

出國報告（出國類別：其他）

參加國際空運協會  
第 153 屆時間帶協調會議報告

服務機關：交通部民用航空局

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派赴國家：阿拉伯聯合大公國杜拜

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## 壹、前言

疫後各航空公司隨全球航空客貨運市場陸續恢復航班運營或增班，以致各國機場產生擁擠情形，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）期透過「時間帶協調人」（Schedule Coordinator）之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，即臺北市航空運輸商業同業公會國際機場時間帶協調中心(下稱時間帶協調中心)辦理，臺北松山機場時間帶則由本局協調，本局及時間帶協調中心每年 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。

IATA 第 153 屆時間帶協調會議(SC153)於 2023 年 11 月 14 日至 11 月 17 日於阿拉伯聯合大公國杜拜以實體會議方式舉辦，主要係協調 2024 年夏季（Summer 2024 Season, S24）班表期間（自 2024 年 3 月 31 日起至 2024 年 10 月 26 日止）之時間帶，並於 2023 年 11 月 13 日至 11 月 16 日陸續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，並與各國機場協調人或航空公司代表交流。

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

IATA 將機場共分為三個等級，分別為無需協調機場（level 1）、需排班協助機場（level 2）及需協調機場（level 3），並就定義與時間帶有關的設施之參數，包括機場設施（空側、陸側）、航管容量及政府規定等，依據該參數進行協調。本次會議期間協調包括桃園、高雄及松山等 3 個機場 2024 年夏季（S24）班表期間（自 2024 年 3 月 31 日起至 2024 年 10 月 26 日止）之時間帶，以下說明我國桃園、高雄及臺北松山等 3 個機場時間帶協調參數，及前開 3 個機場之時間帶協調情形。

### 一、 2024 年夏季時間帶協調參數

#### （一）桃園國際機場

- 1、 跑道：S24 起降各 30 架次/小時，其中 06:00~06:59 時段離場 32 架次/時，07:00~09:59 時段離場 33 架次/時，其餘時段離場 30 架次/時。01:00~06:29 時段採單跑道協調，起降合計不超過 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。全日航班數上限 850 架次。

表 1 桃園國際機場跑道協調參數

UTC 時間	臺灣時間	到場架次 上限	離場架次 上限	起降合計上限
17:00~21:59	01:00-05:59	30	30	30/hr
22:00~22:59	06:00-06:59	30	32	40/hr
23:00~23:59	07:00-07:59	30	33	50/hr，90/2hr
00:00~01:59	08:00-09:59	30	33	50/hr，90/2hr
02:00~03:59	10:00-11:59	30	30	50/hr，80/2hr
04:00~09:59	12:00-17:59	30	30	50/hr，95/2hr
10:00~16:59	18:00-00:59	30	30	50/hr，90/2hr

- 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，始可申請時間帶。

- 3、客運航廈：入境 10:00-22:59，第一航廈連續 2 小時 5,540 人次，第二航廈連續 2 小時 6,800 人次；出境 06:00-18:59，第一航廈連續 3 小時 8,100 人次，第二航廈連續 3 小時 10,800 人次。

## (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)臺北松山機場

- 1、跑道：
  - (1) 每小時 23 架次；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：1,730 人次/時(出境 960 人次/時、入境 770 人次/時)。

## 二、會議期間之時間帶協調情形

### (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 2。

因目前桃園機場 S24 時間帶較難取得，部分航空公司詢問桃園國際機場起降尖峰分布狀況，協調人除詳細說明跑道、巡場時間等參數限制外，並提供機場容量( Notice of Airport Capacity, NAC)資料供參，另亦建議航空公司可考慮飛航高雄國際機場，並提供 NAC 資料供參。

陸籍航空公司詢問相關時間帶豁免計算問題，並關切我國 2024 年開放組團赴大陸及兩岸航點與航班等開放議題，並表示已備妥相關運能，期待儘早回復疫情前兩岸客運航空市場。

另有部分航空公司詢問桃園國際機場第三航廈建設進度，期盼新航廈落成後，桃園國際機場時間帶數量或參數可有機會再放寬，協調人及本局回復桃園國際機場持續推動第三航廈及第三跑道興建工程，後續如有相關桃園國際機場第三航廈時間帶相關資訊，將再轉達航空公司知悉。

表 2 SC153 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				
	11月13日	11月14日	11月15日	11月16日	11月17日
上午 08:30~ 12:30	報到	MF 廈門航空 O3 順豐航空 JL Cargo 日本航空 TR 酷航 TG 泰國航空 2C 法國貨物 IT 台灣虎航 HX 香港航空 VZ 泰越捷航空 CX AHK 華民航空 TK 土耳其航空 NZ 紐西蘭航空 Z2 菲亞洲航空	BI 汶萊航空 HO 吉祥航空 DL 達美航空 AK 馬亞洲航空 KZ 日本貨物航空 KL 荷蘭航空 FX APAC 聯邦快遞航空 OZ 韓亞航空 3U 四川航空 D7 全亞洲航空 5Y 亞特拉斯航空 SQ 新加坡航空 7C 濟州航空	RF 可依航空 CA 中國國際航空 CV 盧森堡貨運 UA 聯合航空 JX 星宇航空 UO 香港快運航空 EK 阿聯酋航空 TK 土耳其航空  亞洲協調人聚會	越南航空 VN

時段	接洽單位				
	11月13日	11月14日	11月15日	11月16日	11月17日
下午 14:00- 17:30	WWACG 會議	KE 大韓航空 PR 菲律賓航空 LJ 真航空 MM 樂桃航空 CZ 中國南方航空 ESR 易斯達航空 NZ 澳門航空 JQ 捷星航空 NH 全日本空輸 SQ 新加坡航空 JL 日本航空 VN 越南航空 APACA 會議	9C 春秋航空 MH 馬來西亞國際航空 5J 宿霧太平洋航空 PO 美國博立貨運航空 CI 中華航空 TR 酷航 CX 國泰航空 EK 阿聯酋航空 TW 德威航空 5X 優必速航空 OD 馬印航空 HU 海南航空	HODM 會議 OS 奧地利航空	無

## (二) 松山機場

全日空、德威及四川航空公司詢問 S24 時間帶初始分配結果 (Slot Initial Allocation List message, SAL)，並表達希望儘早收到回復，以利班表排定，已答覆本局將於 2023 年 11 月底前提供分配結果。

## (三) 其他

德威航空公司表示於 2023 年 11 月初向臺中機場提送 S24 時間帶需求，並表示希望儘早收到回復，以利班表排定，已答復本局將儘速與臺中機場確認後回復。該公司亦已於 2023 年 1 月 4 日起飛航臺中-仁川每天 1 班。

## 參、會議期間相關子會議

本次時間帶協調會議共有 87 個協調單位(276 名代表)、255 家航空公司(735 名代表)及 91 家參展及贊助單位參與。會議期間參加 3 場會議，包括：國際機場時間帶協調人團體第 8 次大會 (WWACG/8)、亞太地區機場協調人團體第 26 次會議 (APACA/26) 及主管會議第 34 次會議 (HODM/34)，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 8 次大會 (WWACG/8)

國際機場時間帶協調人團體第 8 次大會 (WWACG/8) 於 2023 年 11 月 13 日(一)下午 15:30 舉行，由全球各機場協調單位之代表參加，當日會議由 Petra Popovac (澳大利亞機場協調中心,ACA) 擔任會議主持。謹就會議資料內容摘要如下：

- (一)有關 2023 年 6 月 12 日 WWACG/7 會議紀錄之會議紀錄草案無異議通過。
- (二)WWACG 組織運作狀況：WWACG 組織預計明(2024)年由加拿大蒙特婁遷移至瑞士日內瓦，目前刻正建置新官方網站，並重新設計 WWACG 組織標誌，歡迎與會人員針對網站功能或組織標誌設計提供建議。
- (三)各區域資訊分享：

### 1、美洲

- (1)美國：S24 由於國內航空管制人力短缺，美國地區取消的航班及自願歸還的 10%時間帶 FAA 均會豁免。
- (2)巴西：巴西政府將減少里約聖杜蒙特機場航班，以提升加利昂機場旅客量，新措施將於 2024 年 1 月 2 日生效，其目的是擴大加利昂機場的旅客量。根據該項法令，屆時聖杜蒙特機場將僅保留航程不超過 400 公里的航班。

### 2、歐洲

- (1)歐盟時間帶規則修訂的審查方案如下：
  - i. 方案 1：評估新進業者定義變更從 5 至 7 個；時間帶使用率從 80% 提高到 85%；時間帶延遲歸還將收費。
  - ii. 方案 2：刪除新進業者定義，不再有新進業者名詞；連續時間帶最短週數從 5 增至 10，夏季則為 15；時間帶使用率從 80% 提高到 90%；允許二次交易。
  - iii. 方案 3：除兩案所述外，增加容量分析，改善功能與性能。提案流程因歐盟大選被推遲，可能在 2025 年上半年完成。
- (2)荷蘭：荷蘭政府即將對阿姆斯特丹史基浦機場實施運量限制，這對

航空公司在 S24 及之後有深遠的影響，其中荷航受到的影響最大。史基浦機場計畫從 2024 年 3 月 31 日起將允許的航班數量從目前的年度限制 50 萬架次減少到 46 萬架次，屆時減少噪音污染和二氧化碳排放的實驗計畫即生效。協調人會開始要求所有航空公司在 S24 將航班時間帶減少 3-4%。

(四)時間帶協調行事曆：主席提醒自 S24 (Summer 2024 Season) S24 及 W24(Winter 2024 Season)季起試辦將連續時間帶歸還期限 (Series Return Deadline, SRD) 提前 1 個月，即 S24 之 SRD 為 2023 年 12 月 15 日，並請成員鼓勵航空公司遵循該期限。

(五)普惠(Pratt & Whitney,P&W)引擎問題：IATA 要求協調人將普惠引擎問題視為 JNUS(Justified-Non-Use-of-Slots)，並依具體情況給予 JNUS。

(六)未來會議時長及會議地點

依據先前會後調查結果及統計本次會議最後一天出席人員狀況，考量夏季協調會議最後一日參與人員較少，爰自 2025 年(SC157)起，冬季及夏季兩次協調會議將集中至 3 日內舉行，即明(2024)年 11 月於新加坡舉辦之 SC155 會議將為最後一次為期 4 日之夏季協調會議，未來會議時間及地點參考如下：

1. SC154：2024 年 6 月 11 至 13 日於哥倫比亞波哥大
2. SC155：2024 年 11 月 19 至 22 日於新加坡
3. SC156：2025 年 6 月 17 至 19 日於美洲(或歐洲)
4. SC157：2025 年 11 月 18 至 20 日於歐洲(或美洲)
5. SC158：2026 年 6 月 16 至 18 日或 6 月 9 至 11 日於非洲與中東(或亞太地區)
6. SC159：2026 年 11 月 17 至 19 日於亞太地區(或非洲與中東)

## 二、亞太地區機場協調人團體第 26 次會議 (APACA/26)

亞太地區機場協調人團體 (Asia/Pacific Airport Coordinators Association, APACA)，目前成員共有 28 個機場協調組織，代表 21 個國家經濟體 (詳附件)。亞太地區機場協調人團體第 26 次會議於 2023 年 11 月 14 日(二)下午 17:00 召開，由亞太地區機場時間帶協調人與調度員參加。

當日會議由澳大利亞機場協調中心(Airport. Coordination Australia , ACA) 之 Petra Popovac 擔任主席，並歡迎及感謝與會人員參加 APACA 第 26 次會議，與會人員計 31 位，共代表 12 個國家經濟體及 15 個機場協調組織，與會單位名單如表 3。謹就會議議程及會議討論內容摘要如下：

表 3 APACA/26 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	China	3	Air Traffic Management of CAAC (China)
4	Taipei	4	Airport Coordination Taipei
5	Hong Kong	5	HKG Schedule Coordination
6	India	6	Bangalore International Airport Ltd. (BLR)
		7	Mumbai International Airport Ltd. (BOM)
		8	Delhi International Airport PVT Ltd. (DEL)
		9	GMR Hyderabad International Airport Ltd (HYD)
7	Japan	10	Japan Schedule Coordination (JSC)
8	Korea	11	Korea Schedule Coordination (KSC)
9	Malaysia	12	National Slot Coordination Malaysia (NSCM)
10	Singapore	13	Changi Slot Coordination (CSC)
11	Thailand	14	Civil Aviation Authority of Thailand (CAAT)
12	Viet Nam	15	Civil Aviation Authority of Viet Nam (CAAV)

(一) 議程一：有關 2023 年 6 月 13 日 APACA 第 25 次會議之會議紀錄草案無異議於會議上通過。

(二) 議程二：WWACG 組織運作狀況

- 1、 WWACG 組織預計明(2024)年由加拿大蒙特婁遷移至瑞士日內瓦，目前刻正建置新官方網站及進行 EUACA(The European Airport Coordinators Association)相關工作，屆時 WWACG 和 EUACA 組織將有新的標誌，亦感謝成員為網站建置的捐款貢獻。
- 2、 主席要求成員於 WWACG 網站上傳發布 SHL(Slot Historical and Non-Historical Allocation List)/SAL(Preliminary Slot Allocation List)日期，這資料對於航空公司和協調人都非常有用。

### (三)議程三：WWACG/WASB 議題

- 1、 機場在時間帶協調會議中的角色：有關機場在時間帶協調會議中的角色之相關文件刻正由 WWACG 董事會審核。本議題關係到協調人之獨立性，後續將擇日分發文件請協調人審閱及提供意見，俾利於全球機場時間帶委員會(Worldwide Airport Slot Board,WASB)進一步討論。
- 2、 新進業者規則適用：WSG(Worldwide Slot Guidelines)第 10 版(2019 年 8 月 1 日起生效)對於新進業者(New Entry, NE)定義已放寬為當日於機場持有少於 7 個時間帶者(原為當日持有少於 5 個時間帶者)，即可視為新進業者，並已於 2020 年冬季起(Winter 2020 Season)開始適用。主席詢問機場協調人是否已使用新的 NE 規則，巴西、香港和新加坡的協調人表示，目前已採用新規則；澳洲雪梨及歐洲則因當地法規因素，目前仍無法執行新規則；日本地區則因新規則對於新進業者進入較為擁擠的機場產生負面影響，故目前仍沿用 WSG 第 9 版舊 NE 規則。
- 3、 試辦時間帶歸還期限提前：主席提醒自 S24 及 W24 起試辦將時間帶歸還期限 (SRD) 提前 1 個月，S24 之 SRD 為 2023 年 12 月 15 日。後續 WWACG 將依試辦結果，分析未於連續時間帶歸還日前歸還連續時間帶對於等候名單之影響。
- 4、 普惠(Pratt & Whitney,P&W)引擎問題：主席解釋了 P&W 引擎問題的現狀，並表示 IATA 要求協調人將 P&W 引擎問題視為 JNUS，因應各航空公司具體影響情況給予 JNUS。澳洲、香港和新加坡協調人表示已經收到航空公司提出 JNUS 申請，並已根據具體情況給予 JNUS。印度部分協調員表示，僅將 JNUS 應用於引擎問題並不合理，因為飛機交付延遲等其他問題也會導致航班取消，主席建議應取決於收到通知時間點。
- 5、 連續時間帶最短週數：ASWG7(Airport Slot Working Groups 7)工作小組發表更改初始分配中最短週數(週數為 5 週和 10 週)之模擬結果，

並請航空公司和機場發表評論。機場贊成將連續時間帶週數從 5 週增加到 10 週，表示可減少時間帶零碎情形，提高利用率及增加收入；航空公司則認為增加週數將失去航班接駁或參與影響市場競爭能力。工作小組將綜整各方意見討論是否增加連續時間帶週數。

### 三、主管會議 (HODM/34)

主管會議 (Heads of Delegation Meeting, HODM/34)，於 2023 年 11 月 16 日下午 14:00 舉行，由航空公司及機場協調單位主管代表參加。謹就會議資料重點摘要如下：

(一) 歡迎與會人員：主席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、佣金、營運策略、交易條款、市場競爭、集體抵制、行銷計畫等。

#### (二) WASB 相關議題

1、機場時間帶分配指導原則(Worldwide Airport Slot Guidelines, WASG)第 3 版：2023 年 10 月發布 WASG 第 3 版(2024 年 4 月 1 日起生效)，本次補充附錄 12.10(Best Practice Guidelines for Availability of Slots and Schedule Information)(詳附件 7)，其內容為協調人發送 SAL 後，應將相關數據提供航空公司及機場管理機構，包含航空公司所有分配時間和候補請求等資料。

#### 2、JNUS 議題：

(1) 以色列哈瑪斯戰爭：以色列哈瑪斯戰爭已嚴重影響航班，目前不僅影響以色列，亦影響至黎巴嫩，如果戰爭升級，恐擴大影響至其他國家，更涉及到機場開放或關閉、保險、機組員、空域等議題，IATA 請協調人將依具體情況給予 JNUS。

(2) 普惠(Pratt & Whitney, P&W)引擎問題：A320、A321neo、A220 及巴西航空工業 E2 機隊等所配備普惠 GTF 引擎(PW1100G、PW1500G 及 PW1900G 型號)，因製造過程中金屬粉末原料受到污染，造成部分引



擎零件產生缺陷，爰需召回相關機型進行引擎檢修，其數量已增加約 3,000 台引擎，每台引擎維修工作長達 300 天，預計將持續至 2026 年。目前全球約有 42 家航空公司受到影響，預計 2024 年上半年將有 650 架航機處於 AOG(Aircraft On Ground)狀態，由於前開檢修要求及引擎設備供應短缺等問題，均已超出航空公司可控制範圍，進而影響航班取消，IATA 要求協調人將普惠引擎問題視為不可抗力因素，並依具體情況給予 JNUS。據瞭解，目前有部分協調人視個案處理給予 JNUS 認定。

- 3、試辦時間帶歸還期限提前：本次試辦將時間帶歸還期限（SRD）提前 1 個月，係為鼓勵航空公司能儘早歸還不使用之連續時間帶，讓協調人能及時將所歸還時間帶分配給等候名單，俾利判斷是否能更妥善利用容量並協助機場規劃。S24 試辦時程如圖 1，協調人需追蹤從 SAL 至 HBD 之後一個月內時間帶歸還和請求撤回等候名單情形，並於 2024 年 3 月底前完成問卷調查，後續 WWACG 將依試辦結果，分析未於 SRD 前歸還連續時間帶對於等候名單之影響。

## Earlier SRD Trial

**Purpose of the trial**

- Airlines are encouraged to return slots they do not intend to use earlier in the cycle.
- Coordinators should reallocate slots on the waitlist in a timelier manner.
- Would this result in better use of capacity and assist airport planning?

**Timelines for NS24**

<ul style="list-style-type: none"> <li>▪ Nov 2023</li> <li>▪ Dec 2023 – Feb 2024</li> <li>▪ Mar 2024</li> <li>▪ June 2024</li> </ul>	<p>Info shared with airlines, airport and coordinators</p> <p>Tracking by coordinators.</p> <p>Trial survey sent to all airlines, airports and coordinators (Completion by 31 Mar 2024)</p> <p>WASB analysis of the first results of the survey</p>
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圖 1 S24 試辦時程

## Earlier SRD Trial - survey

### Airline tasks

- Answering the Trial survey questions in March 2024. Examples:
  - Do you apply the SRD and did you apply the earlier SRD?
  - Have you included the SRD in the processes for seasonal preparations?
  - Did you apply the earlier SRD?
  - Can you describe the differences for your operation with the seasons in which with the SRD at half-month for HBD.
  - In case you could not apply the earlier SRD, what are the reasons why?
  - What would you advise the WASB regarding the date of the SRD? What are your main arguments for this?

### Airport tasks

- Answering the Trial survey questions in March 2024. Examples:
  - To what extent do you use SAL, SRD and/or HBD to schedule operational activities?
  - If yes to a certain extent, what are your observations on the quality of the SRD in this trial compared to previous seasons?
  - What would you advise the WASB regarding the date of the SRD? What are your main arguments for this?

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圖 2 S24 試辦之問卷調查

#### 4、時間帶通訊工作小組(Slot Messaging Working Group, SMWG)：

- (1) SMWG 負責制定 SSIM 規則，以符合航空公司和協調人間對時間帶資訊和資料交換的要求，包括與 SAL/SAQ/SCR/SIR/SHL/SMA/WCR/WIR 相關代碼修訂。組員資格開放給所有參加 IATA 時間帶協調會議的會員航空公司和協調人。
- (2) 工作小組 2024 優先審核事項(圖 3)為：刪除 WCR 和 SCR 的代碼 E (消除資料)，於 2024 年 3 月 1 日版的 SSIM 生效；定義 SI 所列舉的協調原因代碼；需在新一季的初始申請使用代碼 D(刪除資料)，因當航空公司沒使用代碼 D，則該筆資料仍屬歷史時間帶；定義時間帶資料的最大長度以改善呈現方式；對應使用電動和替代燃料飛機的所需；將時間帶通訊轉移至航空業資料模組(AIDM)；開放 API 性能來調度排程代碼。

## SMWG 2024 Priorities

- ❑ **Removal of E code (Eliminate Data) for WCR and SCR messages**  
Made effective in SSIM standards as of 01 MARCH 2024
- ❑ **Define enumerated SI reason codes**
  - To be associated with SCR lines / XML Transaction Items
  - A WG set up to investigate new requirement for SSIM standards - enumerations incomplete
- ❑ **Use of code D (Delete data) during the initial submission of new season**  
 This will enable to retain historical rights – solution for instances when airlines forget to submit code D, the slot does not remain suspended
- ❑ **Slot Data Standards Attributes**  
 Defining max length of data element attributes to improve presentation
- ❑ **Electric Vehicle Aircraft Assignments**  
 Pursue requirements of rising electric and alternative fuel aircrafts
- ❑ **Migration of slot messages to the Airline Industry Data Model (AIDM)**
- ❑ **Open API Capabilities - Transmission of Scheduling Codes**

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圖 3 SMWG 2024 優先事項

(三)時間帶協調會議資訊更新：S24、W24 及 S25 時間帶協調行事曆如表 4。S24 及 W24 試辦將 SRD 日期提前一個月，夏季班表 SRD 為 2023 年 12 月 15 日，冬季班表 SRD 則為 2024 年 7 月 15 日。S25 可能依試辦結果調整 SRD 日期（目前 SRD 並未提前一個月，仍維持 2025 年 1 月 15 日）。

表 4 時間帶協調行事曆

<b>Worldwide Airport Slot Guidelines</b>			
<b>CALENDAR OF COORDINATION ACTIVITIES</b>			
<b>ACTIVITY</b>	<b>NS24 SC/153</b>	<b>NW24/25 SC/154</b>	<b>NS25 SC/155</b>
<b>SHL Deadline</b>	<b>11-Sep-23</b>	<b>15-Apr-24</b>	<b>16-Sep-24</b>
<b>Agreed Historics Deadline</b>	<b>28-Sep-23</b>	<b>02-May-24</b>	<b>03-Oct-24</b>
Confirmation of final coordination parameters and details of available capacity	No later than 28-Sep-23	No later than 02-May-24	No later than 03-Oct-24
<b>Initial Submission Deadline</b>	<b>05-Oct-23</b>	<b>09-May-24</b>	<b>10-Oct-24</b>
SC Event Platform Customization	25-Oct-23	22-May-24	30-Oct-24
SC Event Platform calendar opened to coordinators to request meetings with airlines	31-Oct-23	28-May-24	05-Nov-24
<b>SAL Deadline</b>	<b>No later than 02-Nov-23</b>	<b>No later than 30-May-24</b>	<b>No later than 07-Nov-24</b>
SC Event Platform calendar opened to airlines to request meetings with coordinators	06-Nov-23	03-Jun-24	11-Nov-24
<b>IATA Slot Conference</b>	<b>14-17 Nov 23</b>	<b>11-13 Jun 24</b>	<b>19-22 Nov 24</b>
<b>Series Return Deadline</b>	<b>15-Dec-23 *</b>	<b>15-Jul-24 *</b>	<b>15-Jan-25*</b>
<b>Historics Baseline Date</b>	<b>31-Jan-24</b>	<b>31-Aug-24</b>	<b>31-Jan-25</b>
<b>Start Of Season</b>	<b>31-Mar-24</b>	<b>27-Oct-24</b>	<b>30-Mar-25</b>

\*Trial for NS24 and NW24-25 seasons  
 \*NS25 - SRD subject to change following trial evaluation

## 肆、其他會議

一、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項子會議外，會議期間亦有多場演講分享會，擇2場參加內容摘要如下：

### （一） 航班時刻表數據交換計畫(Schedule Data Exchange Program)：

演講者來自 IATA 航空數據團隊，並推廣航班時刻表數據交換計畫，時刻表數據是航空產業基本數據之一，機場相關行業中所有利益相關者都使用該數據，但目前商業提供者有限，IATA 認為這是種風險，並需要介入管理，因此想建立時刻表數據交換資料庫，並確保這些數據安全性和可靠性，希望成為航空業中值得信賴之數據託管人。它將提供航空公司時刻表和最短轉機時間(Minimum Connecting Time, MCT) 資料庫，以提供更多正確服務及產品，此計畫屬非商業性質，意即航空公司參與計畫並貢獻數據，將能免費無限期訪問此資料庫，航空公司可運用數據分析並規劃航班時刻協調、聯營等策略。

**Program Mandate**

- A new data exchange program open to **all Airlines**
- An **airline Advisory Group** governing the data release policy and data sharing principles
- Development-free solution enabled by **IATA Standards**
- Not a competing service** to existing Schedule Distribution Service providers
- A robust data quality assurance and historical data correction procedure
- A free of charge Service

7 In compliance with information exchange principles of applicable competition laws 15 November 2023

圖 4 計畫授權任務



(二) 發揮機場潛力：ACI 關於機場容量申報的指南(Realizing Airport Potential: ACI' s Guidance on Airport Capacity Declaration)：

國際機場協會(Airports Council International,ACI) World 於 2023 年發布《機場容量：機場容量申報指南》(ACI' s Guidance on Airport Capacity Declaration)，用意係協助管理 Level 2 及 Level 3 機場容量的評估和申報協調，盼透過推廣並適用於全球各地機場，以持續優化機場相關容量。

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圖 5 申報指南之綱要

## 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、 疫情過後各國旅客出國意願提高，各航空公司亦隨著全球客貨運市場陸續恢復航班營運及增班，不僅飛航我國之航空業者增加(如：可依航空、達美航空)，各區域航班數亦持續增加中，惟大多航空公司均反映不易取得桃園國際機場之理想時間帶，期盼後續桃園國際機場擴建後，時間帶取得

能有所改善。

二、 由於桃園國際機場時間帶難以取得，爰本局人員於參加本次時間帶會議時，鼓勵航空公司可考量改飛航我國其他機場（例如：花蓮、臺東、臺中等），並提供我國景點明信片及自製傳單(圖 9)，向航空公司說明我國政府觀光單位刻正推動國際觀光客來臺，並提供境外包機相關獎助，以及本局亦對飛航相關機場之國際航班提供減免降落費等相關措施，部分航空公司表示有興趣，將攜回研議。

1、 會議洽談期間，韓國德威航空表示，已申請 2024 年 1 月起飛行臺中國際包機，並將循獎助要點向我國政府申請相關獎助或減免；香港快運航空表示，疫情前曾飛行我國花蓮機場，目前總部刻正評估 2024 年 8 月以定期航班復飛香港-花蓮航線之可能性，亦期盼後我國觀光單位亦能針對飛航花蓮之定期航班有所獎助；韓國可依航空表示，2023 年 9 月起新闢桃園-清州，預計 2024 年將陸續交新機、新闢航線(桃園-濟州島)及增班，考量目前桃園機場時間帶的確較難取得，後續將與總部討論飛行臺灣其他機場之可能性。

2、 本次會議結束後，本局參加人員於 2023 年 12 月初收到可依航空公司來信表示，內部刻正審核飛航清州-花蓮航線，想進一步先詢問相關獎助申請細節，本局亦回信提供交通部觀光署及韓國辦事處聯繫方式，並表示期盼該公司有機會能飛航花蓮。由於外籍航空在臺總代理或臺灣分公司決策能力較小，而國際會議場合較易直接接觸外籍航空公司總公司相關人員，建議未來本局參加人員可多加利用各種國際會議場合或時機提供外籍航空公司我國政府相關政策或資訊，甚至可於外籍航空公司至我國席位洽談時間帶時，發送文宣品或紀念品，藉以行銷臺灣。

三、 本次會議期間有日籍及陸籍航空公司向本局詢問松山機場 S24 時間帶 SAL 分配結果，並表示期望能儘快回復，以利班表排定、機隊人力安排調度等事宜，經查前次會議亦有航空公司反映 SAL 發送日期較晚一事，本次會議

前雖均已與申請松山機場時間帶之航空公司聯繫目前仍在檢核時間帶分配結果，將儘快回復，惟會議期間仍有航空公司再次反映尚未收到 SAL 分配結果，本局後續協調臺北松山機場時間帶仍將以配合 IATA 時間帶協調作業時程為原則，或至遲於時間帶協調會議前回復，以利航空公司營運規劃。

四、 另本次會議係位於杜拜舉辦，亦藉由本次國外出差期間，感受杜拜國際機場設施，杜拜國際機場為中東地區最大客貨運航空樞紐，橫跨歐亞非三大洲航班多數均以此為中繼站，擁有高流量轉機客。

- 1、 經觀察杜拜機場入出境及相關設施，國外旅客首次入境時，須走人工通關，會由杜拜移民官建立生物辨識資訊，後續再次入境或出境杜拜，即可走自動通關(smart-gate)，大幅節省旅客等候時間及機場人力；另杜拜居留與外國人事務總局為使旅客享受旅程，目前於國外旅客入境時，移民官會提供旅客一張免費的觀光 SIM 卡(24 小時 1GB)，為旅客在杜拜旅遊期間提供便利，亦更能吸引轉機旅客短暫入境杜拜遊玩。
- 2、 目前我國桃園國際機場刻正興建第三航廈，亦將納入轉機旅客需求規劃，爰建議我國相關政府單位亦可參考杜拜國際機場發放觀光 SIM 卡，未來提供桃園機場旅客及短時間停留之轉機旅客觀光 SIM 卡服務。
- 3、 另生物自動辨識科技簡化出入境通關流程，讓旅客快速通關及減少查驗人力為未來國際趨勢，我國機場雖已建置外來人口出境快速查驗閘門(f-Gate)，便利外來人士快速出境，惟入境時，入出國自動查驗通關系統(e-gate)目前僅開放中華民國國民及持有居留證之外來人士，及 6 個互惠國家註冊使用，建議我國移民單位可再評估 e-gate 擴大適用至一般來臺外籍旅客註冊，或持續增加互惠國家數量，以減少旅客排隊等候入境通關時間、吸引外籍旅客來臺，並達成友善外交之目的。





圖 6 SC153 註冊報到



圖 7 SC153 展場攤位



圖 8 SC153 機場協調人會談空間



圖 9 SC153 演講分享



# PROMOTING TOURIST CHARTER FLIGHTS

- For Japan, **¥1.65** million.
- For Korea, **₩10.45** million.
- For Southeast Asia, **US\$8,800**
- For other places, **US\$5,500**

✓ Increase subsidies (Hualien / Taitung airport)

**Landing fee discount**

Other than TPE or TSA airports

圖 9 自製國際包機獎助及降落費減免措施傳單

註：QR-CODE 為交通部觀光署推動境外包機旅客來臺獎助要點(英文版)及推動花東永續旅遊境外包機來臺獎助要點(英文版)

# 附件

## 附件 1 第 153 屆時間帶協調會議通知



## SC153 Pre-Conference Introduction

The 153rd Slot Conference will take place 14 to 17 November 2023 at the Dubai World Trade Centre (DWTC). The 153rd Slot Conference is a forum for the optimization of the allocation and management of airport slots for the Northern Summer Season, 31 March 2024 to 26 October 2024. Delegates are encouraged to note the [Calendar of Coordination Activities \(pdf\)](#) deadline dates for this period.

### The event dates

Onsite Registration opens	: Mon	13 Nov 2023	08:00 - 18:00
Conference times*	: Tue	14 Nov 2023	07:30 - 18:00
	Wed– Fri	15-17 Nov 2023	08:00 - 18:00
Head Delegate Airline Only Meeting (HOD-A)	: Tue	14 Nov 2023	08:30 - 09:30
Head Delegate Meeting (HOD-M)	: Thu	16 Nov 2023	14:00 - 15:00

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

### 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@gi-events.com](mailto:iatasc@gi-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 were sent out directly to all accredited delegates **18 August 2023**. Delegates registered by **28 September** will be charged **150 USD** registration fee per delegate (applicable 5% local taxes will be payable). We encourage you to make your hotel reservations as soon as possible, as reservations and changes will be accepted on a space available basis with no guarantee the conference rates will apply after **8 September 2023**. Lastly, please make sure you apply for your visa at your earliest convenience to avoid disappointment. Please be advised delegates registering after **25th October 2023** will incur **50 USD** (applicable 5% local taxes will be payable) late processing fees for letters of support for visa applications and access to the meeting event platform will be delayed.

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



# WWACG General Assembly 07 DUB JUN 12



## AGENDA

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

<p>1. Welcome and appointment of the meeting secretary.                  PP: Announced Lara's departure as IATA HOD.                  Cassie to provide updates on IATA venue information to the members +- 5pm Ireland time.</p>	<p>PP</p>
<p>2. Notes WWACG GA 06 MEL NOV 23                  PP: Any comments / notes from MEL?                  None.</p>	<p>PP</p>
<p>3. Industry Matters:                  PP: Rules used and what not to be used.                  Application of new entrant rule from move from 5 operations a day to 7 a day. How many coordinators are implementing, Is the hindrance regulatory. Is a new entrant in 5 in a day? Has been implanted for less than 7? No response. Brazil has implemented 5. Canada has implemented.                  Rene: EU coordinators are temporary, Will apply mostly in NW24. Commission to consider until NW23.                  PP: 1 working group operational. Recommendation for annexure to be reviewed and pending approval. Series length study / simulation-updated. MS05 to MS10.                  Ignacio: Provided summary of result to WWACG members present. No agreement on way forward initially. 6 airports were selected for this airport. Hongkong and Heathrow international.                  Conclusion about the distribution on series of slots. Parameters remained the same with view for new entrants to enter the market. Working group needed some time to work on data. Considering these changes that must be considered such as barriers from series length.                  PP: Thanked the coordinators involved.</p> <p>WASB                  o WASB General Information</p>	<p>RM</p> <p>BM                  RM                  HM                  PP</p>



PP: Proposals that can be expected, Encouraged the members to actively / cross participate from everyone. Coordinators retaining data files for a period of 5 years in the context of WASB. Coordinators volunteered with this data. This will be minuted formally.

SHL, Initial Submission, SAL, HBD and end of the season. PP requested / implored members to preserve data for WASB purpose.

Feedback from Airlines, Coordinators and Airlines looked at Overbidding, slot handback, capacity declaration and capacity changes. NW23 monitoring late handback coordinators to monitor late handbacks for airlines NW23. WWACG/WASB is trying to gauge extent of this issue. Coordinators to provide feedback in Dubai SC153.

PP: Enquired if any coordinators have airports with them in the coordinators hall.

Fred: Confirmed in the past it has been done from the past.

Brian: On occasion via invitation with agreement from the airline.

Ignacio: Mentioned it does not make sense that an airport can influence or make the decision based on 15 minutes from the coordinator's hall.

Fred: Inviting the airport is to let them know the process. Lack of knowledge is an issue of concern.

Baris: SOE authority declare the parameters. Airport terminal operators are PVT companies that can be updated on capacity issues.

Hugo: Might be an agenda from airports to attend with coordinator.

Didier: Mentioned that working paper on capacity improvement might assist with capacity issues at the airport level who attend the Slot Conference.

There need to be cautious control. Undue pressure might be experienced by coordinator from airport management.

PP: Confirmed 2 coordinators working on the paper and the WWACG will be updated soon on the results.

PP: Calendar of activities. SRD will be trialled again by 15 Dec. It might be a 2 series trail until 15 Aug 2024.

Didier: EU has had airlines ignoring SRD. EU members have been encouraged that airlines SRD should be followed as contribution for this study.

PP: Experienced same issue with airlines not handing back.

Didier: To share older model from past WSG documents.

- WASB Working Group Updates

#### Geographic Updates

- Americas

<p>Brian: Quiet from USA. ATC staffing issues in NY where FAA requested voluntary reduction of slots from airlines. 15 May – 15 Sept JNUS would be granted. FAA will address issues.</p> <ul style="list-style-type: none"> <li>• Europe Rene: Europe slot regulations revision process going on but postponed due to EU parliament elections. Resumption might be In 2025. Mentioned introduction of new slot allocation such as min usage rates, slot series range etc...NATO air defender 23 that might cause disruptions to Germany from 250 aircraft involved. He expressed that co</li> <li>• Africa HM: Updated on PVT airports considering Level 3 declaration.</li> <li>• Asia/Pacific Kawakatsu: Japan has an issue with ground handling. Japan authority considering granting JNUS based on this issue. Cancellation due to ground handling issues. PP: Mentioned that Asia does have issues due to ground handling affecting on time performance. Richard New Zealand: All ops back to normal</li> </ul>	
<p>4. WWACG Matters</p> <ul style="list-style-type: none"> <li>• Update on New Organisation 47mn</li> <li>• Financial Matters</li> </ul> <p>Gregory France: Financial Update: Fees collection for 2022 and 2023 to be done as one consolidated to ease bank costs. Bank account to use one invoice, Canada bank account closed to Switzerland to reduce cost as there are fewer accounting fees and obligation. Expected revenue collection should improve for 2024. EUCA to engage regarding website design which will be replicated on the WWACG website. Implored members to consider contributing to the costs of WWACG. PP: Other fees collection methods to be considered, Transaction cost issue is a challenge. Pay-pal to be considered as alternative. Baris: This issue is a managerial issue from his region. He mentioned to engage higher management. PP: Suggestions are welcome for website functionality and improvement are welcome and emails to board members on website ideas. Baris: Coordinators should be able to contact each other.</p>	<p>RM GJ</p>
<p>5. Information from Members &amp; Partners</p> <p>a) Vancouver Airport Presentation on Implementing Runway Constraints Vivian Chan Canada (YVR): Presented on YVR capacity declaration for RWY capacity management and north RWY</p>	<p>ALL VC</p>

rehabilitation closure for NS24 Canada Slot coordination. Purpose is to reduce aircraft queue's as well as environmental effects. This is to commence in NW23 well into NS24. Request is that any Coordinators to grant JNUS on routing end based on this item temporary capacity reduction for carriers affected. Didier: Commented that tough decisions can be taken on General Aviation can be taken in this instance.

6. Any Other Business

a) Slot Conference Costs

PP: DUB costs were excessive. Feedback welcome from coordinators. Financially viability is an issue of concern. Baris: Registration fees of \$150.00 was steep and should be reconsidered as this might be an issue of barrier or gate keeping. IATA should consider reducing the reg fees. Fred: Mentioned this is affecting the Slot Conference viability. Frank: In the past planning was years ahead of time and this might affect the pricing of the conference. PP: Input is required from the coordinator on such matters as conference venue. Didier: Mentioned the rotation should also be reviewed. Cassie IATA: Explained the steps followed to determine the venue determination. Emphasized it has to be fair to all locations. Including dates, Hotel Rates, WIFI and reception support. Mentioned It is challenging to get a deal due to the magnitude of the Slot Conference venue. IATA is open to suggestions for improved costs and is not rigid on this matter. *2 sets of dates for June 2025 have been provisioned but challenge due to religious Eid festival.* Convention bureaus usually are the ideal point of contact for initiating venues to be used for SC. IATA planning is usually 3 conferences ahead of time. Inflation has been increasing and this is a challenge. Hotel rates aimed are average of \$200.00 per day ideally. Baris: Not providing dates early impedes the attendance of the coordinator for Slot conference. Suggestion is to release SC dates at least 2 – 3 conferences ahead of time as this might prevent future attendance. Cassie IATA: encouraged post survey to be completed as it assists IATA in determining ideal venues for the delegates. Next Nov location is Dubai. Reason for Hotel venue delay is due to lack of Hotel Cancellation information. Gregory France: Queried Airline rooms vs Coordinators rooms setup in terms of cost and should reviewed. He queried the reason for a lack of no main room instead of separate breakaway rooms. He suggested a large single space to reduce costs for future costs. Brian Meehan: Queried increased cost of registration fees.

ALL



Cassie IATA: No fees costs during COVID. Inflation costs have been rising and the fees were no longer feasible. Lunch and Food at the conference are also a major contributing factor to the delegate fees.

Baris: Mentioned mixed capacity that was used for *UEFA champions league in conjunction with other stakeholders EURO Control*. He mentioned that requested time and allocated times might be a good idea to be considered during such events.

Thanked ACL for their contribution.

7. Date/time and place of next meeting:

Dubai, United Arab Emirates, Monday November 13<sup>th</sup>, 2023 (15:30 - 17:30)

PP: Conclusion remarks: Thanked the delegates for attending, Meeting adjourned at 17h35 Ireland Time.

PP

RM: Rene Maysokolua

PP: Petra Popovac

BM: Brian Meeham

GJ: Gregory Jamet

HM: Hluke Maleyana

VC: Vivian Chan

# WWACG General Assembly 08 DXB NOV 13



## AGENDA

**Date:** Monday, November 13<sup>th</sup>, 2023 15:30 – 17:30

**Place:** Dubai, Dubai World Trade Centre  
Hatta Al Ain J-K

1. Welcome and appointment of the meeting secretary.	PP
2. Notes WWACG GA 07 DUB JUN 13	PP
3. Industry Matters: WASB <ul style="list-style-type: none"> <li>o WASB General Information</li> <li>o WASB Working Group Updates</li> </ul> Geographic Updates <ul style="list-style-type: none"> <li>• Americas</li> <li>• Europe</li> <li>• Africa</li> <li>• Asia/Pacific</li> </ul>	RM  BM RM HM PP
4. WWACG Matters <ul style="list-style-type: none"> <li>• Update on New Organisation</li> <li>• Website Update</li> <li>• Financial Matters</li> </ul>	RM RM GJ
5. Information from Members & Partners	ALL
6. Any Other Business <ul style="list-style-type: none"> <li>a) Slot Conference Locations and Conference Lengths</li> <li>b) Calendar of Coordination Activities Dates</li> <li>c) P&amp;W Engine Discussion</li> <li>d) TLV &amp; Lebanon JNUS discussion</li> </ul>	ALL
7. Date/time and place of next meeting: Bogota, Agorda Bogota Convention Centre, Monday June 10 <sup>th</sup> , 2024 (15:30 -17:30)	PP

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

## **Asia/Pacific Airport Coordinators Association (APACA)**

### **DRAFT**

### **26th Meeting of APACA**

**17:00 - 18:00**

**14 November (Tuesday), 2023**

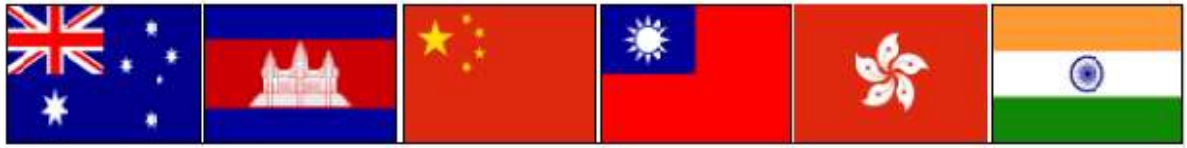
**Al Ain J-K meeting room at C1 Floor**

**Dubai World Trade Centre (DWTC)**

**Dubai, United Arab Emirates**

### **AGENDA**

- 1. Approval of the minutes of the 25th meeting held on 13 June 2023**
- 2. WWACG Updates**
- 3. WWACG/WASB Activities**
- 4. Any Other Business**



# Asia/Pacific Airport Coordinators Association (APACA)

as of November 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@cooraus.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)	actmail.taa@msa.hinet.net service@aptocoord.org.tw
			KHH	2	Karyn Huang (Winter)	
6	Hong Kong	HKSCO	HKG	3	Birdie Yuen	bssyuen@cad.gov.hk hkgslot@cad.gov.hk
7	India	AAI	MAA, CCU	3	Vivek Anand Chourey	edopsaai@aai.aero intslotsaai@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 slotmanagement@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	Retno Jati Pramesti	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@schedule-coordination.jp
			CTS	2		
		NGO	NGO	2	Hitoshi Nishio	cab-kixslot@mliit.go.jp
10	Korea	IASC	ICN	3	Kiok KIM	kaso@slotkorea.kr
		KSC	GMP, CJU	3	Dong Yeon Ahn	kaoslot@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@aql-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	thanhntm@caa.gov.vn atd@caa.gov.vn anhkd@caa.gov.vn

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## Asia/Pacific Airport Coordinators Association (APACA)

**DRAFT**

**Minutes of 26th Meeting of APACA  
14 November (Tuesday), 2023  
Al Ain J-K meeting room at C1 Floor  
Dubai World Trade Center (DWTC)  
Dubai, United Arab Emirates**

### **1. Administration**

The twenty-sixth general assembly meeting of APACA was held at Al Ain J-K meeting room at C1 Floor of Dubai World Trade Center from 17:00 to 18:00 on 14 November (Tuesday) 2023 at the occasion of IATA 153rd Slot Conference, in Dubai, United Arab Emirates. The Chair person, Petra Popovac (ACA - Airport Coordination Australia) welcomed the participants and thanked them for attending the twenty-sixth 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 31, representing 12 economies and 15 organizations. The list of participants is shown on the last page.

### **2. Agenda Item 1: Approval of the Minutes of 25th meeting held on 13 June 2023**

The Draft Minutes of the 25th General Assembly meeting of APACA, which was held on 13 June 2023, Appendix 2, was approved without amendment.

### **3. Agenda Item 2: WWACG Updates**

The Chair briefly provided an update of WWACG. The process of establishing the new organization of WWACG in Geneva should be finalized next year. The development of new website along with EUACA is in progress and will be completed next year. New logos for WWACG and EUACA are currently under consideration. Voluntary contributions by the members in establishing the website would be highly appreciated.

She also asked the members to input their distribution date of SHL/SAL in the WWACG website. Those data are very useful for airlines as well as coordinators.

### **4. Agenda Item 3: WWACG/WASB Activities**

The Chair explained very briefly about the recent WASB activities.

#### **(1) Role of airports in the slot conference**

Paper regarding the role of airports at the coordinator – airline meeting is drafted and now is reviewed by WWACG Board members. This issue is related to the



independence of coordinators and is very important. The Chair asked the participants to review the paper, which will be circulated later, and to send back their comments. The response from WWACG members will be back for further discussion in WASB.

(2) The application of the new NE rule

The Chair asked the participants whether the new NE rule is applied. Coordinators from Hong Kong and Singapore responded that the new rule is already applied in their organizations. The new rule is not applied at Sydney and airports in Europe due to local regulations. In Japan the new rule is not applied as applying the primary criteria of WSG edition 10 will have negative impacts on NE access to very congested airports and the old NE rule is still applied.

(3) SRD Trail

The Chair reminded participants that the SRD is one month ahead in S24 and W24 in SRD Trial. The SRD of S24 is December 15th. WWACG will review the effects of the trial, analyzing the series of slots which are not returned before the SRD and the impacts on the wait lists at each coordinator.

(4) JNUS for P&W engines problem

The Chair explained the current situation of P&W engines issue and that IATA is requesting coordinators to consider the P&W engines problem as the matter of JNUS and apply JNUS on case-by-case as the impact is different from airlines to airlines. Then the participants exchanged their views. Australia, Hong Kong and Singapore have already received JNUS requests from airlines and have already admitted JNUS on case-by case. Some coordinators from India said that applying JNUS only to the engines problem is not justified as there are cancellations due to other problems like delay of aircraft deliveries. The Chair said it may depend on the timing of notice.

(5) ASWG7: Series Length

The Chair explained the discussion on minimum series length in the ASWG7. The simulation results on the effects of changing the minimum series lengths in initial allocation with series lengths 5 and 10 was presented at the WG, and the airlines and airports are being asked to comment. Airports are in favor to increase series length from 5 to 10 because it decreases fragmentation, increases utilization, and increases revenue. The WG will discuss whether they should make proposal of recommending increase of the series length based of these feed backs.

**5. Agenda Item 5: Any Other Business**

The participants shared their experiences and information of the slot alleviations, new airports, new runways, etc. in each country/economy.

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

The list of participants of APACA/26

No	Economy	No	Member Organization
1	Australia	1	Airport Coordination Australia (ACA)
2	Cambodia	2	State Secretariat of Civil Aviation Cambodia
3	China	3	Air Traffic Management of CAAC (China)
4	Taipei	4	Airport Coordination Taipei
5	Hong Kong	5	HKG Schedule Coordination
6	India	6	Bangalore International Airport Ltd. (BLR)
		7	Mumbai International Airport Ltd. (BOM)
		8	Delhi International Airport PVT Ltd. (DEL)
		9	GMR Hyderabad International Airport Ltd (HYD)
7	Japan	10	Japan Schedule Coordination (JSC)
8	Korea	11	Korea Schedule Coordination (KSC)
9	Malaysia	12	National Slot Coordination Malaysia (NSCM)
10	Singapore	13	Changi Slot Coordination (CSC)
11	Thailand	14	Civil Aviation Authority of Thailand (CAAT)
12	Viet Nam	15	Civil Aviation Authority of Viet Nam (CAAV)





**IATA  
SLOT  
CONFERENCE**

153

Dubai, UAE 14-17 November 2023

**HEAD AIRLINE MEETING**

🕒 Thursday 16 Nov 2023  
14:00 – 14:45

➔ Starting shortly

Emirates Host Airline

مطار دبي  
**DUBAI AIRPORTS** Host Airport

IATA

The banner features a background image of Dubai's skyline and the Burj Khalifa, framed by a large golden archway. The IATA logo is visible in the bottom right corner.



**Head Delegate  
Meeting / 34**

153<sup>rd</sup> Slot Conference –  
Dubai, UAE

The banner features a background image of a white commercial airplane on a tarmac under a blue sky with white clouds. A yellow graphic element with a jagged, arrow-like shape is on the left side.

## 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

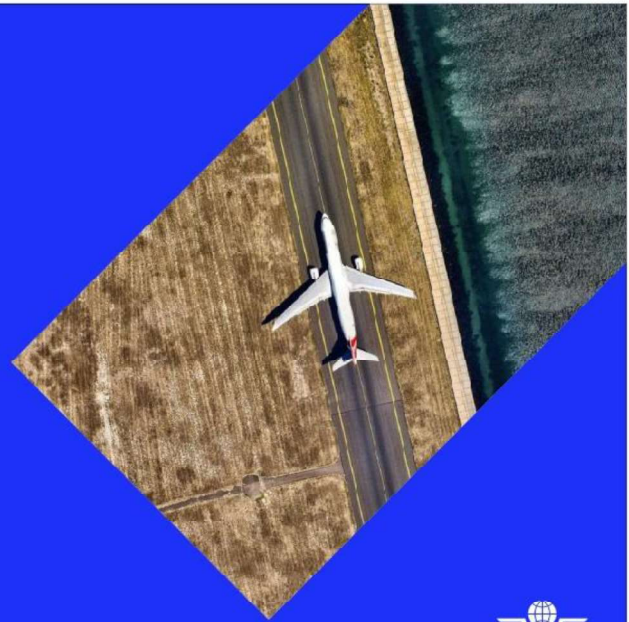


## Agenda

- Worldwide Airport Slot Board
- Slot Updates
- Slot Conference Update
- Training
- Q & A
  
- After HOD, airlines operating to AMS asked to stay for an update



# Worldwide Airport Slot Board



## WASG ed. 3 – eff. 1 Apr 2024

- **New Annex 12.10**
- **WASG 10.10.5**



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## WASB update

- EUACA Historic Determination paper - update
- Working groups updates
  - **ASWG 7 - Series length**  
New working groups:
  - **ASWG 8 - Coordination Committees**
  - **ASWG 9 - Overbidding slot holding and late handback**
  - **ASWG 10 - Slot monitoring and performance improvement – pending WASB approval**
- JNUS issues
  - Israel-Hamas war
  - PW Engines issues

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## JNUS Israel-Hamas war

- Serious concerns with late and non-consistent treatment
- Operations affected not only Israel but also Lebanon, risk of affecting other countries if the war escalates
- It is not simply a question if an airport is open or closed:
  - Insurance
  - Crews
  - Airspace
  - ...

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## Technical issues affecting airlines

1. A320/1 neo, A220, Embraer E2 fleet equipped with PW GTF engine type - PW1100G, PW1500G and PW1900G

### ▪ **Threefold problem**

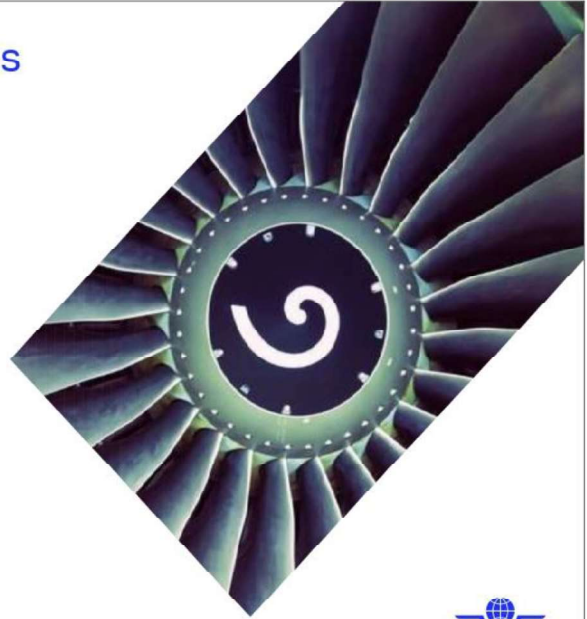
- Unexpected defect involving a "rare condition in powdered metal used to manufacture certain engine parts" requires "preventive accelerated removals and inspections."
- Supply chain issues and shortage of engine spare parts.
- Extended turnaround service time for maintenance checks & repairs.

### ▪ **Issues will continue to impact airlines up until 2026!**

- PW parent RTX expects grounding of aircraft to continue at any one time until 2026 for checks of the manufacturing flaw.
- Repair work initially expected to take 60-90 days - now last up to 300 days per engine.
- RTX initial estimate of around 1,200 engines that would require inspection, has now grown to approximately 3,000 engines.
- 42 airlines affected globally.
- 650 aircraft are expected to be in AOG in the first half of 2024 alone.
- Reportedly, A321ceo with V2500 engines, also produced by PW and are experiencing same issues as the A321neo engines.

**One airline's impact is not the same as another airline's impact due to engine/aircraft fleet mix.**

2. A380 wing cracks



## Pratt and Whitney engines problem

### **Ground for JNUS relief**

- Maintenance requirements are very much outside of the airlines' control.
- Extremely difficult to manage given the supply chain issues of and shortage of engine spare parts.
- The need to introduce earlier maintenance of engines outside of the normal lifecycle of the engine could not be foreseen or planned for.
- Slot regulations and the WASG provide that relief should be granted when there is interruption of the air services in the event of "unforeseeable and unavoidable circumstances outside the air carrier's control," leading to, among others, the "grounding of the aircraft type generally used for the air service in question."

### **Request**

- We requested coordinators to consider this issue as a matter that warrants JNUS treatment being an extraordinary circumstance which could not have been avoided even if all reasonable measures had been taken.
- We ask for flexibility and understanding from coordinators on case-by-case basis with this persistent problem, with the understanding that one airline's impact is not the same as another airline's impact due to engine/aircraft fleet mix.
- **Some coordinators already provide JNUS on a case-by-case basis**



# Earlier SRD Trial

## Purpose of the trial

- Airlines are encouraged to return slots they do not intend to use earlier in the cycle.
- Coordinators should reallocate slots on the waitlist in a timelier manner.
- Would this result in better use of capacity and assist airport planning?

## Timelines for NS24

- Nov 2023 Info shared with airlines, airport and coordinators
- Dec 2023 – Feb 2024 Tracking by coordinators.
- Mar 2024 Trial survey sent to all airlines, airports and coordinators (Completion by 31 Mar 2024)
- June 2024 WASB analysis of the first results of the survey

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# Earlier SRD Trial - survey

## Airline tasks

- Answering the Trial survey questions in March 2024. Examples:
  - Do you apply the SRD and did you apply the earlier SRD?
  - Have you included the SRD in the processes for seasonal preparations?
  - Did you apply the earlier SRD?
  - Can you describe the differences for your operation with the seasons in which with the SRD at half-month for HBD.
  - In case you could not apply the earlier SRD, what are the reasons why?
  - What would you advise the WASB regarding the date of the SRD? What are your main arguments for this?

## Airport tasks

- Answering the Trial survey questions in March 2024. Examples:
  - To what extent do you use SAL, SRD and/or HBD to schedule operational activities?
  - If yes to a certain extent, what are your observations on the quality of the SRD in this trial compared to previous seasons?
  - What would you advise the WASB regarding the date of the SRD? What are your main arguments for this?

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## Earlier SRD Trial - survey

### Slot coordinator tasks

- Tracking return of slots and withdrawal of wait list requests from SAL to 1 month after HBD.
- Answering the Trial survey questions in March 2024. Examples:
  - Do you apply the SRD and did you apply the earlier SRD?
  - If yes, did you observe a difference with the seasons using the SRD half a month before HBD? Can you describe this difference?
  - When returning after SRD, do you engage with the airline or use other sources to find out whether it had no intention to use the slot series before? Can you describe your observations?
  - If an offer is refused by an airline, do you enter into discussions with the airline or use other sources to find out whether the airline had earlier lost the intention to honour the wait list request? Can you describe your observations?
  - What would you advise the WASB regarding the date of the SRD? What are your main arguments for this?

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## Earlier SRD Trial

- **If airlines return early coordinators should reallocate early too. This is a team work**
- **We ask coordinators to assure airlines of their commitment to re-allocate slots earlier**
- It is very important to respond to the survey, even if the earlier SRD date does not apply in your country.
- In case return of slots was not possible by the early SRD, ensure the reasons for this are provided in the survey.

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ACTIVITY	NS24 SC/153	NW24/25 SC/154	NS25 SC/155
SHL Deadline	11-Sep-23	15-Apr-24	16-Sep-24
Agreed Historics Deadline	28-Sep-23	02-May-24	03-Oct-24
Confirmation of final coordination parameters and details of available capacity	No later than 28-Sep-23	No later than 02-May-24	No later than 03-Oct-24
Initial Submission Deadline	05-Oct-23	09-May-24	10-Oct-24
SC Event Platform Customization	25-Oct-23	22-May-24	30-Oct-24
SC Event Platform calendar opened to coordinators to request meetings with airlines	31-Oct-23	28-May-24	05-Nov-24
SAL Deadline	No later than 02-Nov-23	No later than 30-May-24	No later than 07-Nov-24
SC Event Platform calendar opened to airlines to request meetings with coordinators	06-Nov-23	03-Jun-24	11-Nov-24
IATA Slot Conference	14-17 Nov 23	11-13 Jun 24	19-22 Nov 24
Series Return Deadline	15-Dec-23 *	15-Jul-24 *	15-Jan-25 *
Historics Baseline Date	31-Jan-24	31-Aug-24	31-Jan-25
Start Of Season	31-Mar-24	27-Oct-24	30-Mar-25

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## Calendar of Coordination Activities

Available online at:

[www.iata.org/en/programs/ops-infra/slots/](http://www.iata.org/en/programs/ops-infra/slots/)

\*Trial for NS24 and NW24-25 seasons

\*NS25 - SRD subject to change following trial evaluation



## Slot Messaging Working Group (SMWG)

- ❑ The SMWG develops industry **SSIM Standards** for requirements concerning airport slot information and data exchanged between airlines and airport coordinators/ facilitators, including the amendments of codes associated with **SAL/SAQ/SCR/SIR/SHL/SMA/WCR/WIR** messages
- ❑ Membership is open to all Member Airlines, and Airport Coordinators/Facilitator participating in the IATA Slot Conference
- ❑ Liaison for the non-member Airlines is guaranteed by a Rapporteur
- ❑ SMWG meets in person at the June Slot Conference event with adhoc calls as required
- ❑ The SMWG requests Delegates to appoint a member to be part of this Working Group - email [standards@iata.org](mailto:standards@iata.org).

**\* HODs to appoint expertise to the SMWG \***





# SMWG 2024 Priorities



- ❑ **Removal of E code (Eliminate Data) for WCR and SCR messages**  
Made effective in SSIM standards as of 01 MARCH 2024
- ❑ **Define enumerated SI reason codes**
  - To be associated with SCR lines / XML Transaction Items
  - A WG set up to investigate new requirement for SSIM standards - enumerations incomplete
- ❑ **Use of code D (Delete data) during the initial submission of new season**  
This will enable to retain historical rights – solution for instances when airlines forget to submit code D, the slot does not remain suspended
- ❑ **Slot Data Standards Attributes**  
Defining max length of data element attributes to improve presentation
- ❑ **Electric Vehicle Aircraft Assignments**  
Pursue requirements of rising electric and alternative fuel aircrafts
- ❑ **Migration of slot messages to the Airline Industry Data Model (AIDM)**
- ❑ **Open API Capabilities - Transmission of Scheduling Codes**

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# Resources

- ✓ **Plan Standards Site - SMWG**  
<https://www.iata.org/psc-plan>
- ✓ **Developer Portal**  
(where slot schemas and implementation guides reside)  
<https://developer.iata.org/en/passenger>
- ✓ **SSIM Standards**
  - Real-time updates to Standards, Aircrafts, Terminals, UTCs, MCTs: [www.iata.org/ssim](http://www.iata.org/ssim)
  - Requests and Queries: [ssim@iata.org](mailto:ssim@iata.org)
- ✓ **Standards Team: [standards@iata.org](mailto:standards@iata.org)**

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# Slot updates




# Slot Conference update

28 November 2023



## SC153 Slot Conference Program



**IATA**  
**SLOT**  
**CONFERENCE**

Dubai, United Arab Emirates  
14 - 17 November 2023

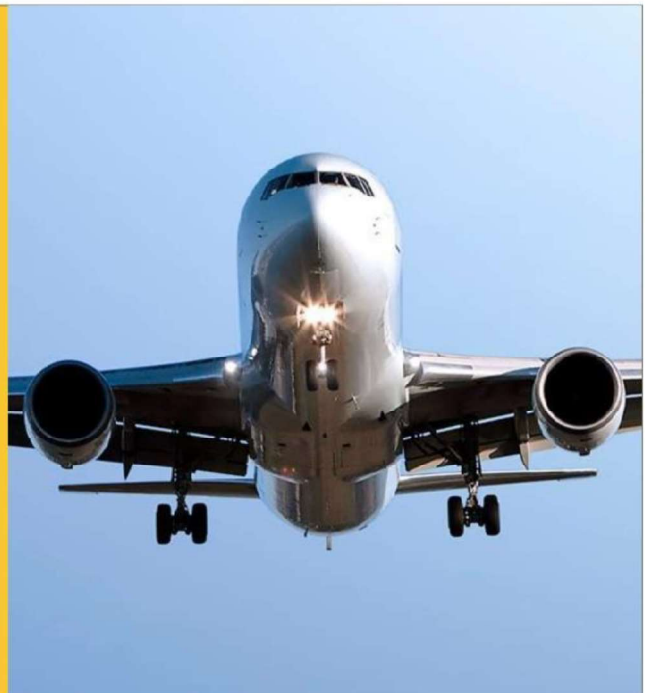
**PROGRAM**

Recorded sessions, held in the Speaker Zone will be posted on the Slot Conference website

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## SC153 Post Conference Survey

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



## 5.2 2024 Slot Conference Locations



SPWG/74

11-12 November 2023



## Future conferences update



SC154 June 11 – 13, 2024

Agora Bogotá Convention Centre, Bogotá, Colombia



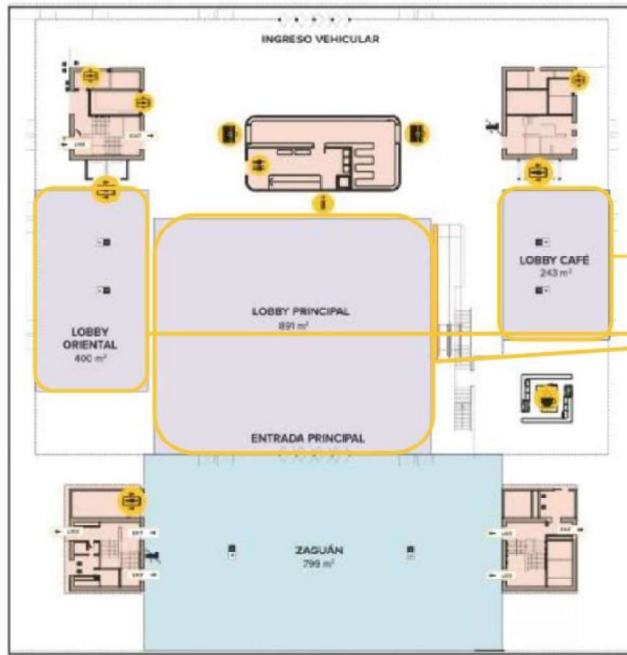
20mins from BOG  
Airport

3 – 5 Mins walk  
from Hotels





# FLOOR 1



Speaker zone  
Registration, Exhibition & Catering

26

# FLOOR 2



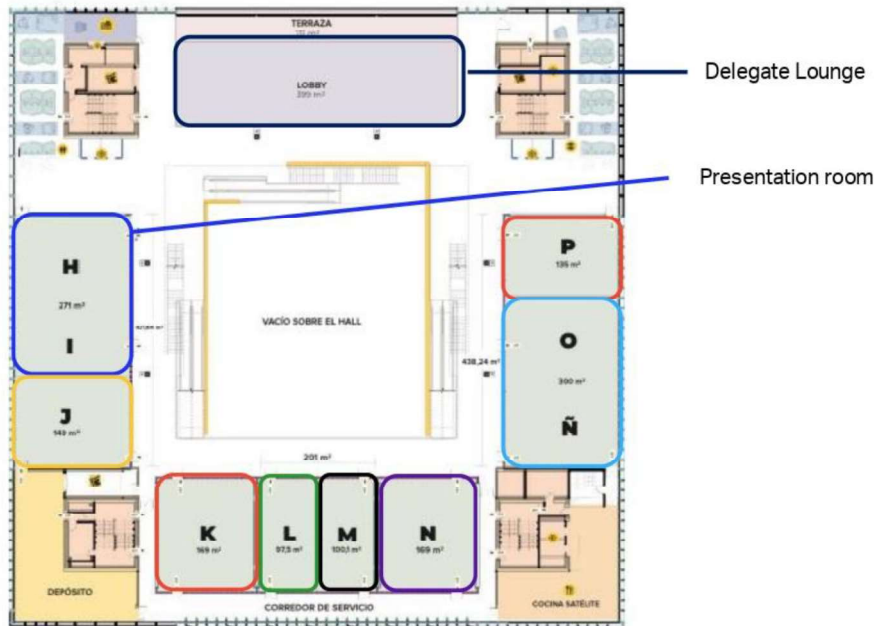
Workrooms & Meeting rooms

Delegate Lounge

27

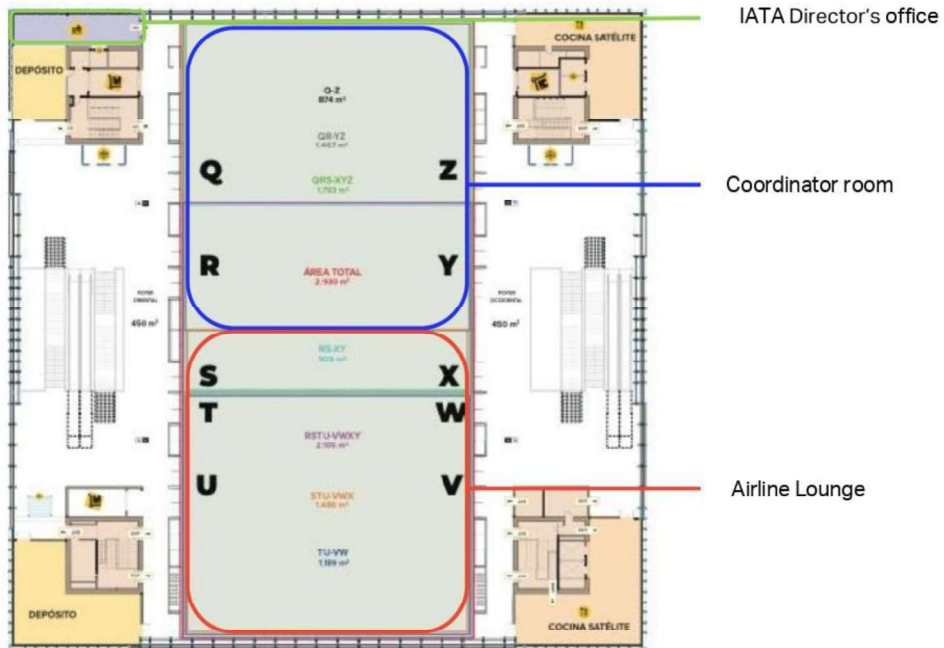


# FLOOR 3



28

# FLOOR 5



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## SC154 Hotels

3 – 5 minutes walk  
from venue

Hotel Rate  
150 – 189 USD



**Hilton Bogota**

\$189 Hotel room  
(\$239 Executive room)  
incl. breakfast & wi-fi



**Hyatt Place**

\$150 Hotel room  
incl. breakfast & wi-fi



## Future conferences update



SC155 November 19 – 22, 2024  
Marina Bay Sands, Singapore



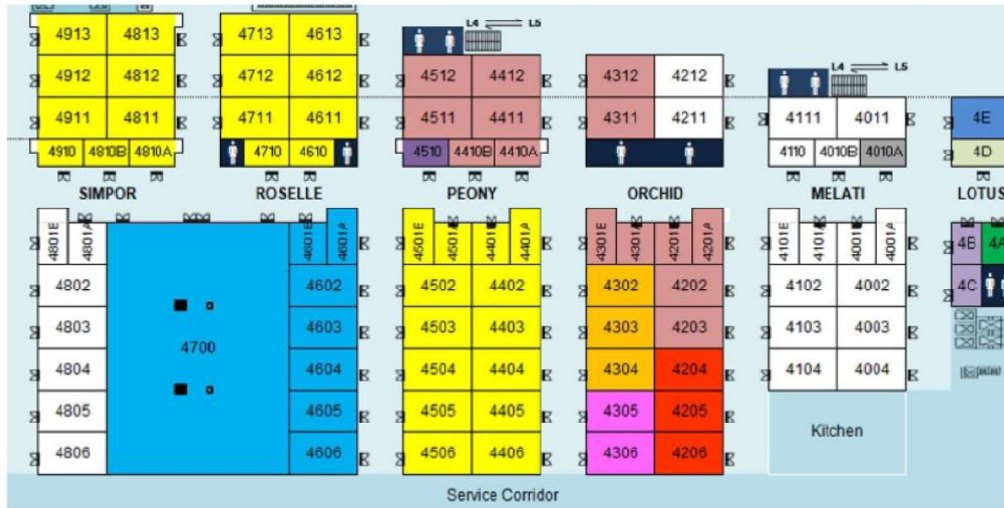
20mins from SIN Airport

10 Mins walk from Hotels

Hotels \$270 - \$330 USD



# Floorplan L4



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Now over to your questions...



**We look forward to your feedback**



## **Worldwide Airport Slot Guidelines**

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### **12.10 Best Practice Guidelines for Availability of Slots and Schedule Information**

To assist the airport managing body in monitoring demand, providing the infrastructure necessary to handle planned airline operations, and enabling effectual capacity declarations, the below set of information should be provided by the coordinators to the airport managing body for each scheduling season.

The data should be available on the coordinator's or facilitator's website to facilitate access. If website access is not available, the coordinator or facilitator must make the data available to airlines and to the airport managing body upon request, after SAL and prior to the Slot Conference. Information which should be provided:

1. Utilization of coordination parameters in the form of the set of the most limiting factors for the allocation process (list of what is (are) the most limiting coordination parameter(s) for their airport for the season).
2. Historic lists data.
3. As soon as all SALs are distributed for their airport(s), coordinators and facilitators must make the data for that airport available to all airlines and to the airport managing body. This data must contain full details by airline of all allocated times and outstanding requests and be up to date at the time of the request (Waitlist Information Request (WIR) and Schedule Information Request (SIR)). Airlines should use SIR and WIR formats as described in SSIM Chapter 6 for these requests and the data should be provided to them in SIR and WIR format, including waitlist tags, as described in SSIM Chapter 6.
4. Slots allocated to airlines with New Entrant status.

Airlines should provide to the airport managing body the full set of schedule data in SSIM Chapter 7 format after HBD.

The information provided to the airport managing body by the airlines and the coordinator might include confidential information and therefore the airport managing body shall not share that information to any other party.



附件 8 SC153-協調單位參與名單



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1	SC153 - Coordinators/Facilitators Attendance List		Please contact <a href="mailto:slots@iata.org">slots@iata.org</a> if you wish your email address to be removed.	



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	Jie	Ren	Coordinator	422850805@qq.com
	Shuo	Hou	Coordinator	xsydoc@163.com
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	Sasiyada	Mangkonkao	Coordinator	sasiyada.m@caat.or.th
	Buntoeng	Megchai	Coordinator	slot@caat.or.th
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**87 Coordinators and Facilitators & 276 delegates**

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