

出國報告（出國類別：其他）

參加國際空運協會
第 152 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：許竹涵 技士

派赴國家：愛爾蘭都柏林

出國期間：112 年 6 月 10 日至 6 月 17 日

報告日期：112 年 8 月 25 日

提要表

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相關專案：	無																	
計畫名稱：	時間帶協調會議																	
報告名稱：	參加國際空運協會第 152 屆時間帶協調會議報告																	
計畫主辦機關：	交通部民用航空局																	
出國人員：	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">姓名</th> <th style="width: 15%;">服務機關</th> <th style="width: 5%;">服務單位</th> <th style="width: 15%;">職稱</th> <th style="width: 15%;">官職等</th> <th style="width: 30%;">E-MAIL 信箱</th> </tr> </thead> <tbody> <tr> <td>許竹涵</td> <td>交通部 民用航空局</td> <td></td> <td>技士</td> <td></td> <td>聯絡人： jhuhan@mail.caa.gov.tw</td> </tr> </tbody> </table>						姓名	服務機關	服務單位	職稱	官職等	E-MAIL 信箱	許竹涵	交通部 民用航空局		技士		聯絡人： jhuhan@mail.caa.gov.tw
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許竹涵	交通部 民用航空局		技士		聯絡人： jhuhan@mail.caa.gov.tw													
前往地區：	愛爾蘭																	
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關鍵詞：	時間帶協調會議																	
報告書頁數：	16 頁																	
報告內容摘要：	<p>為合理分配時間帶並使機場正常運作，國際空運協會固定於每年 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 152) 屆時間帶協調會議主要係協調 2023 年冬季 (W23；2023 年 10 月 29 日至 2024 年 3 月 30 日) 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大會 (Worldwide Airport Coordinators Group General Assembly, WWACG)、亞太地區機場協調人會議 (Asia/Pacific Airport Coordinators Association, APACA) 及主管會議 (Heads of Delegation Meeting, HODM)。</p>																	
電子全文檔：																		
附件檔：																		
限閱與否：	否																	
專責人員姓名：	劉哲好																	
專責人員電話：	02-23496197																	

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壹、前言

COVID-19 疫情趨緩，世界各國邊境管制措施逐步鬆綁，各航空公司陸續恢復航班營運，致各國機場隨全球航空客貨運市場復甦日漸產生擁擠情形，為改善航班延誤狀況及提升機場設施使用效率，國際空運協會（International Air Transport Association, IATA）以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 年起每年固定於 6 月及 11 月召開兩次時間帶協調會議（Slot Conference, SC），其中 6 月召開之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 月之會議則為協調夏季班表期間（每年 3 月最後一個週日至 10 月最後一個週日之前一日）時間帶，會議由各航空公司代表及各國民航主管機關或授權之機場時間帶協調單位共同參與，會議期間航空公司就其所需之時間帶，與協調單位面對面協調溝通或交換，協調單位均儘可能滿足航空公司之需求，並確保時間帶協調作業公正透明。

目前我國桃園及高雄國際機場時間帶協調業務係由本局委託時間帶協調中立機構（臺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，本局及協調中心每年 6 月及 11 月皆會派員出席上述時間帶協調會議及相關子會議，透過參與會議探討各機場時間帶協調作業面臨之議題及瞭解相關業務發展，並與其他協調單位交流時間帶協調實務經驗。

本（第 152）屆時間帶協調會議於 2023 年 6 月 12 日至 6 月 15 日於愛爾蘭都柏林以實體會議方式舉辦，主要係協調 2023 年冬季（W23）班表期間（自 2023 年 10 月 29 日起至 2024 年 3 月 30 日止）之時間帶，並召開國際機場時間帶協調人團體大會（Worldwide Airport Coordinators Group General Assembly, WWACG）、亞太地區機場協調人會議（Asia/Pacific Airport Coordinators Association, APACA）及主管會議（Heads of Delegation Meeting, HODM）等 3 項子會議。

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 2023 年冬季 (W23) 班表期間 (自 2023 年 10 月 29 日起至 2024 年 3 月 30 日止) 之時間帶，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、2023 年冬季時間帶協調參數

(一)桃園國際機場

1. 跑道：W23 季起飛 06:00~06:59 時段 32 架次/時，07:00~09:59 時段 33 架次/時，其餘時段 30 架次/時；全日降落 30 架次/時。06:30~00:59+1 時段採雙跑道協調，起降合計不超過 50 架次/時，10:00~11:59 時段 80 架次/2 時，12:00~17:59 時段 95 架次/2 時，其餘時段 90 架次/2 時。01:00~06:29 時段採單跑道協調，起降合計不超過 30 架次/時。全日時間帶上限 830 架次，唯 2024/1/31~2/2、2/7~2/9、2/14~2/16、2/21~2/23、2/28~3/1 上限 850 架次。
2. 停機坪：作業機坪於 00:00~04:59 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。航班地停時間，ICAO A、B、C 類客機(窄體機)40~120 分鐘，ICAO D、E、F 類客機(寬體機)及貨機 60~180 分鐘。A380 機型須先取得桃園機場同意。
3. 客運航廈：入境 10:00-22:59，第一航廈 5,540 人次/時，第二航廈 6,800 人次/時；出境 06:00-18:59，第一航廈 8,100 人次/時，第二航廈 10,800 人次/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；00:00~06:30 時段宵禁。
2. 客運航廈：入境 2,000 人次/時；出境 06:30~08:00、13:00~15:00 為 1,700 人次/時，其餘時段 1,800 人次/時。

(三)松山機場

1. 跑道：

(1) 每日 72 架次國際線；到站間隔須 20 分鐘、離站間隔須 20 分鐘；到、離站每 60 分鐘以各 4 架次為限，連續 120 分鐘以各 6 架次為限；A330 機型每日以 16 架次為限。

(2) E 類航空器航班間隔 60 分鐘；入出境航班前後無 E 類航空器，可放寬為 15 分鐘間隔。

2. 停機坪：3 座可停 B787-10 雙橋空橋、1 座可停 B777-200ER 雙橋空橋、1 座可停 B767-300 單橋空橋、1 座可停 A330-300 單橋空橋，2 座可停 E 類航機遠端機坪，6 座商務機坪(可停放 B737-800 以下航機)。

3. 客運航廈：1730 人次/時(出境 960 人次/時、入境 770 人次/時)。

二、時間帶協調情形

(一)桃園國際機場及高雄國際機場

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予航空公司參考，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，或由協調人記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，本次會議期間與我國洽談協調時間帶之航空公司綜整如表 1。

表 1 SC152 會議期間與我國洽談協調時間帶之航空公司

時段	接洽單位			
	6月12日	6月13日	6月14日	6月15日
上午	報到	越捷航空 VJ 吉祥航空 HO 漢莎航空 LH 全亞州航空 D7 宿霧太平洋航空 5J 德威航空 TW 樂桃航空 MM 香港航空 HX 日本航空 JL 美國博立航空 PO 香港華民航空 LD 亞特拉斯航空 5Y	海南航空 HU 聯邦快遞 FX 泰國航空 TG 捷星亞州航空 3K 四川航空 3U 紐西蘭航空 NZ 澳門航空 NX 泰國航空 TG ACE Belgium Freighters X7 易斯達航空 ZE 真航空 LJ 聯合航空 UA	荷蘭皇家航空 KL CMA CGM Air Cargo 2C 土耳其航空 TK 亞洲協調人聚會
下午	WWACG 會議	盧森堡航空 CV 酷航 TR 菲律賓航空 PR 馬來西亞航空 MH 星宇航空 JX 中國國際航空 CA 濟州航空 7C 廈門航空 MF 日本貨物航空 KZ ZIPAIR Tokyo ZG 深圳航空 ZH APACA 會議	春秋航空 9C 馬亞洲航空 AK 香港快運航空 UO 越南航空 VN 新加坡航空 SQ 中國南方航空 CZ 國泰航空 CX 天津航空 GS 韓亞航空 OZ 中華航空 CI 馬印航空 OD 全日空 NH	主管會議

(二)松山機場

航空公司詢問 W23 季時間帶初始分配結果 (Slot Initial Allocation List message, SAL)，表達希望儘早收到回覆，以利班表排定，已答覆本局將於 7 月初提供分配結果。

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 9 次大會 (Worldwide Airport Coordinators Group General Assembly, WWACG/9)、亞太地區機場協調人團體第 25 次會議 (Asia/Pacific Airport Coordinators Association, APACA/25) 及主管會議 (Heads of Delegation Meeting, HODM)，邀集時間帶協調單位及航空公司代表參加，以瞭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 9 次大會 (WWACG/9)

國際機場時間帶協調人團體會議 (WWACG General Assembly)，於 6 月 12 日下午 15:30 舉行，由各機場協調單位之代表參加。謹就會議資料內容摘要如下：

- (一) WWACG 組織近況更新：WWACG 組織目前正於遷移至瑞士之過程中，另組織新網站亦建置當中。
- (二) 溫哥華機場新增跑道參數：溫哥華機場尖峰時段開始有航班延誤情形，且該機場預計於 S24 季關閉北跑道實施修復工程，為控管並最佳化航機流量，減少航機排隊等候及空域壅擠，並降低燃油消耗及溫室氣體排放，溫哥華機場將自 W23 季起新增跑道參數如表 2。另關閉跑道將造成機場容量暫時縮減，將請協調人就因而受影響之航班予以不可抗力因素豁免。

表 2 溫哥華機場 W23 季跑道參數

Parameter	0700-2159 (LT) Dual Runway Operation	2200-0659 (LT) Single Runway Operation*
15 min Arrival	9	7
15 min Departure	11	7
15 min Mixed	18	11
60 min Arrival	35	27
60 min Departure	43	27
60 min Mixed	70	42

(三)未來會議時間及地點

1. SC153:2023 年 11 月 14 至 17 日於阿拉伯聯合大公國杜拜
2. SC154:2024 年 6 月 18 至 20 日(或 11 至 13 日)於美洲
3. SC155:2024 年 11 月 19 至 22 日於亞太地區
4. SC156:2025 年 6 月 17 至 19 日於非洲與中東
5. SC157:2025 年 11 月 18 至 21 日於歐洲

二、亞太地區機場協調人團體第 25 次會議 (APACA/25)

亞太地區協調人會議 (Asia/Pacific Airport Coordinators Association, APACA)，於 6 月 13 日下午 17:00 舉行，由亞太地區機場時間帶協調人與調度員參加。謹就會議紀錄及資料內容摘要如下：

- (一)主席 Petra Popovac (澳大利亞機場協調中心, ACA) 歡迎並感謝與會人員參加 APACA 第 25 次會議，與會人員計 31 位，共代表 11 個國家經濟體及 13 個機場協調組織，與會單位名單如表 3。

表 3 APACA/25 與會單位名單

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	Taipei	3	Airport Coordination Taipei
4	Hong Kong	4	HKG Schedule Coordination
5	India	5	Bangalore International Airport Ltd. (BLR)
		6	Delhi International Airport PVT Ltd. (DEL)
		7	GMR Hyderabad International Airport Ltd (HYD)
6	Japan	8	Japan Schedule Coordination (JSC)
7	Korea	9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia (NSCM)
9	Pakistan	11	Civil Aviation Authority of Pakistan (CAAP)
10	Thailand	12	Civil Aviation Authority of Thailand (CAAT)
11	Viet Nam	13	Civil Aviation Authority of Viet Nam (CAAV)

- (二)2022 年 11 月 15 日舉行之 APACA 第 24 次會議會議紀錄無異議通過。

(三)WASB (Worldwide Airport Slot Board) 相關議題

1. WASB 組織成員：WASB 成員由機場、航空公司及協調人三方各指派 7 位代表共同組成，WASB 成員名單如表 4。

表 4 WASB 成員名單

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 Pelissier	Easy Jet (U2)
	Germany	Mr. Tim Lederer	DHL
	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)
Coordinators (WWACG)	Belgium	Mr. Didier Hocq	BSC – Belgium
	Germany	Mr. René Maysokolua	FLUKO - Germany
	Spain	Mr. Ignacio Monasterio	AECFA - Spain
	UK	Mr. Richard Cann	ACL - UK
	Australia	Ms. Petra Popovac	ACA – Australia
	Japan	Mr. Hirohiko Kawakatsu	JSC – Japan
	USA	Mr. Brian Meehan	FAA Runways – USA

2. 提供時間帶資訊予機場：有關機場方希望於公布時間帶初始分配結果時，亦提供歷史時間帶與候補名單一節，相關補充指南將於 112 年 10 月發布。
3. 連續時間帶最短週數檢討：有關將連續時間帶最短週數由 5 週改為 10 週一節，將依香港等 6 個機場模擬結果進行影響評估，並於下屆時間帶協調會議討論及決議。
4. WASG 執行情形：瞭解協調人及航空公司依新修訂 WASG（機場時間帶分配指導原則）規則執行情況對於 WASB 具相當重要性，以新進業者

資格規定為例，部分機場並無採用新規定，如雪梨機場因當地規定已實施 20 年故無法依新修訂之新進業者資格規定執行，另歐洲機場因歐盟法規尚未修改亦無法執行，至日本則因 WSG 第 10 版標準對擁擠機場（如：福岡機場）會造成不利影響，故目前幾乎所有福岡機場之新進業者仍依 WSG 第 9 版規定分配時間帶。未來 1 年將持續調查執行情形，以作為後續檢討 WASG 相關規則之參考。

5. 機場容量暫時縮減：已整合與此議題相關之規則，使討論範圍可涵蓋除 COVID-19 疫情因素外，致機場容量暫時縮減之其他因素。
6. 時間帶延遲歸還：為瞭解時間帶延遲歸還對協調作業產生之影響，將請協調人記錄 W23 季時間帶延遲歸還情形。
7. 宣導設立時間帶協調委員會：鑒於各機場時間帶協調委員會之運作方式不盡相同，WASB 後續將辦理相關宣導活動，確保 3 級機場均設有時間帶協調委員會或類似組織，部分亞洲協調單位分享其委員會組織內容，說明如下：
 - (1) 印度德里：時間帶協調作業係由航班營運工作組織負責，並負責每季執行情形之審查；ACT 團隊則為另一獨立組織，國內航空公司亦有參與該組織，僅審查國內航班執行情形。
 - (2) 泰國：時間帶協調委員會係由泰國民航局、飛航服務總臺及機場代表（泰國機場、機場部、烏塔保國際機場及蘇梅國際機場）組成。該委員會每年召開至少兩次會議，審查上一季或當季時間帶執行情形，並討論整季協調參數及政策。
 - (3) 柬埔寨：柬埔寨之時間帶協調作業模式與泰國相似。
 - (4) 香港：由機場、港籍航空公司以及 WASB 及 SPWG 成員組成之班表諮詢委員會協調時間帶，該委員會每年召開兩次會議宣布下一季之容量，另特殊議題及政策須經所有成員許可。
8. 2022 年至 2025 年工作計畫提案：目前已提出 10 項議題，並成立工作小組進行討論，包含機場容量之公告、改善時間帶池優先分配順

序、時間帶協調行事曆、時間帶出價過高/持有/延遲歸還、依當地需求及情況增加規則彈性、歷史時間帶之判定、改善時間帶監督及使用情形、機場於時間帶會議扮演之角色、宣導設立時間帶協調委員會、機場容量縮減等議題。

(四)S23 季時間帶執行率緩解措施

1. 實施時間帶歸還及不可抗力因素豁免措施之機場包含日本、香港、泰國、雪梨、英國、溫哥華、斯里蘭卡；實施不可抗力因素豁免措施之機場包含韓國、新加坡、菲律賓、澳洲（雪梨除外）、紐西蘭。其中部分機場將航空產業人力不足、航機汰換延遲、機場容量縮減等納入不可抗力因素。
2. 僅實施機場容量暫時縮減豁免措施之機場包含哥倫比亞、墨西哥；無豁免措施之機場包含柬埔寨、古巴、印尼、祕魯。

三、 主管會議 (HODM/33)

主管會議 (Heads of Delegation Meeting, HODM)，於 6 月 15 日下午 14:00 舉行，由航空公司及協調單位主管代表參加。謹就會議資料內容摘要如下：

(一)歡迎與會人員

主持人歡迎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)WASB 相關議題

1. 調整時間帶協調行事曆：自 S24 季起試行將時間帶歸還期限提 (SRD) 前 1 個月，即夏季班表 SRD 由 1 月 15 日提前至前一年 12 月 15 日，冬季班表 SRD 由 8 月 15 日提前至同年 7 月 15 日。W23 季、S24 季及 W24 季時間帶協調行事曆如表 5。

表 5 時間帶協調行事曆

ACTIVITY	NW23/24 SC/152	NS24 SC/153	NW24/25 SC/154
SHL Deadline	17-Apr-23	11-Sep-23	15-Apr-24
Agreed Historics Deadline	04-May-23	28-Sep-23	02-May-24
Confirmation of final coordination parameters and details of available capacity	No later than 04-May-23	No later than 28-Sep-23	No later than 02-May-24
Initial Submission Deadline	11-May-23	05-Oct-23	09-May-24
SC Event Platform Customization	24-May-23	25-Oct-23	22-May-24
SC Event Platform calendar opened to coordinators to request meetings with airlines	30-May-23	31-Oct-23	28-May-24
SAL Deadline	No later than 01-Jun-23	No later than 02-Nov-23	No later than 30-May-24
SC Event Platform calendar opened to airlines to request meetings with coordinators	05-Jun-23	06-Nov-23	03-Jun-24
IATA Slot Conference	13-15 Jun 23	14-17 Nov 23	11-13 Jun 24
Series Return Deadline	15-Aug-23	15-Dec-23 *	15-Jul-24 *
Historics Baseline Date	31-Aug-23	31-Jan-24	31-Aug-24
Start Of Season	29-Oct-23	31-Mar-24	27-Oct-24

*Trial of earlier Series Return Deadline for NS24 and NW24-25 seasons

2. 時間帶歸還：航空公司應儘早歸還未使用之時間帶，並以提前至少 6 週為理想歸還時間，俾利機場提供安全、有效及準時之營運條件。

(三)其他議題

1. 防空演習影響：因受歐洲地區實施軍事防空演習影響，時間帶需配合重新彈性安排調整，然而在某些情況下因彈性不足，致航班網絡班機延誤產生連鎖效應並進而導致航班取消，IATA 已要求針對因演習而未使用之時間帶其使用率計算予以不可抗力因素豁免，並於有宵禁限制之機場特許航機夜間起降及延長營運時段。
2. 普惠公司引擎問題：因普惠公司引擎、零件等支援不及，致航空公司航機長時間處於 AOG（停飛）狀態，航空公司因而取消航班，造成班表

安排受影響，受影響之機隊包含 A320neo、A321neo、A220、E195 – E2，航空公司估計此問題將延續至 2025 年，部分航機仍將持續 AOG 狀態至 2026 年底。

3. 疫後復甦情形：根據 IATA 統計及評估，全球產業預計於 2024 年復甦，亞洲仍為復甦最慢之區域，至 2023 年 3 月，亞太地區航空公司國際航線收益延人公里 (Revenue Passenger Kilometer, RPK) 僅恢復至 2019 年之 60%，其他地區已恢復至 80% 以上，造成復甦情況顯著差異之因素包含航線、國家、地區及服務類型等。

肆、其他會議

本次時間帶協調會議期間除召開以上國際機場時間帶協調人團體大會 (WWACG)、亞太地區機場協調人會議 (APACA) 及主管會議 (HODM) 等 3 項子會議，另有舉行中國時間帶管理制度改革近況更新說明會議，謹就會議資料內容摘要如下：

- 一、中國時間帶協調業務原由其民航局所屬地區管理局各自辦理，現行中國民航局刻正整合各地區管理局時間帶協調業務，未來該業務將改為委由時間帶協調工作機構統一集中辦理，並授權由民航局時間帶管理委員會辦公室進行業務指導，改制後之時間帶業務相關單位組織架構關係如圖 1。

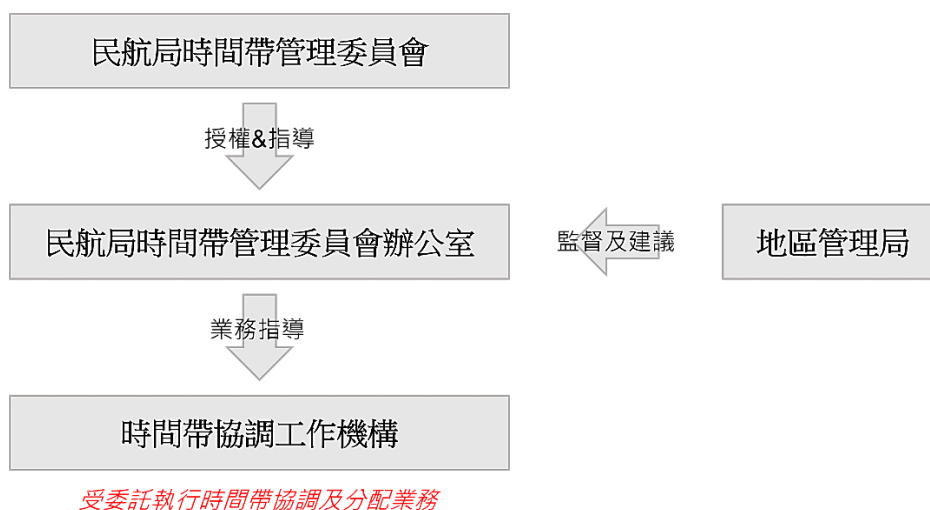


圖 1 中國時間帶業務改革後相關單位組織架構

二、因應中國時間帶協調業務組織改革，其後續將採行之政策說明如下：

- (一) SCR 得以電子郵件或電話發送。
- (二) 歷史時間帶優先權以使用否則就棄權(Use It or Lose It)方式認定，並保留歷史時間帶予新進業者；時間帶執行率採 80/20 計算。
- (三) 歡迎航空公司參與時間帶協調委員會。
- (四) 單一國際/國內時間帶池。
- (五) 航空公司可共享營運(非租賃)，另時間帶交換將會是有可能的。
- (六) 環境議題不納入時間帶政策考慮因素。

伍、心得與建議

透過實際參與本次時間帶協調會議並面對面與航空公司交流溝通，除進一步瞭解國際上時間帶協調相關業務之近況發展，亦更加瞭解航空公司對於我國機場時間帶之需求情形，相關心得與建議說明如下：

- 一、自 2020 年起全球因受 COVID-19 疫情影響，許多國家採嚴格入境檢疫措施管控，航空公司為配合落實各國防疫規定，致多數航班無法按原規劃班表執行，爰 IATA WASB 於 COVID-19 疫情期間就時間帶執行率積極討論解決方案，並自 S21 季起每季發布緩解措施建議，供各國協調人參考及運用，本 (S23) 季部分機場將航空產業人力不足、航機汰換延遲、機場容量縮減等納入時間帶執行率緩解措施之不可抗力因素，然而隨國際疫情趨緩，各國自 2022 年起已逐步開放邊境，另世界衛生組織總幹事譚德塞於 2023 年 5 月 5 日宣布 COVID-19 作為國際關注之突發公共衛生事件已結束，預期各航空公司將逐漸恢復營運航班至疫情前規模，故後續空運市場復甦一段期間後宜適時評估是否仍將疫情相關之不可抗力因素納入豁免措施。
- 二、本次會議期間有航空公司向本局詢問松山機場 W23 季時間帶 SAL 分配結果，並表示先前曾有獲配之 SAL 與前一季取得之時間帶不同的情形，航

航空公司期望能儘快收到 W23 季時間帶 SAL 分配結果並表達分配結果能維持與本（S23）季時間帶相同，以利班表排定、機隊人力安排調度等事宜。雖松山機場非屬 3 級機場，並無歷史時間帶優先權之適用，惟前揭航空公司反映 SAL 發送時間一事，後續本局處理松山機場時間帶應以配合 IATA 時間帶協調作業時程為原則，以利航空公司營運規劃。

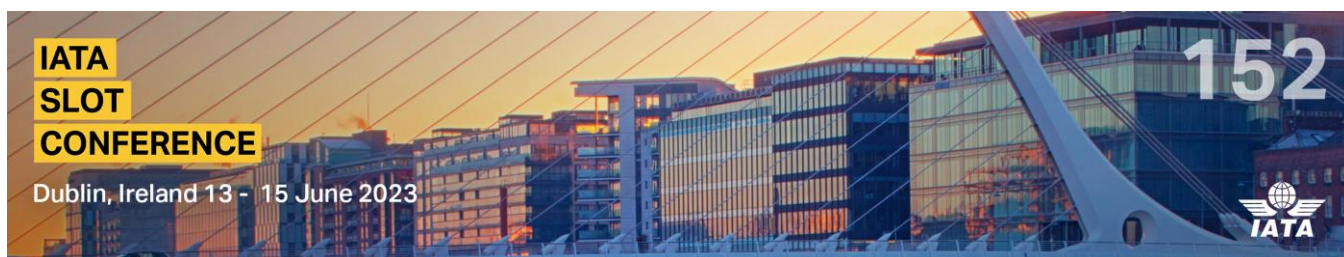
三、時間帶協調會議舉行期間 IATA 亦有設置航空相關產業之展覽空間（如圖 2、圖 3），各國知名機場透過於會場擺攤發放相關文宣或精美紀念品方式推廣行銷其機場，以增加機場於國際間之能見度並吸引航空公司將其列為增開新航點或商業往來之合作對象，進而增加機場收益。鑒於現行疫情已趨緩，為期能加速我國航空產業疫後復甦，建議我國桃園國際機場公司或其他本局所屬航空站未來可考量於時間帶會議會場擺設攤位或派員行銷宣傳，除可提升我國機場知名度及吸引外籍航空公司新闢來臺營運航線，亦能透過與國際不同機場或航空公司間之交流合作，提升相關軟硬體設施及管理效能。



圖 2 第 152 屆時間帶協調會議展覽空間



圖 3 第 152 屆時間帶協調會議展場攤位



SC152 Pre-Conference Introduction

The 152nd Slot Conference will take place 13 to 15 June 2023 at The Convention Centre Dublin. The 152nd Slot Conference is a forum for the optimization of the allocation and management of airport slots for the Northern Winter Season (29 October 2023 to 30 March 2024). Delegates are encouraged to note the [Calendar of Coordination Activities](#) (pdf) deadline dates for this period.

The event dates

Onsite Registration opens	: Mon	12 Jun 2023	08:30 - 18:00
Conference times*	: Tue	13 Jun 2023	07:30 - 18:00
	Wed – Thu	14-15 Jun 2023	08:00 - 18:00
Head Airline Meeting	: Tue	13 Jun 2023	08:30 - 09:30
Head Delegate Meeting	: Thu	15 Jun 2023	14:00 - 15:00

* Main conference workrooms will be accessible Tue-Thu, 07:30.

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 registration and our website if you require more information](#) on any of these sections.

Invitations to register will be sent out directly to all accredited delegates Mid-March 2023. Delegates are strongly encouraged to **register before 29 April 2023 to take advantage of the early bird discount of \$50.00 USD**. Hotel group rates are guaranteed until 9 May 2023. Please apply for visas as soon as possible to avoid disappointment. Visa Invitation Letter request deadline is 24 May 2023. Requests made after this date will incur a late fee of \$50.00 USD for processing.

The IATA Slots team look forward to seeing you in Dublin!

WWACG General Assembly 07 DUB JUN 23



AGENDA

Date: Monday, June 12th, 2023 15:30 – 17:30
Place: Dublin, The Convention Centre Dublin,
 Liffey Room 5- Level 1

1. Welcome and appointment of the meeting secretary.	PP
2. Notes WWACG GA 06 MEL NOV 23	PP
3. Industry Matters: WASB <ul style="list-style-type: none"> ○ WASB General Information ○ WASB Working Group Updates Geographic Updates <ul style="list-style-type: none"> ● Americas ● Europe ● Africa ● Asia/Pacific 	RM BM RM HM PP
4. WWACG Matters <ul style="list-style-type: none"> ● Update on New Organisation ● Financial Matters 	RM GJ
5. Information from Members & Partners <ul style="list-style-type: none"> a) Vancouver Airport Presentation on Implementing Runway Constraints 	ALL VC
6. Any Other Business <ul style="list-style-type: none"> a) Slot Conference Costs 	ALL
7. Date/time and place of next meeting: Dubai, United Arab Emirates, Monday November 13 th , 2023 (15:30 - 17:30)	PP

RM: Rene Maysokolua
 PP: Petra Popovac
 BM: Brian Meeham
 GJ: Gregory Jamet
 HM: Hluke Maleyana
 VC: Vivian Chan

Runway Capacity Management and North Runway Closure



June 12, 2023

NOT FOR FURTHER DISTRIBUTION – INTENDED AUDIENCE ONLY



Agenda



- 01** Runway Capacity Management
- 02** North Runway Rehabilitation and Temporary Capacity Reduction
- 03** Questions



Runway Capacity Management



Runway Capacity Management

Why?

- Manage and optimize the flow of aircraft
- Provide a predictable level of service by managing demand to available capacity
- Reduce aircraft queuing and airfield congestion
- Reduce fuel consumption and GHG emissions

Why Now?

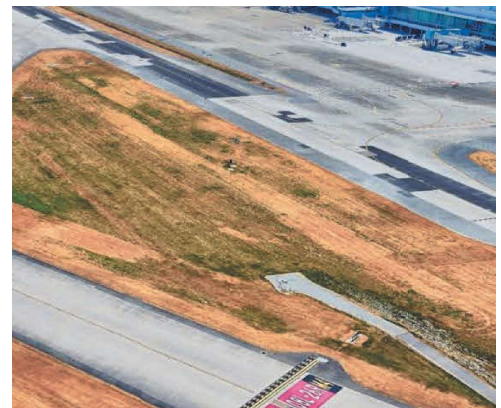
- Experiencing delay during peak periods
- Enable capacity management for S24 Runway Rehab

How?

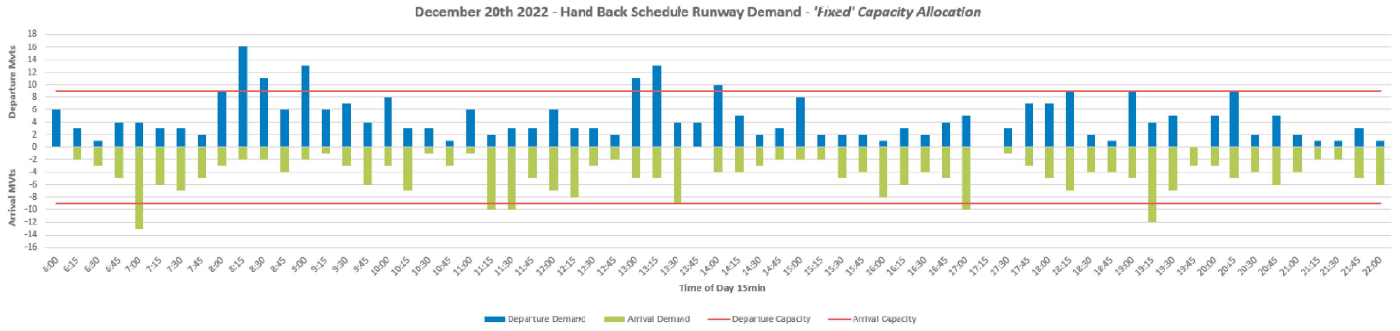
- Include runway capacity in schedule coordination
- Implement an Airport Reservation Office (ARO) for unscheduled demand

When?

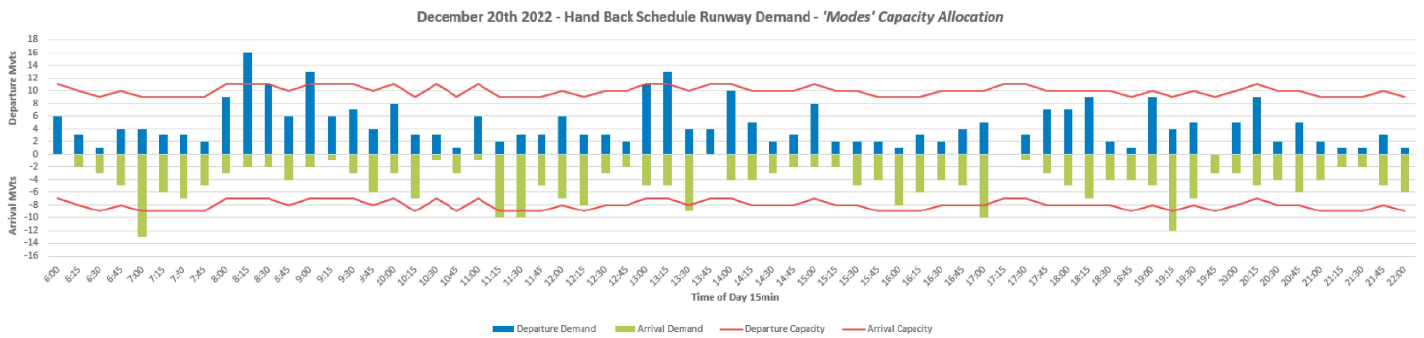
- Start of the Winter 2023 Schedule Season - October 29, 2023



Winter 2023 Handback Schedule Demand



Winter Season Peak Period



Winter 2023
Coordination
Parameters

Parameter	0700-2159 (LT) Dual Runway Operation	2200-0659 (LT) Single Runway Operation*
15 min Arrival	9	7
15 min Departure	11	7
15 min Mixed	18	11
60 min Arrival	35	27
60 min Departure	43	27
60 min Mixed	70	42

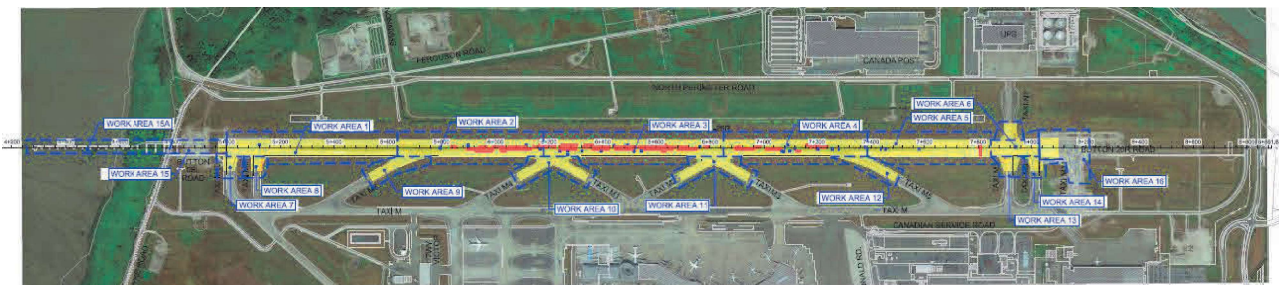
North Runway Rehabilitation

Rehabilitation Project Objectives

The scope of work involves restoring the entire runway and tie-in to adjacent taxiways, including pavement restoration, subsurface drainage improvements, and airfield lighting and electrical restoration.

YVR intends to repair the North Runway by removing the existing damage concrete panels (and some panels in between). Replacing those concrete panels and adding an asphalt overlay over the entire surface.

This new surface will provide a more robust structure and provide 10 years of trouble-free runway and reduce maintenance requirements.



S24 Capacity Impacts

Starting as early as April 2024, North Runway (08L/26R) will be closed resulting in a short-term reduction in runway capacity

- Extended full closure of the North Runway (08L/26R)
- Single mixed mode Runway Operation on the South Runway (08R/26L)
- Temporary capacity reduction will be required for the S24
- Request for coordinators to grant JNUS to carriers who are impacted by temporary reduction in capacity.

Questions?



Asia/Pacific Airport Coordinators Association (APACA)

DRAFT (Rev.1)

Minutes of 25th Meeting of APACA

13 June (Tuesday), 2023

Liffery Hall 2 - Level 1 of Convention Center Dublin

Dublin, Ireland

1. Administration

The twenty-fifth general assembly meeting of APACA was held at Liffery Hall 2 on Level 1 Floor of Convention Center Dublin from 17:00 to 18:00 on 13 June (Tuesday) 2023 at the occasion of IATA 152nd Slot Conference, in Dublin, Ireland. The Chair person, Petra Popovac (ACA - Airport Coordination Australia) welcomed the participants and thanked them for attending the twenty-fifth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG).



Chair explained Jaideep Singh Thakur, Delhi International Airport, stepped down from Vice-Chair of APACA, and expressed her appreciation for Jaideep's contribution on the past APACA activities.

The meeting was progressed according to the agenda items shown in Appendix 1. The number of participants was 31, representing 11 economies and 13 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 24th meeting held on 15 November 2022

The Draft Minutes of the 24th General Assembly meeting of APACA, which was held on 15 November 2022, Appendix 2, was approved without amendment.

3. Agenda Item 2: WWACG Updates

The Chair made a quick update of WWACG. The organization of WWACG is in the process of moving to Switzerland and the new organization was finalized. We are building a new website, which will cost a little bit of money. Voluntary contributions by the members would be highly appreciated. The inputs/feedback what members would like to see in the website would also be very much appreciated.

4. Agenda Item 3: WASB Activities

The Chair explained very briefly about the WASB activities since the meeting held in March. (Ref. Appendix 3)

(1) ASWG6: Availability of Slot Data

Additional guidance on slot data availability when Historic information and Waiting list could be distributed to airports along with SAL will be published by October.

(2) ASWG7: Series Length

The WG made simulation about six airports including Hong Kong using 10 series length to show the difference with 5 series length. Now airlines and airports are assessing the impact on changing from 5 to 10 weeks series. The WG is going to have the results by the next SC and make decision of the series length.

WASB (Worldwide Airport Slot Board) Activities (1)			
WASB Activities			
WASB has been conducting online/in person meetings as follows, since the last 24 th APACA meeting.			
Date	Meeting Number	Main Topics	Achievements
14 November 2022 (SC151 MEL)	WASB/26	New WASB term 2022-2025 -Election of WASB Chair and Co-Chairs -WASB Work Program 2022-2025 Work in progress updates -WASG Implementation survey -WASG 8.7.1 and WASG 8.8(ASWG4) -Availability of slot data (ASWG6) -Minimum series length (ASWG7) Temporary Capacity Reduction – WASB recommendation Trial of earlier SRD	New WASB Chair and Co-Chairs are elected.
9 March 2023	WASB/27	WASB Work Program 2022-2025 *refer to next page ASWG6 updates -Availability of slot data (ASWG6) -Minimum series length (ASWG7) WASG Implementation survey NS23 Slot Use Alleviation	
12 June 2023 (SC152 DUB)	WASB/28	WACGS guidance for coordinators on retaining slot data files -Temporary capacity reduction paper, merging two WASB Papers -Monitoring of late handback for NW23 -Proposal for amendment of WASG ed.2 – Availability of slot and schedule data and information WASG Implementation survey -Minimum series length (ASWG7) update -Awareness campaign – implementation of CCs, SPCs, WASG Ch. 9 -Role of airports in the slot conference	

(3) WASG Implementation Survey

It is very important WASB understands what is implemented and what isn't for making WASG change usefully and practically for coordinators and airlines implementation. Feedbacks from coordinators are very important. New Entrant rule is good example.

SYD: In Sydney it is impossible to implement the new rule because of the local rule twenty years old. At other airports, current new NE rule is implemented. Europe also cannot implement the new rule because EU regulation stipulates five instead of seven.

Japan: The new NE rule is not implemented. Japan applies WSG edition 9 for Primary Criteria along with the definition of NE, as edition 10 Criteria will make adverse effects on the access of NE at very congested airports like Fukuoka. At Fukuoka airport, almost all the slot pools are allocated to NE currently by applying WSG edition 9.

More survey will be conducted in the coming twelve months, and cooperation on the survey by the coordinators would be appreciated.

(4) Temporary Capacity Reduction Guideline

The two guidelines on this issue are merged to make it more flexible to cover other events than COVID-19 as well.

(5) Monitoring Late Hand Back

Coordinators are asked to take notes on late hand back in NW23. The Chair will distribute simple excel spread sheets to filling out to let us know if late hand back is issue to each coordinator.

In Sydney the late hand back by one of domestic carriers is issue, that airlines do not follow SRD and wait for the base line.

(6) Awareness campaign of coordination committee

As coordination committees run very differently at every airports, WASB will do awareness campaign of making sure that all level 3 airports have coordination committee or alike.

Delhi: There is flight operations working group for slot coordination, which covers the season performance review. ATC team, which is separate organization, and domestic airlines are also involved. Only the performance of domestic flights is reviewed.

Thailand: There is slot committee comprised of Civil Aviation Authority of Thailand, along with ANSP and airport representatives, which are Airport of Thailand, Department of Airports, Utapao Rayong-Pattaya International Airport, and Samui Internatinal Airport. The committee meeting is held at least twice a year, and reviews the slot performance during the earlier/current season, and policies and coordination parameters on a seasonal basis are discussed.

Cambodia: Quite similar to Thailand.

Hong Kong: There is Scheduling Advisory Committee, which has been in existence for many years. Members are comprising airport parties, home-base airlines, members from WASB and SPWG. Meetings are held twice a year to declare the capacity for forthcoming season, and any special issues and policies have to be cleared by all members. Minutes are uploaded to the secured website. Airlines can gain access to the Minutes.

(7) WASB Work Programme proposal

The Chair introduced WASB Work Programme 2022-2025 proposed and discussed at WASB meetings in March and June. As the new task forces/working groups will be established, the Chair asked every member to raise hands for the working groups and to make wide variety of inputs to the discussion.

WASB (Worldwide Airport Slot Board) Activities (2)

WASB Work Programme 2022-2025 proposal

The WASB invites slot coordinators:

- Capacity Declaration
- Reforming slot pool allocation priorities
- WASG 10.2 CALENDAR OF ACTIVITIES (SRD/HBD AND SHL IN SUMMER)
- Overbidding, slot holding and late handback
- Enhancing flexibility based on local needs and circumstances
- Historic Determination
- Slot Monitoring and Performance Improvement
- Role of airports in the Slot Conference
- Coordination Committees
- WASG 6.1 CAPACITY REDUCTIONS (PERMANENT AND SHORT NOTICE)

5. Agenda Item 4 : Post COVID-19 Discussion

Updated information of the situation of NS23 Alleviation were shared. (Ref. Appendix 4)

Sydney: The government has created international slot pool for the next three years, which helps to provide slots to each international operators in operating peak period.

Hong Kong: HKSCO gives alleviation measures for NS23 as long as slots are returned well in advance, and relieved for the utilization rate. So far this works well, and the slots released mainly can be used by cargo carriers. For NW23, HKSCO will be most unlikely to give waiver, but may consider adopting a lower utilization rate.

Japan: Japan has given alleviation related to China flights, Russian airspace restriction and Terminal restriction at HND. As many airlines cancel flights due to ground handling resource shortage, JCAB, who is responsible on waiver/JNUS, now consider accepting JNUS to cancellations due to ground handling issue for historic slots, and will make some notification on this matter by the end of June.

NS23 Alleviation update

Slot rules + relief measures:	Slot rules with no relief:
<ul style="list-style-type: none"> - Australia (SYD) - Canada (YVR) - Hong Kong - Japan - Sri Lanka - Thailand - UK 	<ul style="list-style-type: none"> - Australia* - Cambodia - Colombia** - Cuba - Indonesia - Korea* - Mexico** - New Zealand* - Peru - Philippines* - Singapore* - Taipei* <p><small>*JNUS will be considered **Alleviation only for temp. capacity reduction</small></p>

(28 March 2023, IATA data)

There are number of other countries providing JNUS, and also alleviation for temporary capacity reduction.

Bangalore: Although Bangalore has never given blanket alleviation to airlines post re-start of operations post Covid, priorities have been given for slot allocation to all the existing airlines which were operating from Bangalore prior to the Covid period.

Delhi: JNUS are given for Ukraine/Russia flight sectors and Chinese sectors. There is no capacity reduction planned in W23.

Thailand: For NS23, JNUS are implemented due to recent changing border crossing policy and measures related to COVID-19 that may destruct travelling between countries. Recovery is challenging in supply side. The factors like delay of aircraft replacement, lack of sufficient manpower especially at Bangkok airport and airport capacity shortage are factors to be considered as JNUS. Utilization rate are decreased to 70:30. Regarding NW23, the policy is under consideration and is discussed with slot coordination committee. Reciprocity will also be considered.

6. Agenda Item 5: Any Other Business

(1) Slot Conference Costs

The Chair explained the current situation. As the Dublin slot conference cost is obviously expensive, WWACG Board had a meeting with IATA a month ago about this, because we need to insure the place of SC should be easily accessible to us and not too expensive. IATA said Dubai would be not less expensive especially for room cost. The coming four SCs after Dubai would be in the Americas in June, Middle-East in November 2024, Asia and Oceania in June and Europe in November 2025. We are pushing IATA to insure the cost is less expensive. The registration fee goes up significantly. WWACG Board is watching the situation.

Participants complained that the hotel cost is also very expensive even at the hotels reserved by IATA.

At the closing of the meeting, the Chair expressed her appreciation for attending this meeting, and reminded the Asian Tea Gathering hosted by JSC at the lunch time on Thursday.

The list of participants of APACA/25

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	Taipei	3	Airport Coordination Taipei
4	Hong Kong	4	HKG Schedule Coordination
5	India	5	Bangalore International Airport Ltd. (BLR)
		6	Delhi International Airport PVT Ltd. (DEL)
		7	GMR Hyderabad International Airport Ltd (HYD)
6	Japan	8	Japan Schedule Coordination (JSC)
7	Korea	9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia (NSCM)
9	Pakistan	11	Civil Aviation Authority of Pakistan (CAAP)
10	Thailand	12	Civil Aviation Authority of Thailand (CAAT)
11	Viet Nam	13	Civil Aviation Authority of Viet Nam (CAAV)

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

25th Meeting of APACA

17:00 - 18:00

13 June (Tuesday), 2023

Liffery Hall 2 – Level 1 of the Convention Centre Dublin

Dublin, Ireland

AGENDA

- 1. Approval of the minutes of the 24th meeting held on 15 November 2022**

- 2. WWACG Updates**

- 3. WASB Activities**

- 4. Post COVID-19 Discussion**

- 5. Any Other Business**
 - (1) Slot Conference Costs**

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

Minutes of 24th Meeting of APACA

15 November (Tuesday), 2022

Meeting Room 109 on Level 1 Floor of CONVENTION CENTRE

Melbourne Convention Exhibition Center

Melbourne, Australia

1. Administration

The twenty-fourth general assembly meeting of APACA was held at Meeting Room 109 on Level 1 Floor of Convention Center, Melbourne Convention and Exhibition Center, from 17:00 to 18:00 on 15 November (Tuesday) 2022 at the occasion of IATA 151st Slot Conference, in Melbourne, Australia. The Chair person, Petra



Popovac (ACA - Airport Coordination Australia), welcomed the participants and



thanked them for attending the twenty-fourth 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 26, representing 11 economies and 13 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 23rd meeting held on 22 June 2022

The Draft Minutes of the 23rd General Assembly meeting of APACA, which was held on 22 June 2022, Appendix 2, was approved without amendment.

3. Agenda Item 2: WWACG Election Results and WWACG Updates

The Chair reported on the result of WWACG Election and WWACG reforms finalized at the WWACG General Assembly held on Monday using Appendix 3. The term of office of the WWACG Board members is three years. Seven candidates, including Petra and Kawakatsu, ran for this election. As there were 7 nominees for 7 seats, the election results were finalized without a vote. Petra was appointed as the Chair. The new

	Name	Organization
Vice-Chair	Mr. Didier Hocq	BSC - Belgium
	Mr. René Maysokolua	Fluko - Germany
	Mr. Ignacio Monasterio	AECFA – Spain
	Mr. Richard Cann	ACL – UK
Chair	Ms. Petra Popovac	ACA – Australia
	Mr. Hirohiko Kawakatsu	JSC – Japan
	Mr. Brian Meehan	FAA Runways – USA

WWACG board consists of four members from Europe, two from Asia-Pacific region, and one from the Americas.

The Chair asked the participants to communicate any ideas, changes or improvements to be discussed as the WASB needs to set up the priority of issues to be discussed over the next three years by March 2023.

Reform of WWACG Organization (1)

The Current Organization WWACG was incorporated in Montreal, Canada as not-for-profit organization on 1 October, 2018.

Background of Reform:

- The formal organization structure – as an association - is beneficial to the standing, visibility, and efficient functioning of the organization.
- However, the administrative and financial burden, caused by legal and accounting requirements, of running the association in Montreal had turned out to be disproportionate.
- The requirements for founding and running an association in Switzerland are relatively simple to fulfill and overall costs are significantly lower than in Montreal.

Decision: *Proposed by the Board and approved by General Assembly.

- The existing association under Canadian law in Montreal will be dissolved and WWACG will be newly founded as an association under Swiss law in Geneva until November/December 2022.

The Chair also provided the background to the reform of the WWACG organization from one located in Canada to one in Switzerland. APACA members are encouraged to become members of the new WWACG, if possible.

4. Agenda Item 3: WASB Activities

The Chair briefly explained the updates of WASB ASWG activities and others.

(1) ASWG4: WASG8.7.2 or double dip

No agreement could be reached between Airline, Airport and Coordinator, and the WG was just closed.

(2) ASWG6: Availability of slot information

Airports want to improve the accessibility to slot data. They request list of historic data, access to initial submission, which coordinator group are pushing back. Airlines also claim that these data are very sensitive to be passed to airports before SAL. This WG is ongoing and is requested to make reports by the time of WASB in March.

(3) ASWG7: Minimum series length

This WG is tasked to recommend whether the minimum series length need be changed or not. WG had made analysis of the methodology using the slot data of Barcelona airport on how the series length affect the schedule using 41 KPI. According to these data, the benefit was only 2% if series length is increased from 5 to 10. The WG continues discussion on the series slot length to make any recommendation.

(4) Saving the slot data by coordinators

WASB asked the coordinators to keep the snap shots of slot data for five years in case WASB may ask the data, to cope with the possible analysis for improving WASG in the future. In light of this, coordinators are asked to keep the snap shots of data of historic, initial submissions, SAL, and slot data of SRD, HBD and the end of season.

5. Agenda Item 4 : COVID-19 Discussion

The attendees shared information regarding the current situations of each countries/regions/airports.

Japan: After most of restriction lifted in Oct., the traffic demand has recovered very rapidly and problems of capability of airport, such as ground handling may become worse when the recovery further accelerates.

Hong Kong: Though quarantine measures have been relaxed, inbound passengers are still subject to medical surveillance in HKG. The demand is expected to reach 25% of the pre-COVID level by Christmas. Due to tight airport resources, airlines

have been requested to make slot adjustment during peak hours. Attendees' consideration in accepting JNUS in case of any slot adjustments or cancellations due to constrained airport resources are sought.

DEL: The traffic has returned to 95% of pre-covid level. The government has removed restrictions. The slot alleviation for S22 was 50:50, and it will come back to normal, 80:80 except China, Hong Kong and some other countries for W22. Due to the Ukraine/Russia conflict, the number of flights of American and Canadian airlines decreases.

SYD: Domestic market is very strong. Though the slots returned from international service were reserved for international flights in the past two years, those slots may be allocated to domestic service next year.

Singapore: As at end October 2022, Changi's total flight volume and pax traffic volume have recovered to more than 60% of pre-covid 2019 level. The outlook for air travel is strong, underpinned by high airfares. However, manpower resourcing remains a key challenge in managing travel recovery. For S23, it is likely that slot policy may return to normal i.e. 80:20 slot utilization.

Korea: The traffic is expected to recover to 50-60% by the end of W22. The slot alleviation policy will highly likely back to normal for S23. The airports other than ICN are managed by KSC, and their situation is very different as the domestic demands are very high. JNUS to the airlines which have airport capacity issues in other airports may be accepted.

6. Agenda Item 5: Melbourne Airport Runway Works

Petra made presentation regarding the Melbourne Airport Runway Works, using Appendix 4.

Melbourne Airport will undertake safety critical maintenance to replace around 2,500 metres of pavement on the existing north south runway.

The runway is the longest of Melbourne Airport's two existing runways and supports the bulk of long haul international flights.

Work will begin in November 2022 and will involve temporary night time closures of the runway. The work will extend for the whole S23 season.

She asked the attendees to understand the situation.



7. Agenda Item 6: Any Other Business

(1) Renewal of APACA Database:

Kawakatsu thanked 17 members who have submitted the updates, Appendix 5, and asked the coordinators/facilitators who have not submitted their updates yet to do this. The participants agreed on the upload of the updated versions on [the website of APACA](#) after this meeting.

Asia/Pacific Airport Coordinators Association (APACA)

ASEAN	Updated
Australia	Updated
Brunei Darussalam	Updated
Canada	Updated
China	Updated
Chinese Taipei	Updated
Hong Kong	Updated
India	Updated
Indonesia	Updated
Japan	Updated
Korea	Updated
Malaysia	Updated
New Zealand	Updated
Philippines	Updated
Singapore	Updated
Sri Lanka	Updated
Thailand	Updated
Viet Nam	Updated
USA	Updated
UK	Updated
Other	Updated

Asia/Pacific Airport Coordinators Association (APACA) is a non-profit organization composed with 26 Asian Pacific coordinators and facilitators for members who assist and coordinate the activities with or without a suitable strategy or from the Asian Pacific airports APACA in terms of the regional association under the Global Airport Coordinators Association (GACCA).

At the closing of the meeting, the Chair expressed her appreciation for attending this meeting, and reminded the Asian Tea Gathering at the lunch time on Thursday.

The list of participants of APACA/24

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	Taipei	3	Airport Coordination Taipei
4	Hong Kong	4	HKG Schedule Coordination
5	India	5	Bangalore International Airport Ltd.
		6	Delhi International Airport PVT Ltd.
6	Japan	7	Japan Schedule Coordination (JSC)
7	Korea	8	Korea Airport Schedule Office (KASO)
		9	Korea Schedule Coordination (KSC)
8	Malaysia	10	National Slot Coordination Malaysia
9	New Zealand	11	ACL International
10	Singapore	12	Changi Slot Coordination (CSC)
11	Thailand	13	Civil Aviation Authority of Thailand

Asia/Pacific Airport Coordinators Association (APACA)

Agenda Item 3 WASB Activities

25th APACA meeting
13 June, 2023

WASB (Worldwide Airport Slot Board) Activities (1)

WASB Activities

WASB has been conducting online/in person meetings as follows, since the last 24th APACA meeting.

Date	Meeting Number	Main Topics	Achievements
14 November 2022 (SC151 MEL)	WASB/26	<p>New WASB term 2022-2025</p> <ul style="list-style-type: none"> -Election of WASB Chair and Co-Chairs -WASB Work Program 2022-2025 <p>Work in progress updates</p> <ul style="list-style-type: none"> -WASG Implementation survey -WASG 8.7.1 and WASG 8.8(ASWG4) -Availability of slot data (ASWG6) -Minimum series length (ASWG7) Temporary Capacity Reduction – WASB recommendation Trial of earlier SRD 	New WASB Chair and Co-Chairs are elected.
9 March 2023	WASB/27	<p>WASB Work Program 2022-2025 *refer to next page</p> <p>ASWGs updates</p> <ul style="list-style-type: none"> -Availability of slot data (ASWG6) -Minimum series length (ASWG7) <p>WASG Implementation survey</p> <p>NS23 Slot Use Alleviation</p>	
12 June 2023 (SC152 DUB)	WASB/28	<ul style="list-style-type: none"> -WWACG guidance for coordinators on retaining slot data files -Temporary capacity reduction paper, merging two WASB Papers -Monitoring of late handback for NW23 -Proposal for amendment of WASG ed.2 – Availability of slot and schedule data and information -WASG Implementation survey -Minimum series length (ASWG7) update -Awareness campaign – implementation of CCs, SPCs, WASG Ch. 9 -Role of airports in the slot conference 	

WASB (Worldwide Airport Slot Board) Activities (2)

WASB Work Programme 2022-2025 proposal

The WASB invites slot coordinators:

- Capacity Declaration
- Reforming slot pool allocation priorities
- WASG 10.2 CALENDAR OF ACTIVITIES (SRD/HBD AND SHL IN SUMMER)
- Overbidding, slot holding and late handback
- Enhancing flexibility based on local needs and circumstances
- Historic Determination
- Slot Monitoring and Performance Improvement
- Role of airports in the Slot Conference
- Coordination Committees
- WASG 6.1 CAPACITY REDUCTIONS (PERMANENT AND SHORT NOTICE)

3

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 9 March 2023)

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
UK		Mr. Sebastian Pelissier	Easy Jet (U2)
Germany		Mr. Tim Lederer	DHL
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)	Belgium	Mr. Didier Hocq	BSC – Belgium
	Germany	Mr. René Maysokolua	FLUKO - Germany
	Spain	Mr. Ignacio Monasterio	AECFA - Spain
	UK	Mr. Richard Cann	ACL - UK
	Australia	Ms. Petra Popovac	ACA – Australia
	Japan	Mr. Hirohiko Kawakatsu	JSC – Japan
	USA	Mr. Brian Meehan	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. Dimiter Zahariev	IATA
		Mr. John Middleton	IATA
WWACG	USA	Mr. Paul Lark	ORD – USA
	Netherlands	Mr. Hugo Thomassen	ACNL – Netherlands
	South Africa	Mr. Hluke Mayeyana	ATNS Slot Coordination

4

NS23 Alleviation update

Slot rules + relief measures:

- Australia (SYD)
- Canada (YVR)
- Hong Kong
- Japan
- Sri Lanka
- Thailand
- UK

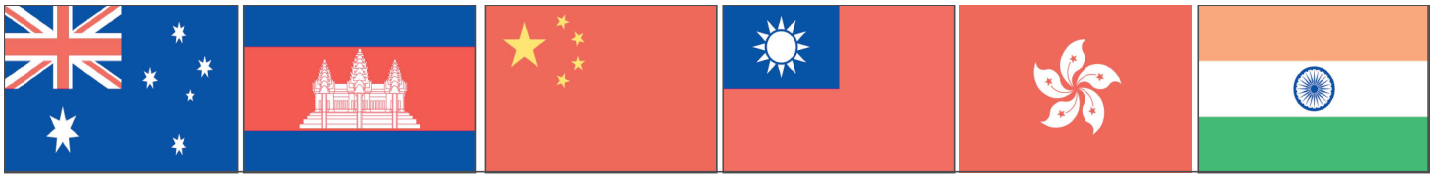
Slot rules with no relief:

- Australia*
- Cambodia
- Colombia**
- Cuba
- Indonesia
- Korea*
- Mexico**
- New Zealand*
- Peru
- Philippines*
- Singapore*
- Taipei*

**JNUS will be considered*

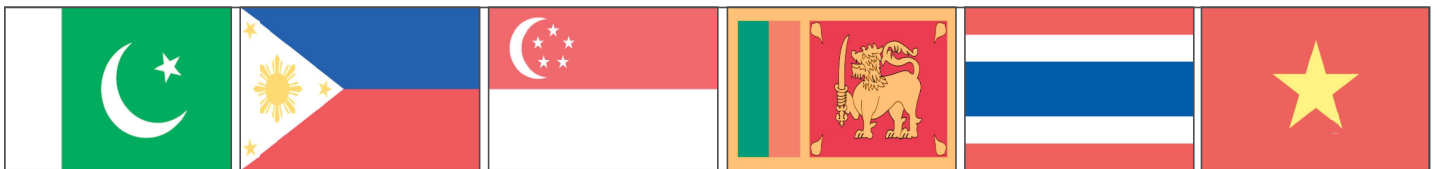
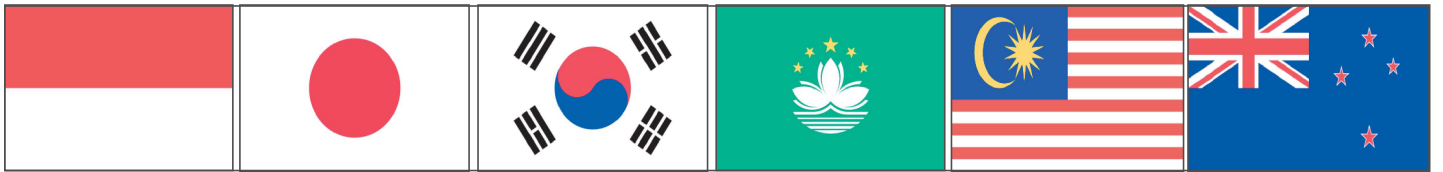
****Alleviation only for temp. capacity reduction**

(28 March 2023, IATA data)



Asia/Pacific Airport Coordinators Association (APACA)

as of June 2023



Geographic Area of Asia/Pacific Coordinators Association (APACA)



List of APACA Members (1)

	Economy	Organization	Airports	A/P Level	Name of Head Delegate	E-Mail Address
1	Australia	ACA	ADL, BNE, CNS, DRW, MEL, OOL, PER, SYD	3	Petra Popovac	Petra@coordaus.com.au slots@airportcoordination.org
			HBA, NLK, PHE, TSV	2		
2	Bangladesh	CAAB	DAC	2	Chowdhury Md Zia Ul Kabir	slots@caab.gov.bd
3	Cambodia	SSCA	PNH, REP	3	Chanty Vann	slot@ssca.gov.kh
4	China	CAAC	PEK, CTU, CKG, DLC, CAN, HGH, KMG, PVG, SZX, TSN, XIY, SHA, NKG, TAO, XMN, FOC, WUH, CSX, HAK, SYX, URC, TFU	3	Chen Xiangyang	xy_chen@caac.gov.cn
5	Chinese Taipei	ACT	TPE	3	Flora Yeh, (Summer) Karyn Huang (Winter)	actmail.taa@msa.hinet.net service@aptcoord.org.tw
			KHH	2		
6	Hong Kong	HKSCO	HKG	3	Birdie Yuen	bssyuen@cad.gov.hk hkslot@cad.gov.hk
7	India	AAI	MAA, CCU	3	Vivek Anand Chourey	edopsaai@aai.aero intlslotsaai@aai.aero
			AMD, CCJ, JAI, TRV	2		
		BLR	BLR	2	Raveen Pinto	raveen@bialairport.com slotcoordination@bialairport.com
		BOM	BOM	3	Tanvir Moulvi	tanvir.moulvi@adani.com slot.management@adani.com
		DEL	DEL	3	Swati Vivek Kumar	Swati.VivekKumar@gmrgroup.in intslots.igia@gmrgroup.in
HYD	HYD	2	Tasneem Ejaz	tasneem.ejaz@gmrgroup.in slotcoord.hyderabad@gmrgroup.in		
8	Indonesia	IASM	DPS	3	Budi Prasetyo	int@iasmslot.com scr@iasmslot.com
			CGK	2		

3

List of APACA Members (2)

	Economy	Organization	Airports	A/P Level	Name of Head Delegate	E-Mail Address
9	Japan	JSC	NRT, HND, FUK, KIX	3	Hirohiko Kawakatsu	kawakatsu@schedule-coordination.jp jsc@scheudule-coordination.jp
			CTS	2		
		NGO	NGO	2	Hitoshi Nishio	cab-kixslot@mlit.go.jp
10	Korea	IASC	ICN	3	Kiok KIM	kaso@slotkorea.kr
		KSC	GMP, CJU	3	Dong Yeon Ahn	kacslot@airport.co.kr
11	Macau	MIA	MFM	2	Pedro Cavem	mfmslot@ada.com.mo
12	Malaysia	NSCM	KUL, KCH, LGK, PEN, BKI, JHB	3	Mohamed Sallauddin Mohamed Shah	sallauddin@malaysiaairports.com.my nscm@malaysiaairports.com.my
13	Maldives	MLE	MLE	2	Ibrahim Hareef	ibrahim.hareef@macl.aero mleslot@macl.aero
14	New Zealand	NZ	AKL, CHC, WLG	3	Bruce Cargill	Bruce.Cargill@acl-international.com
			ZQN	2		
15	Pakistan	CAAP	ISB, KHI, LHE, PEW	3	Rashid Rasheed Zuberi	adldat.nr@caapakistan.com.pk dairtransport@caapakistan.com.pk
16	Papua New Guinea	ACA	POM	2	Petra Popovac	slots@airportcoordination.org
17	Philippines	ACA	MNL	3	Petra Popovac	slots@airportcoordination.org
18	Singapore	CSC	SIN	3	Jeffrey Ng	Jeffrey.NG@changiairport.com csc@changiairport.com
19	Sri Lanka	SLC	CMB	3	Linali Samaranayake	sched.plan@srilankan.com
20	Thailand	CAAT	BKK, CNX, DMK, HKT, USM	3	Sirima Chuensomboon	sirima.c@caat.or.th slot@caat.or.th
			CEI, HDY, UTP	2		
		DOA	KBV	2	Vichit Saralamba	vichit.s@airports.go.th slotthai@airports.go.th
21	Vietnam	CAAV	HAN, SGN	3	Bui Minh DANG	thanhtnm@caa.gov.vn atd@caa.gov.vn anhkd@caa.gov.vn

4

SC152 HEAD DELEGATE MEETING



Thursday 15 JUNE 2023
14:00 – 15:00

Starting shortly >>

IATA
SLOT
CONFERENCE



Head Delegate Meeting / 33

152nd Slot Conference –
Dublin, Ireland



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



Agenda

- Worldwide Airport Slot Board
- Slot Updates
- Slot Conference Update
- Training
- Q & A



Worldwide Airport Slot Board



WASB update

- **WASB Temporary capacity reduction guidance**
- **Work programme 2022-2025** - ten topics/themes proposed by each industry group and discussed by the WASB

Initial work started and includes:

- **Trial of an earlier SRD - NS24 and NW24-25**
- **Review of SRD/HBD dates**
- **Overbidding, slot holding and late handback**
- **Assessment of the application of the NE rule**
- **Implementation of Coordination Committees, (incl. CapDec) SPCs and WASG Ch. 9**
- **Role of Airports at the SC**

In season handbacks S23 – WASB Communication

Airlines should return any unscheduled slots to the airport coordinator **as early as possible and ideally at least 6 weeks in advance** to enable airports to deliver a safe, efficient and punctual operations.



WASG Ed. 3

- **WASG Editors** – Michele Boyce, Rene Maysokolua, Robert Drew

WASB agreed on the proposals from the working group on slots and schedule information

- New WASG Annex 12.10 Best practice guidelines for availability of slots and schedule information
- Amendments to WASG 10.10.5

WASG ed. 3 planned for publication in Oct 2023

HOD 33



ACTIVITY	NW23/24 SC/152	NS24 SC/153	NW24/25 SC/154
SHL Deadline	17-Apr-23	11-Sep-23	15-Apr-24
Agreed Historics Deadline	04-May-23	28-Sep-23	02-May-24
Confirmation of final coordination parameters and details of available capacity	No later than 04-May-23	No later than 28-Sep-23	No later than 02-May-24
Initial Submission Deadline	11-May-23	05-Oct-23	09-May-24
SC Event Platform Customization	24-May-23	25-Oct-23	22-May-24
SC Event Platform calendar opened to coordinators to request meetings with airlines	30-May-23	31-Oct-23	28-May-24
SAL Deadline	No later than 01-Jun-23	No later than 02-Nov-23	No later than 30-May-24
SC Event Platform calendar opened to airlines to request meetings with coordinators	05-Jun-23	06-Nov-23	03-Jun-24
IATA Slot Conference	13-15 Jun 23	14-17 Nov 23	11-13 Jun 24
Series Return Deadline	15-Aug-23	15-Dec-23 *	15-Jul-24 *
Historics Baseline Date	31-Aug-23	31-Jan-24	31-Aug-24
Start Of Season	29-Oct-23	31-Mar-24	27-Oct-24

Calendar of Coordination Activities

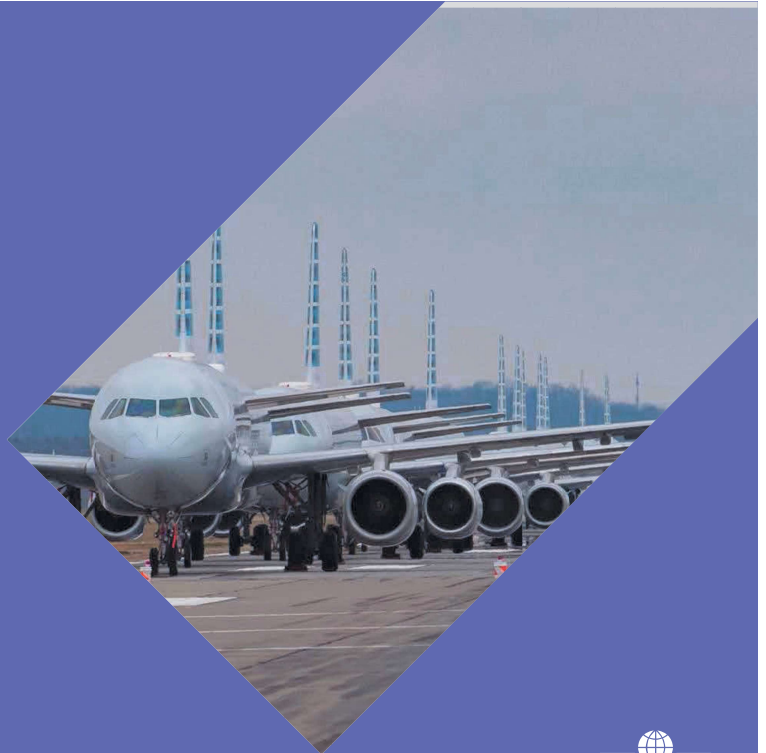
Available online at:

www.iata.org/en/programs/ops-infra/slots/

*Trial of earlier Series Return Deadline for NS24 and NW24-25 seasons



Slot updates



Air Defender exercise taking place now

12-22 June 2023 – Germany/Europe (NATO led)

- The expected “secondary effects” of such an initiative include an impact on slots/schedule and will affect performance monitoring.
- In addition, the Air Defender military exercise will very likely require flexibility to retime slots as the exercise unfolds – unfortunately, in some instances, this flexibility will not suffice – and trigger cancellations from the domino effect of delays across the network.
- We’ve asked for:
 1. Treatment of slot cancellations related to the exercise as JNUS.
 2. Recognition of AD23 as an extraordinary circumstance and alleviation from the requirement to pay compensation under EU261 for long delays and short notice cancellations (i.e. less than 2 weeks before scheduled date of travel) resulting from the exercise.
 3. Dispensation for night jet movements and extended operating hours at curfew restricted airports.

EUACA guidance published



Pratt & Whitney (P&W) engine problem

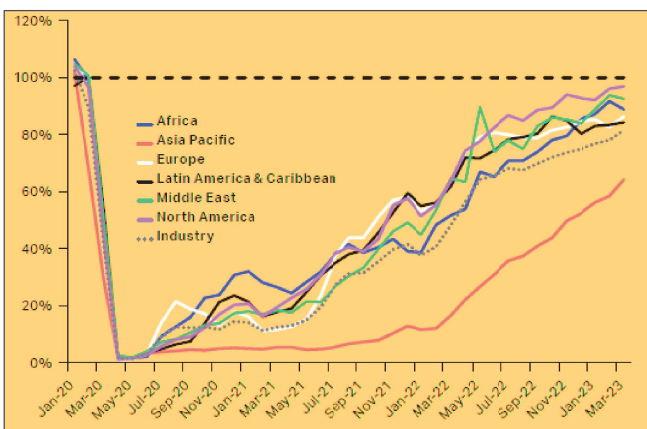
- P&W struggling to support its fleet of aircraft with enough spare parts and engines.
- The problems with in-service support are leading to airlines having planes in 'AOG' (grounded) for very long periods of time, in some cases for 1 year.
- Airlines schedules affected by cancellations due to unviability of aircraft
- Fleets affected include A320/1 NEO, A220 and E195-E2:
 - A321 NEOs: 220+ days wait for sufficient engine deliveries to have all AOG aircraft flying
 - A220s: 230+ days wait for maintenance for each engine
 - E195-E2: up to Q2 2024 wait for maintenance
- Airlines expect the issues to continue impacting their operations until 2024-2025 with some aircraft remaining in AOG until end of 2026.



HOD A/27

NW23 and barriers to recovery

International revenue passenger kilometers by airline region of registration, % share of 2019



*IATA economics

- Global industry recovery expected in 2024
- Asia remains the slowest recovering region
- Status of recovery varies significantly
 - Route, country, region, service type etc





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 procedures.

iata.org/training-talm09



SAVE
US\$100

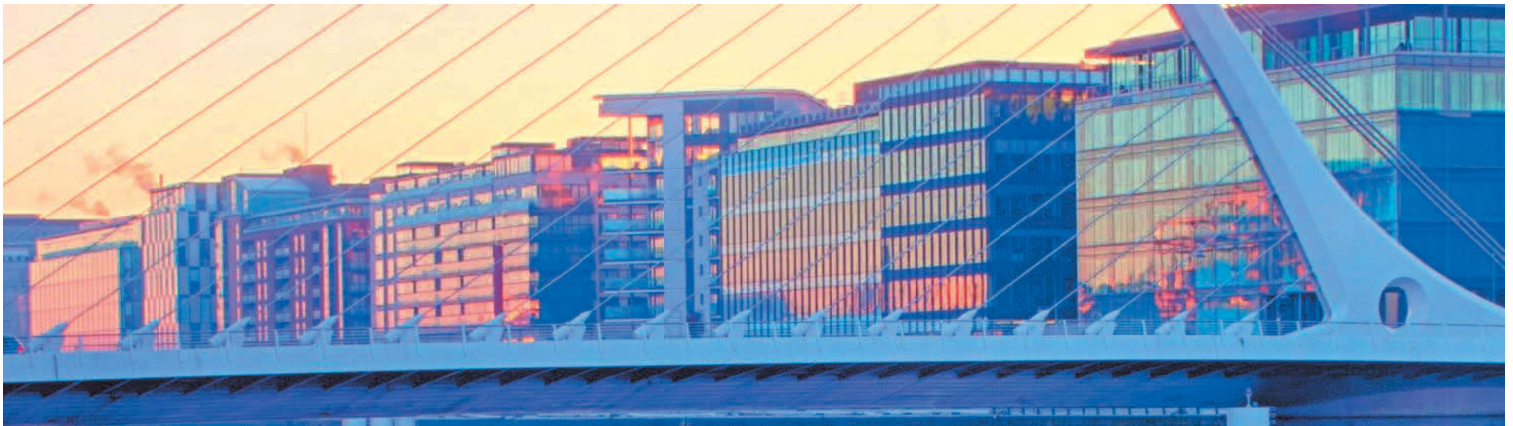
on any in-person or LIVE virtual classroom session in 2022

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- Essential training based upon the latest WASB guidance.
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Slot Conference update

20 June 2023



SC152 Slot Conference Program

IATA SLOT CONFERENCE

Dublin, Ireland
13-15 June 2023

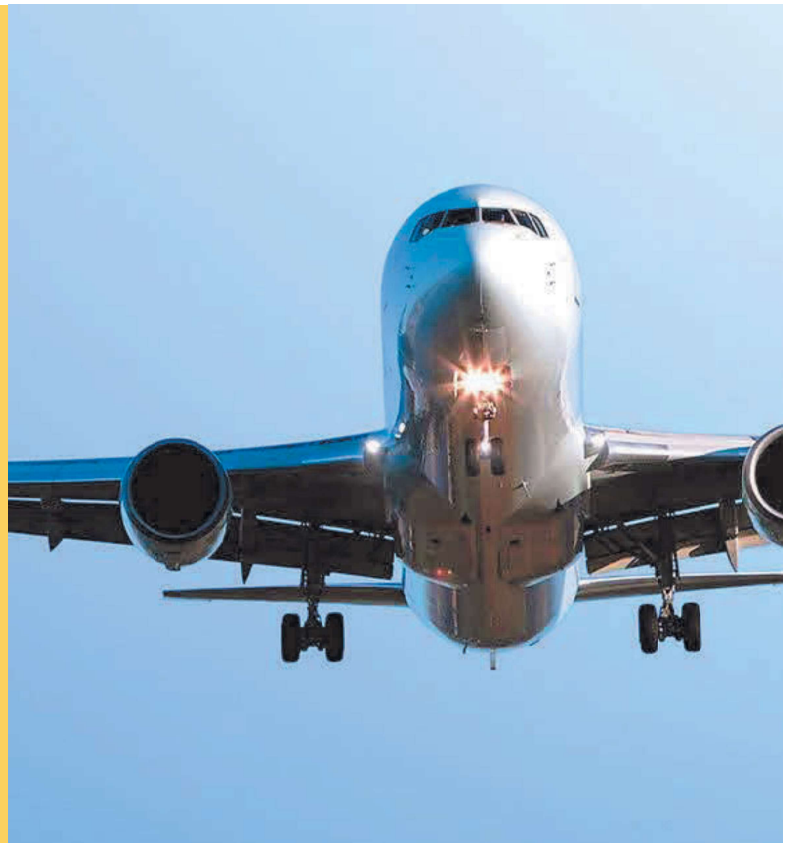
PROGRAM

If you missed a session, held in the Speaker Zone these will be posted on the Slot Conference website

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SC152 Post Conference Survey

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



6.2 Future conferences update



SC153 November 14 – 17, 2023
Dubai World Trade Centre



20 Mins from DXB
Airport

Downtown
Location

Hotel Rate
165 – 305 USD



Future Slot Conference Dates

154th Slot Conference 18 – 20 June or 11 – 13 June 2024, the Americas

www.iata.org/slotconference

155th Slot Conference 19 – 22 November 2024 Asia & Oceania

slots@iata.org

156th Slot Conference 17 – 19 June 2025, Africa and Middle East

157th 18 – 21 November 2025, Europe



Slot Webpage refresh and communications

<https://www.iata.org/en/programs/ops-infra/slots/>



Who we are & Governance



What is a slot?



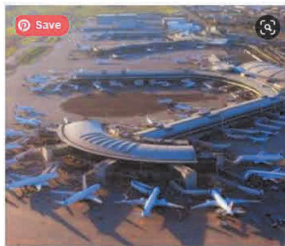
Worldwide Airport Slot Guidelines (WASG)



Slot Conference



Training



Coordinated Airports



Slot Rule Reform



Calendar of Coordination Activities



SlotLink refresh

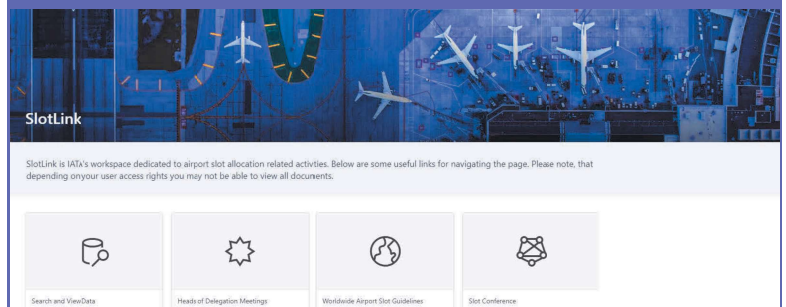
We are constantly updating SlotLink with new documents and developments.

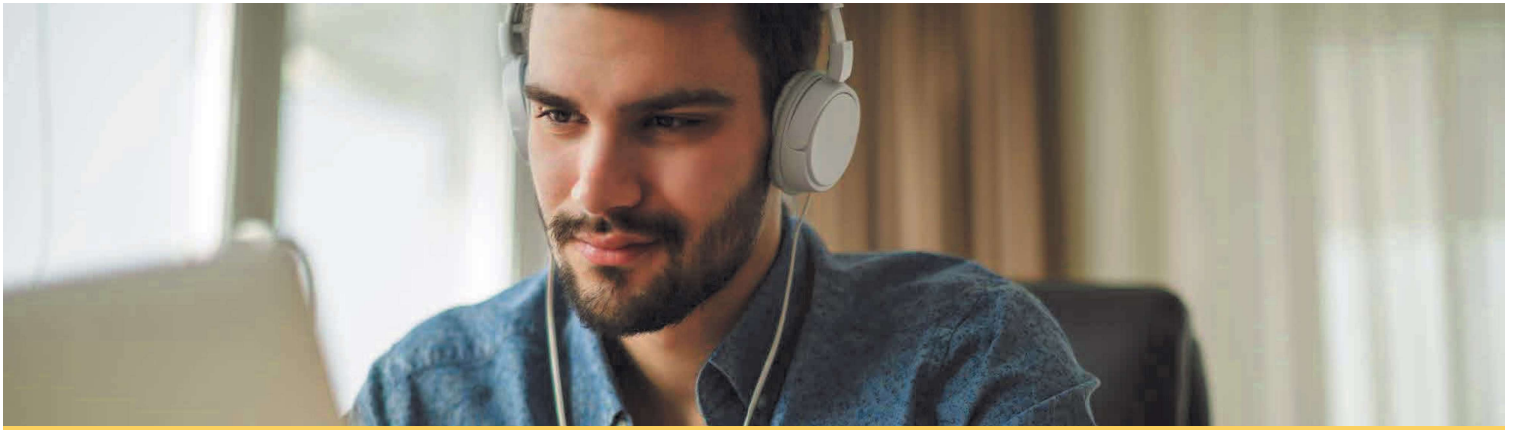
If you or your colleagues would like to get access, please contact us: SLOTS@iata.org

Please note that depending on your accreditation type, your SlotLink access will differ.

Contents:

- Head of Delegation Meetings
- Worldwide Airport Slot Guidelines archive
- Slot Conference materials





Now over to your questions...



We look forward to your feedback

