad hoc cancellations due to extended time between SRD and HBD. Processes no longer overlap, leading to a better baseline
- Airports will receive schedule information earlier, which will help improve operational planning activities

What's Next?

1. Joint Communication from IATA, ACI and WWACG to formally announce the revised calendar
2. Revised calendar will be published in the next edition of the WSG
3. Reminder communications will be sent in advance and during W19 process
4. Regular reviews to ensure the revised calendar is delivering the expected benefits to all

The HDTF's ask...

- Coordinators to take a snapshot of S19 database on 15 December – this data will be used as a 'control' date
- Commitment from airlines to adhere to the revised calendar and new Series Return Date
- Commitment from coordinators to begin reallocations immediately after SRD
- Commitment to provide feedback and updates on potential improvements that could be made to the revised calendar

Questions?

2.2 WSG Edition 9

WSG Edition 9

publication 1 January 2019

2.3 Calendar of Coordination Activities

Summer 2019 SC/143 Madrid 31 Mar 19 – 26 Oct 19	ACTIVITY	Winter 2019/20 SC/144 Cape Town 27 Oct 19 – 28 Mar 20
10 Sep 18	SHL Deadline	22 Apr 19
27 Sep 18	Agreed Historics Deadline	09 May 19
04 Oct 18	Initial Submission Deadline	16 May 19
30 Oct 18	AppCal opened to Coordinators	04 Jun 19
01 Nov 18	SAL Deadline (no later than)	06 Jun 19
05 Nov 18	AppCal opened to Airlines	10 Jun 19
13 Nov 18	IATA Slot Conference	18 Jun 19
15 Jan 19	Slot Return Deadline	15 Jul 19
31 Jan 19	Historics Baseline Date	31 Aug 19

Agenda Item 3:
WSG Strategic Review Update

AIRPORT LEVELS

Airline lead:
J. Sayre (DL)

Airport lead:
J. Bergener (SFO)

Coord. Lead:
A.Chouzouris (QR)

Recommendations for changes to be implemented in WSG edition 9
* Enhancements to the Demand and Capacity management process (WSG 6.1)

Ongoing work and 2019 plan
* Agreed on a new section in the WSG describing the capacity declaration process and improvements in the related WSG sections
* In 2019 the TF will work on the results from the EL2 trial, developing objective criteria for airport designation and reviewing the airport levels structure

ACCESS TO CONGESTED AIRPORTS

Airline lead:
M. Whitehead (KC)

Airport lead:
J. Pita (GRU)

Coord. Lead:
P. Lark (ORD)

Recommendations for changes to be implemented in WSG Edition 9
* Promoting minimum standards for data publication to enhance transparency (WSG 9.3.2 and 9.9.6)
* Coordinators should publish data to airlines and the airport managing bodies after the initial slot allocation date (WSG 5.5.1.c)

Ongoing work and 2019 plan
* The TF has been looking at WSG section 8 – particularly the allocation process for Initial Coordination and the order of allocation of existing and new capacity, the additional criteria and priorities for access.
* In 2019 the TF will continue looking at the new entrant definition, having found general agreement on a change to < 7 slots for NE, subject to further data analysis & impact assessment.

3. WSG STRATEGIC REVIEW - UPDATE

HISTORIC DETERMINATION

Airline lead:
Y. Puersuen (LH)

Airport lead:
J. Halpin (DUB)

Coord. Lead:
A. Joachim (PT)

Ongoing work and 2019 plan

- Evaluate the earlier SRD dates with quantitative metrics for each part of the industry to assess its impact on airlines, airports and coordinators.
- The TF has been analyzing pre and post HBD utilization, the factors that impact schedule planning throughout this period and the return of slots.
- In 2019 the TF will work on removing ambiguity in the historic determination process and will then consider the definition of a series.

3. WSG STRATEGIC REVIEW - UPDATE

SLOT PERFORMANCE MONITORING

Airline lead:
M.Genanian (VY)

Airport lead:
K. Haagen(AMS)

Coord. Lead:
W. Callebaut (BE)

Ongoing work and 2019 plan

- Agreed on new wording on CC/SPC to be included in the WSG and not as a Annex
- Agreed on a new Annex on principles on slot performance monitoring
- In 2019 as a priority the TF will work on completing a new section in WSG on SPM
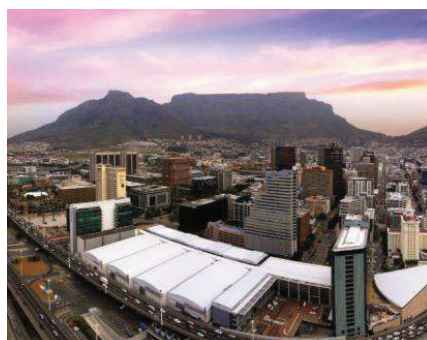
Agenda Item 4:
144th - 145th
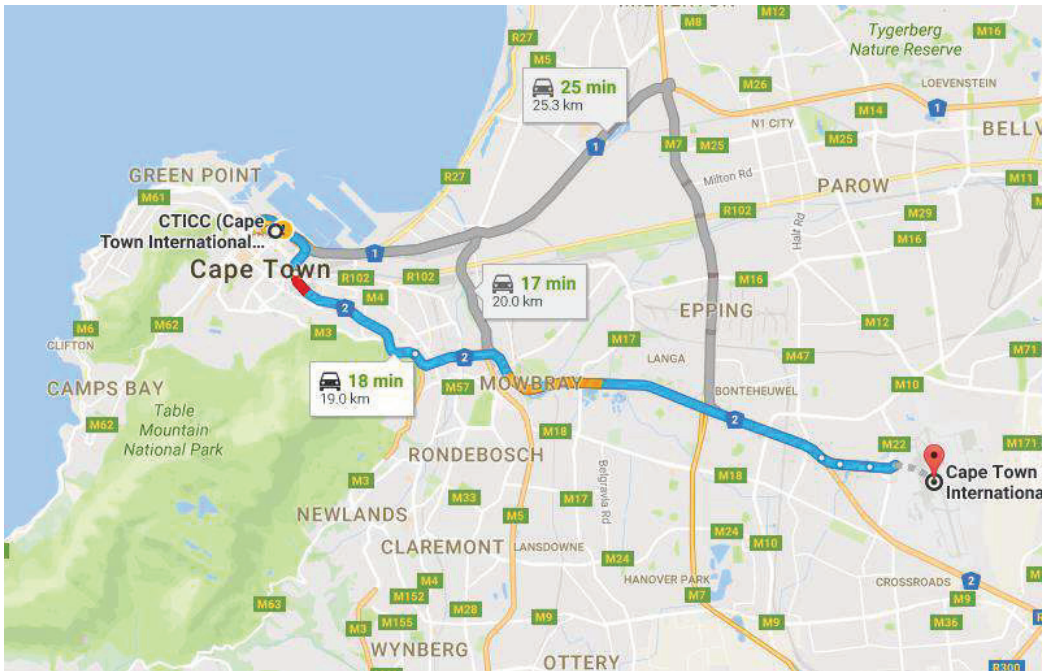## Slot Conferences

144th Slot Conference

June 18 – 20, 2019

Cape Town International Convention Centre (CTICC)
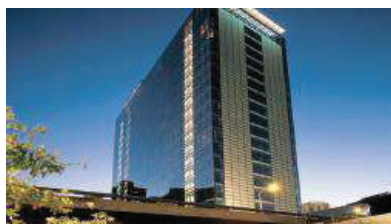
Cape Town, South Africa

SC144 Location

IATA

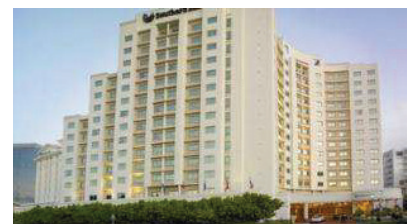20 Minutes from CPT (Cape Town International Airport)

SC144 Hotels

IATA

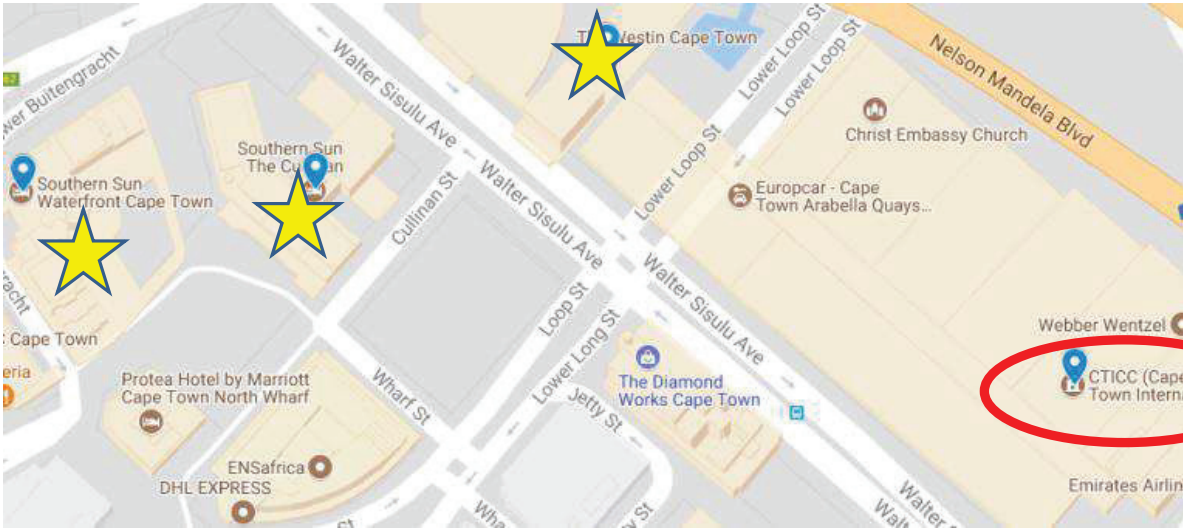Southern Sun Culinan:
Standard
$175 USD
Inc. Breakfast & Wi-Fi

Westin Cape Town:
Deluxe Room
$265 USD
Inc. Breakfast & Wi-Fi

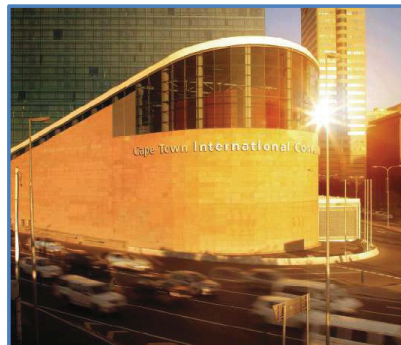Southern Sun Waterfront
Standard
$160 USD
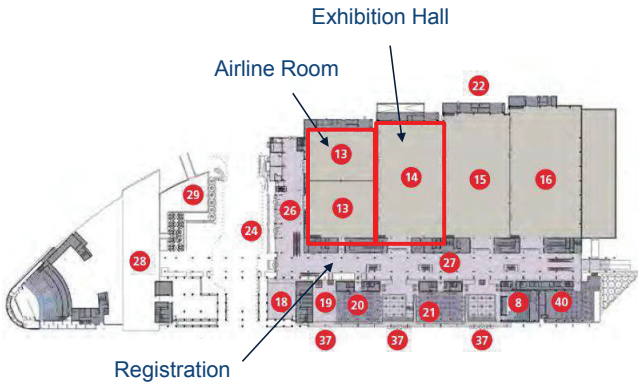Inc. Breakfast & Wi-Fi

SC144 Hotels

SC144 CTICC

SC144 Floorplan

IATA

Exhibition Hall

Airline Room

Registration

8	Auditorium 2	21	Strelitzia Restaurant
13	Exhibition Hall 1A	21	Strelitzia Conservatory
13	Exhibition Hall 1B	22	Marshalling Yard
14	Exhibition Hall 2	24	Main Entrance
15	Exhibition Hall 3	24	Convention Square and Main Entrance
16	Exhibition Hall 4A	26	CTICC Reception, Business Centre and Coffee Shop
16	Exhibition Hall 4B	27	Gallery Walkway
18	Registration Foyer	28	The Westin Cape Town
19	Clivia Conservatory	29	Canal Head and Ferry Terminal

Workrooms

Coordinator Room

Workrooms & Meeting Rooms
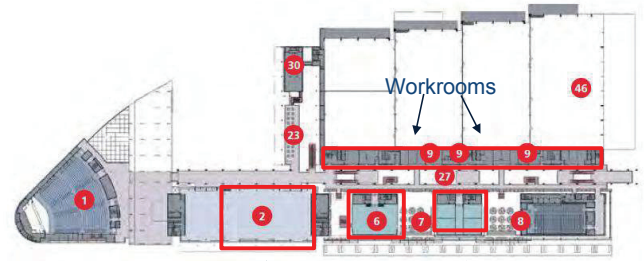
1	Auditorium 1
2	Ballroom
6, 7	Meeting Rooms
9	Meeting Suites
8	Auditorium 2

IATA

Workrooms

Industry Meetings
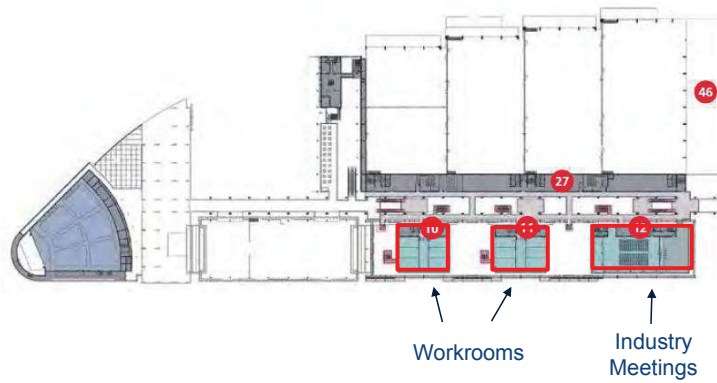
10, 11	Meeting Rooms
12	Roof Terrace Room
27	Gallery Walkway
46	Convention Tower

145th Slot Conference

November 12 – 15, 2019
Brisbane Convention & Exhibition Centre (BCEC)
Brisbane, Australia

SC145 Location
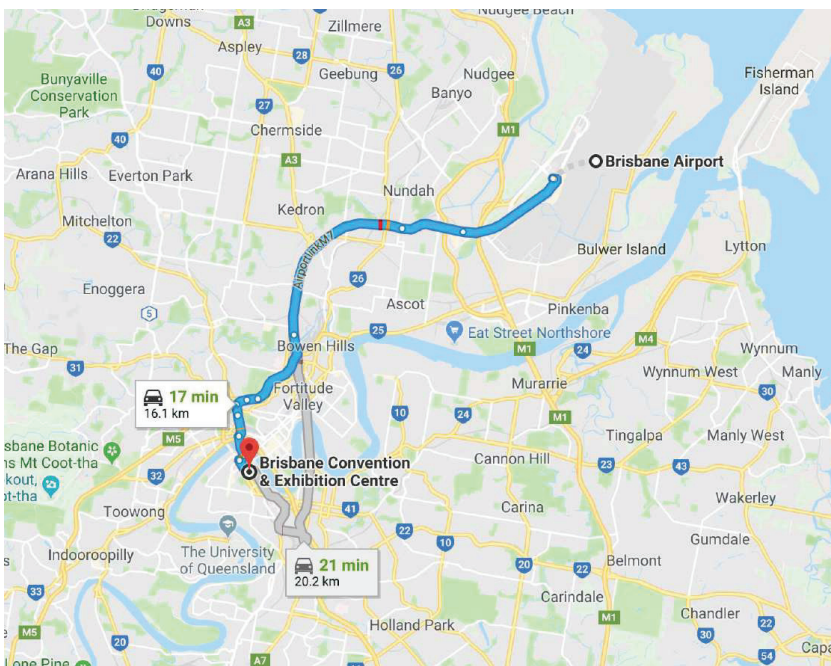
20 Minutes from BNE (Brisbane Airport)

SC145 Hotels

Rydges South Bank
$188 USD
Inc. Breakfast & Wi-Fi
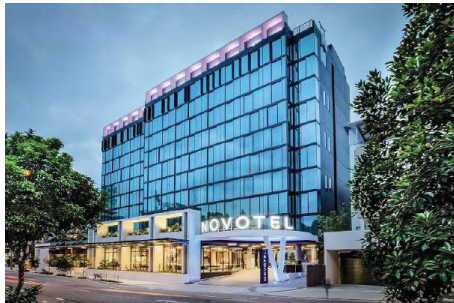
Novotel South Bank
$181 USD
Inc. Breakfast & Wi-Fi
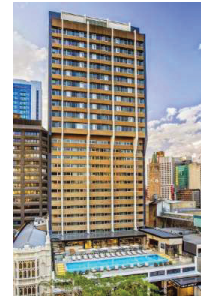
Next Hotel Brisbane
$177 USD
Inc. Breakfast & Wi-Fi

SC145 Hotels

SC145 BCEC

SC145 Floorplan

Workrooms and Meeting Rooms
Workrooms and Meeting Rooms
Exhibition, Airline & Coordinator Rooms

Workrooms
Workrooms
Workrooms and Meeting Rooms
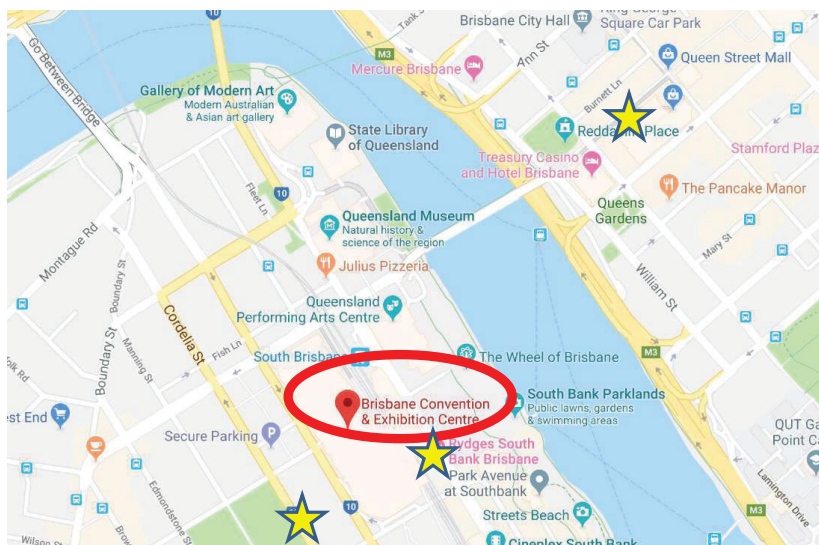
SC145 Floorplan

FOYER LEVEL
BCEC on Merivale Street
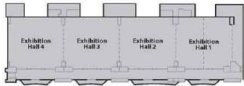
Airline Room
Coordinator Room
Director's Office
Exhibition
Registration

MEZZANINE LEVEL
BCEC on Merivale Street

Meeting Rooms
Workrooms
Workrooms
Meeting Rooms
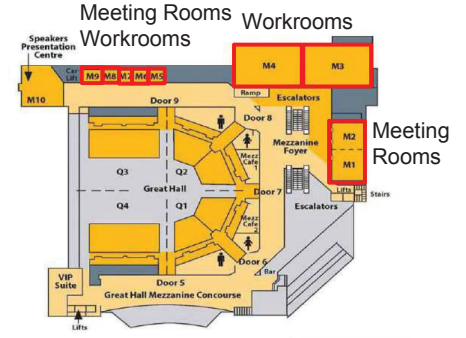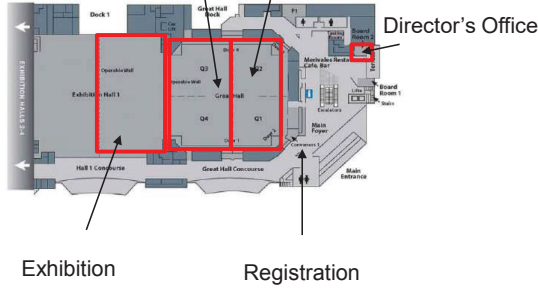
SC145 Floorplan

PLAZA LEVEL
BCEC on Merivale Street & Grey Street
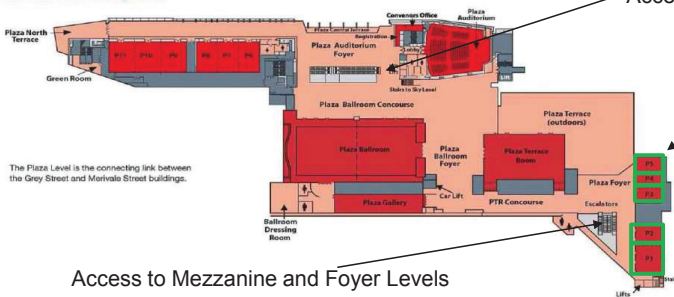
Access to Boulevard and Arbour Levels
Meeting Rooms and Workrooms
Access to Mezzanine and Foyer Levels

BOULEVARD LEVEL
BCEC on Grey Street
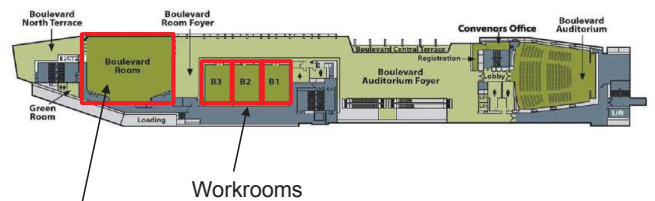
ARBOUR LEVEL
BCEC on Grey Street

Workrooms
Workroom
Workrooms
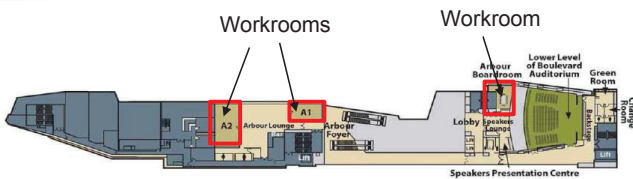
EUACA/ WWACG Plenary
HOD Meetings

4.2 Slot Conference update

Delegate Registration Fee:
Budget for $100 pp / SC, but we always strive for $50.

Lunches:
We introduced a light lunch on day one of the conference. Following its success, from 2019 IATA will provide a simple lunch for delegates during the conference.

Agenda Item 5:
Systems Update

AppCal

- Airline appointment issues

SlotLink

- New portal up and running
- Sign up to receive updates and alerts

Agenda Item 6:
JSAG Report

JSAG Update – Montreal (September)

What did we discuss?

Technical Matters

4.1 WSG Proposals
    a. Review draft WSG edition 9
4.2 SSIM Chapter 6&7 and SXSG

Global Matters and Regulatory Matters

5.1 Update on EU regulatory developments
    a. EU Regulation status
    b. EU DST consultation
5.2 Update on US regulatory developments
5.3 Discussion on Force Majeure

Regional Matters

6.1 Strategic Review update
    TF progress report, issues and challenges by
6.2 EUACA Recommended Practices / Guidelines
6.3 WWACG Recommended Practices/Guidelines
6.4 Coordination Optimization, research & future impacts

Country Matters

7.1 Regional updates from WWACG/EUACA/APACA
7.2 Ireland
7.3 Mexico
7.4 Japan Olympics 2020
7.5 UK

JSAG Update – Madrid (November)

What did we discuss?

Technical Matters

4.1 WSG Proposals
4.2 SSIM Chapter 6&7 and SXSG

Global Matters and Regulatory Matters

5.1 Update on EU regulatory developments
    a. EU Regulation and the Commission's review of EC Reg. 95/93 in 2019
    b. EU DST consultation
5.2 Update on US regulatory developments

Regional Matters

6.1 Strategic Review update – TF progress report, issues and challenges by
6.2 EUACA Recommended Practices / Guidelines
6.3 WWACG Recommended Practices/
6.4 Coordination Optimization, research & future impacts
    a. Update on ASAP project

Country Matters

7.1 Regional updates from WWACG/EUACA/APACA
7.2 Philippines Competition Commission

JSAG - Update

↗ Thank you to everyone working in the task forces.

   ↗ WSG 9 – first results

↗ The deadlines on the Calendar of Activities are 'no later than' – you don't have to wait until these dates!

↗ ASAP Project – optimising slot allocation

7. Any Other Business

   7.1   Madrid 2018 feedback
   7.2   Any other questions or comments

Thank you

Asia/Pacific Airport Coordinators Association (APACA)

17th Meeting of APACA
17:00 - 18:00
13 November (Tuesday), 2018
Room: "Frankfurt", on the Ground Floor, Madrid Marriott Auditorium
Hotel & Conference Center
Madrid, Spain

AGENDA

1. **Approval of Minutes of 16th meeting held on 19 June (Tuesday), 2018 at Fairview IV&V, JW Marriott Parq Vancouver, Vancouver, CANADA**

2. **Update on WSG Strategic Review Management Group (WSRMG)**

3. **New Association**

4. **2020 Tokyo Olympics**

5. **Any Other Business**

APACA/17 Agenda
10/30/2018

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 2
Update on
WSG Strategic Review Management Group (WSRMG)

17th APACA meeting
13 November, 2018
Madrid, Spain

Strategic Review Governance

(World Wide Airport Coordinators Group)

Slot Conference

WWACG

JSAG

(Joint Slot Advisory Group)

SPWG

(Slot Policy Working Group)

(Airport Council International - Expert Group on Slots)

ACI EGS

WSG Strategic Review Management Group (MG)
Airports, Airlines, Coordinators, ACI, IATA, WWACG

Airport Levels Task Force	Historic Determination Task Force	Slot Performance Monitoring Task Force	Access to Congested Airports Task Force
(ALTF)	(HDTF)	(SPMTF)	(ACATF)

2

WSG Strategic Review Management Group (WSRMG)

Affiliation	Organization Name	Name
Airlines (4 Companies)	IATA (International Air Transport Association)	Dimiter Zahariev (IATA)
	Vueling Airlines (Spain)	Ana Sanchez (VY)
	United Airlines (USA)	Michele Boyce (UA)
	Qantas Airways (Australia)	Paul Petrykowycz (QF) (Vice Chair)
Airports (4 Companies)	ACI (Airport Council International)	Stefano Baronci (ACI)
	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA) (Vice Chair)
	São Paulo International Airport (Brazil)	Joao Pita (GRU)
	Dubai International Airport (UAE)	Robert Whitehouse (DXB) 〇
Coordinators (4 Organizations)	WWACG (World Wide Airport Coordinators Association)	Eric Herbane (WWACG) (Chair)
	EUACA Chairman (Norway)	Fred Wister (EUACA)
	Federal Aviation Administration (USA)	Brian Meehan (FAA)
	APACA Chairman (Japan)	Hiroki Takeda (APACA)

(12 members)

Europe	America	Asia/Pacific

3

WSRMG – 2018 Work Plan

Discussion

Process and timelines for review and endorsement of TFs recommendations and proposals by the MG
>   (1) Communication between TFs, TF Leads and MG
>   (2) Preliminary reports and recommendations
>   (3) Submission of TF proposals for changes
>   (4) Feedback from MG

Strategic Review roadmap 2018 -2019
>   (1) Expected deliverables in 2018
>   (2) Project milestones

Airport Level Task Force (ALTF)

Affiliation	Company Name	Name
Airlines (5 Companies)	Vueling Airlines (Spain)	Julia Lleo Gosalves (VY)
	Lufthansa AG (Germany)	Ulrike Steinmann-Schudra (LH) ◯
	KLM Royal Dutch Airlines (Netherland)	Maartje Balm-Verbrugge (KL) ◯
	Delta Airlines (USA)	Jennifer Sayre (DL) (Co-Lead)
	American Airlines (USA)	Jim Watt (AA)
Airports (4 Companies)	Amsterdam Airport Schiphol (Netherland)	Tony Joustra (AMS)
	San Francisco International Airport (USA)	John Bergener (SFO) (Lead)
	Los Angeles International Airport (USA)	Jeff Mort (LAX)
	Dubai International Airport (UAE)	Robert Whitehouse (DXB)
Coordinators (7 Organizations)	Schedule Coordination Austria GmbH (SCA, Austria)	Wolfgang Galistl (AT)
	Federal Aviation Administration (FAA, USA)	Brian Meehan (US)
	Agência Nacional de Aviação Civil (ANAC, Brazil)	Guerth Levay de Carvalho Reis (BR) ◯
	Airport Coordination Australia (ACA, Australia)	Petra Popovac (AU)
	Japan Schedule Coordination (JSC, Japan)	Hiroki Takeda (JP)
	Hamad International Airport (Qatar)	Antonios Chouzouris (QR) (Co-Lead)
	Consultants	Vivi Tsagkroni (Cons.)

(16 members)

Europe	America	Asia/Pacific	Others

Airport Level Task Force – Current Status

Objective
1. Establish new principles to reinforce current Level 2 airport processes and warrant that Level 2 remains attractive for airlines and airports.
2. Explore new ways to categorize airports based on their level of congestion. Considering the wide range of capacity utilization at Level 3 airports, the task force should explore the need for new airports levels (or changing the existing ones) to better handle the most severely congested airports.
3. Clarify responsibilities for capacity declaration.

Current Status
1. Developed the draft "Enhanced Level 2" principle by reviewing the current Level 2 process and Level 3 process. (Refer to slide 14)
2. Reviewed the "6.1. Demand and Capacity Management" and modified it.
3. Developed the new chapter "6.2. Demand and Capacity Declaration Process".

4. Now performing trial at certain airports to evaluate the effectiveness of "Enhanced Level 2".
5. Now reviewing capacity declaration process improvements and recommend objective criteria for level of coordination and level change

Historic Determination Task Force (HDTF)

Affiliation	Company Name	Name	
Airlines (9 Companies)	Wizz Air (Hungary)	Marta Gomez Munoz (W6)	
	Lufthansa AG (Germany)	Yanki Puersuen (LH)	(Co-Lead)
	British Airways (UK)	Tracey Buckmaster (BA)	
	Transavia (Netherland)	Williem Koster (HV)	◯
	European Air Transport (Germany)	Philipp Kummer (QY)	
	EasyJet (UK)	Richard Matthews (U2)	◯
	Cathey Pacific (Hong Kong)	Eva Choi (CX)	
	Avianca (Columbia)	Santiago Cadavid (AV)	
	LAN Airlines (Chile)	Alfred John Zwerdling (LA)	
Airports (4 Companies)	Frankfurt International Airport (Germany)	Gunter Heinrich (FRA)	
	London Heathrow International Airport (UK)	Benjamin Hoskins (LHR)	
	Dublin International Airport (Ireland)	Jean Halpin (DUB)	(Co-Lead)
	Narita International Airport (Japan)	Masaru Kato (NRT)	◯
Coordinators (8 Organizations)	Civil Aviation Authority of Brazil (ANAC)	Luciana Marques Ribeiro Alves (BR)	
	Airport Coordination Limited (ACL) (UK)	Jon Rowell (GB)	◯
	Airport Coordination of Portugal (ANA)	Alexandra Joaquim (PT)	(Lead)
	Airport Coordination of France (COHOR)	Antoine Lapert (FR)	
	Airport Coordination of Germany (FHKD)	Birgit Krenzin (DE)	
	Belgium Schedule Coordination (BSC)	Didier Hocq (BE)	
	Airport Coordination of Spain (AECFA)	Guillermo Cebrian (ES)	
	Airport Authority of India (AAI)	Pritish Yadav (IN)	◯

(21 members)

Historic Determination Task Force – Current Status

Objective
1. Review and evaluate improvements to the Calendar of Activities that best promote planning needs.
2. Review the effectiveness of the Slot Return Deadline (SRD) and Historic Baseline Date (HBD)
3. Identify and analyze the factors that result in the delayed handback of slots.
4. Review and evaluate the most appropriate length of a series of slots.
5. Evaluate the impact of different definition for slot series (e.g. "per day of the week slot series" vs. a "weekly slot series"; length of the series in relation to season length);

Current Status
1. Reviewed the current calendar, 2 seasons with same length and 3 seasons and concluded the current calendar is best suited.
2. Reviewed the current SRD and HBD and concluded SRD should be moved one month earlier and recommended the trial of earlier SRD for W19 and S20. (Refer to slide 15, 16 and 17)

3. Now reviewing and evaluating the most appropriate length of a series of slots.
4. Now evaluating the impact of different definition for slot series

Slot Performance Monitoring Task Force (SPMTF)

Affiliation	Company Name	Name	
Airlines (10 Companies)	Vueling Airlines (Spain)	Mathias Genanian (VY)	(Co-Lead)
	British Airways (UK)	Robert Kensey (BA)	
	Virgin Atlantic Airways (UK)	John Parton (VS)	
	Wizz Air (Bulgaria)	Luis Wilhelmi (W6)	
	Thomas Cook Airlines (UK)	Lousie Oliva (MT)	
	Lufthansa AG (Germany)	Kwan Hang Charles So (LH)	
	Volotea (Spain)	Alberto Plats (V7)	
	DHL International Aviation (Bahrain)	Amit Kumar Sharma (ES)	
	Avianca (Columbia)	Alicia Vita (AV)	
	LAN Airlines (Chile)	Alexandre Ferreira Pinho (LA)	
Airports (6 Companies)	London Heathrow International Airport (UK)	Simon Pickup (LHR)	
	Amsterdam-Schiphol International Airport (Netherland)	Kevin Haagen (AMS)	(Co-Lead)
	London Gatwick Airport	Robert Drew-Planning (LGW)	
	Chicago O'Hare International Airport (USA)	Ben Sipiora (ORD)	
	Rio De Janeiro International Airport (Brazil)	Hildoberto Augusto De Oliveira (GIC)	
	Johannesburg International Airport (South Africa)	Kris Reddy (JNB)	
Coordinators (6 Organizations)	Airport Coordination Limited (ACL) (UK)	Fernando de Freitas (GB)	
	Belgium Schedule Coordination (BSC)	Werner Callebaut (BE)	(Lead)
	Civil Aviation Authority of Brazil (ANAC)	Rodrigo Neves Martin (BR)	
	Airport Coordination of South Africa	Stephanie Pillay (SA)	
	Delhi International Airport (DELHI)	Jaideep Singh Thakur (IN)	
(22 members)	Airport Authority of India (AAI)	Manoj Uniyal (IN)	

Slot Performance Monitoring Task Force – Current Status

Objective
1. Study the actual performance from a sample of airports.
2. Based on the results, identify and analyze the problems related to actual performance on the day and across the season.
3. Review and evaluate the factors that will drive performance improvements and changes to processes and propose potential improvements to the planning processes.
4. Review of Force majeure factors and their impact on performance.
5. Review the Slot Performance Committee (SPC) and Coordination Committee (CC) annex - -
6. Analyze the On-Time Performance (OTP) in relation to historic eligibility.

Current Status
1. Collected the Airport Data from AMS, LHR, GIG and BRU airports on the actual performance
2. Analyzed the data and made recommendation document
3. Developed the paper on the importance of pro-active monitoring / monitoring

4. Force Majeure sub-group was created and reviewing a list of possible Force Majeure factors
5. SPC and CC effectiveness sub-group was created and reviewing the effectiveness SPC / CC

Access to Congested Airport Task Force (ACATF)

Affiliation	Company Name	Name	
Airlines (12 Companies)	Lufthansa AG (Germany)	Christian Wollny (LH)	
	British Airways (UK)	Chris Carter (BA)	
	Virgin Atlantic Airways (UK)	David Hill (VS)	
	KLM Royal Dutch Airlines (Netherland)	Bert Imminga (KL)	⭕
	TNT Airways (Belgium)	Anne-Catherine Paul (3V)	
	Norwegian Air Shuttle	Sebastian Pellisier (DY)	
	Air Astana (Kazakhstan)	Michael Whitehead (KC) (Co-Lead)	
	Jet Airways (India)	Neville Mehta (9W)	
	Spicejet (india)	Debashis Saha (SG)	
	Avianca (Columbia)	Carlos Torres (AV)	
	JetBlue Airways (USA)	Gregory Witpen (B6)	
	Southwest Airlines (USA)	Suki Ziegenhagen (WN)	
Airports (8 Companies)	Flughafen Düsseldorf International (Germany)	Lutz Honerla (DUS)	
	London Heathrow International Airport (UK)	Alyson Playford (LHR)	
	Amsterdam-Schiphol International Airport (Netherland)	Lotte Harbers (AMS)	⭕
	Aeropuertos Españoles y Navegación Aérea (AENA)	Elisa Callejo (AENA)	
	Toronto Pearson International Airport (Canada)	Lauren Yaksich (YYZ)	⭕
	JFK International Airport (USA)	Patty Clark (PANYNJ)	
	Los Angeles International Airport (USA)	Viji Prasad (LAX)	
	São Paulo/Guarulhos International Airport (Brazil)	Joao Pita Almeida (GRU) (Lead)	
Coordinators (5 Organizations)	Chicago O'Hare International Airport (USA)	Paul Lark (ORD) (Co-Lead)	
	Civil Aviation Authority of Brazil (ANAC)	Roberto da Rosa Costa (BR)	
	Airport Coordination Limited (ACL) (UK)	Ingrid Hainy (GB)	
	Airport Coordination of France (COHOR)	Eric Herbane (FR)	
(25 members)	Airport Authority of India (AAI)	Vivek Anand Chourey (IN)	

Access to Congested Airport Task Force – Current Status

Objectives
1. Collect and evaluate global data (how much of the 50% N.E. pool is allocated etc.) of the major airports
2. In light of this data, evaluate changes that could make the new entrant rule (WSG 8.3.5) more effective.
3. In light of this data, validate the current list of additional allocation criteria (WSG 8.4.1) and enhance and clarify where necessary and evaluate the current implementation.
4. Deliver a recommendation on the future WSG policy on fair and neutral access to congested airports, if a change is determined to be needed.

Current Status
1. Data Collection and analysis were completed.
2. A draft proposal was made about providing coordinators with information about airlines' and airports' business priorities and development plans. The purpose of sharing this information is to assist the coordinator in understanding the impact of these business plans on coordination.

3. Now reviewing if the coordinators should ideally receive these plans before initial allocation and whether this guidance should be mandatory ("must") or a strong suggestion ("should").
4. Now working on a document that will prepare the New Entrant discussion topic within the full TF in November. The objective of the discussion is to look at the New Entrant rule not just only as definition but as an overall concept.

Time Schedule of Task Forces

40th ICAO General Assembly (September 2019)

Third Face to Face Meeting

	Level 1	Level 2	new Enhanced Level 2	Level 3
Definition	• Airport infrastructure is generally adequate to meet demand	• Potential for congestion during some periods of the day, week, season, which can be resolved by mutually agreed schedule adjustments between airlines and facilitators	• There is congestion during some periods of the day, week or season, which cannot be resolved through voluntary schedule adjustments. • Slot allocations, within declared capacity limits, are required for all airlines and other aircraft operators. • A coordinator is appointed to allocate slots to all airlines and other aircraft operators based on previous equivalent season actual operations	• Demand for airport infrastructure significantly exceeds capacity of the airport • All airlines and other aircraft operators must operate with an allocated slot • A coordinator is appointed to allocate slots based on historic rights
Mandatory slot allocation	n/a	n/a	Yes	Yes
Coordination Committee	n/a	n/a	Yes	Yes
New Entrant rule	n/a	n/a	n/a	Yes
Slot mobility (swaps)	n/a	n/a	Yes	Yes
Usage requirements (Slot series, 80/20 rule, force majeure rules)	n/a	n/a	No	Yes
Primary criteria for schedule facilitation/ slot coordination	n/a	• Services operated as requested with schedule adjustments as required	• Priority for slots actually operated during the previous equivalent season, excluding ad hoc or single operations • Changes to prioritized slots should have priority over new requests for the same slot within the capacity available.	• Historic Rights (slot series used >80%, based on slots held at HBD)
Monitoring of operations (Services operated at a significantly different time or in a significantly different way)	n/a	Intentional misuse = • Lower priority for future schedule adjustments	Intentional misuse = • Lower priority in the next season or next equivalent season. • Sanctions applied under local regulations and/or national law.	Intentional misuse = • No entitlement to historic precedence • Lower priority for future slot requests • Sanctions applied under local regulations and/or national law.

14

Historic Determination Task Force (HDTF)

Scope Items

- Review and evaluate improvements to the Calendar of Activities that best promote planning needs.

- Evaluate the effectiveness of Slot Return deadline (SRD), WSG timeline of activities and how to optimize them with a view towards more efficient planning and usage of capacity.

After a long discussion we proposed the following changes to IATA calendar:

- SRD date moves earlier to Dec and July and definition changes to SERIES Return Deadline;

- HBD date remains unchanged as the deadline for non-series returns;

- 4 weeks between Initial submission deadline and SAL deadline for IATA summer season;

- The above changes to be implemented as a trial effective from the IATA W19, S20 season;

The definition of SRD was not explicit enough, it's clear that SRD means Airlines should return their series of slots until this date. The earlier SRD will allow earlier reallocation of returned slots which will benefit both airports and airlines.

Process of Slot Allocation (Example of W19)

	April	May	June	July	August	September	October
（SHL） (Slot Historic List Message)	▲ (4/22)						
Agreed Historic		▲ (5/9)					
Initial Submission (A/L requests)		▲ (5/19)		(More time for retiming)			
（SAL） (Slot Initial Allocation List Message)			▲ (6/6)		(Retiming; Improvement of schedule)		
IATA Slot Conference (SC 144)			▲▲ (6/18-20) (Cape Town)				
Slot Return Date				▲ (7/15)	▲ (8/15)		▲ W19 (10/27)
2019 Winter Season				Proposal			

16

Process of Slot Allocation (Example of S20)

	September	October	November	December	January	February	March
（SHL） (Slot Historic List Message)	▲ (9/16)						
Agreed Historic		▲ (10/3)					
Initial Submission (A/L requests)		▲ (10/10)		(More time for retiming)			
（SAL） (Slot Initial Allocation List Message)		▲ (10/31)			(Retiming; Improvement of schedule)		
IATA Slot Conference (SC 145)			▲▲ (11/12-15) (Brisbane)				
Slot Return Date				▲ (12/15)	▲ (1/15)		▲ S20 (3/29)
2020 Summer Season				Proposal			

17

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3

New Association

17th APACA meeting
13 November, 2018
Madrid, Spain

Innovation, Science and Economic Development Canada
Corporations Canada

Innovation, Sciences et Développement économique Canada
Corporations Canada

Certificate of Incorporation
Canada Not-for-profit Corporations Act

Certificat de constitution
Loi canadienne sur les organisations à but non lucratif

WWACG WORLDWIDE AIRPORT COORDINATORS GROUP

Corporate name / Dénomination de l'organisation

1102107-9
Corporation number / Numéro de l'organisation

I HEREBY CERTIFY that the above-named corporation, the articles of incorporation of which are attached, is incorporated under the *Canada Not-for-profit Corporations Act*.

JE CERTIFIE que l'organisation susmentionnée, dont les statuts constitutifs sont joints, est constituée en vertu de la *Loi canadienne sur les organisations à but non lucratif*.

Virginie Ethier

Virginie Ethier
Director / Directeur
2018-10-01
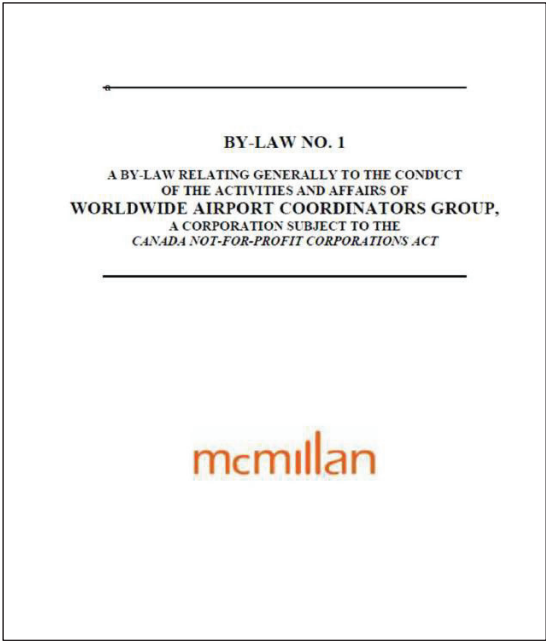Date of Incorporation (YYYY-MM-DD)
Date de constitution (AAAA-MM-JJ)

Canada

New Organization (WWACG) was incorporated in Montreal, Canada as not-for-profit organization on 1 October, 2018.
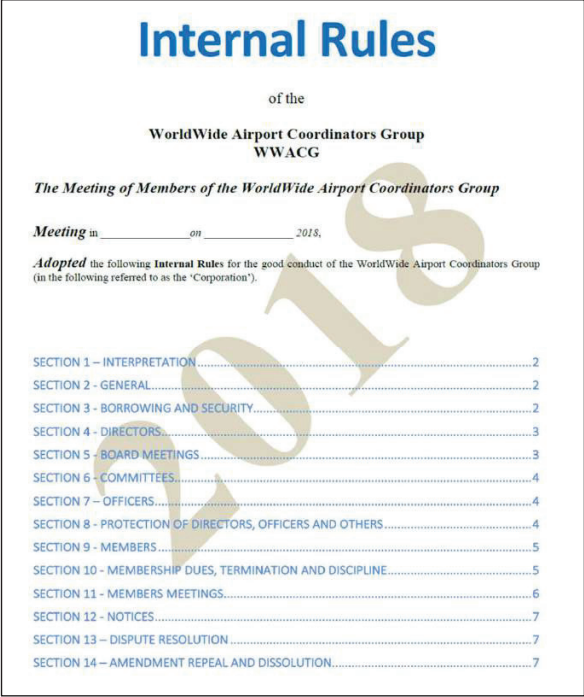
Two Important Documents (1)

BY-LAW NO. 1

A BY-LAW RELATING GENERALLY TO THE CONDUCT
OF THE ACTIVITIES AND AFFAIRS OF
WORLDWIDE AIRPORT COORDINATORS GROUP,
A CORPORATION SUBJECT TO THE
CANADA NOT-FOR-PROFIT CORPORATIONS ACT

mcmillan

SECTION 1 – INTERPRETATION
SECTION 2 – GENERAL
SECTION 3 – BORROWING AND SECURITY
SECTION 4 – DIRECTORS
SECTION 5 – BOARD MEETINGS
SECTION 6 – COMMITTEES
SECTION 7 – OFFICERS
SECTION 8 – PROTECTION OF DIRECTORS, OFFICERS AND OTHERS
SECTION 9 – MEMBERS
SECTION 10 - MEMBERSHIP FEES, TERMINATION AND DISCIPLINE
SECTION 11 – MEMBERS MEETINGS
SECTION 12 – NOTICES
SECTION 13 – DISPUTE RESOLUTION
SECTION 14 – AMENDMENT REPEAL AND DISSOLUTION

Individual Member
Joint Member

3

Two Important Documents (2)

Internal Rules

of the

**WorldWide Airport Coordinators Group
WWACG**

The Meeting of Members of the WorldWide Airport Coordinators Group

Meeting in _____ on _____ 2018,

Adopted the following **Internal Rules** for the good conduct of the WorldWide Airport Coordinators Group
(in the following referred to as the 'Corporation').

SECTION 1 – INTERPRETATION
SECTION 2 - GENERAL
SECTION 3 - BORROWING AND SECURITY
SECTION 4 - DIRECTORS
SECTION 5 - BOARD MEETINGS
SECTION 6 - COMMITTEES
SECTION 7 – OFFICERS
SECTION 8 - PROTECTION OF DIRECTORS, OFFICERS AND OTHERS
SECTION 9 - MEMBERS
SECTION 10 - MEMBERSHIP DUES, TERMINATION AND DISCIPLINE
SECTION 11 - MEMBERS MEETINGS
SECTION 12 - NOTICES
SECTION 13 – DISPUTE RESOLUTION
SECTION 14 – AMENDMENT REPEAL AND DISSOLUTION

4

Type of Membership

Membership	Condition	Voting Right	Meeting	Membership Dues
Individual Member	Only one coordinator or facilitator in the country	One Vote	Participate	100Euro
Joint Member	More than one coordinator or facilitator in the country	One Vote	Participate	100 Euro for each coordinator and facilitator
Partner	Non-member	No Vote	Observe	Voluntary Contribution

(Example 1)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Singapore	Individual Member	One Vote	Changi Airport Group	1 (L3)	Participate	100Euro

(Example 2)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Korea	Individual Member	One Vote	Korea Airport Schedule Office (KASO)	3 (L3)	Participate	100Euro

5

(Civil Aviation Authority can be a member??)

(Example 3)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Pakistan	Individual Member	One Vote	Civil Aviation Authority of Pakistan	4 (L3)	Participate	100Euro

(Example 4)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Viet Nam	Individual Member	One Vote	Civil Aviation Authority of Viet Nam	2 (L3)	Participate	100Euro

(Example 5)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Thailand	Joint Member ?	One Vote	Civil Aviation Authority of Thailand	4 (L3)	Participate	100Euro
			Department of Airports	3 (L2)	Participate	100Euro

6

(Example 6)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Japan	Joint Member	One Vote	Japan Schedule Coordination (JSC)	3 (L3) 2 (L2)	Participate	100Euro
			Chubu Airport Facilitation	1 (L2)	Participate	100 Euro

(Example 7)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
India	Joint Member	One Vote	Airport Authority of India (AAI)	1 (L3) 1 (L2)	participate	100 Euro
			Bangalore International Airport	1 (L2)	participate	100 Euro
			Mumbai International Airport	1 (L3)	participate	100 Euro
			Delhi International Airport	1 (L3)	participate	100 Euro
			Hyderabad International Airport	1 (L2)	participate	100 Euro

7

(Example 8) (Joint Member)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Australia	Individual Member	One Vote	Airports Coordination Australia (ACA)	8 (L3)	Participate	100Euro
Philippines	Individual Member	One Vote (Proxy)	ACA	1 (L3)	Proxy Participate	100 Euro
Papua New Guinea	Individual Member	One Vote (Proxy)	ACA	1 (L2)	Proxy Participate	100 Euro
Oman	Individual Member	One Vote (Proxy)	ACA	1 (L2)	Proxy Participate	100 Euro
Saudi Arabia	Individual Member	One Vote (Proxy)	ACA	1 (L3) 2 (L2)	Proxy Participate	100 Euro
UAE	Joint Member ?	One Vote ?	ACA	1 (L2)	Proxy Participate	100 Euro ?

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
UAE	Joint Member ?	One Vote ?	Airports Coordination Limited (ACL)	1 (L3) 1 (L2)	Proxy Participate	100Euro ?

8

(Example 9)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
U.K.	Individual Member	One Vote	Airports Coordination Limited (ACL)	7 (L3) 11 (L2)	Participate	100Euro
Canada	Individual Member	One Vote (Proxy)	ACL	1	Proxy Participate	100 Euro
Ireland	Individual Member	One Vote (Proxy)	ACL	1 (L3)	Proxy Participate	100 Euro
Luxembourg	Individual Member	One Vote (Proxy)	ACL	1 (L2)	Proxy Participate	100 Euro
Poland	Individual Member	One Vote (Proxy)	ACL	2 (L3)	Proxy Participate	100 Euro
Lithuania	Individual Member	One Vote (Proxy)	ACL	1	Proxy Participate	100 Euro
UAE	Joint Member ?	One Vote ?	ACL	1 (L3) 1 (L2)	Proxy Participate	100 Euro ?
New Zealand	Individual Member	One Vote	ACL	3 (L3) 1 (L2)	Proxy Participate	100 Euro

(Joint Member)

(Example 10)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
China	Joint Member	One Vote	Civil Aviation Administration of China (CAAC)	11 (L3)	participate	100 Euro
Macau (SAR)			Macau International Airport	1 (L2)	participate	100 Euro
Hong Kong (SAR)			Hong Kong International Airport	1 (L3)	participate	100 Euro
Chinese Taipei	Joint Member ?	No Vote ?	Airport Coordination Taipei (ACT)	1 (L3) 1 (L2)	Participate	100Euro

APPLICATION FOR MEMBERSHIP

TO: WWACG WORLDWIDE AIRPORT COORDINATORS GROUP
(the "**Corporation**")

1. AND TO: THE DIRECTORS THEREOF

The undersigned hereby applies for membership in the Corporation and having paid the first annual Membership Fee, hereby requests that this Application for Membership be considered at the next meeting of the board of directors.

Should this application be approved the address to be recorded for this Member in the Corporation register of Members is:

Organization Name and Address

_____

_____

This member shall be represented by:

Personal Information

Title:
First name:
Last name:
Email address to be listed in the Corporation Mailing List: _____

It is understood that any subsequent modification to this information shall be notified by this Member in writing to WWACG Chairman and/or Secretary and updated on WWACG website using the access codes that shall be delivered to the Member's representative as indicated above when and if the Membership is approved.

Date

EFFECTIVE DATE: _____, _____

Signature

Per:_____

WorldWide Airport Coordinators Group (WWACG)
Postal address at COHOR
ORLYTECH Bât 530 – 9, allée Hélène BOUCHER – PARAY-VIEILLE-POSTE – 91781 WISSOUS CEDEX - FRANCE.
Tel : +33 (0)1 49 75 88 10 - Fax: +33(0)1 49 75 88 20
WEBSITE: http://www.wwacg.org

11

Asia/Pacific Airport Coordinators Association (APACA)

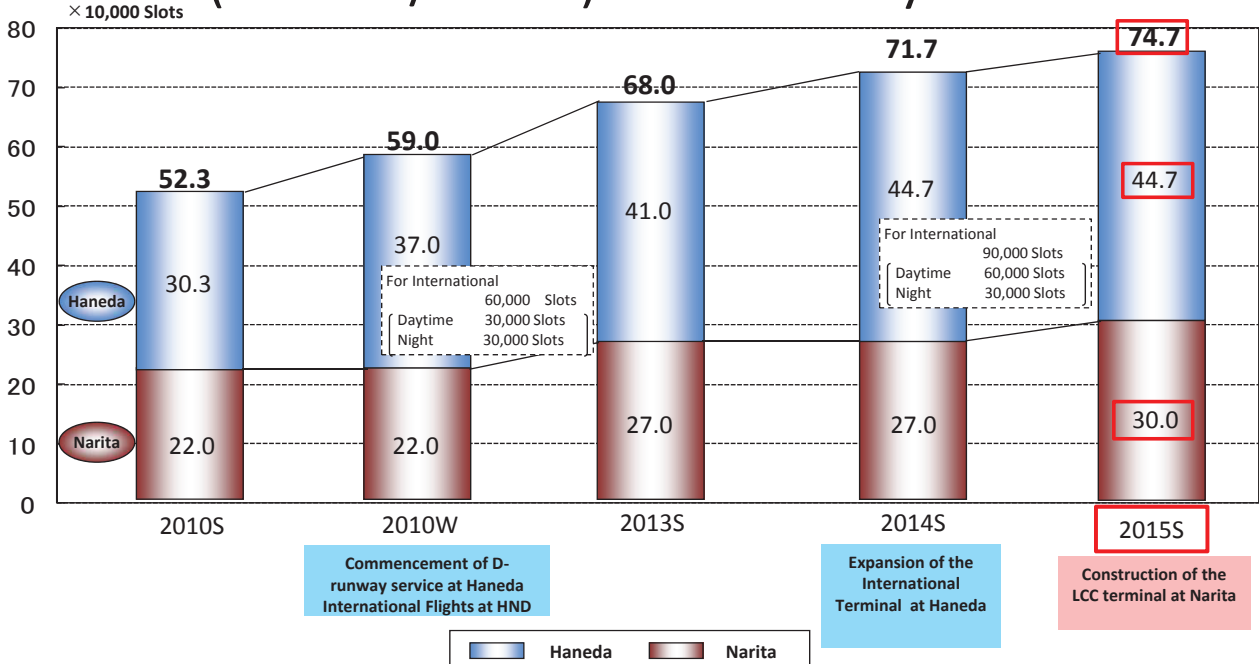| Agenda Item 4

2020 Tokyo Olympics |
| --- |

17th APACA meeting 13 November, 2018 Madrid, Spain

2020 Tokyo Olympics and Paralympics Games

TOKYO 2020 (Olympic rings)
TOKYO 2020 PARALYMPIC GAMES

ミライトワ MIRAITOWA © Tokyo 2020 ソメイティ SOMEITY

- Games of the XXXII Olympiad
  24 July (Friday) - 9 August (Sunday) 2020

- Tokyo 2020 Paralympic Games
  25 August (Tuesday) - 6 September (Sunday) 2020

Capacity of the Metropolitan Airports

Capacity expansion of the Metropolitan Airports (Haneda/Narita) over recent years

× 10,000 Slots

2010S — 52.3 (Haneda 30.3, Narita 22.0)
2010W — 59.0 (Haneda 37.0, Narita 22.0)
For International: 60,000 Slots; Daytime 30,000 Slots; Night 30,000 Slots
2013S — 68.0 (Haneda 41.0, Narita 27.0)
2014S — 71.7 (Haneda 44.7, Narita 27.0)
For International: 90,000 Slots; Daytime 60,000 Slots; Night 30,000 Slots
2015S — 74.7 (Haneda 44.7, Narita 30.0)

Commencement of D-runway service at Haneda International Flights at HND

Expansion of the International Terminal at Haneda

Construction of the LCC terminal at Narita

Haneda   Narita

Capacity Expansion Plans for HND & NRT

Current annual slots at metropolitan airports

Haneda Airport (HND)
Annual slots: 447,000 (Domestic: 357,000, International: 90,000)

Narita Airport (NRT)
Annual slots: 300,000

Further functional enhancement of metropolitan airports

Policies to be developed on future functional enhancement at metropolitan airports

based on the interim report of Subcommittee for Technical Review to Enhance Functions of the Metropolitan Airports

	■Possible technical measures to be implemented by the 2020 Tokyo Olympics and Paralympics Games	■Possible technical measures to be implemented after the 2020 Tokyo Olympics and Paralympics
Haneda Airport	・Re-examination of runway capacity ・Revision of runway operation and flight routes 【Now: approx. 450K】 ⇨ + approx. 40k per year **Total: + approx. 40K　【+ approx. 50 per day】**	（・Building a new runway）
Narita Airport	・Upgrading ATC systems ⇨ + approx. 20K per year ・Building high-speed exit taxiways ⇨ + approx. 20K per year ・Relaxing restrictions of curfew ⇨ + α per year 【Now: approx. 300K 】 **Total: + approx. 40K + α　【+ approx. 50 per day 】**	・Extending existing runways ・Building a new runway ⇨ + approx. 160K per year
	Total: approx. 830K slots （750K + approx. 80K per year） 【+ approx. 100 per day】	**Total: approx. One million slots** （approx. 830K + approx. 160K per year） 【+ approx. 200 per day】

4

Haneda Airport
Possible Measures by 2020

Tokyo International Airport (Haneda)

C-runway 3,360m
D-runway 2,500m
Domestic 2
Domestic 1
B-runway 2,500m
A-runway 3,000m
International
24 Hours Operations

| Specification of Tokyo International Airport (Haneda)			
Airport Location	14 km South of Tokyo Station (Japan Railway)		
Runways	A-runway	16R/34L	3,000m X 60m
	B-runway	04/22	2,500m X 60m
	C-runway	16L/34R	3,360m X 60m
	D-runway	05/23	2,500m X 60m
Passenger Terminal Building	Domestic Terminal – 1	292,400㎡, 25 boarding bridges, mainly used by JAL group	
	Domestic Terminal – 2	255,600㎡, 24 boarding bridges, mainly used by ANA group	
	International Terminal	236,000㎡, 18 boarding bridges	
Aircraft Parking Stand	Domestic	152 parking stands	
	International	45 parking stands	

Statistical Data for Haneda Airport

Aircraft Movements   Annual Passengers   Annual Cargo

INT   DOM
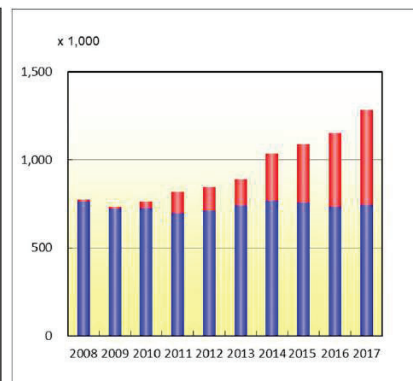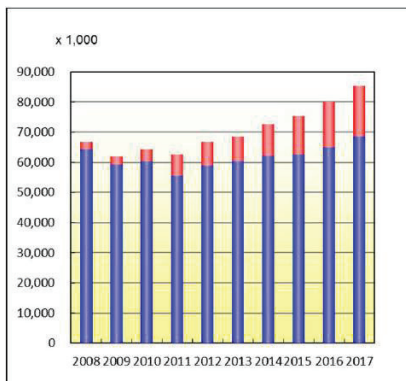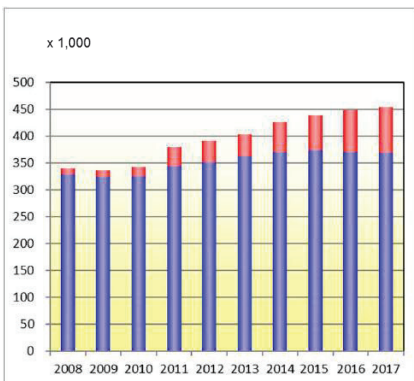
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aircraft Movements	DOM	328,316	323,698	324,556	342,838	351,068	361,556	370,264	373,120	369,704	368,996
	INT	11,296	12,018	18,248	36,832	40,088	41,686	55,340	65,422	78,754	84,130
	TTL	339,612	335,716	342,804	379,670	391,156	403,242	425,604	438,542	448,458	453,126
Annual Passengers	DOM	64,351,194	59,344,192	60,328,769	55,529,760	58,791,782	60,449,654	62,162,813	62,500,489	64,935,063	68,405,289
	INT	2,356,019	2,590,110	3,882,305	7,068,591	7,928,663	7,974,122	10,580,950	12,754,453	15,174,739	16,895,012
	TTL	66,707,213	61,934,302	64,211,074	62,598,351	66,720,445	68,423,776	72,743,763	75,254,942	80,109,802	85,300,301
Annual Cargo	DOM	761,881	721,214	725,435	693,772	709,219	739,409	765,545	755,828	730,777	743,542
	INT	10,736	11,964	35,722	123,084	137,457	149,803	269,105	332,065	420,015	541,139
	TTL	772,617	733,178	761,157	816,856	846,676	889,212	1,034,650	1,087,893	1,150,792	1,284,681

Change of Runway Operation & Flight Routes (South-wind operation)

Current Flight Routes

4,000ft
3,000ft
2,000ft

Legend
- Arrival routes (in bad weather)
- Arrival routes (in fine weather)
- Departure routes

※Dotted lines show assumed flight routes at an altitude of approx. 6,000ft or more

New Flight Routes

5,000ft
3,000ft
4,000ft
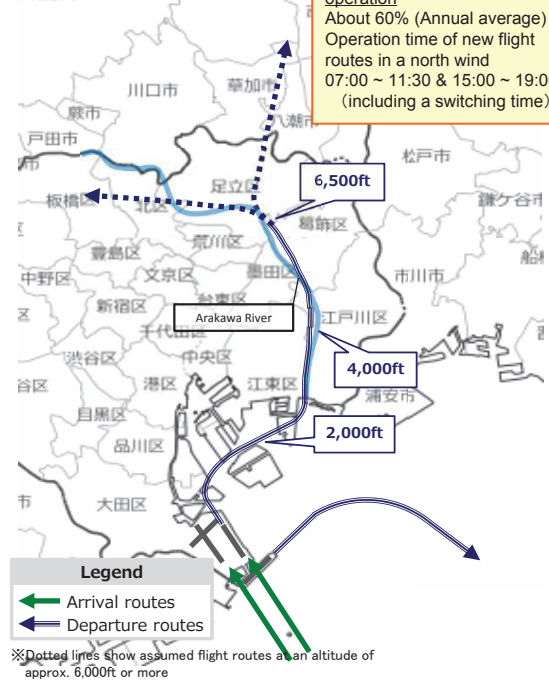6,000ft
4,000ft
3,000ft
4,500ft
3,000ft
3,000ft
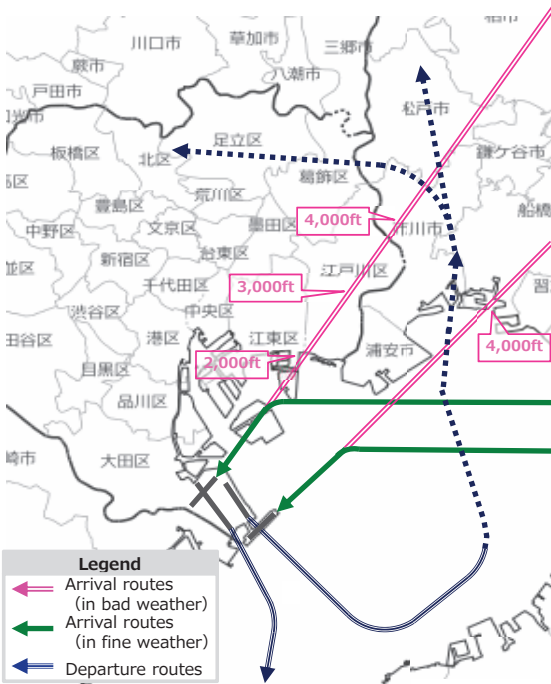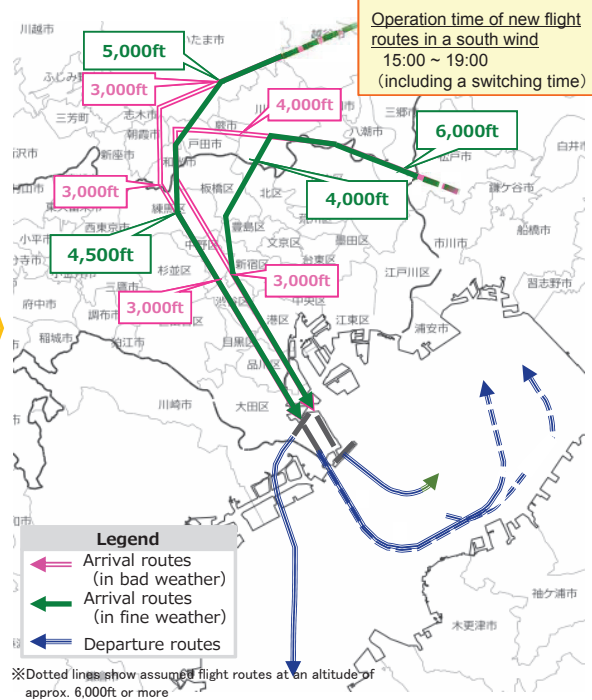
Percentage of a south wind operation
About 40% (Annual average)

Operation time of new flight routes in a south wind
15:00 ~ 19:00
(including a switching time)

Legend
- Arrival routes (in bad weather)
- Arrival routes (in fine weather)
- Departure routes

※Dotted lines show assumed flight routes at an altitude of approx. 6,000ft or more

8

Change of Runway Operation & Flight Routes (North-wind operation)

Current Flight Routes

The current departure route heading north from Runway C is restricted due to conflict with the departure route from Runway D unless it is changed.

Legend
- Arrival routes
- Departure routes

※Dotted lines show assumed flight routes at an altitude of approx. 6,000ft or more
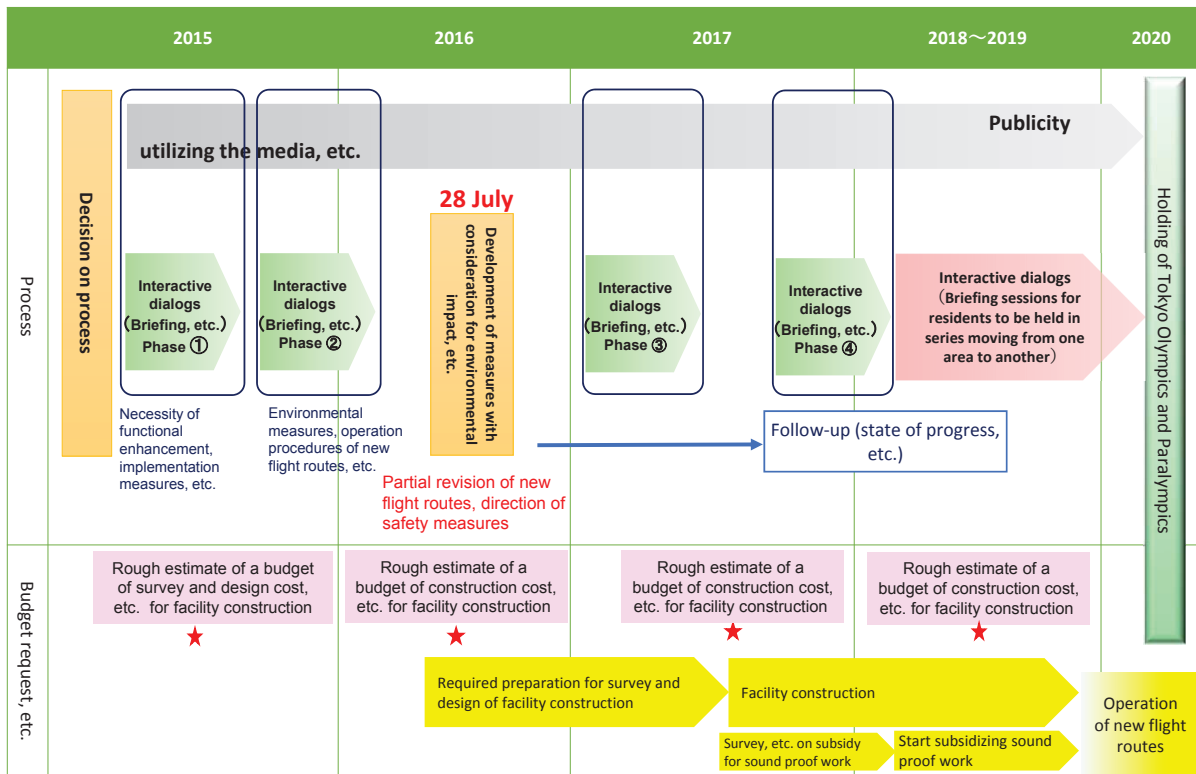
New Flight Routes

6,500ft
Arakawa River
4,000ft
2,000ft

Percentage of a north wind operation
About 60% (Annual average)
Operation time of new flight routes in a north wind
07:00 ~ 11:30 & 15:00 ~ 19:00
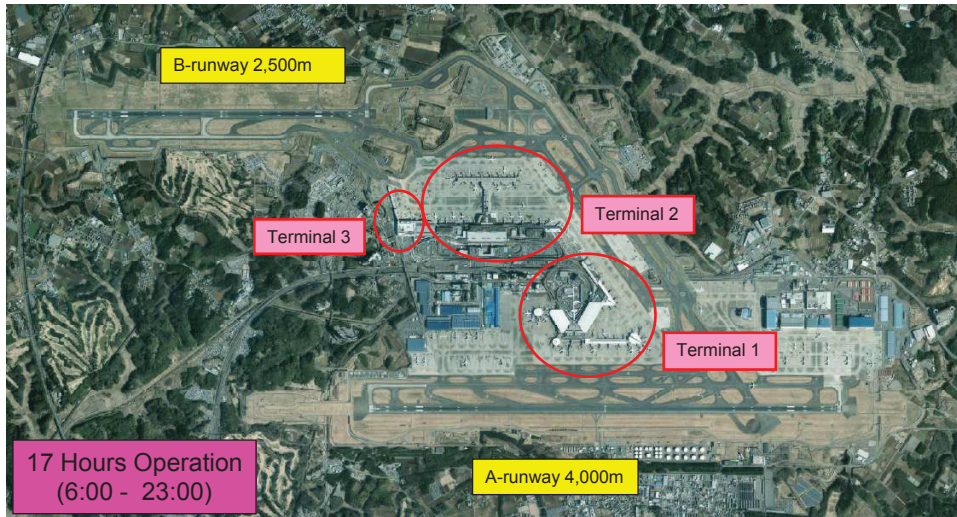(including a switching time)

Legend
- Arrival routes
- Departure routes

※Dotted lines show assumed flight routes at an altitude of approx. 6,000ft or more

9

Process toward Functional Enhancement at Haneda Airport

	2015	2016	2017	2018～2019	2020

Process

Decision on process

utilizing the media, etc.

Publicity

28 July

Development of measures with consideration for environmental impact, etc.

Interactive dialogs（Briefing, etc.）Phase ①

Necessity of functional enhancement, implementation measures, etc.

Interactive dialogs（Briefing, etc.）Phase ②

Environmental measures, operation procedures of new flight routes, etc.

Partial revision of new flight routes, direction of safety measures

Interactive dialogs（Briefing, etc.）Phase ③

Interactive dialogs（Briefing, etc.）Phase ④

Interactive dialogs（Briefing sessions for residents to be held in series moving from one area to another）

Follow-up (state of progress, etc.)

Holding of Tokyo Olympics and Paralympics

Budget request, etc.

Rough estimate of a budget of survey and design cost, etc. for facility construction ★

Rough estimate of a budget of construction cost, etc. for facility construction ★

Rough estimate of a budget of construction cost, etc. for facility construction ★

Rough estimate of a budget of construction cost, etc. for facility construction ★

Required preparation for survey and design of facility construction

Facility construction

Survey, etc. on subsidy for sound proof work

Start subsidizing sound proof work

Operation of new flight routes

Narita Airport
Possible Measures by 2020

Narita International Airport

Specification of Narita International Airport			
Airport Location	58 Km east of Tokyo Metropolitan City		
Runways	A-runway	16R/34L	4,000m X 60m
	B-runway	16L/34R	2,500m X 60m
Passenger Terminal Building	Terminal – 1		463,000㎡, 80 boarding bridges, mainly used by SkyTeam (North Wing) and Star Alliance (ANA, South Wing)
	Terminal – 2		391,000㎡, 62 boarding bridges, mainly used by One World (JAL)
	Terminal – 3		67,000㎡, No boarding bridges
Aircraft Parking Stand	Domestic +International		169 parking stands

12

Statistical Data for Narita Airport
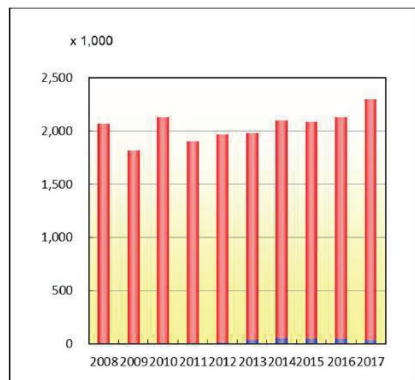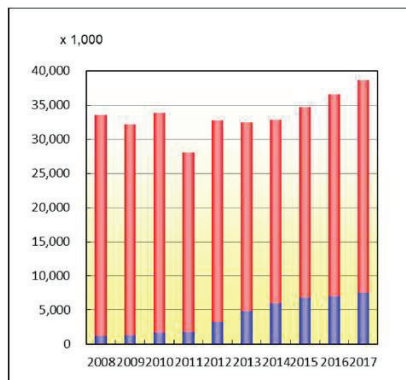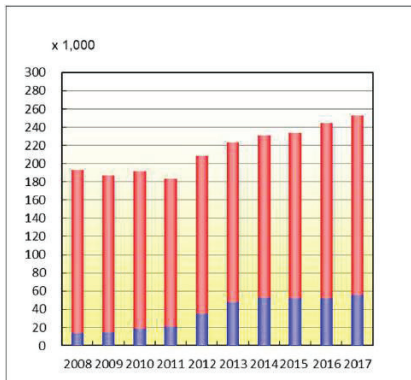
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aircraft Movements	DOM	13,509	14,454	18,918	20,955	35,379	47,406	52,444	52,086	52,202	55,338
	INT	179,812	172,833	172,541	162,495	173,325	175,982	178,598	181,414	192,550	197,602
	TTL	193,321	187,287	191,459	183,450	208,704	223,388	231,042	233,500	244,752	252,940
Annual Passengers	DOM	1,142,921	1,240,660	1,652,384	1,724,762	3,236,265	4,825,206	5,943,570	6,720,743	7,004,576	7,540,249
	INT	32,388,363	30,967,521	32,216,298	26,343,952	29,557,331	27,640,233	26,923,328	28,030,478	29,574,269	31,091,309
	TTL	33,531,284	32,208,181	33,868,682	28,068,714	32,793,596	32,465,439	32,866,898	34,751,221	36,578,845	38,631,558
Annual Cargo	DOM	4,453	3,210	3,809	6,269	12,207	39,297	55,628	49,308	47,628	36,638
	INT	2,058,633	1,810,448	2,125,730	1,898,885	1,952,207	1,940,628	2,043,399	2,035,968	2,083,220	2,262,899
	TTL	2,063,086	1,813,658	2,129,539	1,905,154	1,964,414	1,979,925	2,099,027	2,085,276	2,130,848	2,299,537

Upgrading ATC Systems and Building High-Speed Exit Taxiways at Narita

○ **Simultaneous parallel takeoff and landing system was introduced at Narita Airport in October 2011.**

○ **By upgrading ATC systems (through introduction of WAM*),** air traffic controllers can locate aircraft precisely under the condition of poor visibility due to bad weather, thereby enabling simultaneous parallel takeoff and landing with an independent operation of two runways and as a result, **maximum hourly value of 68 movements was achieved.**

○ **Implemented from the 2015 summer schedule (29 March 2015)**

Image of simultaneous takeoff and landing

【In case of non-simultaneous operation】   【In case of simultaneous operation】

3〜6 mile
3〜6 mile
3〜6 mile
3〜6 mile
3〜6 mile

Operable even in case of bad weather

※In case of North-wind operation
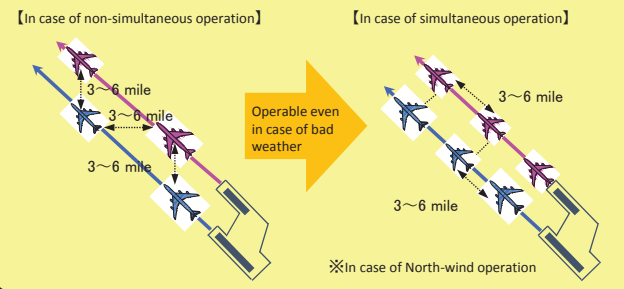
※ Wide Area Multilateration ： Monitoring device required for ATC upgrade

Building High-Speed Exit Taxiways

By building high-speed exit taxiways at appropriate positions of Runways A and B respectively, hourly value is expected to increase by approx. 2.

A-RWY in case of South-wind operation

A7 A2 A10
A6 A8
A9 A11 A12

1800m
2250m
2700m

Legend
- - - : Current High-Speed Exit Taxiway
——— : New High-Speed Exit Taxiway

B-RWY in case of South-wind operation

2103m
1860m
B7
B9
B8

Legend
- - - : Current High-Speed Exit Taxiway
——— : New High-Speed Exit Taxiway

14
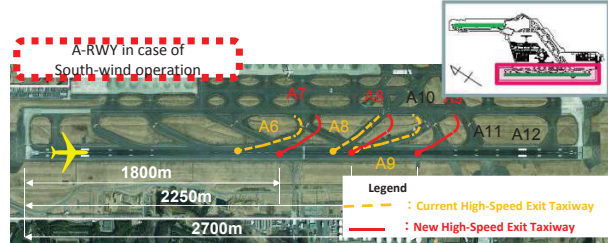
Further Functional Enhancement at Narita Airport

Quadripartite Council on Narita Airport (composed of the government, Chiba Pref., 9 municipalities around the airport, and the airport company

17 Sept. 2015   Started to study on the third runway

27 Sept. 2016   Proposal including the RWY location, coverage of airport and alleviation of restriction of night time flights

12 June 2017   Resubmit proposal to review the plan to alleviate night flight restriction

July 2017 〜   Holding of briefing sessions for local residents

31 Jan. 201   Request from the local municipalities to the Minister

19 Feb. 2018   Reply to the requests from the Liaison Council of Narita Airport area municipalities
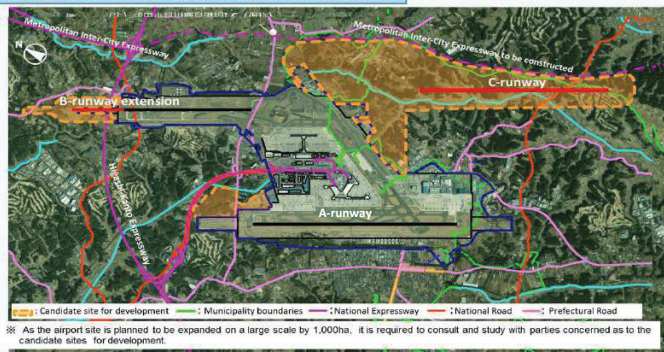
13 Mar. 2018   Final agreement at the quadripartite council

※Liaison Council of Narita Airport area municipalities : Council composed of 9 municipalities around Narita Airport
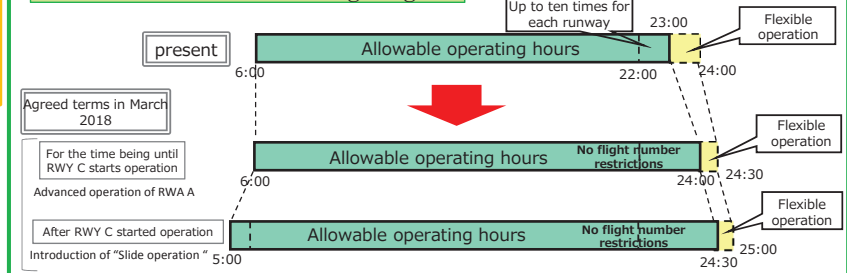※Quadripartite Council : Council composed of the government, Chiba Prefecture, 9 municipalities around the airport and the airport company

【Main terms of agreement】

Construction of RWY C and extension of RWY B

Metropolitan Inter-City Expressway
Metropolitan Inter-City Expressway to be constructed
C-runway
B-runway extension
A-runway

: Candidate site for development : Municipality boundaries : National Expressway : National Road : Prefectural Road
※ As the airport site is planned to be expanded on a large scale by 1,000ha, it is required to consult and study with parties concerned as to the candidate sites for development.

Alleviation of restrictions on night flights

Up to ten times for each runway

present   Allowable operating hours   23:00   Flexible operation
6:00   22:00   24:00

Agreed terms in March 2018

For the time being until RWY C starts operation   Allowable operating hours   **No flight number restrictions**   Flexible operation
Advanced operation of RWA A   6:00   24:00   24:30

After RWY C started operation   Allowable operating hours   **No flight number restrictions**   Flexible operation
Introduction of "Slide operation"   5:00   24:30   25:00

Airport capacity will be expanded from 0.3 million to half million by further functional enhancement

15

Asia/Pacific Airport Coordinators Association (APACA)

Minutes of 17th Meeting of APACA
13 November (Tuesday), 2018
Room: "Frankfurt" on the Ground Floor, Madrid Marriott Auditorium
Madrid, Spain

14 December 2018

1. Administration

The seventeenth general assembly meeting of APACA was held at Room "Frankfurt" on the ground floor, Madrid Marriott Auditorium from 17:00 to 18:00 on 13 November (Tuesday) 2018 at the occasion of IATA 143th Slot Conference in Madrid, Spain. The chair person, Ms. Petra Popovac (ACA - Airport Coordination Australia), welcomed the participants and expressed her appreciation for attending the seventeenth 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 35 representing 12 economies and 16 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 seventeenth general assembly meeting of APACA formed a quorum.

2. Agenda Item 1: Approval of Minutes of 13th meeting

The minutes of the sixteenth general assembly meeting of APACA held on 19 June (Tuesday) 2018 at the room of Fairview IV-V, JW Marriott Parq Hotel Vancouver, Canada was endorsed by the meeting without adjustments.

3. Agenda Item 2: Update of WSG Strategic Review Management Group (WSRMG)

Mr. Takeda (JSC - Japan Schedule Coordination) reported the update of WSG Strategic Review Management Group using the material shown in Appendix 2.

He explained the structure of Strategic Review Governance where the WSG Strategic Review Management Group (MG) was created under the IATA Joint Slot Advisory Group (JSAG). Four Task Forces were also created under the MG; Airport Level (ALTF), Historic Determination (HDTF), Slot Performance Monitoring (SPMTF) and Access to Congested Airports (ACATF). Those Task Forces are working for almost one and half years since its creation.

Firstly, he explained the member of WSRMG and 2018 work plan of WSRMG. There is one member

1

change in airport group in MG. The role of MG is to monitor each task force's progress, review the proposals made by each task force and give them a guidance.

Secondly, the progress of ALTF was reported. There are three member changes; two in airline group and one in coordinator group. It was reported that the principle of enhanced level 2 airport was completed and the development of "Demand and Capacity Management" was also finalized. Now, they are conducting the trial of enhanced Level 2 at four airports to assess the effectiveness of enhanced Level 2 airport. They are also developing "Demand and Capacity Declaration Process" and reviewing the level of coordination and level change procedures. He also referred the comparison table between L1, L2, enhanced L2 and L3 for the clarification purposes.

Thirdly, the progress of HDTF was reported. There are five member changes; two in airline group, one in airport group and two in coordinator group. It was reported that the calendar of activities was reviewed and they concluded the current calendar is best suited. It is, however, recommended that Series Return Deadline (SRD) should be moved one month earlier than current 15 Aug/ 15 Jan. It is also reported that the formal trial of SRD as 15 Jul/ 15 Dec will be conducted in W19 and S20 upon the approval of HOD. They are also reviewing and evaluating the most appropriate length of series of slots.

Fourthly, the progress of SPMTF was reported. There are four member changes; three in airline group and one in airport group. They have collected the actual performance data from 4 airports and reviewed it. Based on the analysis, they have developed the papers on the importance of monitoring/ pro-active monitoring which are now under scrutiny. Force Majeure sub-group was created to review a list of possible force majeure factors. The sub-group of Slot Performance Committee (SPC)

and Coordination Committee (CC) was also created to review the effectiveness of SPC and CC.
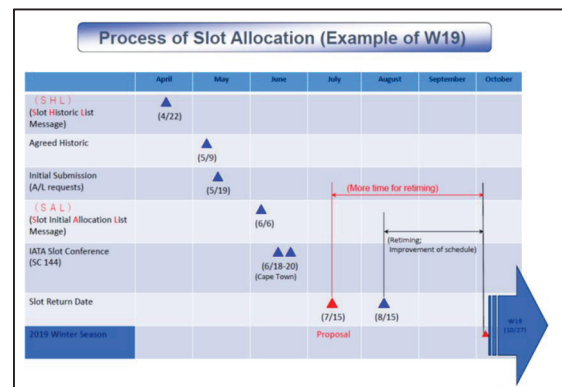
Lastly, the progress of ACATF was reported. There are three member changes; one in airline group and two in airport group. The global survey regarding the current utilization rates of slots and the rate of successful new entrant request was conducted. They have developed the draft proposal to provide coordinators with information about airlines' and airports' business priorities and development plan in advance of initial submission. They are now working on new entrant rule.

As to the time line of Task Forces, the third face to face meeting of four Task Forces took place on 12

November (Monday) at SC143. Next face to face meeting of four Task Forces will be held in June next year at SC144. As 40th ICAO General Assembly will be held in September 2019, the most of pending issues have to be finalized by next face to face meeting.

4. Agenda Item 3: New Association

Mr. Takeda reported the current status of new association using the material shown in Appendix 3.

First of all, he reported that the new association (WWACG) was incorporated in Montreal, Canada as not-for-profit organization on 1 October 2018. This association was founded by the current WWACG board members (7 people) taking an opportunity of IATA JSAG meeting which was held in Montreal on 6 September 2018.

He introduced two important documents; By Law and Internal Rule. By Law is the most important document to incorporate the international not-for-profit organization in Montreal, Canada which was developed with a help of a law firm called "Mcmillan. Internal rule is the document to govern the details of association's activities. Section 9 and Section 10 in both documents are important part to stipulate the members and membership fees. According to those sections, there are three types of members; individual member, joint member and partner.

He then showed several examples taking some members in APACA. The most simple examples of individual member are Changi Airport Group dealing with one Level 3 airport and Korea Airport Schedule Office (KASO) dealing with three Level 3 airport. They are the single coordinator to represent the congested airports in their economy.

Type of Membership

Membership	Condition	Voting Right	Meeting	Membership Dues
Individual Member	Only one coordinator or facilitator in the country	One Vote	Participate	100Euro
Joint Member	More than one coordinator or facilitator in the country	One Vote	Participate	100 Euro for each coordinator and facilitator
Partner	Non-member	No Vote	Observe	Voluntary Contribution

(Example 1)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Singapore	Individual Member	One Vote	Changi Airport Group	1 (L3)	Participate	100Euro

(Example 2)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Korea	Individual Member	One Vote	Korea Airport Schedule Office (KASO)	3 (L3)	Participate	100Euro

He then showed another example where there is a single coordinator but they are the governments or Civil Aviation Authorities. In this case, question remains whether or not the government or Civil Aviation Authority can become the individual member of WWACG. It is up to the Government decision in their economy.

He then showed some example of joint member. Joint member is the case where there are more than one coordinator in their economy. One example is Japan where there are coordinator and facilitator. Japan Schedule Coordination (JSC) are dealing with three Level 3 airport and two Level 2 airport. Whereas Chubu Airport Facilitation are dealing with one Level 2 airport. In this case, there is only one vote which would be given as a joint member. Another example is India where there are three Airport Authorities (Bangalore, Mumbai, Delhi and Hyderabad) dealing with one airport, and one coordinator (Airport Authority of India) dealing with one Level 2 airport and one Level 3 airport. In this case, there is also only one vote which would be given as a joint member.

He then showed another example of joint member. This is a case of Airport Coordination Australia (ACA) who coordinates not only eight Level 3 airport in Australia but also two Level 3 airport and four Level 2 airport in foreign countries. Another case is Airports Coordination Limited (ACL) who coordinates not only seven Level 3 airport and eleven Level 2 airport in UK but also seven Level 3 airport and three Level 2 airport in foreign countries. In those cases, ACA and ACL have multiple votes as proxy.

(Joint Member)

(Example 6)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
Japan	Joint Member	One Vote	Japan Schedule Coordination (JSC)	3 (L3) 2 (L2)	Participate	100Euro
			Chubu Airport Facilitation	1 (L2)	Participate	100 Euro

(Example 7)

Economy	Membership	Voting Right	Name	Airport	Meeting	Membership Dues
India	Joint Member	One Vote	Airport Authority of India (AAI)	1 (L3) 1 (L2)	participate	100 Euro
			Bangalore International Airport	1 (L2)	participate	100 Euro
			Mumbai International Airport	1 (L3)	participate	100 Euro
			Delhi International Airport	1 (L3)	participate	100 Euro
			Hyderabad International Airport	1 (L2)	participate	100 Euro

He lastly showed another example of joint member. This a case of Civil Aviation Authority of China (CAAC) who has Macau and Hong Kong as a special administrative region (SAR). In this case, there is only one vote which would be given as a joint member.

Finally, he showed the application form to become a member of new association (WWACG). He explained how to fill out the application form and asked participants to do so as soon as possible.

5. Agenda Item 4: 2020 Tokyo Olympics

Mr. Takeda explained the capacity expansion program for Narita (NRT) and Haneda (HND) toward 2020 Tokyo Olympics using the material shown in Appendix 4.

He stated that Tokyo Olympics will be held from 24 July to 9 August 2020 and Paralympics will be held from 25 August to 6 September 2020. Toward 2020 Tokyo Olympics and Paralympics, the Japan Civil Aviation Bureau (JCAB) is planning to expand the capacity at Narita Airport (NRT) and Haneda Airport (HND) by 40,000 movements per year respectively.

For HND, there are four runways currently handling about 450,000 movements and carrying about 85 million passengers per year. Since there is no place to add another runways at HND, the only way to expand the capacity is to review the current arrival and departure flight routes. The current flight routes to HND are almost contained in Tokyo Bay in order to mitigate the noise issues. JCAB, however, has decided to set up the new approach routes over the heavily populated down town Tokyo area. While JCAB hosted four interactive dialogues with local residents on these new routes, the consensus of local residents has not been reached yet. JCAB is now planning to host fifth interactive dialogues this year in order to reach the consensus with local residents.

For NRT, there are two runways currently handling about 250,000 movements and carrying about 39 million passengers per year. JCAB is upgrading ATC systems in order to accommodate more flights with shorter aircraft separation. Narita International Airport Company (NAA) is building new high-speed exit taxiways in order to reduce the runway occupancy time and also trying to relax the current night curfew by one hour. With those measures, they are trying to expand the capacity at NRT by 40,000 movements per year.

Change of Runway Operation & Flight Routes (South-wind operation)
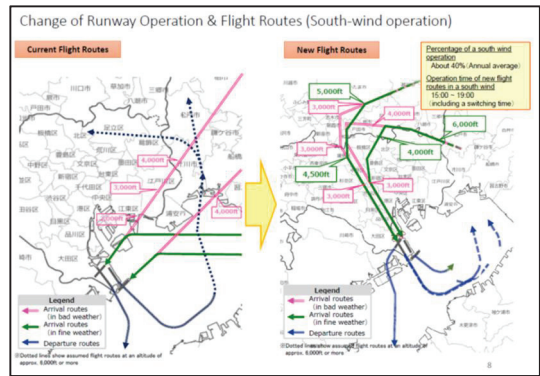
He finally mentioned that JCAB hosted two workshops today on capacity expansion program at HND and NRT toward 2020 Tokyo Olympics.

6. Agenda Item5: Any Other Business

(1) Asian Tea Gathering

Ms. Petra Popovac announced that Asian Tea Gathering would be hosted by Airport Coordination Australia (ACA). Tea Gathering would take place at room "Baden Baden" on the ground floor, Madrid Marriott Auditorium during a lunch time from 12:00 to 13:00 on 15 November (Thursday). The participants were invited to join the gathering.

The list of participants at APACA/17 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	Airports Authority of India (AAI)
		5	Bangalore International Airport Limited (BIAL)
		6	Delhi International Airport Limited (DIAL)
5	Japan	7	Japan Schedule Coordination (JSC)
		8	Central Japan International Airport Co. (CJIAC)
6	Korea	9	Korea Airport Schedule Office (KASO)
7	Malaysia	10	National Slot Coordination Malaysia (NSCM)
8	New Zealand	11	Airport Coordination Limited (ACL)
9	Singapore	12	Changi Slot Coordination (CSC)
10	Sri Lanka	13	Sri Lankan Colombo Airport Coordination (CMB)
11	Thailand	14	Civil Aviation Authority Thailand (CAAT)
		15	Slot Facilitator (DOA)
12	Viet Nam	16	Civil Aviation Authority of Viet Nam (CAAV)