

出國報告（出國類別：其他）

參加國際空運協會
第 150 屆時間帶協調會議視訊報告

服務機關：交通部民用航空局

姓名職稱：游孟晴 專員

派赴國家：臺灣，中華民國

出國期間：111 年 6 月 20 日至 6 月 24 日

報告日期：111 年 8 月 19 日

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壹、前言

鑒於亞太地區經濟大幅成長，全球航空客貨運量持續增加，致各國機場日見擁擠，又航空公司對航線、班表之安排，尚須考量目的機場之設施容量，且班表之安排及調整亦需考量其他機場所產生的連鎖效果，國際空運協會（International Air Transport Association, IATA）為改善航班延誤情況，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，協調人均儘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。

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 150）屆時間帶協調會議 2022 年 6 月 20 日至 23 日於美國西雅圖舉行，主要係協調 2022 年冬季（W22）班表期間（2022 年 10 月 30 日起至 2023 年 3 月 25 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，透過參與國際時間帶協調事務，與參加各子會議研討全球機場時間帶指引（Worldwide Airport Slot Guidelines, WASG）修訂提案，獲得最新修訂結果。另因 COVID-19 疫情自 2019 年底起嚴重衝擊航空產業，使航空公司無法正常營運航班，為提供歷史時間帶優先權保留、執行率計算、減少機場資源浪費等解決方案，時間帶協調會議亦討論及研訂時間帶減緩之建議措施，供各國機場時間帶協調單位參考及運用。

考量美國疫情仍嚴峻，為降低染疫風險及減少防疫成本，本次會議改以視訊方式參加，會議行程換算我國時間為 2022 年 6 月 20 日至 6 月 24 日，並召開國際機場時間帶協調人團體第 7 次大會、亞太地區協調人第 23 次會議（Asia/Pacific Airport Coordinators Association, APACA）、主管會議（Heads of Delegation Meeting, HODM），及其他說明會議。

以下就會議期間我國機場時間帶協調情形及相關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（2022 年冬季班表（W22）之時間帶（W22 季班表自 2022 年 10 月 30 日起至 2023 年 3 月 25 日止），以下說明我國桃園、高雄及松山等 3 個機場時間帶協調參數，及該 3 個機場之時間帶協調情形。

一、2022 年冬季時間帶協調參數

（一）桃園國際機場

1. 跑道

每小時起、降各 30 架次（06:00~09:59 時段起飛 32 架次）。起降合計部分，01:00~06:59 為單跑道運作，每一小時不超過 30 架次；其餘時段每一小時不超過 50 架次，每二小時不超過 90 架次。

2. 停機坪

(1) 作業機坪於 00:00~04:59 (LT) 時段客機為 24 個、貨機 11 個，其餘時段則為客機 55 個、貨機 17 個。

(2) 作業機坪地停時間部分，新進航班或航班時間調整者，客運單走道（即 C 類（含））以下機型為 40 分鐘~120 分鐘、除 A380 外之客運雙走道（即 D-F 類）機型為 60 分鐘~180 分鐘、A380 機型則須先取得機場公司許可，另貨運機型以 180 分鐘為限。

(二)高雄國際機場

1. 跑道

國際航線起降合計每小時不超過 20 架次。

2. 旅客航廈

入境旅客每小時不超過 2,000 人次。出境旅客尖峰時段 06:30~08:00 (LT)、13:00~15:00 (LT) 每小時不超過 1,700 人次；其餘時段每小時不超過 1,800 人次。

(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、時間帶協調情形

(一)桃園機場及高雄機場

航空公司向協調人洽詢所需時間帶，協調人先就需求再予檢視後，向航空公司說明，並提供目前時間帶使用分布狀況供航空公司參考，對可提供之時間帶如確定要調整，再正式以電子郵件提出需求，或由協調人紀錄航空公司需求並列入等候名單，如有他航歸還時間帶，會依序通知。

(二)松山機場

航空公司詢問 W22 時間帶 SAL 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回覆。

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第 7 次大會 (Worldwide Airport Coordinators Group General Assembly, WWACG/7)、主管會議 (Heads of Delegation Meeting, HODM) 及亞太地區協調人第 23 次會議 (Asia/Pacific Airport Coordinators Association, APACA/23)，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人團體第 7 次大會 (WWACG/7)

國際機場時間帶協調人團體大會 (Worldwide Airport Coordinators Group General Assembly, WWACG) 於 6 月 21 日上午 06:30 舉行，由航空公司、機場單位、時間帶協調單位之代表參加。因此會議未開放視訊參與，謹就會議紀錄 (詳附件二) 內容摘要如下：

- (一) 歡迎與會人員及指派會議秘書 Neil Garwood。
- (二) 前次會議紀錄無異議通過。
- (三) 全球機場時間帶委員會 (Worldwide Airport Slot Board, WASB) 相關事項辦理情形

1. WASG8.7.2 適用疑義

針對 WASG8.7.2 於歷史時間帶基準日 (Historic Baseline Date, HBD) 前取消時間帶之相關規範，經討論後尚無共識，且僅 3 名成員表示有採用 WASG8.7.2.2 規範，爰 WASB 建議終止此項目，另起新項目探討未使用且不納入執行率計算之時間帶，如何達成統一解釋及認定方式。

2. 時間帶資料分享

雖然時間帶資料提供之改善帶來一些效益，但特定資料之分享仍具敏感性。WWACG 認同就特定資料提供研議相關準則，以供時間帶協調

人或班表調度員於資料提供運用上有一致性。

3. WASB 環境與時間帶文件

WASB 小組討論環境與時間帶之間的關聯，得出時間帶非實踐航空產業環境相關目標之首選的結論。另該文件將在會後分發給各成員，並鼓勵成員於必要時與利害關係人分享。

(四)機場設施容量暫時性縮減

因應疫情期間各國邊境管制措施，可能造成機場設施容量暫時性縮減，針對未使用之時間帶可否不納入執行率計算，WWACG 已研議認定準則供協調人參考，另亦有機場引用當地規定處理此一情況。

(五)各國更新相關政策

1. 日本每日入境人數上限由 1 萬人增為 2 萬人。
2. 澳洲有兩個機場有容量縮減情況。
3. 韓國於 6 月底解除相關檢疫措施。
4. 柬埔寨近期致力於解封及恢復市場。
5. 歐洲正面臨後疫情時代相關復甦議題，及俄羅斯空域關閉對部分業者造成嚴重衝擊。

(六)下次會議時間及地點

2022 年 11 月於澳洲墨爾本。

二、亞太地區機場協調人團體會議 (APACA)

亞太地區協調人第 23 次會議 (Asia/Pacific Airport Coordinators Association, APACA) 於 6 月 23 日上午 08:00 舉行，由亞太地區機場時間帶協調人與班表調度員參加。因此會議未開放視訊參與，謹就會議資料 (詳附件四) 內容摘要如下：

- (一)第 22 次會議會議紀錄無異議通過。

(二) APACA 選舉結果

主席由澳洲 Petra Popovac 擔任、副主席由印度 Jaideep Singh Thakur 及日本 Hirohiko Kawakatsu 等 2 人擔任。

(三) WASB 相關議題

1. 因應烏俄戰爭所帶來之衝擊。

烏俄戰爭及部分空域關閉對全球航班造成影響甚鉅，WASB 呼籲時間帶協調人、班表協助人、機場營運者、航空公司等航空相關單位及業者下列事項：

- (1) 確認戰爭區域屬緊急情況，另俄羅斯空域關閉是無法預期且超乎業界所能掌控範圍。
- (2) 對於時間帶申請及異動給予最大彈性。
- (3) 相關資訊之更新及分享應盡可能及時，包含航空公司異動或取消時間帶、協調人處理時間帶申請等。
- (4) 考量航班執行將受戰爭影響，因此在監督時間帶使用時，應給予合理之彈性處理。

2. 臨時時間帶之管理

因應航班執行上受疫情嚴重影響，WASB 自 S21 起發布時間帶執行率減緩措施，經連續幾季修正後，針對欲保留歷史優先權所歸還之時間帶，協調人得分配予其他業者作為臨時使用，如業者執行臨時時間帶情況良好，將於下一相對季有取得時間帶之較高優先權。

3. WASB 對於 W22 時間帶執行率減緩措施（同 HODM 會議內容）

(四) 亞太地區 S22 時間帶執行率減緩措施

1. 採用 WASB 建議措施

國家/地區	減緩條件		
	HBD~HBD+7 歸還之時間帶 可免納入執行率計算	時間帶歸 還期限	時間帶執 行率門檻

澳洲（凱恩斯機場/ 黃金海岸機場/墨爾 本機場）、印度、馬 來西亞（國際線）、 紐西蘭、新加坡、泰 國及我國	無時間帶歸還數量上限	6 週前/ 4 週前	50%
越南		6 週前	60%
印尼		無	70%
馬來西亞（國內 線）、澳洲（達爾文 機場）	時間帶歸還數量限總數 之 20~50%	6 週前	60%
柬埔寨		6 週前	60~70%
澳洲（阿德萊德機場 /布里斯本機場/珀斯 機場）	無	6 週前	80%

2. 有條件時間帶執行率豁免

航空公司不使用之時間帶於各機場規範期限內歸還者，可免納入執行率計算。

國家/地區	時間帶歸還期限
韓國	營運月份之 5 週前
中國大陸	國際線於 2022 年 3 月底前；其餘 航線於 4 週前
香港	4 週前
斯里蘭卡	3 週前
日本	3 週前
菲律賓	2 週前

3. 無條件時間帶執行率豁免

不設定時間帶執行率門檻，包含澳洲（雪梨機場）、巴基斯坦。

(五)其他事項

介紹 APACA 資料庫及網站。

三、 主管會議 (HODM/23)

主管會議 (Heads of Delegation Meeting, HODM) 於 6 月 24 日上午 03:00 舉行，由航空公司及時間帶協調單位主管代表參加。內容摘述如下：

(一)歡迎與會人員

主持人歡迎現場及視訊與會人員並邀請大家積極參與，另提醒會中不討論航空業者相關營運事項，如運價、服務費用、營運策略、交易條款、市場競爭等。

(二)全球空運市場概況

1. 依據 IATA 統計及評估，2020 年至 2022 年間所損失之收益延人公里數 (Revenue Passenger Kilometer, RPK) 為 2019 年之 1.8 倍。預估 2024 年 RPK 將比疫情前成長趨勢預測值低 6%。
2. 檢視 2020 年至 2022 年間國際及國內空運市場，國內空運市場自 2020 年 4 月起以較快速度恢復，而國際空運市場因部分地區解封較緩，如亞洲地區仍持續實施嚴格之邊境管制措施，至部分長程航線及區域航線恢復情況不如預期。
3. 依據波音公司市場調查，目前全球空運市場與疫情前相較，營運機隊恢復 93%、航班數恢復 85%、航空運量恢復 75%、旅客數恢復 69%，顯見航空產業供給量即將恢復至疫情前水準，而需求量尚須時間恢復。
4. 疫後復甦期間，航空產業將迎來各國邊境管制逐步鬆綁、民眾旅遊意願提高、貨運需求持續暢旺等市場氣象，然而也同時面臨債務償還、人力資源缺乏、能源成本提高、氣候變遷、地緣政治衝突等議題。

(三)WASB 相關議題

1. WASG 第二版於 2022 年 7 月 1 日生效，主要修正時間帶協調監督會議可以線上方式進行，確保相關成員均能參與。另更新後續冬夏季時間帶

協調作業時程。

2. 於疫情期間實施時間帶執行率減緩措施下，WASB 針對臨時及異動之時間帶研定優先順序指引供協調人參考。
3. 「研議時間帶歸還及不可抗力因素認定」工作小組將於本季結束討論，並提供討論結果予 WASB。另「一系列時間帶最小期間」及「時間帶資料運用及分享」等 2 個工作小組將持續進行，並於下次會前提供研議結果。
4. WASB 小組討論環境與時間帶關聯，探討透過時間帶管理是否能達成減少噪音、降低碳排放、減緩能源消耗、提高燃油使用效率等環境目標，並提供研究結果文件。其中得出時間帶非實踐航空產業環境目標之首選的結論，因此建議各國可循現有其他方案達成相關環境目標，如國際民航組織 (International Civil Aviation Organization, ICAO) 之國際航空碳抵換和減少計畫 (Carbon Offsetting and Reduction Scheme for International Aviation, CORSIA)。
5. WASG 近三次修正包含新進業者優先順序、新增準則、時間帶執行之監控、資料分享等，然而受疫情影響，WASG 修正內容可能尚未被採用。為瞭解 WASG 最新版規範採用情形及不採用之原因，WASB 請各機場協調單位於 2022 年 7 月前填復調查表，以作為日後修正 WASG 之參考。

(四)WASB 對於 W22 時間帶執行率減緩措施

COVID-19 疫情導致航空公司無法依原規劃執行獲配之時間帶，連帶影響歷史時間帶之認定，因此 WASB 自 S21 起發布時間帶執行率減緩措施之建議。於最新版 W22 建議中，WASB 依據市場開放情況，提出不同程度減緩措施，並以矩陣方式呈現如下：

市場 項目	嚴格限制	部分限制	重新開放	完全開放
時間帶執行率	50%	60%~70%	60%~70%	80%

門檻	—	如航線其中一航點屬嚴格限制市場，該航線應採嚴格限制市場時間帶執行率門檻（50%），並允許業者可歸還欲豁免執行率計算之歷史時間帶。		
歸還之時間帶可豁免執行率計算	HBD~HBD+7 歸還之歷史時間帶均可豁免執行率之計算，並可由協調人分配不具歷史優先權之時間帶予其他業者。	HBD~HBD+7 歸還 20%~50% 之歷史時間帶可豁免執行率計算。	HBD~HBD+7 歸還最多 20% 之歷史時間帶可豁免執行率計算。	無適用，但如航線其中一點屬其他市場，則採重新開放市場之歷史時間帶豁免執行率計算之歸還上限（20%）及執行率門檻（60%~70%）
	—	欲豁免執行率計算之時間帶歸還上限，必要時應視各航點採用之市場，予以較寬鬆措施。		—
未歸還或部分歸還之時間帶	於HBD+7前未歸還或部分歸還之時間帶將納入執行率計算，以認定下一相對季之歷史優先權。			—
HBD 前歸還之時間帶	WASG8.7.2.2 所訂HBD 前歸還之時間帶相關規範暫停適用。			—
於 HBD~HBD+7 歸還之時間帶	除協調人認定之特殊原因外，HBD~HBD+7 歸還之時間帶不得於4週內再分配予相同業者。			—
HBD+7 後持有之時間帶	HBD+7 後持有之時間帶，如因疫情無法執行，最晚應於航班飛航日之6週前歸還。			—
不使用之時間帶	業者不規劃使用之時間帶應於 HBD/HBD+7 前盡速歸還。			—
時間帶異動	在機場設施容量允許下，可予業者6週期			—

	間內之時間帶異動	
臨時及異動時間帶之優先順序	本季執行不具歷史優先權之臨時時間帶，於下一相對季時間帶分配時，比新申請使間帶有較高優先權。另 W21 及 W22 均有執行之時間帶，比僅於 W22 執行之時間帶有較高優先權。	
時間帶歸還	業者因盡速歸還不規劃使用之時間帶。	
不用即失去規則	「不用即失去規則」之計算基礎為 HBD 所持有之時間帶。	
互惠措施	雙邊或多邊互惠措施應優先適用。	

(五)後續會議時間及地點

1. 第 151 屆時間帶協調會議：2022 年 11 月 15 日至 18 日於澳洲墨爾本。
2. 第 152 屆時間帶協調會議：2023 年 6 月 13 日至 15 日或 6 月 20 日至 22 日於歐洲。
3. 第 153 屆時間帶協調會議：2023 年 11 月 14 日至 17 日於非洲或中東。

肆、其他會議

一、美國機場時間帶協調說明會

(一)美國 2 級 (Level 2, L2) 及 3 級 (Level 3, L3) 機場

1. L3 機場 (含跑道及航廈協調參數)：約翰·甘迺迪機場 (JFK)
2. L2 機場 (含跑道及航廈協調參數)：紐華克自由機場 (EWR)、舊金山機場 (SFO)、洛杉磯機場 (LAX)、芝加哥奧黑爾機場 (ORD)
3. 比照 L3 管理之機場 (僅跑道協調參數)：隆納·雷根華盛頓機場 (DCA)、拉瓜迪亞機場 (LGA)
4. 比照 L2 管理之機場 (僅航廈協調參數)：奧蘭多機場 (MCO)、西雅圖-塔科馬機場 (SEA)

(二)時間帶協調作業

美國機場時間帶協調原則遵循 WASG 相關規範及活動時程，包含歷史優先權、協調順序、執行率門檻等，另細部作業規則說明如下：

1. 航空公司營運航班須分別取得跑道時間帶及航廈時間帶，跑道時間帶由美國聯邦航空總署 (Federal Aviation Administration, FAA) 管控及分配，航廈時間帶則由機場有關當局進行管控及分配，該二單位緊密合作以最大化分配時間帶予航空公司。
2. 航空公司取得之跑道時間帶可因營運考量彈性運用。以 JFK 機場為例，跑道時間帶以半小時為單位分配 (如：00:00~00:29、00:30~00:59)，航空公司可於取得之時間帶自行調整班號、航線、機型等，無須再取得 FAA 同意。
3. 在計算時間帶執行率及認定歷史優先權上，以各時間帶為計算單位，對於歷史時間帶無最少須連續 5 週時間帶之限制，另任何時間帶歸還將被視為永久歸還，即不具歷史優先權。

(三)時間帶使用監控作業

所有航班應依取得之時間帶營運，惟容許因不可抗力因素導致起降時間異動，如天候因素、機械故障等，美國時間帶協調單位及 FAA 對於意圖濫用時間帶 (如實際航班時間明顯偏離時間帶) 之航空公司，將於採取措施前先與航空公司溝通及瞭解，期能及時導正時間帶濫用之情況。

二、韓國機場後疫情時代運作說明會

(一)2022 年夏季 (S22) 逐步解除旅遊限制

1. 入境客運航班：由每小時 20 架次放寬為 40 架次，並取消 20:05 至隔日 04:55 之宵禁限制。
2. 航班營運：取消航線及班次數嚴格控管，國際航班總數限制逐步放寬，4 月、5 至 6 月、7 至 10 月分別為每週 385 班、485 班、785 班，並於下一季取消航班總數限制。

(二)2022 年冬季 (W22) 航班營運規劃

1. 航班申請：客運航班由逐月申請改為逐季申請，貨運航班維持逐季申請，並允許技降航班。過去貨運航班使用客運航班因疫情無法營運所歸還之時間帶，將因客運航班恢復營運而減少。
2. 時間帶減緩措施：W22 將適用 IATA 所建議之重新開放市場 (re-opening market) 措施，於 HBD~HBD+7 僅能歸還最多 20% 之時間帶可豁免執行率計算，而執行率門檻將為 60~70%，不使用之時間帶應於航班營運日 6 週前歸還。另航班因疫情相關限制或不可歸責於航空公司原因無法營運者，不納入執行率計算。

(三)韓國機場時間帶協調單位異動

因韓國政府修正航空商業法，時間帶協調業務由政府委託各機場營運單位辦理。過去由韓國機場班表辦公室 (Korea Airport Schedule Office) 協調仁川機場 (ICN)、金浦機場 (GMP)、濟州機場 (CJU) 之時間帶，修法後改由仁川機場時間帶協調中心 (Incheon International Airport Corporation) 辦理該機場時間帶協調業務，其他機場時間帶協調則由韓國機場時間帶協調中心 (Korea Airports Corporation) 辦理。

(四)仁川機場時間帶協調參數

1. 跑道容量

- (1)5 分鐘：起降合計 8 架次，且航線不可重複。
- (2)15 分鐘 (僅限離場航班)：以仁川機場為中心，飛往西邊之中國 (如北京)、歐洲、中東機場之航班每 15 分鐘限 6 架次 (每小時限 20 架次)；飛往西南邊之中國 (如上海)、東南亞國家、印度機場之航班每 15 分鐘限 7 架次 (每小時限 25 架次)；飛往東邊之美洲、日本機場航班每 15 分鐘限 8 架次 (每小時限 30 架次)；飛往東南邊之西南太平洋國家機場航班每 15 分鐘限 8 架次 (每小時限 30 架次)。
- (3)60 分鐘：所有航班於 04:00~22:59 起降合計 70 架次，其中客運航

班限 65 架次（起飛限 41 架次、降落限 40 架次）；23:00~隔日 03:59
起降合計 52 架次。

2. 航廈容量

(1)入境旅客：11:00~18:59 每小時 7,785 人次，19:00~隔日 10:59 每
小時 7,285 人次。

(2)出境旅客：每小時 9,600 人次。

(五)仁川機場時間帶使用情形

仁川機場跑道容量為起降合計每小時 90 架次，經考慮飛航管制及航
廈通關作業，每小時容許 75 架次起降，而時間帶跑道參數設定為每小時
70 架次，以確保機場安全運作。經檢視 W22 初始時間帶申請及歷史時間
帶，歷史時間帶已幾乎達容量上限，新進業者較難取得可用之時間帶，
但隨未來機場擴建，期望時間帶跑道參數在 2024 年前能增加至每小時 83
架次，以容納更多業者及航班於仁川機場營運。

三、因應 2022 年世界盃足球賽機場協調措施說明會

(一)世足賽及相關機場簡介

1. 2022 年世足賽將於卡達舉行，自 11 月 21 至 12 月 18 日，共 28 天，全
球將有 32 支足球隊參賽。賽程分為兩階段，小組賽為期 12 天，有 48
場比賽，而淘汰賽為期 16 天，有 16 場比賽。
2. 經評估包含選手、工作人員、球迷等將有 180 萬旅客入境卡達，其中以
來自阿拉伯、波斯灣、歐洲、中東、美洲等地區旅客較多。在開賽前
及決賽後，預估尖峰日將分別有 8.8 萬旅客入境及出境，於小組賽結束
後，預估尖峰日將有 10.3 萬旅客入出境。
3. 哈馬德機場（DOH）將作為世足賽主要入出境機場，為順利接待各地選
手、旅客往返卡達，該機場自兩年半前積極擴建機坪、航廈空間、行
李輸送系統、聯外運輸、機場飯店等。關於該機場容量，跑道每小時

可起降 66 架次，航廈可服務入境旅客每小時 3,700 人次、出境旅客每小時 4,200 人次、轉機旅客每小時 12,100 人次。

4. 另杜哈機場 (DIA) 將作為次要入出境機場，該機場雖已關閉幾年，惟自去年開始翻新機場各項設施，並將於世足賽前重啟。機場重啟後，跑道每小時可起降 10 架次，航廈可服務入、出境旅客每小時各 2,000 人次 (每日各 32,000 人次)，但無提供轉機服務。

(二)機場時間帶協調

1. 為控管世足賽期間航班時間帶申請，哈馬德機場及杜哈機場將自 10 月 30 日至 12 月 25 日止，分別由 2 級及 1 級機場調整為 3 級機場。
2. 航班申請程序
 - (1)時間帶預約代碼 (slot booking deposit number, SBDN): 航空公司須填寫申請表向機場取得 SBDN，並支付每班 5,000 美元訂金，該訂金後續可抵扣機場使用費。
 - (2)地勤代理確認代碼 (ground handling confirmation number, GHCN): 航空公司將航班、機型、SBDN 等資訊提供地勤代理業者，並取得 GHCN。
 - (3)申請時間帶: 航空公司須檢附 SBDN 及 GHCN，並依 IATA 標準格式向卡達時間帶協調中心申請時間帶，且航班不可為長地停型態。
 - (4)申請飛航許可: 航空公司須檢附 SBDN、GHCN 及取得之時間帶，向卡達民航局申請飛航許可。
3. 航空公司須依所申請之時間帶營運，最遲可於飛航日前 1 天歸還不使用之時間帶。針對未依規定使用時間帶之業者，將予制裁措施。

伍、心得與建議

- 一、 因應全球航空產業自 2020 年起受 COVID-19 疫情嚴重衝擊，航空公司為符合各國實施邊境管制及防疫措施，無法按原規劃執行航班，又原版

WASG 尚未將全球性疫情因素納入考量，導致協調人於認定時間帶歷史優先權上有困難。因此 IATA WASB 近兩年就時間帶執行率積極討論解決方案，並自 S21 起每季發布減緩措施建議，供協調人參考及運用；我國亦自 S21 起採用 WASB 建議措施至今，執行情況良好。

- 二、 2021 年至 2022 年間，因全球疫苗施打率提升，雖偶有變種病毒疫情爆發，然確診個案重症率已大幅降低，使各國逐步開放邊境。航空產業因此迎來空運復甦期，漸漸恢復其機隊、航線、運能等，為疫後空運需求回彈提前準備。此一情況亦連帶產生時間帶執行率減緩措施調整之議題，爰 WASB 自 S22 起依據市場開放情況，分別提出不同程度減緩建議。據瞭解，S22 已有部分機場採用較高執行率門檻及較嚴格豁免執行率措施；另亦有部分機場未採 WASB 之建議，改以訂定時間帶歸還期限來豁免執行率之計算，惟有航空公司反映同一航線面臨不同機場執行率處理方式之困擾，爰期望 WASB 可藉由調查各機場時間帶豁免執行情形，將調查結果納入下一季減緩措施建議修訂之考量。本局亦將持續瞭解各國機場採用 WASB 建議措施之情況，適時調整我國機場做法。
- 三、 除每屆 SC 會議定期召開之 WWACG、HODM、APACA 等 3 項子會議外，本次亦有其他說明會開放視訊參加，包含美國機場時機帶協調作業、韓國解除邊境管制措施暨機場時間帶協調參數、卡達為舉辦世足賽調整機場等級。其中美國機場時間帶採較寬鬆政策，航空公司可彈性運用取得之跑道時間帶，而韓國則採細緻時間帶協調參數設定，如針對離場航班分目的地區域給予不同班次上限。考量近期我國機場時間帶協調監督會議討論調整參數設定，以上兩國做法亦可納入參考。



SC150 Pre-Conference Introduction

This pre-conference introduction is designed to replace the Convening Memorandum, consolidating important information contained on our website in one document.

The 150th Slot Conference will take place 21 to 23 June 2022 as a hybrid event at the Seattle Convention Center (formerly Washington State Convention Center). The 150th Slot Conference is a forum for the optimization of the allocation and management of airport slots for the Northern Winter Season, 30 October 2022 to 25 March 2023. Delegates are encouraged to note the [Calendar of Coordination Activities \(pdf\)](#) deadline dates for this period.

The event dates

Onsite Registration opens	: Mon	20 Jun 2022	09:00 - 18:00
Conference times*	: Tue	21 Jun 2022	08:00 - 18:00
	Wed- Thu	22-23 Jun 2022	09:00 - 18:00
Head Delegate Airline Only Meeting (HOD-A)	: Tue	21 Jun 2022	08:00 - 09:00
Head Delegate Meeting (HOD-M)	: Thu	23 Jun 2022	12:00 - 13:00

** Main conference workrooms will be accessible from 07:30 Tue and 08:00 Wed – Thu.*

Conference core hours are 08:00 – 18:00 local time, the event platform will be available 24 hours to support meetings in all time zones from Tue – Thu.

Online Accreditation & Registration

In accordance with 10.12.5 of the [Worldwide Airport Slot Guidelines \(WASG\)](#) 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 \(OAS\)](#). For more information, please visit the [OAS help](#) section.

Newly accredited delegates will receive an invitation to register for the Slot Conference directly from the registration team iatasc@gl-events.com (within 48 hours of accreditation, Mon – Fri). Please contact the registration team directly if you are accredited and have not yet received your invitation.

Conference registration, hotel reservation, requesting letters in support of visa applications and payment is completed in one online registration process. [Please see our website if you require more information](#) on any of these sections.

Invitations to register were sent out directly to all accredited delegates on 16 March 2022. **Delegates are strongly encouraged to register as soon as possible.** Please be advised registering after 1 June 2022 means availability at the hotel group rate cannot be guaranteed, late charges for letters of support for visa applications will apply and access to the meeting event platform will be delayed.

The IATA Slots team look forward to seeing you this June at SC150!

WWACG General Assembly #7 June 2022



Minutes

Date: 20 June 2022

15:30 – 17:00 local time

Place: Seattle

1. Welcome and appointment of the meeting secretary

Chair FAW welcomed the attendees to today's meeting. NG was appointed as the meeting secretary. FAW reported that Vice Chair PP would chair today's meeting. A tour de table was conducted.

2. Minutes of previous meeting

The minutes of the General Assembly #6 from November 2021 were approved.

3. WASB cooperation

- Airport Slot Working Group 4 – WASG 8.7.2: Cancellations before Historic Baseline Date and JNUS)

DH reported on the progress of this working group. The group has not reached agreement and the Board recommends it now ceases its work. The Board has however endorsed a proposal to investigate how coordinators could achieve greater consistency in interpretation and application of JNUS.

DH asked members to confirm their application of WASG 8.7.2.2. Three members of those present confirmed they applied this guideline.

- ASWG6 – slot data provision

GJ reported on the progress of this working group. Whilst improvements in data provision could be beneficial there are some sensitivities with sharing particular data sets, in particular SHLs. At its meeting yesterday, the WWACG Board agreed that a focus area could be seeking common standards to ensure greater consistency in data provision amongst coordinators and facilitators.

- ASWG7 – series length

PP reported on the progress of this working group. Data analysis will be conducted at BCN for S19 season with data points at SHL, SAL, HBD and EOS. If this methodology returns useable data then it will be applied to other airports to build a picture to support any change to series length.

- WASB paper on environment and slots

NG reported that a WASB subgroup has discussed the subject of environment and slots and concluded that slots are not the preferred mechanism to achieve the aviation industry's environmental goals. The paper will be circulated after the meeting and members are encouraged to share with stakeholders as necessary.

- Survey about information on latest changes in WSG/WASG

IM advised the General Assembly that a 10-question survey will be issued to all coordinators and facilitators asking about the adoption of WSG/WASG amendments.

- General discussion – views and expectations of WASB

ACTION – PP asked members to consider any changes they may request to the WASG, and that now, at the start of WASB's second term, would be a good time for these to be submitted.

All

4. Temporary reduction of capacity

DH reported on a paper submitted to WASB by the WWACG Board to provide criteria for the temporary reduction of capacity at airports. The paper is intended to provide guidelines for a structured approach to this matter that does not lead unintentionally to a full waiver. Some airports have introduced local rules to manage these situations. Members are encouraged to refer to this guidance in circumstances where temporary reduction of capacity is being considered.

5. WWACG internal items

- Financial report

PP reported that the financial report will be presented at an extraordinary meeting of the General Assembly in a Teams call to be arranged in the next few weeks.

- Discharge of the Treasurer and Auditor

PP reported that the discharge of the Treasurer and Auditor will be conducted during the extraordinary meeting referred to above.

- Discharge of the Board of Directors

PP reported that the discharge of the Treasurer and Auditor will be conducted during the extraordinary meeting referred to above.

- Future organizational set up

PP reported that the WWACG Board had investigated the future organizational arrangements for WWACG. The three options under consideration were to relocate from Montreal to Brussels, or Geneva; or to place WWACG on a more informal basis without the full range of 'organizational' requirements.

PP opened up to comments from members. Whilst there was some support for a proposal to move WWACG to an informal basis, maintaining the voluntary membership contribution, members requested more information in order for a final decision to be reached. A final recommendation will be presented at the forthcoming extraordinary meeting.

ACTION – provide recommendation on WWACG future organizational set up for decision to be reached at forthcoming extraordinary meeting.	RM
<p>6. Information from members and partners</p> <p>PP invited members to provide updates from their jurisdictions.</p> <ul style="list-style-type: none"> • In Japan the daily arrivals limit has been increased from 10k to 20k passengers per day; • In Australia capacity reduction is being considered at two airports; • In Korea quarantine requirements will be lifted by the end of June; • In Cambodia the aim is to reopen as soon as possible, making use of substantial available capacity; • In Europe problems of post-Covid recovery are being experienced, whilst the closure of Russian airspace is extremely problematic for some carriers. 	
<p>7. Date and time of next meeting</p> <p>Extraordinary meeting (Teams call) to be arranged in the next few weeks.</p> <p>November 2022 at the slot conference in Melbourne.</p>	
<p>8. Any other business</p> <p>There were no items of AOB.</p>	

List of attendees

Full Name	Company
Rene Maysokolua	FLUKO, Germany
Vann Chanty	Slot Secretariat, Cambodia
Jeffrey Ng	Changi Slot Coordinator, Singapore
Lukas Krosiak	Slot Coordination Czech Republic
Michal Simacek	Slot Coordination Czech Republic
Hirohiko Kawakatsu	Japan Schedule Coordination, Japan
Erzsebet Veresne Baksa	Schedule Facilitation, Hungary
Ignacio Monasterio	AECFA, Spain
Dimitar Tcholacov	SOF Connect AD Schedules Coordination, Bulgaria
Peter Dellenbach	Slot Coordination Switzerland
Kai Westermann	Schedule Coordination Austria
Didier Hocq	Belgium Slot Coordination, Belgium
Petra Popovac	Airport Coordination Australia
Hugo Thomassen	Airport Coordination Netherlands
Brian Meehan	US Runway Coordination, USA
Lee Anderson	US Runway Coordination, USA
Paul Lark	Chicago Facilitation, USA
Alexandra Joaquim	NAV Portugal
Talya Savransky	Israel Coordination, Israel
Jlyoon Park	Ministry of Land, Infrastructure and Transport. Republic of Korea
Jun Ho Lee	Korea Airport Coordination, Republic of Korea
Rodrigo Neves Martins	Brazilian Slot Coordination, Brazil

Gregory Jamet	COHOR, France
Neil Garwood	ACL, UK
Baris Topaçoğlu	DHMI, Turkey
Derya Oluklu	DHMI, Turkey
Anders Nordfalk	Airport Coordination Sweden
Melisa Luongo	Vancouver Airport Authority, Canada
Karolina Kubinski	Vancouver Airport Authority, Canada
Vivian Chan	Vancouver Airport Authority, Canada
Cathy Gray	Calgary Airport Authority, Canada
Susan Danks	Greater Toronto Airports Authority, Canada
Marc-Olivier Lamothe	Aeroports de Montreal, Canada
Manoj Uniyal	Airports Authority of India
Apologies:	
Flora Yeh	Airport Coordination Taipei, Taiwan
Frank Holton	Airport Coordination Denmark
Doros Theodorou	Cyprus Facilitation, Cyprus

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

Minutes of 22nd Meeting of APACA 15 November (Monday), 2021

1. Administration

The twenty-second general assembly meeting of APACA was held virtually from 04:00 to 05:00UTC on 15 November (Monday) 2021 at the occasion of IATA 149th hybrid Slot Conference (in Rome and online). The Chair, Petra Popovac (ACA - Airport Coordination Australia), welcomed the participants and expressed her appreciation for attending the twenty-second 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 18 representing 11 organizations. The list of organization participated is shown on the last page.

2. Agenda Item 1: Approval of Minutes of 20th and 21st meetings

The minutes of the 20th and 21st general assembly meeting of APACA held on 18 November, 2020 and 14 June, 2021, respectively, were endorsed by the meeting without adjustments, as Appendix 2 and 3.

3. Agenda Item 2: WASB Activities

Kawakatsu, Vice-Chair, (JSC – Japan Schedule Coordination) presented the WASB Activities since the last APACA meeting using Appendix 4. After the 16th meeting in May, when the WASB agreed on WASB Recommendation for W21 slot use alleviation, the major themes the WASB discussed were “deletion of WASG 8.7.2” and “WASB work programme and priorities for 2022”.

➤ “Deletion of WASG 8.7.2”

Currently this provision is temporarily suspended in view of the global slot relief measures. The WASB has been discussing whether this provision should be deleted or not. Some coordinators announced that they permanently suspend this provision, and airlines have great concerns on this. Airlines argued that if WASG8.7.2.2 is deleted, WASG8.8, regarding JNUS, should be revised to mitigate the current inconsistencies in the interpretation and application of JNUS by coordinators.

Although the WG had quite a long discussion, no agreement has been reached regarding deletion of WASG 8.7.2.2 or revision of WASG 8.8.

➤ “WASB Work Programme and Priorities for 2022”.

After the WASB was established, the main topics the WASB discussed were mostly related to the COVID-19 issue. Since the 17th meeting in July, the WASB has discussed what themes should be discussed with priority in 2022 and agreed on the following three themes as the WASB 2022 Work Programme.

- Improvement of availability and accuracy of information and use of slot data
- Environment: Noise limitations impacting airport capacity
- Review of the minimum series length

The brief outlines of each theme are described in Appendix 4.

The Chair made additional explanation and comments. She stated if we have any idea the WASB should look at of any part of WASG, we can put out the points of views jointly as APACA. Any ideas are welcomed. The discussion for slot relief in the ASWG5 was explained in Agenda Item 4.

4. Agenda Item 3: COVID-19 Discussion

Kawakatsu made a brief presentation on the summary of U/L Waiver Policy of APACA members for W21, using appendix 5, as an information for the discussion.

10 countries/regions adopted WASB recommendation or similar, and 7 countries/regions took conditional waiver, and 2 took unconditional waiver. Regarding those who took conditional waiver, Slot Return Deadline is set from 2 weeks to 5 weeks before operation date. Many countries mention reciprocity principle as the conditions. In case of Japan, JCAB is responsible for the decision making of waiver policy. For W21, the COVID-19 situation had not improved yet at that timing of decision making, and they decided to continue the same condition as S21.

After the presentation, the attendees shared the information regarding how the W21 slot waiver works and current covid situation in each region, as voluntary information sharing as well as answers to questions raised in the meeting, as follows:

<Manila>: Runway works have just been finished and runway capability, once went down to 26 moves per hour, will recover up to 36 out of 41. Domestic airlines have to make cancellation of flights to accommodate with it. Everything is done very quickly with 2 weeks slot return deadline.

<Sydney>: It is very difficult time for domestic airlines. Government had to provide declaration of the JUNS period during the season, and the JNUS period is extended until 17 December, when the airport will be open.

<Singapore>: WASB waiver is adopted for W21, with a high degree of compliance by airlines on full series returns by the HBD+7 deadline. In the last few months, Singapore has been progressively opening up our borders through the Vaccinated Travel Lane (VTL) programme, with South Korea added this week as the 13th country on the programme. 8 more countries will be added to the programme over the next few weeks. With Changi Airport still operating with 2 terminals (Terminals 1 & 3) and Terminal 2 still undergoing upgrading, we are trying to accommodate flight restorations operationally as best we can.

On the cargo front, cargo volumes at Changi Airport have recovered to pre-covid levels. For S22, we continue to receive new cargo requests.

<Delhi>: WASG recommendation is adopted for W21, including 50/50 based on reciprocal basis. About 50% of slots are already deleted. Domestic traffic has recovered 85 to 90% of the peak level, 1.3 million every day, but the international traffic is still 20-25% in volume. Asia-Pacific are not so open yet. HKG and BKK opened, and followed by ICN, LHR, and a few cities in America and Canada etc. I don't think we will go back to near normal in W21.

<Hong Kong>: Not much change in the last few months. The border is very tightly controlled at COVID with quarantine requirements. Passenger traffic has not changed so much. Strong demand of cargo since last months. We have to see the quarantine situation as there is no domestic market in Hong Kong. The current traffic is one third, and mainly cargo flights or passenger aircraft with freight are operated. The situation will be similar in this winter.

We have received quite a high number of cargo requests in S22.

<Japan>: The situation of COVID-19 in Japan was very bad until September. The border restriction was very strict. So the international traffic at Narita Airport for the first half of FY2021 has not recovered yet, staying only 5% in passenger number compared with 2019. Since October, the situation has much improved, and the border restrictions have been relaxed slowly, step by step.

Until October, 14 days quarantine was required when entering Japan. Last month the period was shortened from 14 days to 10 days with fully vaccinated, and from last week, further shortened to 3 days for businessmen and others, with complicated conditions. Foreign tourists are not allowed yet. The government currently restrict the number of people who enter Japan to 3,500 per day in total, expected to be increased to 5,000. Acceleration of the pace of traffic recovery in W21 with the improvement of the COVID situation is expected, but not sure how fast it will be.

<New Zealand>: WASB recommendation is followed, and we have high compliance of airline slot hand back, which make us re-coordination needed much easier. As S22 is more challenging for us as it is not clear cut as previously, no decision has been made regarding S22 waiver.

New Zealand has a large amount of freight flights as the government has a scheme to subsidy certain routes. Freight flights will continue as long as suspension of passenger service continues.

The Chair, a member of ASWG5, briefly explained the discussion in the WG. IATA proposed a Matrix, how distinctions could be applied pending on if the borders are open. The WG is discussing utilization rate should be lower to 60/40, 50/50 or not. There are a lot of debates between the three parties. The WG also have idea to include domestic in the matrix, as the domestic market is very strong. This may be considered in Matrix.

The next ASWG5 meeting is tomorrow, and the WG plans to have the guidance finished for the WASB review. The WASB guideline for S22 are likely to be by the second week of December, after the next WASB meeting.

5. Agenda Item 4: 4.SHL & SAL Distribution

Kawakatsu made a brief presentation on the current situation of the upload of distribution dates, using appendix 6.

This theme, "SHL & SAL Distribution", was discussed at the APACA 19th meeting in November 2019. However, the situation has not so improved yet. Regarding the distribution dates of S22/SAL, 11 organizations have not uploaded in WWACG Website yet. These activities are described in WASG 10.4 and 10.5, and these are important communication between airlines and coordinators/facilitators. It is very important for APACA members, to improve activities like this. Most of the coordinators/facilitators in Europe region have already uploaded their distribution dates.

It is very important for us to show our attitude to follow the WASG where possible. So those who have not uploaded the distribution dates of SHL/SAL, are encouraged to do this in a timely manner. This issue will be followed-up, as necessary.

The Chair reiterated the importance of this issue. To input the distribution dates of SHL/SAL in WWACG website, ID and PW are needed. If PW or username cannot be remembered, the inquiry link usually responds quickly with the username and PW.

It was point-outed that the "contact email address secretary@wwacg.org" may be wrong and to be re-checked.

(note) According to the WWACG, the address "secretary@wwacg.org" should be working. We get some personal address for backup, please let us know in case there are any problems getting ID and PW.

5. Agenda Item 4: AOB

The list of Head Delegation of APACA members was distributed in advance. To keep the good communication in APACA members, members are requested to notify any items to be revised.

As a closing remarks, the Chair appreciated everybody attending this meeting and sharing experiences. She also expressed her hope to meet in person in Seattle at the next slot conference in next June.

The list of participants at APACA22 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	Delhi International Airport Limited (DELI)
		5	GMR Hyderabad International Airport Ltd.
5	Japan	6	Japan Schedule Coordination (JSC)
		7	Kansai FAIB (NGO)
6	New Zealand	8	ACL International
7	Singapore	9	Changi Slot Coordination (CSC)
8	Thailand	10	Civil Aviation Authority of Thailand (CAAT)
		11	Department of Airports (DOA)

Asia/Pacific Airport Coordinators Association (APACA)

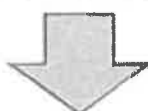
Agenda Item 2
Result of APACA Election

23rd APACA meeting
22 June, 2022

Steps to Election of APACA

Preparation of Call for Election

January to March, 2022



Circulation of Call for Election

7 April, 2022



Deadline of Nomination

13 May, 2022



Election Result

16 May, 2022

The Nomination of APACA

1. Chair of APACA

Name	Nomination Date	Secondment Date
Ms. Petra Popovac	26 April, 2022	26 April, 2022 by JSC

2. Vice Chair of APACA

Name	Nomination Date	Secondment Date
Mr. Jaideep Singh Thakur	12 May, 2022	12 May, 2022 by BLR
Mr. Hirohiko Kawakatsu	22 April, 2022	9 May, 2022 by ACA

The Election Result of APACA

Economy	Name	Organization	Position
Australia	Petra Popovac	Airport Coordination Australia (ACA)	Chair
India	Jaideep Singh Thakur	Delhi International Airport Limited (DIAL)	Vice-chair
Japan	Hirohiko Kawakatsu	Japan Schedule Coordination (JSC)	Vice-chair

(Note) Mr. Kawakatsu will serve as a secretariat of the Association.

Term of Office: June 2022 to June 2024

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3

WASB Activities

23rd APACA meeting
22 June, 2022

WASB (Worldwide Airport Slot Board) Activities (1)

WASB Activities

WASB has been conducting online/in person meetings as follows, since the last 22nd APACA meeting.

Date	Meeting Number	Main Topics	Achievements
09 December, 2021	WASB/22 (Online)	-Preparation for the WASB 2022 WGs -NS22 WASB Recommendation (slot relief) -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4) *continuation	-Agreed on NS22 WASB Recommendation
10 March, 2022	WASB/23 (Rome, Hybrid)	-Scope of work of ASWG6 (availability of slot information) and ASWG7 (Review of series length) -NW22 WASB Recommendation (slots relief) -Ukraine Russia Conflict -Priority for ad hoc slots that have been allocated and operated during the crisis -Implementation of WASG changes -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4)	-Approved the scope and the timelines of WGs -WASB communication on Ukraine conflict issued on 22 March, 2022 -WASB communication on priority for ad hoc slots issued on 05 April, 2022. -Agreed on making survey on the implementation of WASG changes
12 May, 2022	WASB/24 (Online)	-NW22 WASB Recommendation (slots relief) -WASG 5.6.6 Coordination Committee -WASB "Green slots" paper -WASG 8.7.2 and WASG 8.8 JNUS (Update from ASWG4)	-Agreed on NW22 WASB Recommendation -Agreed on WASG 5.6.6 amendment (enhancement of Coordination Committee) -Agreed on "Green slots" paper
20 June, 2022	WASB/25		

WASB (Worldwide Airport Slot Board) Activities (2)

WASB communication to the global airport slot community on the impacts of the Ukraine conflict and airspace closures on airport slot coordination and management

The WASB is jointly requesting the aviation community to provide all necessary flexibility during these challenging times for the industry. Specifically, we ask the airlines, airport operators, slot coordinators, and schedule facilitators:

- to recognise the emergence of conflict zones and the closure of the Russian airspace are unpredictable and beyond the industry's control;
- to treat requests for schedule and slot retiming reasonably, with as much flexibility as possible;
- to ensure information and updates are shared as quickly as possible, including airlines revising slot requests and sending cancellations in a timely manner, and slot coordinators processing these as soon as possible; and
- to understand that timely performance is difficult to achieve while block time changes are being made, new schedules built, and hub connectivity replanned, which means slot performance monitoring should also be flexible and reasonable.

Dated 22 March 2022

(Ref) [2022-03-22 WASB Communication in Ukraine Conflict and Flexibility](#)

3

WASB (Worldwide Airport Slot Board) Activities (3)

WASB communication to the global airport slot community on how to manage series of slots that were allocated on an ad-hoc basis during Northern Winter 2021

The WASB invites slot coordinators:

- to manage series of slots that were newly allocated in NW21 on an ad-hoc basis, that complied with the minimum slot usage threshold and that could not be granted historic precedence in the NW22 SHLs due to lack of capacity, with an additional priority during the initial slot coordination process of NW22, providing that such a new series of slots is requested again by the airline. Coordinators are encouraged to identify and inform these series of slots in the NW22 SHLs with the action code 'T' (i.e., meaning that an additional priority will be granted for that series during the initial coordination and subject to capacity availability); and
- to manage series of slots that were retimed on an ad-hoc basis during NW21, and that complied with the minimum slot usage threshold, with an additional priority during the initial slot coordination process of NW22, whenever such a retime is requested again by the airline.

Dated 05 April 2022

(Ref) [2022-04-05 WASB Communication on Management Series Slots Allocated Ad-hoc Basis](#)

4

NW22 WASB Recommendation for slot alleviation

NW22 WASB Recommendation is basically the extension of NS22 recommendation with clarifications, matrix format adopted. Also "Ad hoc and Re-times slots" is added.

NW22 slot alleviation matrix

	Severely restricted markets	Partially restricted markets	Reopening markets	Open markets
Slot utilization rate	Max 50%	60%-70%	60%-70%	80%
		An air carrier operating to or from a severely restricted market should be provided the ability to return all their full series of historic slots at the other end of the route (other than newly allocated series). The slot utilization rate should be according to the applied severely restricted market rate (max. of 50:50) at both ends of the route.		
Full Series return HBD-HBD+7	Alleviation applied with no cap	Alleviation applied with cap 20%-50%	Alleviation applied with cap max 20%	Alleviation not applied
		The cap on full series returns should be set at a level deemed necessary to sufficiently address the share of historic traffic to restricted and other recovering markets.		
Pre-HBD returns	WASG 8.7.2.2 (Pre-HBD returns) is suspended			
Slots held after HBD+7	Slots held after HBD+7 which cannot be operated due to COVID-19 restrictions must be returned without delay but not later than six weeks prior to planned operation.			
Use it or Lose it Rule	The "Use it or Lose it" calculation is based on the series of slots held at Historic Baseline Date (HBD)			
Ad hoc operated and re-timed slot priority	Series of slots allocated and operated as approved on a non-historic basis have priority over new demand for the same timings in the next equivalent season, subject to capacity and any other legal conditions.			
Global Reciprocity	Where reciprocal treatment is required by the Regulator, this should take precedence over the WASB Recommendation.			

(Ref) WASB-slot-alleviation-measures-for-NW22

WASB Member and Secretariat

WASB Member and Secretariat

The seven members from airports, airlines and coordinators representing each region of the world were appointed as shown below.

WASB (Worldwide Airport Slot Board) Member

(as of 12 May, 2022)

Affiliation	Country	Name	Organization
Airports (ACI)	Spain	Ms. Irene Garcia	AENA
	UK	Ms Alyson Playford	Heathrow Airport Ltd (LHR)
	Germany	Mr. Gunter Heinrich	Fraport AG (FRA)
	Australia	Mr Robert Wood	Sydney Airport (SYD)
	UAE	Mr Robert Whitehouse	Dubai Airports (DXB)
	USA	Mr. Robert Hoxie	CDA (CHI)
	Brazil	Mr. Joao Pita	Sao Paulo Airport (GRU)
Airlines (IATA)	UK	Mr. Chris Carter	British Airways (BA)
	UK	Mr. Sebastian Pellissier	Easy Jet (U2)
	UK	Ms. Rikke Christensen	Virgin Atlantic(VS)
	Japan	Mr. Takayuki Asai	All Nippon Airways (NH)
	HK	Mr. Anthony Chan	HK Express (UO)
	NZ	Mr. Steve Rowe	Air New Zealand (NZ)
USA	Ms Michele Boyce	United Airlines(UA)	

Affiliation	Country	Name	Organization
Coordinators (WWACG)	Austria	Mr. Wolfgang Gallistl	SCA - Austria
	Belgium	Mr. Didier Hocq	BSC - Belgium
	Germany	Mr. René Maysokolua	Fluko - Germany
	Norway	Mr. Fred Wister	SCN - Norway
	Australia	Ms Petra Popovac	ACA - Australia
	Japan	Mr. Hirohiko Kawakatsu	JSC - Japan
	USA	Mr. Brian Meshan	FAA Runways - USA

WASB Secretariat Member

Affiliation	Country	Name	Organization
ACI	Canada	Mr. Philippe Villard	ACI World
		Mr. Franco Sartor	ACI World
IATA	Switzerland	Ms. Lara Maughan	IATA
		Mr. Dimitar Zahariev	IATA
WWACG	Spain	Mr. Ignacio Monasterio	AECFA - Spain
	USA	Mr. Paul Lark	ORD - USA
	UK	Mr. Neil Garwood	ACL - UK

NS22 U/L Waiver Policy (Asia Pacific region, Level 3)

WASB Recommendation or similar adopted

Country/economy	Conditions for waiver/alleviation		
	Full Series return HBD-HBD+7 or other dates	Slot return deadline	Slot utilization rate
Australia(Int: Ex,SYD, Dom: CNS,OOL, MEL), India, Malaysia(Int), New Zealand, Singapore, Thailand, Chinese Taipei	Alleviation applied with no cap	6 weeks / 4 weeks	50%
Vietnam		6 weeks	60%
Indonesia			70%
Malaysia(Dom), Australia(Dom: DRW)	Alleviation applies with cap 20-50%	6 weeks	60%
Cambodia		6 weeks	60-70%
Australia(Dom: ADL,BNE,PER)	Alleviation not applied	6 weeks	80%

Conditional Waiver adopted

Country/economy	Conditions for waiver/alleviation		
	Full Series return HBD-HBD+7	Slot return deadline	Slot utilization rate
Korea		5 weeks before Ope Month	
China		End of March(Int), 4 weeks	
Hong Kong		4 weeks	
Sri Lanka		3 weeks	
Japan		3 weeks*	80% *Cal as operated
Philippines		2 weeks	

Unconditional Waiver adopted

Australia(SYD) (Int, Historic only)	Pakistan
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1

NS22 U/L Waiver Policy (Asia Pacific region, Level 3)

WASB Recommendation (NS22)

Country/economy	Conditions for waiver/alleviation		
	Full Series return HBD-HBD+7	Slot return deadline	Slot utilization rate
Severely restricted markets	Alleviation applied with no cap	6 weeks	Max 50%
Partially restricted markets	Alleviation applied with cap 20%-50%	6 weeks	60%-70%
Reopening markets	Alleviation applied with cap max 20%	6 weeks	60%-70%
Open markets	Alleviation not applied	6 weeks	80%
WASB Rec NW21	Alleviation applies with no cap	4 weeks	50%

(For reference)

Country/economy	Conditions for waiver/alleviation		
	Full Series return HBD-HBD+7	Slot return deadline	Slot utilization rate
EU regulations	Alleviation not applied	3 weeks	64%
FAA	N/A	4 weeks	N/A

2

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 5-1

Renewal of APACA Database

23rd APACA meeting
22 June, 2022

Renewal of APACA Database (1)

Background

The APACA Database was discussed in the first APACA Meeting (2010, November) through the third APACA Meeting (2011, November). And it was agreed to establish the Database, which contains the information of head coordinator, the list of airports coordinated or facilitated, the picture of terminal building, the specification of terminal building and the statistical data of annual movements, annual passengers and annual cargo.

These data are shown in JSC web site under the submenu of APACA with APACA articles, member list and meeting minutes.

Currently this information is available at JSC web site. However, the data base has not updated until today. Those data have become out-of-date.

Proposal

So renewal of APACA Database is proposed as follows, bearing in-mind that the maintenance of the information is easy and the main purpose of the APACA Data Base is APACA members getting to know each other to make the communication between the members more smoothly.

The proposed data, which should be contained in the new database are as follows;

Information regarding the head delegates, organization, e-mail address, web site address, and coordinated/facilitated airports, and other supplemental information.

APACA Web Site (1)

Japan Schedule Coordination JSC JAA Japan Aeronautic Association



Narita International Airport

HOME ABOUT US FAQS STATISTIC TOURISM ASIAN BREEZE APACA LINKS CONTACTS

MAIN MENU June 10, 2022

- GTS Menu
- NRT Menu
- HND Menu
- KIX Menu
- FUK Menu

Welcome to Japan Schedule Coordination

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

Articles
Member List
Data Base
Minutes

APACA Sub Menu


<http://www.schedule-coordination.jp/>

APACA Web Site (2)

Database

Minutes

Japan Schedule Coordination JSC JAA Japan Aeronautic Association




APACA (Asia/Pacific Airport Coordinators Association)

Data Base

Summary	Airports	Level	Sub Site
1	NRT, BKK, CMB, DMK, HAN, HND, KIX, NRT, SFO, SYD, TPE, YUL	3	Database for APACA Link
2	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	2	Database for APACA Link
3	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
4	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
5	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
6	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
7	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
8	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
9	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
10	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
11	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
12	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
13	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
14	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
15	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
16	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
17	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
18	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
19	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link
20	HND, NRT, FUK, KIX, SFO, SYD, TPE, YUL	1	Database for APACA Link

<http://www.schedule-coordination.jp/apaca/database.html>

Japan Schedule Coordination JSC JAA Japan Aeronautic Association



APACA (Asia/Pacific Airport Coordinators Association)

Minutes

No.	Topic	Date and Time	Location
1	APACA Prop meeting	18 June 2016 at Narita in SC12	Meeting
2	APACA meeting	12 November 2016 at Narita in SC12	Meeting
3	2nd APACA meeting	23 June 2017 at Narita in SC12	Meeting
4	3rd APACA meeting	17 November 2017 at Narita in SC12	Meeting

<http://www.schedule-coordination.jp/apaca/minutes.html>

APACA Web Site (3)

Articles

Japan Schedule Coordination JSC JAA Japan Airports Association



APACA (Asia/Pacific Airport Coordinators Association)

Articles of Association (Adopted on 13 November 2010, modified on 17 November 2011)

Framework Name

Article 1.
The association is a non-profit international association and called "Asia/Pacific Airport Coordinators Association" for the following referred to as the Association. The Association is a regional group in Asia/Pacific under the Worldwide Airport Coordinators Group (WWACG). The association shall use the acronym APACA.

Scope

Article 2.
The purpose of the Association shall be

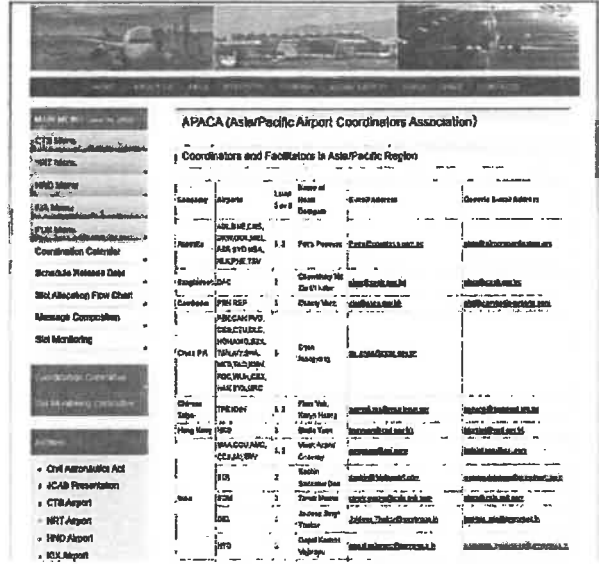
- serving the common interests of new Members and Associate Members of the Association in all matters pertaining to slot allocation, schedules limitation and related aviation matters;
- providing a forum for Members and Associate Members to exchange information on slot allocation, schedules limitation and related matters;
- representing the interests and collective views of its Members in relevant regional and international airports, organizations and institutions;
- providing slots including coordinated cooperation in all matters pertaining to slot allocation, schedules limitation and related matters;
- promoting the development of professional skills in relation to slot allocation, schedules limitation and related aviation matters;
- undertaking projects and research to improve standards of coordination and schedules limitation, being a resource in the provision of all related matters concerning aviation and by the strengthening its relations;
- identifying relevant to slot allocation, schedules limitation and aviation matters;
- supplying assistance and constructive services for Members and Associate Members;
- developing systems and processes

In pursuing its objectives the Association will undertake the following activities:

<http://www.schedule-coordination.jp/apaca/index.html>

Member Lists

Japan Schedule Coordination JSC JAA Japan Airports Association



APACA (Asia/Pacific Airport Coordinators Association)

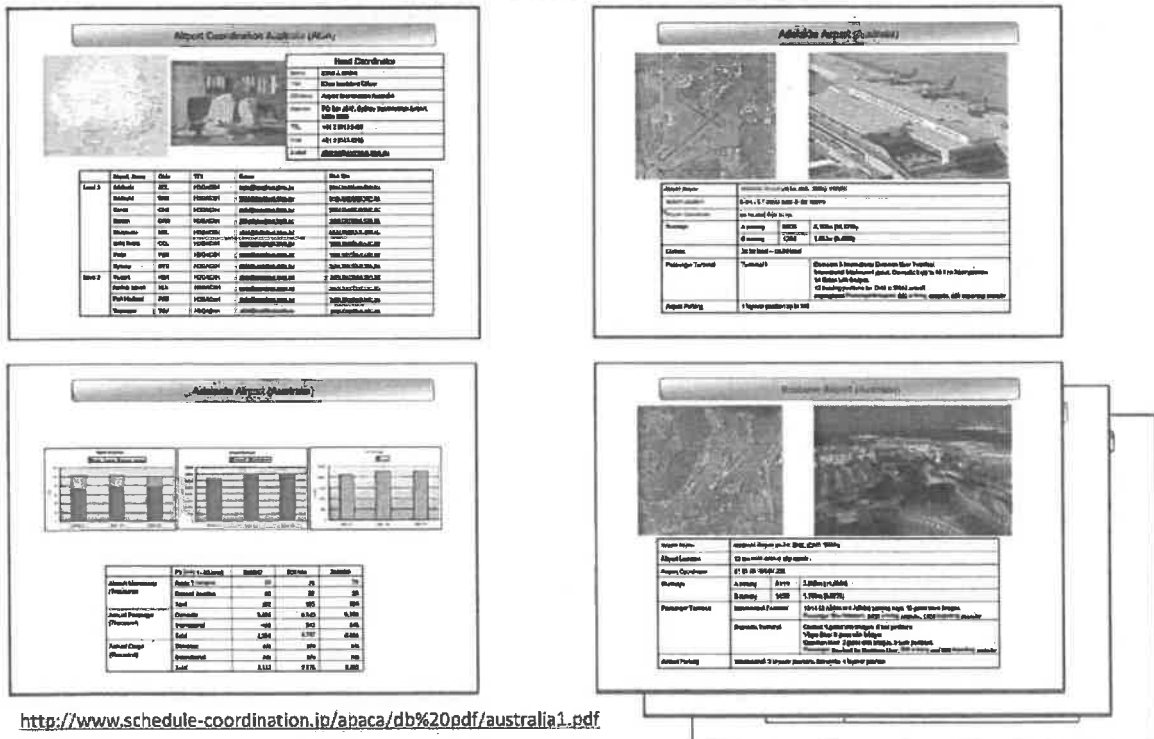
Coordinators and Facilitators in Asia/Pacific Region

Category	Name	Country	Address	Contact Information
Coordinator	ALASKA	USA	Alaska Dept of Transportation	alaska.airports@alaska.gov
Coordinator	ALBANY	USA	Albany International Airport	albanypa@aia.net
Coordinator	ALBUQUERQUE	USA	Albuquerque International Sunport	albuquerqueairport@cityofalb.org
Coordinator	ANCHORAGE	USA	Alaska Dept of Transportation	anchorageairport@alaska.gov
Coordinator	ANDERS	NORWAY	Anders Airport	anders@and.no
Coordinator	ANTWERP	BELGIUM	Antwerp Airport	antwerpen@airport.be
Coordinator	ARAD	ROMANIA	Arad International Airport	arad@airport.ro
Coordinator	ARLINGTON	USA	USA Dept of Transportation	arlingtonairport@dot.gov
Coordinator	ARLINGTON	USA	USA Dept of Transportation	arlingtonairport@dot.gov
Coordinator	ASHTABULA	USA	Ashtabula County Airport	ashtabulaairport@aia.net
Coordinator	ASHEBORO	USA	USA Dept of Transportation	asheboroairport@dot.gov
Coordinator	ASHEBORO	USA	USA Dept of Transportation	asheboroairport@dot.gov
Coordinator	ASHGROVE	USA	USA Dept of Transportation	ashgroveairport@dot.gov
Coordinator	ASHGROVE	USA	USA Dept of Transportation	ashgroveairport@dot.gov
Coordinator	ATLANTA	USA	Hartsfield-Jackson Atlanta International Airport	atlantaairport@atlantafly.com
Coordinator	AUSTIN	USA	Austin-Mealy Field	austinairport@aia.net
Coordinator	AZORES	PORTUGAL	Azores Airport	azores@airport.pt
Coordinator	BAKERSFIELD	USA	Bakersfield Airport	bakersfieldairport@aia.net
Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com
Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com
Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com
Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com
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Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com
Coordinator	BALTIMORE	USA	Baltimore/Washington International Thurgood Marshall Airport	baltimoreairport@bwi.com

<http://www.schedule-coordination.jp/apaca/member.html>

Samples of Current APACA Database (1)

Airport Coordination Australia (ACA)



Airport Coordination Australia (ACA)

Airport Details

Code	ICAO	FAA	Name	Class	Runway
Adl	YMAS	ADL	Adelaide International Airport	Class C	4,100 x 60
BNE	YBBN	BNE	Brisbane International Airport	Class C	3,900 x 60
SYD	YSSY	SYD	Sydney Kingsford Smith International Airport	Class C	4,500 x 60
MEL	YMML	MEL	Melbourne Essendon International Airport	Class C	3,900 x 60
PER	YPPH	PER	Perth International Airport	Class C	3,900 x 60
BUR	YBUR	BUR	Burbank International Airport	Class C	3,900 x 60
TOW	YTOW	TOW	Townsville International Airport	Class C	3,900 x 60
TSV	YTSV	TSV	Tsavo International Airport	Class C	3,900 x 60
DAR	YDAR	DAR	Darwin International Airport	Class C	3,900 x 60
DRB	YDRB	DRB	Drake Bay International Airport	Class C	3,900 x 60
LST	YLSL	LST	Lismore International Airport	Class C	3,900 x 60
MTH	YMTN	MTH	Maitland International Airport	Class C	3,900 x 60
ROU	YROR	ROU	Royal Olympic International Airport	Class C	3,900 x 60
SCB	YSCB	SCB	Scotsburg International Airport	Class C	3,900 x 60
THU	YTHU	THU	Thurston International Airport	Class C	3,900 x 60
TWU	YTWU	TWU	Tweed Heads International Airport	Class C	3,900 x 60
UWA	YUWA	UWA	Ullawarra International Airport	Class C	3,900 x 60
WAG	YWAG	WAG	Wagga Wagga International Airport	Class C	3,900 x 60
WGA	YWGA	WGA	Wagga Wagga International Airport	Class C	3,900 x 60
WGA	YWGA	WGA	Wagga Wagga International Airport	Class C	3,900 x 60
WGA	YWGA	WGA	Wagga Wagga International Airport	Class C	3,900 x 60
WGA	YWGA	WGA	Wagga Wagga International Airport	Class C	3,900 x 60

Airport Performance (Sample)

Period	Passengers	Weight	Volume	Revenue
Actual 2010	100	100	100	100
Forecast 2011	110	110	110	110
Actual 2011	120	120	120	120

<http://www.schedule-coordination.jp/apaca/db%20pdf/australia1.pdf>

Samples of Current APACA Database (2)

Japan Schedule Coordination (JSC)


Japan Schedule Coordination (JSC)



Head Delegate				
Name	[Name]			
Title	[Title]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			

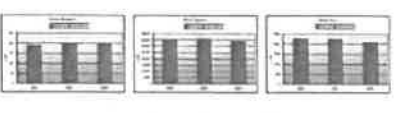
Report Item	Unit	Y1	Y2	Y3	Y4	Y5
1. Airport Fee	JPY					
2. Airport Fee	JPY					
3. Airport Fee	JPY					
4. Airport Fee	JPY					
5. Airport Fee	JPY					

Japan Schedule Coordination (JSC)




Report Item	Unit	Y1	Y2	Y3	Y4	Y5
1. Airport Fee	JPY					
2. Airport Fee	JPY					
3. Airport Fee	JPY					
4. Airport Fee	JPY					
5. Airport Fee	JPY					

Japan Schedule Coordination (JSC)



Report Item	Unit	Y1	Y2	Y3	Y4	Y5
1. Airport Fee	JPY					
2. Airport Fee	JPY					
3. Airport Fee	JPY					
4. Airport Fee	JPY					
5. Airport Fee	JPY					

Japan Schedule Coordination (JSC)



Report Item	Unit	Y1	Y2	Y3	Y4	Y5
1. Airport Fee	JPY					
2. Airport Fee	JPY					
3. Airport Fee	JPY					
4. Airport Fee	JPY					
5. Airport Fee	JPY					

<http://www.schedule-coordination.jp/apaca/db%20pdf/japan.pdf>

Proposal of Revised APACA Database

Samples of Draft Revised Database

Draft UPDATE

Japan Schedule Coordination (JSC)



Head Delegate				
Name	[Name]			
Title	[Title]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			

Draft UPDATE


Japan Schedule Coordination (JSC)



Report Item	Unit	Y1	Y2	Y3	Y4	Y5
1. Airport Fee	JPY					
2. Airport Fee	JPY					
3. Airport Fee	JPY					
4. Airport Fee	JPY					
5. Airport Fee	JPY					

Draft UPDATE

Japan Schedule Coordination (JSC)



Head Delegate				
Name	[Name]			
Title	[Title]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			
Address	[Address]			

Name of Organization	
Economy	
Name of Head Delegate	
Title of Head Delegate	
Affiliation	
E-mail for Head Delegate	
E-mail for Organization	
Website	
Address	
Airports (Level3)	
Airports (Level2)	

SC150 HEADS OF DELEGATION MEETING (HOD-M)



Thursday 23 June 2022
12:00 – 13:00 PDT

Competition law guidelines

We will not discuss:

- Any element of prices, including fares or service charges
- Commissions
- Allocations of customers or markets
- Marketing plans, commercial terms or any other strategic decision
- Group boycotts
- Relations with agents, airlines, system providers or other third parties
- Any other issue aimed at influencing the independent business decisions of competitors



Hybrid HOD-M

We are broadcasting to all coordinator, facilitator and airline delegates, not only the Head Delegate. Please do not share the content, discussion or recording externally.

We will have a Q&A following the meeting, please send your questions anytime during the meeting through the **Live discussion** in Swapcard.

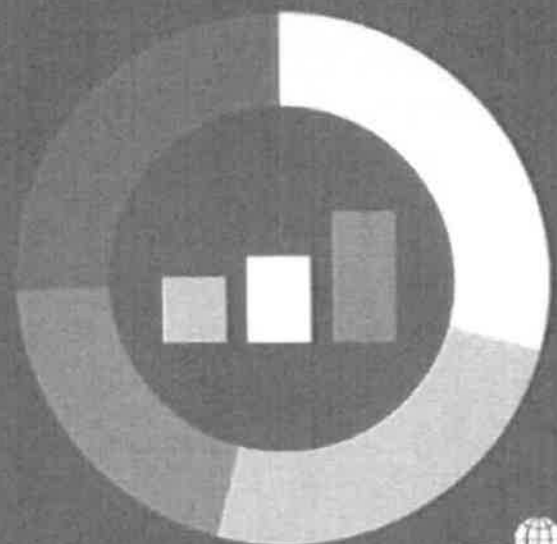
Topics for discussion

- Global traffic update
- Worldwide Airport Slot Board
- Current industry challenges
- Northern Winter 2022
- Slot Conference Update
- Training
- Q & A



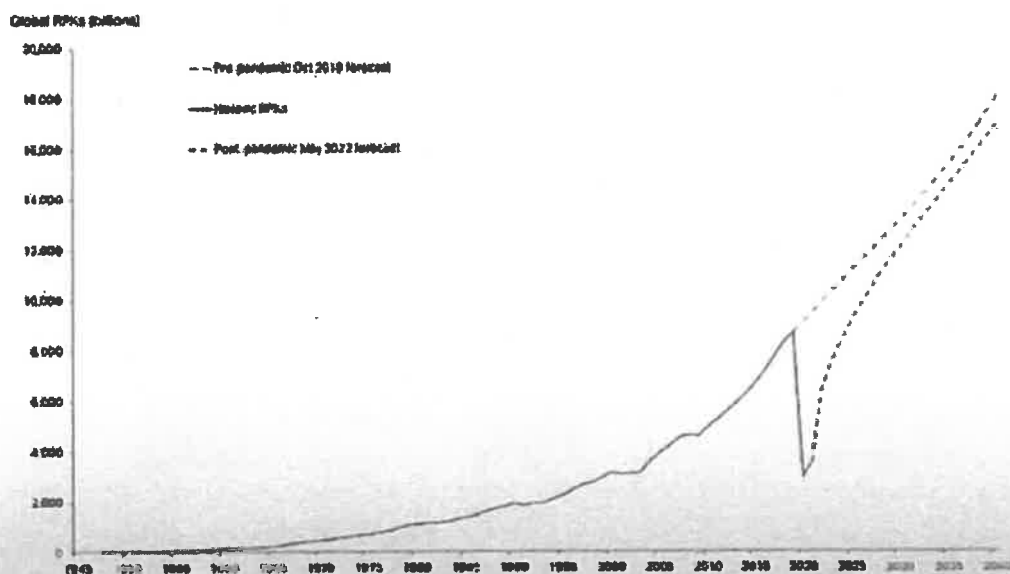
Global traffic outlook 150th Slot Conference

June 2022



The greatest shock to aviation in its history

Global RPKs, with pre-pandemic (red) and current forecasts (blue), billion



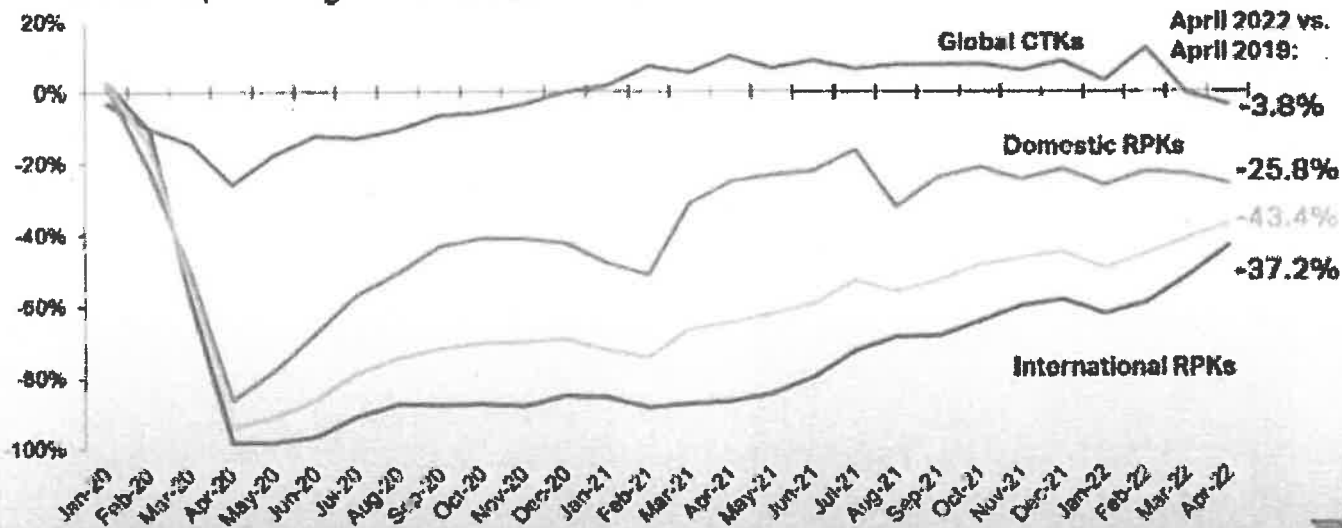
- "Lost" travel between 2020 and 2022 is equivalent to 1.8 x 2019 RPKs.
- In 2040, if our current forecast is realized, traffic would still be 6% below our pre-pandemic forecast.

Source: IATA Annual air traffic statistics, IATA Economics/Jourism Economics.



Industry recovery remains uneven Domestic RPKs pause, International RPKs accelerate

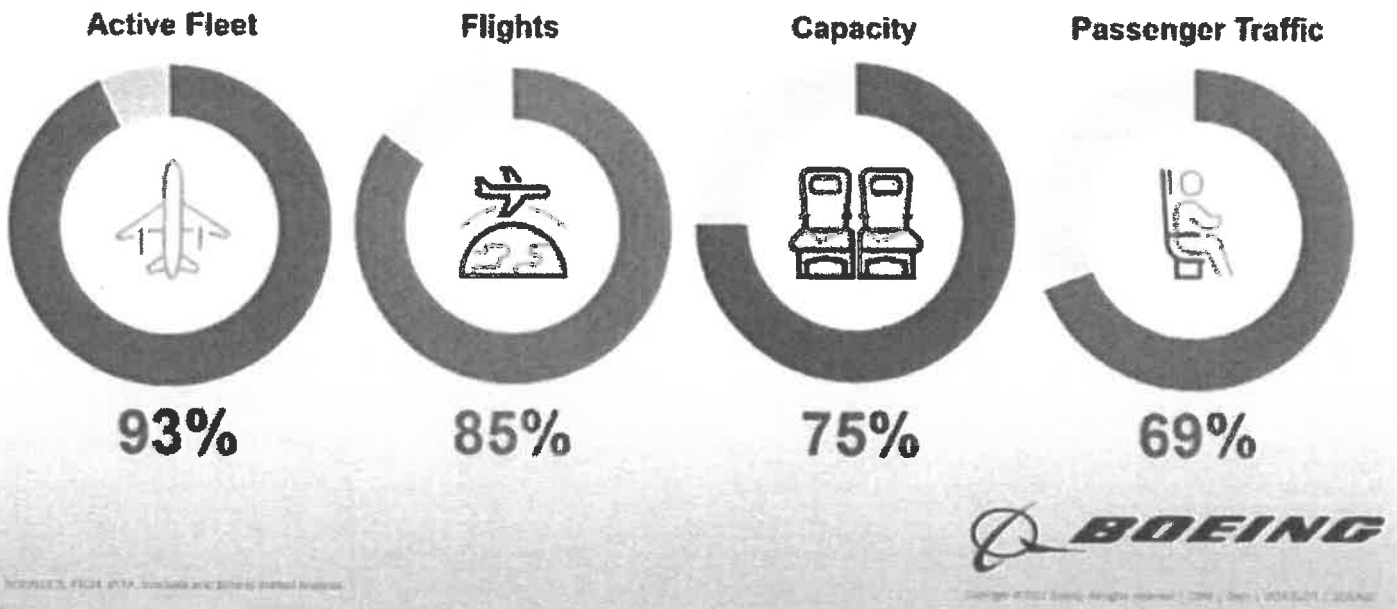
RPKs & CTKs, % change vs. the same month in 2019



Source: IATA Economics.



Global aviation dashboard compared with pre-pandemic



Turbulent times

- Easing and lifting of travel restrictions
- Willingness to travel
- Cargo
- Business model developments
- The possibility of energy abundance

TAILWIND



and

- Debt burden and cost
- Labor costs
- Energy costs
- Climate change costs
- Geopolitical conflict



HEADWIND

Worldwide Airport Slot Board



WASB Update

New WASG ed. 2 - eff.1 July 2022

- WASG 5.6.6 Coordination Committee meetings – possibility for on-line/hybrid meetings
- Calendar of Coordination Activities – editorial update

WASB Guidance

- Priority for ad-hoc and re-timed slots

WASB Working groups

- Pre-HBD returns and JNUS
- Minimum series length
- Use of airline slot data and availability of information



Environment and Slots WASB Position

- Agreed a joint WASB position paper on slots and environment
- To be used in relation with specific regulatory reviews where Governments may be exploring the concept of "green slots" – we consciously are not calling it that in the paper
- Slots are not the tool to solve environmental issues
- Why "green slots" are not a solution
- Noise management and slots – ICAO Balanced Approach
- Not actively promoting the paper publicly!



WASB survey

Implementation of WASG changes and enhancements

Changes in the WSG 9, 10 and WASG 1 as a result of the WSG Strategic review

- New Entrant
- Slot Pool
- Additional Criteria
- Slot Performance Monitoring – New Chapter 9
- Provisions for data sharing
- Capacity Declaration

Objective

- Take stock where the changes have been implemented
- If not, to understand the reasons why?

Timeline

- During July 2022



Challenges to restart

Summer 2022 and
Northern Winter 2022



Northern Summer 2022

Managing the ramp up

- Staffing challenges across the sector
- Operational disruption resulting in delays and lack of resilience
- Tactical capacity reduction process implemented at some L3 airports
- Stability for the rest of the season **needs everyone to work together**
- Deliverability?
- Passenger impact need minimizing > advanced planning needed


UK mid-season alleviation

UK has implemented a new policy this week allowing up to 30% of slots held for the remaining NS22 season to be returned in 14 days from tomorrow 24 June



Managing slots and JNUS in NS22

WASB recommendation



Managing temporary reductions of airport capacity
WASB best practice paper

Introduction

Cooperation between the relevant authorities and operators is critical to ensure the overall stability of NS22. It is a result of the IATA-2022 measures. This paper provides guidance on managing temporary reductions of airport capacity. It is intended for the publication of relevant stakeholders. It is published in the Summer 2022 for reference.

Principles of temporary airport capacity reductions

- The relevant authority will ensure the stability of the airport slot capacity allocation and provide Slot & Cancellations to ensure a smooth transition with the Commission Committee of the relevant authority.

WWACG Guidance



Conditions to grant FM JNUS in case of temporary capacity reduction

At the airport affected by the situation:

- Sense:**
 - The competent authority must conduct a specific analysis and define the means for imposing a temporary capacity reduction. The analysis and the decision are discussed in and then also be agreed by the Commission Committee (as the competent authority is usually named in the CCO).
 - Priority, date, and hours when the new temporarily reduced capacity parameters apply are clearly identified.
 - New temporary coordination parameters are communicated to the airport community.
 - A reduction in slot capacity is required to prevent or mitigate operational disruptions.
 - Actions are defined in detail in the context, including the relevant dates.

Coordination Committees or similar forums are vital for the discussions even for this Summer!



Northern Winter 2022

Global WASB Recommendation

- Alleviation based on a market-based slot relief
 - X% slot use requirement
 - Possible Full Series Return
 - JNUS



The screenshot shows a document with several sections, including a table with columns for 'Current slot capacity', 'Proposed slot capacity', 'Seasonal slot capacity', and 'Slot release'. The text discusses the impact of slot capacity reductions and the need for a market-based slot relief mechanism to ensure a smooth transition and maintain the stability of the winter season 2022.



Northern Winter 2022 slot alleviation results

	Severely restricted markets	Partially restricted markets	Reopening markets	Open markets
Slot utilization rate	The utilization rate should be set at a maximum of 80:80 and WASG art. 8.7.2.2 shall be suspended	The utilization rate should be set within a range of 80% to 70% (i.e. 80:40 to 70:30), and WASG art. 8.7.2.2 shall be suspended	The utilization rate should be set within a range of 80% to 70% (i.e. 80:40 to 70:30), and WASG art. 8.7.2.2 shall be suspended	The slot utilization rate should be set at 80% (i.e. 80:20) where traffic takes place within and/or between open markets
		An aircraft operating to or from a severely restricted market should be provided the ability to return at the full capacity of historic slots at the other end of the route (other than newly allocated series)		
		The slot utilization rate should be according to the applied severely restricted market rate (max. of 80:50) at both ends of the route. Slots alleviated to comply with reciprocity requirements may only be re-allocated for ad hoc operations.		
Series return	Full series of historic slots (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days. The coordinator will replace the series and place them in the slot pool for re-allocation and use on a non-historic basis only	Between 20% to 50% of full series of historic slots (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days.	Up to 20% of full series of historic slots (other than newly allocated series) for which a carrier wishes to claim full season alleviation should be returned between the Historic Baseline Date (HBD) and HBD+7 days.	No full series returns for traffic within open markets. For historic traffic to all other markets, the same full series returns and the maximum utilization rate principles for reopening markets should apply. Reopening traffic to other markets should be granted up to 20% full series returns and 80-70% use rate
Cap on series return		The cap on full series returns should be set at a level deemed necessary to sufficiently address the share of historic traffic to restricted and other reopening markets. The coordinator will allocate the series and place them in the slot pool for re-allocation and use on a non-historic basis only.		

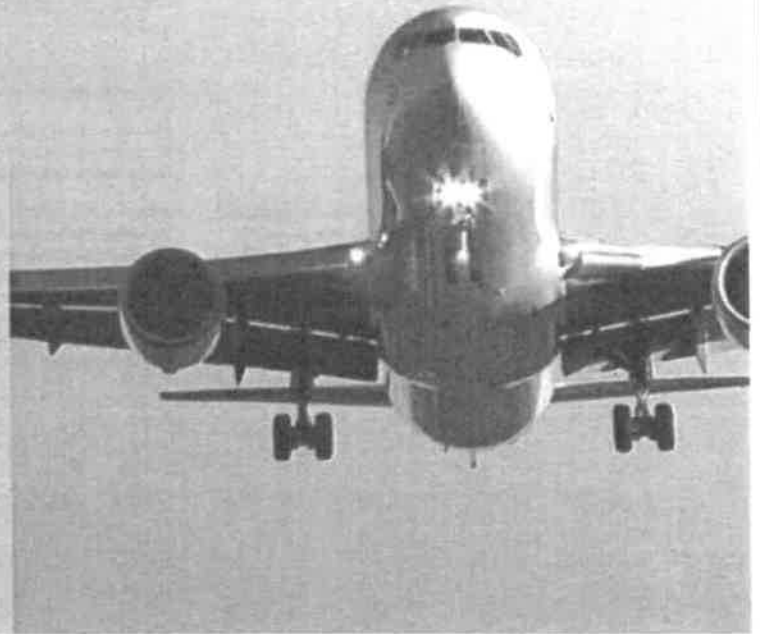
SC150 Slot Conference Program

The screenshot shows the IATA SC150 Slot Conference website interface. At the top, there is a navigation bar with the IATA logo and the event title "IATA SC150 Slot Conference". Below the navigation bar, there are several icons representing different aspects of the conference. The main content area displays a grid of session cards, each with a play button icon and a title. A large text box on the left side of the grid reads: "If you missed a session, you can watch it 'On-Demand' here:". The session cards include:

- Welcome Message (Jan 21, 2022 9:00 AM to 9:15 AM)
- IATA AGM Slots Discussion (Jan 21, 2022 12:00 PM to 12:45 PM)
- Slots in the USA (Panel with Brian Meyer, FAA and Lisa Anderson, FAA)
- Aviation Trends and Recovery Tracking (Asiatron)
- FIFA World Cup 2022 (Alpina Christova)
- Worldwide Airport Slot Board - Panel Discussion

SC150 Post Conference Survey

Please respond to the survey so we can improve and ensure the SC meets your needs



151st Slot Conference



November 15 – 18, 2022
Melbourne Convention Exhibition Centre
Melbourne, Australia



SC151 Hotels

Downtown
Location
10 minutes by foot

Hotel Rate
161 – 196 USD



**AC Hotel by Marriott Melbourne
Southbank**

**\$161 Hotel room
\$182 incl. breakfast**



**Crowne Plaza Metropole
Melbourne**

**\$178 Hotel room
\$196 incl. breakfast**



**Crowne Plaza Promenade
Melbourne**

**\$178 Hotel room
\$196 incl. breakfast**



Future Slot Conference Dates

SC151 – Melbourne, Australia, 15 – 18 Nov 2022

www.iata.org/slotconference

SC152 – Europe, 20 - 22 June or 13 - 15 June 2023

slots@iata.org

SC153 - Africa & Middle East. 14 - 17 Nov 2023





Align your organization with global slot policy

Airport Slot Management and Coordination

Optimize airline slot portfolios and ensure the efficient use of airport capacity.

iata.org/training-talm13

Airport Slot Coordination: Policy and Regulation

Enhance your understanding of the policy that underpins the airport slot coordination procedure.

iata.org/training-talm09

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US\$100

on any in-person or LIVE virtual classroom session in 2022

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- 200 trained delegates per year
- In-person or virtual classroom
- Regional locations
- In-company solutions
- Slot Conference special offer available



Airport Slot Management and Coordination

26-29 July 2022 (Online)

14-16 September 2022 (classroom, China, Beijing)

5-7 October 2022 (classroom, Switzerland, Geneva)





Airport Slot Coordination: Policy and Regulation

28-30 June 2022 (Online)

19-20 September 2022 (classroom, Singapore, Singapore)

26-27 September 2022 (classroom, Switzerland, Geneva)



