

出國報告（出國類別：其他）

參加國際空運協會
第156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：杜怡萱 視察

派赴國家：加拿大溫哥華

出國期間：114年6月15日至6月21日

報告日期：114年8月13日

提要表

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計畫主辦機關：	交通部民用航空局																	
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參訪機關：	IATA 國際航空運輸協會																	
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關鍵詞：	時間帶協調會議																	
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報告內容摘要：	國際航空運輸協會(IATA)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，以儘量滿足航空公司對於機場時間帶之需求。本(第156)屆時間帶協調會議主要係協調2025年冬季班表期間(2025年10月26日至2026年3月28日止)之時間帶，依各航空公司與各機場協調人事先預約之時間進行時間帶協調業務。我國桃園及高雄國際機場時間帶協調業務由交通部民用航空局委託台北市航空運輸商業同業公會設置之「國際機場時間帶協調中心」辦理，臺北松山及臺中機場時間帶協調則由民航局辦理。參加本次會議除可與協調人確認各機場協調情形外，亦可出席講座及相關會議，瞭解國際間最新制度與實務發展。																	
電子全文檔：																		
附件檔：																		
限閱與否：	否																	
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壹、前言

為提升全球機場設施使用效率，促進航空公司與各國機場協調人間之即時溝通與協商，國際航空運輸協會（International Air Transport Association, IATA）固定於每年6月及11月召開時間帶協調會議（Slot Conference, SC）及相關會議，該會議為航空業界年度重要會議之一，由世界各地航空公司代表與機場時間帶協調人面對面協調，透過資訊交換，儘量滿足航空公司之班表需求，並確保時間帶分配之公平性及透明度。其中6月舉行之會議主要協調冬季班表期間（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）機場時間帶，11月則協調次年夏季班表期間（每年3月最後一個週日至10月最後一個週日之前一日）機場時間帶。

目前我國桃園及高雄國際機場時間帶協調業務，係由交通部民用航空局委託臺北市航空運輸商業同業公會國際機場時間帶協調中心（下稱國際機場時間帶協調中心）辦理，其餘如臺北松山及臺中等機場之時間帶則由民用航空局協調處理。

本次 SC156會議於2025年6月17日至19日在溫哥華舉行，主要係協調2025年冬季（W25）班表期間（自2025年10月26日起至2026年3月28日止）之時間帶，會議期間陸續召開國際機場時間帶協調人團體會議（Worldwide Airport Coordinators Group, WWACG）、亞太地區協調人會議（Asia/Pacific Airport Coordinators Association, APACA）及主管會議（Heads of Delegation Meeting, HODM）。

在時間帶會議前，飛航我國之航空公司大多已先利用電子郵件向國際機場時間帶協調中心取得符合需求之時間帶，若無法取得或需調整時間帶者，則於會議現場與協調人進一步溝通協調。另本次會議有部分日籍及韓籍航空公司洽詢取得臺中機場時間之可行性，經向其說明該機場時間帶及觀光市場概況後，部分業者表示將研議納入未來開航評估；至松山機場時間帶部分，因有航權限

制，會議中除部分日籍航空公司來洽因營運需求須微調航班時間外，其餘韓籍、陸籍業者來洽僅表示已收到回復。

有別於以往，本次會議 IATA 首度公布「全球協調人服務品質調查」之初步結果，內容涵蓋航空公司對協調人執行 IATA 全球機場時間帶協調指南 (Worldwide Airport Slot Guidelines, WASG) 作業程序與原則遵循程度、服務水準、獨立性、專業技術等面向之評價。該成果將作為後續國際協調制度改進與評估之參考。

此外，會議期間亦舉辦多場專題講座，其他國家機場並設有參展攤位，藉由參與前述活動，得以進一步瞭解國際機場時間帶協調作業近期面臨之議題與各國航空產業發展。以下就我國機場時間帶協調情形及會議期間相關會議及講座內容進行說明。

貳、我國機場時間帶協調情形

IATA 將機場分為三個等級，一級機場(Level 1)為機場設施容量一般能滿足使用者需求，無須協調、二級機場(Level 2)為可能於某些日、週、時段有擁擠情況，需透過與航空公司協商方式解決時間帶問題、三級機場(Level 3)為運量需求明顯高於機場所能提供之設施容量，須經由協調程序來分配時間帶，航空公司須取得時間帶後，才能起降該機場。

我國桃園及高雄國際機場分別屬於三級及二級機場，本次會議主要協調該二機場 W25季班表期間之國際航班時間帶，至於我國其他機場屬一級機場，由民用航空局協調處理，部分航空公司於本次會議期間洽詢臺北松山、臺中、其他機場時間帶，及相關政策或機場建設事宜。

一、2025年冬季時間帶協調參數(均為當地時間)

(一) 桃園國際機場 W25參數

1. 跑道容量：依不同時間有所不同，如表1。

表1 桃園國際機場跑道起降架次

時間	到場 (架次/小時)	離場 (架次/小時)	到離場合計 (架次)
0000~0059	30	30	50/hr
0100~0559	30	30	30/hr*註
0600~0629	30	33	15*註
0630~0659	30	33	25
0700~0959	30	33	50/hr
1000~1159	30	30	50/hr、80/2hr
1200~2359	30	30	50/hr

*註:0100~0629單跑道運作

2. 作業機坪

(1) 作業機坪數量：依不同時間及客、貨機有所不同，如表2。

表2 桃園國際機場作業機坪數量

時間	客機機坪(個)	貨機機坪(個)
0000~0459	24	11
0500~2359	55	17

(2) 作業機坪地停時間：依不同客機及貨機型有所不同，如表3；若客運單走道機型地停時間超過120分鐘，及客運雙走道機型與貨運機型地停時間超過180分鐘，必須先取得桃機公司之許可後，方得向時間帶協調中心申請時間帶，且每次地停許可以單一季為限。

表3 桃園國際機場作業機坪地停時間

機型	地停時間
客運單走道(含 C 類以下)	40~120分鐘
客運雙走道(D~F 類，A380除外)	60~180分鐘
A380	須先取得機場公司許可
貨機	180分鐘為限

3. 客運航廈容量：依不同時間及航廈有所不同，如表4。

表4 桃園國際機場客運航廈容量

項目及時間	第一航廈	第二航廈
出境 0600~1859 連續3小時	8,100人次/3hrs	10,800人次/3hrs
入境	5,540人次/2hrs	6,800人次/2hrs

1000~2259 連續2小時		
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註:載客率以80%計算

4. 每日航班數上限：870架次。

(二) 高雄國際機場 W25參數

1. 跑道：每小時起降合計20架次；00:00~06:30宵禁。
2. 旅客流量：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。
3. 作業機坪數：28個。

(三) 臺北松山機場 W25參數

1. 跑道容量：每小時23架次；23時至隔日6時宵禁。
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個可停 E 類航機遠端機坪，6個商務機坪(可停放 B737-800以下航機)。
3. 航班間隔：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。
4. 其他限制：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；10:00~10:10實施聯合巡場，不接受起降。
5. 客運航廈容量：1,730人次/時(出境960人次/時、入境770人次/時)。

(四) 臺中機場 W25參數：臺中機場屬軍民合用機場，以不影響軍方任務為考量，目前起降額度(一起一降為1額度)，規定如下：

1. 日間(18時以前)起降額度為56，夜間(超過18時)為29；23時至隔日7時宵禁。
2. 日間每小時最大起降額度為4，惟11時至12時、13時至14時，每小時最大起降額度可調整至6；7時至8時、12時至13時、17時至18時，每

小時最大起降額度可調整至7。

3. 夜間每小時最大起降額度為5，惟每日21時至22時、22時至23時，每小時最大起降額度可調整至7。

二、時間帶協調情形

(一) 桃園機場及高雄機場

在時間帶會議前，飛航我國之航空公司大多已先利用電子郵件向國際機場時間帶協調中心取得符合需求之時間帶，若能符合航空公司所需時段，協調中心即會先行回復；若無法取得或需調整時間帶者，則安排於會議現場與協調人進一步溝通及協調。

會議前航空公司先與協調人預約時間，會議中依約定之時間(每次15分鐘)向協調人洽詢所需時間帶，協調人先就需求檢視後，向航空公司說明，並提供時間帶使用分布狀況，如 NAC Chart(Notice of Airport Capacity Chart, 機場容量警示表)供航空公司參考，如為可提供之時間帶，航空公司確定有需求後，再正式以電子郵件提出，如為無法提供之時間帶，則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。本次會議期間與協調人預約洽談時間帶之航空公司如表5。

本次會議期間，航空公司除就時間帶申請與調整事宜進行洽談外，亦有針對時間帶使用規則及政策適用提出詢問，特別就近期關注之 P&W 引擎更換所造成之航班取消、地勤人力不足影響執行率等情形，詢問是否可作為合理不使用時間帶之適用依據。協調人對此說明相關處理原則，並提醒航空公司依規定提出佐證資料。

表5 SC156會議期間航空公司預約協調人洽談時間帶

時段	預約航空公司			
	6月16日	6月17日	6月18日	6月19日
上午	報到	中國貨運航空 CK 泰國航空 TG 阿聯酋航空 EK 酷航 TR 順風速運 O3 日本航空貨運 JL 台灣虎航 IT 宿霧太平洋航空 5J 韓亞航空 OZ 香港快運航空 UO 新加坡航空貨運 SQ 全日空 NH 濟州航空 7C	中國東方航空 MU 可依航空 RF 廈門航空 MF 土耳其航空 TK 春秋航空 9C 酷航 TR 土耳其航空貨運 TK 日本貨物航空 KZ 大韓航空 KE 香港華民航空 LD 真航空 LJ 邏輯航空 3S 新加坡航空 SQ	菲律賓航空 PR 德威航空 TW 荷蘭航空 KL 吉祥航空 HO
下午	WWACG 會議	馬來西亞航空 MH 易斯達航空 ZE 日本越洋航空 NU 優比速 5X 紐西蘭航空 NZ 美國博立航空 PO 帕拉塔航空 WE 星宇航空 JX 全日空日本航空 NQ 四川航空 3U 香港航空 HX 日本航空 JL APACA 會議	盧森堡航空 CV 春秋航空日本 IJ 國泰航空貨運 CX 中國國際航空 CA 國泰航空 CX 中華航空 CI 中國南方航空 CZ 聯邦快遞 FX 樂桃航空 MM 越南航空 VN 全日空日本航空 NQ 越捷航空 VJ 捷星航空 JQ	阿提哈德航空 EY 大灣區航空 HB 海南航空 HU 聯合航空 UA

(二) 臺北松山機場

臺北松山機場時間帶係由民用航空局協調辦理；航空公司向民用航空局提出申請，由民用航空局洽臺北國際航空站依場站設施容量提供評估意見後，再回復航空公司。

本次臺北國際航空站回復 W25季時間帶較為及時，爰民用航空局於時間帶會議前即回復航空公司，且因該機場有航權限制，故會議中除部分日籍航空公司來洽因營運需求須微調航班時間外，其餘韓籍、陸籍業者來洽僅表示已收到回復。

(三) 臺中機場

臺中機場時間帶係由民用航空局協調辦理；航空公司向民用航空局提出申請，由民用航空局洽臺中航空站及軍方依場站設施容量提供評估意見後，再綜整回復航空公司。

本次會議有較多日籍及韓籍航空公司(如:樂桃航空、可依航空及真航空等)詢問臺中機場時間帶之取得方式及是否容易取得，經向其說明該機場為 Level 1機場，一般能滿足使用者需求，無須協調，並向其說明該機場鄰近觀光市場概況，航空公司表示將研議納入未來開航評估，故已提供受理臺中機場時間帶之電子郵件窗口供航空公司提出申請。

參、會議期間之時間帶相關會議

本次時間帶協調會議期間，與時間帶協調單位及航空公司代表有關會議共有3場，包括：國際機場時間帶協調人團體會議（Worldwide Airport Coordinators Group, WWACG）、亞太地區協調人會議（Asia/Pacific Airport Coordinators Association, APACA）及主管會議（Heads of Delegation Meeting, HODM），三場會議重點說明如下：

一、 WASB(Worldwide Airport Slot Board, 國際機場時間帶委員會)/WWACG 工作進度

- (一) 連續時間帶最短週數：夏季連續時間帶最短週數原則同意由5週增至7週，並於 S27季生效，冬季仍維持5週，已發布於機場時間帶協調國際規範(Worldwide Airport Slot Guidelines, WASG)第4版；另修正之

規則不適用於當地已有連續時間帶最短週數規定的地區，如歐盟、英國及澳洲。

(二) 連續時間帶歸還截止日(Series Return Deadline, SRD)提前試行之情形：

1. SRD 提前一個月之構想主要係試驗「提早歸還可更有效分配時間帶」，經過幾季試行，部分航空公司配合提早歸還，惟亦有部分航空公司未配合，在無強制規定之情形下，試行結果難以得到驗證，各方意見如下：

(1) 機場：希望將提早歸還時間帶制度「永久化」。

(2) 航空公司：因試行結果不足以證明新制度的效益，傾向回歸原日期。

(3) 協調機構：較支持提早歸還，但因缺乏強制性，執行有難度。

2. 目前仍維持試行 SRD 提前一個月至 S26季，預計下次會議再決議。

(三) 合理不使用時間帶(Justified Non-Utilisation of Slots, JNUS)建議性指引：

1、WWACG 於本次會議中發布 WASG 8.8 關於合理不使用時間帶(JNUS)之建議性指引草案，目的在於協助協調人就不可抗力或非航空公司可控制因素所致之未使用時間帶，建立一致且具參考性之認定標準。其內容包括機場或空域關閉、機型適航限制、機場關鍵服務提供者(如：航管、CIQS 單位)員工罷工或政治因素等。

2、合理不使用時間帶(Justified Non-Utilisation of Slots, JNUS)建議性指引草案已完成徵詢意見後正式定稿，並獲 WWACG 通過，後續將公布於 WWACG 官方網站。雖屬建議性文件，無強制遵循義務，惟其內容可作為協調人適用 JNUS 機制時之實務參考，幫助統一標準與判斷依據。

二、 全球協調人服務品質調查：

- (一) IATA 首度公布「全球協調人服務水準調查」(Coordination Level of Service Survey) 初步結果，該調查係針對全球59個三級機場協調單位，由航空公司就協調人執行 WASG 作業程序、服務品質、制度獨立性與技術能力等四大面向進行匿名評分。共計回收848份問卷，涵蓋不同區域與航空公司型態，問卷內容共分為24題，並依5分量表進行統計分析。
- (二) 初步結果顯示，各面向平均得分介於3.5至4分之間，其中「專業技術」得分最高(3.95)，「制度獨立性」得分相對較低(3.52)。另 IATA 表示，該調查將持續辦理，並與 WWACG、EUACA 及 APACA 進一步分析地區數據，以研擬提升全球協調品質之具體行動方向。此為首次正式量化協調單位服務水準之嘗試，未來將可作為國際制度改革與監理參考依據。

三、 區域資訊分享

- (一) 美洲：紐華克機場因機場施工，採取降低容量以減少航班延誤，目前因夏季旅遊旺季暫停施工至勞工節(9月初)，之後週末將進行跑道關閉工程至年底，週末每小時僅允許抵達及離場各28架次。
- (二) 歐洲：歐盟現行時間帶制度主要依據 EC 95/93 條例，曾於93年進行修訂，納入協調單位獨立性、時間帶使用比率與新進者保障機制等規範。惟近年因應航空業後疫情時代變化，歐盟刻正評估是否再次進行修法，惟截至目前尚未提出具體修正提案。
- (三) 南非：南非開普敦國際機場已面臨旅客及航班數超出設計容量之瓶頸，其中於尖峰時段已出現機場擁擠與航班延誤之狀況；該政府已研擬跑道重整、航廈改建、調整航班分配及開放夜間運作等彈性緩解措施。

- (四) 印度：德里機場114年6月至9月關閉主跑道進行維修及 ILS 升級工程，每小時抵達容量從42架次降至32架次，僅取消國內航班，不影響國際航班；未來工程完成後，將配合國際航廈擴建提升營運彈性與容量。
- (五) 澳洲：布里斯本機場因國內航廈進行報到櫃檯與安檢設施整修工程，致航廈可用空間與作業能力暫時縮減。惟為維持尖峰時段運作秩序，機場管理單位已限制上午尖峰時段之新航班時間帶分配，僅允許必要或已排定航班維持原有時段，暫緩受理新增申請。另該措施屬臨時性容量管控，將配合整修工程進度滾動調整。
- (六) 柬埔寨：柬埔寨將於114年9月9日啟用德崇國際機場(Techo International Airport)，現有金邊國際機場(Phnom Penh International Airport)將關閉，屆時所有航班將一次性轉移至新機場，歷史時間帶將維持不變；另新機場因容量擴充，暫無時間帶限制。
- (七) 巴基斯坦：巴基斯坦正進行數個大型機場建設，拉哈爾機場(Lahore International Airport)之國內及國際航廈容量已擴充，部分滑行道及跑道之升級工程正進行中，預計將於116年完成；未來還將新建 Sukkur 及 Muzaffarabad 機場，將改善區域航空連接性與提升時間帶協調彈性。
- (八) 其他：部分國家如土耳其、印度、巴西、中國及埃及等，雖有當地之時間帶法規，但多以 WASG 做為主要參考依據。

四、 未來時間帶協調會議日期及地點：

- (一) SC157:2025年11月18日至20日於葡萄牙里斯本。
- (二) SC158:2026年6月9日至11日於泰國曼谷。
- (三) SC159:2026年11月17日至19日於歐洲。
- (四) SC160:2027年6月8日至10日或6月15日至17日於歐洲或美洲。

(五) SC161:2027年11月16日至18日於歐洲/美洲。

五、 時間帶協調行事曆

S26及 W26時間帶協調行事曆如表6

表6 時間帶協調行事曆

CALENDAR OF COORDINATION ACTIVITIES

ACTIVITY	NW25/26 SC/156	NS26 SC/157	NW26/27 SC/158
SHL Deadline	21-Apr-25	15-Sep-25	13-Apr-26
Agreed Historics Deadline	08-May-25	02-Oct-25	30-Apr-26
Confirmation of final coordination parameters and details of available capacity	No later than 08-May-25	No later than 02-Oct-25	No later than 30-Apr-26
Initial Submission Deadline	15-May-25	09-Oct-25	07-May-26
SC Event Platform Customization	28-May-25	29-Oct-25	20-May-26
SC Event Platform calendar opened to coordinators to request meetings with airlines	03-Jun-25	04-Nov-25	26-May-26
SAL Deadline	05-Jun-25	06-Nov-25	28-May-26
SC Event Platform calendar opened to airlines to request meetings with coordinators	09-Jun-25	10-Nov-25	01-Jun-26
IATA Slot Conference	17-19 Jun 25	18-20 Nov 25	9-11 Jun 26
Series Return Deadline	15-Jul-25 *	15-Dec-25*	15-Jul-26**
Historics Baseline Date	31-Aug-25	31-Jan-26	31-Aug-26
Start Of Season	26-Oct-25	29-Mar-26	25-Oct-26

*Trial for NW25/26, NS26 seasons

** To be confirmed by the WASB

肆、會議期間之其他講座

會議期間，除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，亦舉辦各類講座，介紹國際間最新航空訊息，與會人員均可自由參加，以下就會議期間參與講座內容進行說明：

一、 2026年國際世界盃足球賽

- (一) 2026年世界盃足球賽將於2026年6月至7月期間舉行，由美國、加拿大與墨西哥三國聯合主辦，賽事涵蓋16座城市、104場比賽，預計吸引超過500萬人次旅客，為歷年來規模最大，對航空運能與時間帶配置造成重大挑戰，爰 IATA 特別為2026年 FIFA 世界盃足球賽為題舉辦專題講座探討賽事對時間帶協調與航空營運管理之挑戰。
- (二) 世界盃足球賽事期間航班需求將高度集中於比賽日前後24至36小時，考量航班旅客組成多元，包括球隊、媒體、贊助商、政府單位及大量球迷，為因應臨時、即時性之航班需求，協調人將預留大量臨時航班之時間帶，並結合臨時容量公告機制，彈性調配既有與新增航班。
- (三) 為使跨國作業協調順利，美國、加拿大及墨西哥之主辦國協調單位已建立相關聯絡窗口，以利協調航空公司之航班申請與相關資訊通報作業。另墨西哥協調人代表也說明該國政府已積極推動機場整備與協調能量強化作業(包括機場設施升級與容量擴充，場站更新與地勤基礎建設完善等)，以提升營運彈性與服務能量。
- (四) 世界盃足球賽事所採取之時間帶制度與應變能力，可作為各國未來若有舉辦大型活動參酌，以預先規劃容量配置、資訊平台及彈性調度機制，確保營運順暢與公平分配原則之落實。

二、 加拿大機場時間帶協調機制

- (一) 加拿大四座主要機場分別為多倫多皮爾遜(Toronto Pearson)、溫哥華(Vancouver)、蒙特婁(Montreal)及卡加利(Calgary)機場。加拿大目前係依 IATA WASG 辦理，並依據不同機場運量規模與協調需求劃分等級。
- (二) 多倫多皮爾遜及溫哥華為 Level 3 機場，設有時間帶協調委員會並實施時間帶監控；蒙特婁與卡加利則為 Level 2 機場，依照便利化原則接受排班申請並提供建議性時間帶。目前協調單位 Airport Coordination Canada(ACC) 透過季前協商與電子化申請流程有效執行時間帶分配業務。
- (三) 加拿大各機場皆面臨不同形式之容量限制，並與航管單位、加拿大邊境服務局、美國海關與邊境保護局(美國邊境預先清關單位)等政府機構建立協調機制，以提升營運便利性與整體調度效率。以下就加拿大四大機場進行說明：
 - 1、溫哥華機場：為 Level 3 機場，協調單位於每季協調作業前邀集各單位召開容量參數討論會議，針對高峰時段與服務瓶頸提出因應調整，並將參數納入後續航空公司初始時間帶申請作業參考。2024年溫哥華機場處理旅客約 2,620萬人次，航班起降28.9萬架次，超過55間航空公司營運，航點達125個，旅客量逐步回升至疫情前水準。
 - 2、蒙特婁機場：為 Level 2 機場，航空公司提出時間帶申請後，協調人將依機場容量狀況（如：轉機需求、登機門配置、跑道容量及場站工程等）提供建議時段；該機場過去曾因行李運送作業能力不足成為營運瓶頸，近年已透過改善相關設施及資源調度改善。機場尖峰時段為上午7時至8時30分及下午5時至10時。2024年蒙特婁機場計有36間航空公司營運，航線涵蓋49個國家。

- 3、卡加利機場：為 Level 2 機場，主要限制包括跑道容量(因修繕工程所致之短期瓶頸)、美國預先清關設施(USCBP 每滾動小時限1,000人)及行李輸送容量。高峰時段分布於上午與夜間，其中上午9時至12時為登機門使用尖峰。該機場設有三條跑道與67個登機門，2024年旅客人次達1,890萬，創歷史新高。
 - 4、多倫多皮爾遜機場：加拿大規模最大之機場（Level 3 機場），執行全面時間帶監控機制，並控管各航空公司使用配額。2024年旅客達4,680萬人次，航點數達 190 個，涵蓋 66 國，營運航空公司數量計有54間。
- (四) 加拿大機場代表說明，在航空公司排班頻繁調整與基礎設施壓力下，維持協調制度之透明性與公平性仍為首要目標。另針對新進航空公司或缺乏協調經驗之營運單位，亦透過制度化導入流程與教育輔導措施，以確保申請作業與實際運作順利，維護整體航班時段分配之秩序與效能。

伍、心得與建議

透過實際參與本次時間帶協調會議，除瞭解協調人辦理桃園及高雄機場之業務情形外，亦可透過參加會議、講座及與航空公司交流了解國際間最新概況，相關心得與建議說明如下：

- 一、 WWACG 公布之「合理不使用時間帶 (JNUS)」建議性執行指引，對於提升時間帶制度之彈性與公平性具有正面效益。該指引明確界定屬於不可抗力且航空公司不可控之情境（如：空域關閉、機型適航限制及機場關鍵服務提供者(如：航管單位)員工罷工等）可視為合理不使用時間帶；另亦清楚排除(如：航空公司基於商業考量取消航班、缺乏機組人員及新機交付延遲等)屬於商業決策或營運內部因素之適用性，可有效防止時間帶資源遭濫用。鑒於以往並無統一指引供協調人參酌，且指引之發布有助於建立制度一致性與提升執行透明度，建議我國未來可參考辦理，並持續關注實施成效及各區域協調人之實務運用情形。
- 二、 本次會議 IATA 首度公布「全球協調人服務品質調查」(Coordination Level of Service Survey) 初步結果，為時間帶制度建立量化評估指標。透過航空公司對協調單位在制度遵循、專業能力、獨立性與服務品質等面向進行評分，有助於瞭解各地協調制度執行與潛在改善空間。惟本次調查為首次實施，其調查方式與分析結果仍須進一步觀察其穩定性與代表性。建議我國可持續關注後續執行情形及各區域性分析結果。
- 三、 雖我國未曾舉辦如 FIFA 世界盃等大型國際賽事，但隨 2024 年世界棒球經典賽奪冠後，國人對體育賽事之參與度與關注度明顯提升。未來如有機會承辦大型活動，可參酌本次世界盃由美國、加拿大及墨西哥三國協調人所建立之協調經驗，包括提早與航空公司溝通預期需求與航班異動情形，並建立多方聯繫平台，以利即時調度與資訊分享。另雖目前桃園機場受容量限制，難以預留臨時性航班之時間帶，惟仍可就需求高峰時段提前研擬配套調整方案，俾利提高整體航班調度彈性與機場運作效

率。

- 四、 會議期間，部分飛航松山機場之航空公司代表表達感謝已於會議前收到W25松山時間帶之回復，主要係因臺北國際航空站準時完成時間帶審核作業，使本局可於會前回復航空公司時間帶申請，提升時間帶協調順暢度。建議未來可持續維持此作業模式，提升松山時間帶協調品質。
- 五、 本次會議於加拿大溫哥華舉行，抵達溫哥華國際機場後，觀察該機場聯外交通轉乘區(Canada Line)雖與航廈位於不同建物，惟於機場皆設有明確指標與路線引導，旅客轉乘動線規劃順暢。此外，該地鐵系統支援電子支付功能，旅客無須另行購票即可透過手機感應搭乘，提升轉乘之便利性，值得我國於未來捷運延伸或跨系統接駁設施規劃時參考，強化旅客整體轉乘體驗與營運效率。



圖1 SC156註冊報到



圖2 時間帶協調會場



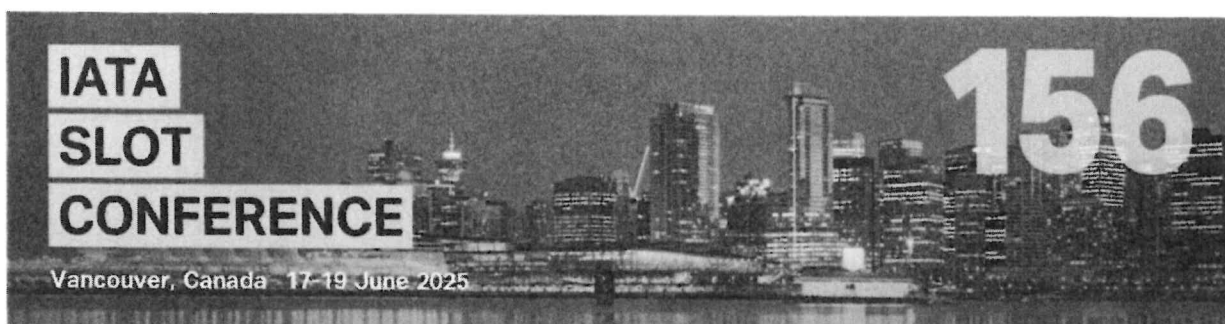
圖3 APACA 會議



圖4 SC156 展場攤位



圖5 時間帶協調會議之其他講座



ISC156 Pre-Conference Introduction

The 156th IATA Slot Conference will take place 17 to 19 June 2025 at the Vancouver Convention Centre. The 156th IATA Slot Conference is a forum for the optimization of the allocation and management of airport slots for the Northern Winter Season, 26 October 2025 - 29 March 2026. Delegates are encouraged to note the Calendar of Coordination Activities (pdf) deadline dates for this period.

The event dates

Onsite Registration opens	Mon	16 June 2025	08:00 - 18:00
Conference times	Tue* - Thu	17 June 2025	08:00 - 18:00
Head Delegate Airline Only Meeting (HOD-A)	Tue	17 June 2025	08:30 - 09:30
Head Delegate Meeting (HOD-M)	Thu	19 June 2025	14:00 - 15:00

** Doors to the Main Airline and Coordinator room open 30 minutes before the conference start time on Tuesday only.*

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 ISC@iata.org (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 are all 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 in late February 2025. **Delegates registered in the first 6 weeks from the registration start day will be charged a 150 USD registration fee per delegate, reduced from the standard 200 USD registration fee (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 that the conference rates will apply after 12 May 2025. Lastly, please make sure you apply for your visa at your earliest convenience to avoid disappointment.**

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



WWACG General Assembly 11

AGENDA

Date: Monday, June 16th, 2025, 15:30 – 17:30
Place: Vancouver, Vancouver Conference Centre,
 Floor, Room TBA

1. Welcome and appointment of the meeting secretary.	PP
2. Notes WWACG GA 10 SIN NOV 24	PP
3. Industry Matters: WASB ○ WASB General Information ○ WASB Working Group Updates ○ WWACG JNUS Paper Geographic Updates • Americas • Europe • Africa • Asia/Pacific	RM PP RC PL RM HM/RC HK
4. WWACG Matters • Update on New Organisation • Resignation of Current Board -Resolution to accept resignations • WWACG Election of Board and Secretariat -Confirmation of candidate eligibility -Conduct election (if required) -Resolution to appoint new board members -Recording of appointment effective dates • Financial Matters	RM PP PP HT
5. Information from Members & Partners	ALL
6. Any Other Business a) Calendar of Coordination Activities Dates b) Adoption of New Entrant Rule c) IATA Presentation on Coordinator Survey Results	PP PP JM
7. Date/time and place of next meeting:	PP



Portugal, Lisbon Congress Centre, 17th November 15:30-17:30

RM: Rene Maysokolua
PP: Petra Popovac
DH: Didier Hocq
HK: Hirohiko Kawakatsu
PL: Paul Lark
RC: Richard Cann
HT: Hugo Thomassen
HM: Hluke Maleyana
JM: John Middleton

Asia/Pacific Airport Coordinators Association (APACA)

29th Meeting of APACA

17:00 - 18:00

17 June (Tuesday), 2025

Room 220-222, Level 2

Vancouver Convention Center

Vancouver, Canada

AGENDA

- 1. Approval of the minutes of the 28th meeting held on 19 November 2024**
- 2. WWACG Updates**
 - New organization in Geneva**
- 3. WWACG/WASB Activities**
 - WWACG Guidance for JNUS (Justified non-utilization of slots)**
 - Early SRD Trial**
- 4. Coordinator Updates**
- 5. Any Other Business**

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

Minutes of 28th Meeting of APACA

19 November (Tuesday), 2024

Room Orchid 4311-4312

Marina Bay Sands - Sands Expo & Convention Centre
Singapore

1. Administration

The twenty-eighth general assembly meeting of APACA was held at Room Orchid 4311-4312 of Marina Bay Sands - Sands Expo & Convention Centre from 17:00 to 18:00 on 19 November (Tuesday) 2024 at the occasion of IATA 155th Slot Conference, in Singapore. The Chair person, Petra Popovac (ACA - Airport Coordination Australia) welcomed the participants and thanked them for attending the twenty-eighth meeting of APACA under the Worldwide Airport Coordinators Group (WWACG).



The meeting was progressed according to the agenda items shown in Appendix 1. The number of participants was 32, representing 13 economies and 17 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 27th meeting held on 11 June 2024

The Draft Minutes of the 27th General Assembly meeting of APACA, which was held on 11 June 2024, Appendix 2, was approved without change.

3. Agenda Item 2: WWACG Updates

The Chair gave a brief update on WWACG activities.

- WWACG website

The WWACG website has been newly launched, and the participants are requested to login the website and update their member information.

The Chair expressed her gratitude to Yumi, JSC, for her contribution to the development of the website.

- WWACG annual fee

Hugo, the new treasurer of WWACG, will send you the emails with WWACG articles and information after the slot conference and ask you to pay your annual fees. As WWACG need funds to continue its functions, it would be grateful if you see it and pay the fees and voluntary contributions.



- IATA survey of coordinators

The IATA will be conducting a survey on coordinators' level of service. A rough outline of the contents of the draft questionnaire was presented. The Chair has provided feedback on the draft to IATA, and would appreciate it if they could revise the draft to clarify the questionnaire.

- JNUS

A brief explanation was given about the draft WWACG paper on JNUS, which has been drafted to harmonize the application of JNUS by coordinators. The draft paper provides examples of cases which should and should not be considered as JNUS. This draft will be circulated to coordinators for feedback.

One participant commented some airlines request that JNUS be applied to cancellations due to late delivery of aircraft (item 6.5). The Chair responded that It would be considered on a case-by-case basis depending on each situations. Other comments/questions were also shared. The Chair asked for feedback when the draft is circulated.

6. Cases which should not be considered as justified non-utilisation of slots ¹	
6.1. Cancellations due to public holidays unless the holiday is declared post SRD resulting in the closure or partial closure of an airport. ²	
6.2. On-the-day technical/mechanical cancellations within the airline's control (e.g. one-time repairs/ AOG). ³	
6.3. Commercial cancellations within the airline's discretion. ⁴	
6.4. Cancellations to avoid infringements of curfew/night curfew restrictions. ⁵	
6.5. Late delivery of aircraft. ⁶	
6.6. Air Bridge breakdown. ⁷	
6.7. Lack of parking stands. ⁸	
6.8. Lack of operational crew. ⁹	
6.9. Lack of standby aircraft. ¹⁰	
6.10. Late return of aircraft from maintenance or ATC slot restrictions. ¹¹	
6.11. Infeasible schedules. ¹²	
6.12. Religious festivals such as Ramadan, Easter, Christmas, etc. ¹³	
6.13. Tour operators ceasing trading. ¹⁴	
6.14. Tour operators' hotels not being ready. ¹⁵	

- Early SRD trial

The Chair asked the attendees to participate in the early SRD trial. It is very important for coordinators to re-allocate the returned slots to other airlines on the waiting lists as soon as possible. The WASB will evaluate whether this trial works or not in March.

4. Agenda Item 3: WWACG/WASB Activities

The Chair gave a very short update on recent WASB activities.

- Minimum Series Length (MSL)

After two and a half years of discussion, WASB has agreed to increase the Minimum Series Length from five weeks to seven weeks for summer seasons only, and the change will be effective for the NS27 season.

- New WG

A new working group will be established to discuss slot allocation priorities in the remaining twelve months of the term. If interested in joining this new WG, please contact the Chair.

- Revised NE rule

The Chair asked if there are any coordinators who have newly applied the revised New-Entrant rule. The situation was the same as at the last conference.

5. Agenda Item 4: Any Other Business

a) Slot Conference Venues

The Chair pointed out the issue of the cost of participating Slot Conference which has become very expensive since the COVID. The IATA made presentation about the situation how they are challenging to select suitable venues at the WWACG Plenary meeting on Monday. The



participants shared their views on this issue and the current situation of the next Slot Conference venue in Asia.

b) Quality of slot management by airlines

This item was proposed by the Chair. Some coordinators feel that the quality of management of slots request has been decreasing since the COVID. Some airlines cancel lots of slots just after HBD. The participants shared their experiences on this issue.

c) JNUS application related to aircraft availability

This item was proposed by Changi Slot Coordination, as the number of requests for JNUS application on this issue has increased, and consistent response is very important. The participants shared the information on how each coordinator is dealing with this issue, such as cancelations due to P&W engine issues, Boeing/Airbus aircraft delivery delay, B737Max, IATA guidance on these issues, etc. Coordinators are addressing these issues on a case-by-case basis, checking the supporting documents where necessary. This topic is also covered by the previous JNUS discussion.

d) Others

There were questions from a participant about the WWACG annual fee and membership. Although the bank transfer fee is not cheap, WWACG Board reached the decision that the best option for paying fee is by bank transfer instead of paying by cash at the conference like before the COVID. The Chair explained the difference between member and partner membership. Members need to be classified as independent coordinators, independent from airports and airlines, though the fee is the same. Partners are encouraged to pay the fee on a voluntary basis. The WWACG Board now considers about changing this definition. All coordinators/facilitators are welcome to attend the WWACG Plenary meeting even if the invitation email is not reached.

At the closing of the meeting, the Chair expressed her appreciation for attending this meeting and reminded the Asian Tea Gathering hosted by Changi Airport Slot Coordination (CSC) at the lunch time on Thursday with a great appreciation.

The list of participants of APACA/28

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	Airport Authority of India (AAI)
		6	Bangalore International Airport Ltd. (BLR)
		7	Delhi International Airport PVT Ltd. (DEL)
		8	GMR Hyderabad International Airport Ltd (HYD)
		9	GMR Goq International Airport Ltd (GOX)
6	Indonesia	10	Indonesia Airport Slot Management (IASM)
7	Japan	11	Japan Schedule Coordination (JSC)
8	Korea	12	Incheon Airport Slot Coordination (IASC)
9	Malaysia	13	National Slot Coordination Malaysia (NSCM)
10	New Zealand	14	ACL International
11	Pakistan	15	Civil Aviation Authority of Pakistan (CAAP)
12	Singapore	16	Changi Slot Coordination (CSC)
13	Thailand	17	Civil Aviation Authority of Thailand (CAAT)

Asia/Pacific Airport Coordinators Association (APACA)

DRAFT

Minutes of 29th Meeting of APACA

17 June (Tuesday), 2025

Room 220-222, Level2

Vancouver Convention Center

Vancouver, Canada

1. Administration

The 29th General Assembly meeting of APACA was held at Room 220-222, Level 2 of Vancouver Convention Center from 17:00 to 18:00 on 17 June (Tuesday) 2025 on the occasion of IATA 156th Slot Conference, in Vancouver. The Chair person, Petra Popovac (COG - Capacity Optimisation Group) welcomed the participants and thanked them for attending the 29th 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 33, representing 13 economies and 16 organizations. The list of participants is shown on the last page.

2. Agenda Item 1: Approval of the Minutes of 28th meeting held on 19 November 2024

The draft Minutes of the 28th General Assembly meeting of APACA, which was held on 19 November 2024 in Singapore, Appendix 2, was approved without change.

3. Agenda Item 2: WWACG Updates

The Chair gave a brief update on WWACG activities.

- New organization in Geneva

The organization of WWACG is still in the final process of relocating the site from Monreal, Canada to Geneva, Switzerland. The process is expected to be completed by the end of this year, and hopefully by the next Slot Conference in November.

- Election Result of WWACG Board

The result of the election was presented. (Appendix 3)

Swati (Delhi International Airport, India) raised her hand and was selected as one of the secretariat members of the board. It is very exciting to have an APACA member in the WWACG Board.

	Name	Organization
	Mr. René Maysokoua	Fluko - Germany
	Mr. Ignacio Monasterio	AECFA - Spain
	Mr. Richard Cann	ACL - UK
	Mr. Hugo Thomassen	ACNL - Netherlands
Chair	Ms. Petra Popovac	COG - Australia
	Mr. Hirohiko Kawakatsu	JSC - Japan
	Mr. Paul Lark	IGC - Chicago

Petra and Kawakatsu (JSC – Japan Schedule Coordination) will continue to be members of the Board.

	Name	Organization
Secretariat	Mr. Lee Anderson	Anderson Airport Group
	Mr. Hluke Maleyana	ATNS Slot Coordination
	Ms. Swati Vivek Kumar	Delhi International Airport

- WWACG Guidance of JNUS (Justified non-utilization of slots)

The draft guidance of JNUS (Appendix 4) was circulated asking for comments/feedback and was finalized about one month ago and it was endorsed by the WWACG General Assembly. It will be posted on the WWACG website. Although this is a guidance material and not has to be exactly followed, it shows the idea how JNUS could be applied.

4. Agenda Item 3: WWACG/WASB Activities

The Chair gave a very short update on recent WASB activities.

The term of WASB goes through three years. The current term ends at the meeting this time and the new term will start in November this year. In the last three years, a lot of work has been done including development of policy papers, the increase of Minimum Series Length from 5 to 7 which will be in effect in Summer 2027, early SRD trial, and the development of an annex for data transparency as well. Some working groups are on-going about coordination committees and slot late hand-back and slot miss use.

- Early SRD Trial

Regarding the trial of early SRD, the decision of SRD in W26 was differed until this November. Although some airlines still stick to the original SRD, it is very important for coordinators to reallocate the returned slots promptly for making the slot utilization more efficient.

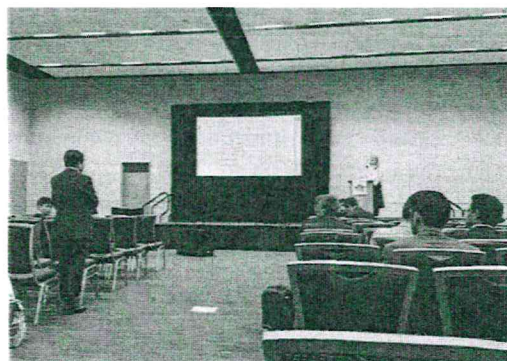
Positive participation of APACA members in the WASB activities, ideas of issues to be discussed and any feed-back will be highly appreciated. So please contact Petra/Kawakatsu/Swati if any.

5. Agenda Item 4: Coordinator Updates

The Chair invited the participants to share any updates of information /comments /questions about works of airports, any issues each member has. The participants shared their experiences and information in each country/economy.

BNE: Big checking counter renovation causes decrease of capacities and restricts the allocation of new slots in the morning peak periods.

Cambodia: This year the new airport, Techo International Airport, will open on September 9th and the current airport, Phnom Penh International Airport, will be closed. All scheduled operations will move to the new airports at one time. All the historic slots are kept as the same for all



airlines. The slot capacity of the new airport will expand and there will be no slot constraints in the new airport.

Pakistan : There are several big airport projects in Pakistan. The great increase of the capacities of domestic and international terminals and upgrading work of major taxiways/runways at Lahore International Airport are undergoing, and the work will be completed in 2027. Two more new airports in Sukkur and Muzaffarabad will be developed in the new future.



Delhi: At Delhi International Airport, the runway upgrade work is underway and will be completed in three months this summer. We also have the capacity expansion of the international terminals.

6. Agenda Item 5: Any Other Business

None

At the closing of the meeting, the Chair expressed her appreciation for attending this meeting and reminded the Asian Tea Gathering hosted by Capacity Optimisation Group (COG) at lunchtime on Thursday.

The list of participants of APACA/29

No	Economy	No	Member Organization
1	Australia	1	Capacity Optimisation Group (COG) - Australia
		2	Airport Coordination Limited (ACL) Asia Pacific
2	Cambodia	3	State Secretariat of Civil Aviation Cambodia
3	Taipei	4	Airport Coordination Taipei
4	Hong Kong	5	HKG Schedule Coordination
5	India	6	Airport Authority of India (AAI)
		7	Bangalore International Airport Ltd. (BLR)
		8	Delhi International Airport PVT Ltd. (DEL)
6	Japan	9	Japan Schedule Coordination (JSC)
7	Korea	10	Incheon Airport Slot Coordination (IASC)
8	Malaysia	11	National Slot Coordination Malaysia (NSCM)
9	New Zealand	12	ACL International – New Zealand
10	Pakistan	13	Pakistan Airport Authority (PAA)
11	Singapore	14	Changi Slot Coordination (CSC)
12	Thailand	15	Civil Aviation Authority of Thailand (CAAT)
13	Viet Nam	16	Civil Aviation Authority of Viet Nam (CAAV)

A Typical Week in W25(SAL)
 Period 26Oct 2025 - 28Mar 2026
 City Taipei
 Airport code TPE

Time	Runway Arrival							Runway Departure							Runway Total						
Hour : UTC	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
0000-0059								X	X	X	X	X	X	X							
0100-0159								X	X		X		X		X	X	X	X	C	X	X
0200-0259															X	X	C	X	X	X	C
0300-0359															X	X	X	X	X	X	X
0400-0459															C	X	C	X	X	X	X
0500-0559							X								X	X	X	X	X	X	X
0600-0659								C	C		X	X		X	X	X	X	X	X	X	X
0700-0759															X	X	X	X	X	X	X
0800-0859															X	X	X	X	X	X	X
0900-0959	C			C	C										X	X	X	X	X	X	X
1000-1059		C													X	X	C	C	C	C	C
1100-1159				C											X	X	X	X	X	X	C
1200-1259			X	C	X												C				
1300-1359	X	X	X	X	X	X	X														
1400-1459		X			X	X															
1500-1559								C			C										
1600-1659																					
1700-1759																					
1800-1859																					
1900-1959																					
2000-2059																					
2100-2159	C		X												X	X	X	C	X	C	
2200-2259																					
2300-2359								X	X		X		X								

Capacity Parameter

Runway

Arr = 30/hr;

Dep = 30/hr (02:00~21:55); 33/hr (22:00~01:55);

Total = 50/hr (00:00~16:55, 23:00~23:55);

30/hr (17:00~21:55); 15 (22:00~22:25); 25 (22:30~22:55);

80/2hr (02:00~03:55);

* Single runway operation 17:00~22:25

Daily Movement Limit

870

Full

X

Not available

Close to full

C

Daily movement limit reached

None of above

1~2 available

A Typical Week in W25(SAL)
 Period 26Oct 2025 - 28Mar 2026
 City Taipei
 Airport code TPE

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Time	Passenger Apron							Cargo Apron						
HOURL:UTC	1	2	3	4	5	6	7	1	2	3	4	5	6	7
0000-0059														
0100-0159														
0200-0259														
0300-0359														
0400-0459														
0500-0559														
0600-0659														
0700-0759														
0800-0859														
0900-0959														
1000-1059														
1100-1159														
1200-1259														
1300-1359														
1400-1459	C					C				C				
1500-1559														
1600-1659												C	C	
1700-1759									C			X	C	
1800-1859									C					
1900-1959														
2000-2059														
2100-2159														
2200-2259	X	X	X	X	X	X	X				C			
2300-2359	X	X	X	X	X	X	X							

Capacity Parameter

Operating Apron

Passenger 55 (00:00~15:55, 21:00~23:55); 24 (16:00~20:55),
 Cargo 17 (00:00~15:55, 21:00~23:55); 11 (16:00~20:55),

Ground Time

Pax narrow-body aircraft 40 min ~ 120 min
 Pax wide-body aircraft 60 min ~ 180 min
 Cargo ≤ 180 min

- Full ☒ Not available
 Close to full ☒ 1~2 available
 None of above ☐

A Typical Week in W25(SAL)
 Period 26Oct 2025 - 28Mar 2026
 City Taipei
 Airport code TPE

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Time	Terminal 1														Terminal 2													
	Arrival							Departure							Arrival							Departure						
Hour :UTC	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
0000-0059								C	C		C	C		C								X	X	X	X	X	X	X
0100-0159								C	C		C	C		C								X	X	X	X	X	X	X
0200-0259																												
0300-0359		C		C		C	C																					
0400-0459		C		C		C	C	C	C		C		C	C														
0500-0559				C				C	C		C		C	C														
0600-0659				C				C	C		C		C	C														
0700-0759															X	C	X	X	X	X	C							
0800-0859															X	X	X	X	X	X	X							
0900-0959	C	C	C	C	C	C	C																					
1000-1059	C	C	C	C	C	C	C																					
1100-1159																												
1200-1259															C			C	C		C							
1300-1359	C					C	C								C			C	C		C							
1400-1459	C					C	C								C			C										
1500-1559																		C										
1600-1659																												
1700-1759																												
1800-1859																												
1900-1959																												
2000-2059																												
2100-2159																												
2200-2259																												
2300-2359								C	C		C	C		C								X	X	X	X	X	X	X

Capacity Parameter

Terminal 1

Arr 5540 pax/2hr (02:00~14:59); other = no limit
 Dep 8100 pax/3hr (22:00~10:59+1); other = no limit

Terminal 2

Arr 6800 pax/2hr (02:00~14:59); other = no limit
 Dep 10800 pax/3hr (22:00~10:59); other = no limit

Full ☒ Not available
 Close to full ☒ Less than 500 pax available
 None of above ☐

Capacity Parameter	Terminal	Arr	2000 pax/hr
		Dep	1700 pax/hr (22:30~23:59, 0500:06:59)
			1800 pax/hr (00:00~04:59, 07:00~15:59)

Full	☒	Not available
Close to full	☒	less than 300 pax available
Curfew	☐	1600~2230
None of above	☐	

A Typical Week in W25(SAL)
 Period 26Oct 2025 - 28Mar 2026
 City Kaohsiung
 Airport code KHH

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Time	Passenger Apron						
HOUR :UTC	1	2	3	4	5	6	7
0000-0059							
0100-0159							
0200-0259							
0300-0359							
0400-0459							
0500-0559							
0600-0659							
0700-0759							
0800-0859							
0900-0959							
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1500-1559							
1600-1659							
1700-1759							
1800-1859							
1900-1959							
2000-2059							
2100-2159							
2200-2259							
2300-2359							

Capacity Parameter

Operating Apron Passenger 28

Ground Time Pax aircraft 60 min ~ 180 min

Full ☒ Not available

Close to full ☐ 1~2 available

Curfew ☐ 1600~2230

None of above ☐

WWASG GUIDANCE

Guidance related to interpretation of Worldwide Airport Slot Guidelines (WASG) Section 8.8 – Justified non-utilisation of slots.

1. Purpose

This document aims to provide guidance to slot coordinators in the interpretation of justified non- utilisation of slots to achieve greater consistency in its application. It does not consider local laws or guidelines which may take precedence when considering requests for alleviation nor does it claim to be exhaustive.

2. References

Worldwide Airport Slot Guidelines (WASG), Section 8.8 Justified non-utilisation of slots.

3. Preamble

Historic precedence is only granted for a series of slots if the airline can demonstrate to the satisfaction of the coordinator that the series was operated at least 80% of the time during the period allocated in the previous equivalent season. (WASG 8.6.1)

All cancellations made after the Historic Baseline Date (HBD) are considered as non-utilisation of the series of slots in the 80% usage calculation unless the non-utilisation is justified based on the provisions of 8.8. (WASG 8.7.3.1)

For a consistent, transparent, and comprehensible application of the relevant provisions, it is strongly advised that, where needed, Coordinators enter dialogue with the air carriers concerned, e.g. to request additional information. Depending on the circumstances of the individual case, the coordinator shall also exchange with other stakeholders, such as the airport managing body, the air navigation services provider (ANSP), the competent authority or other Coordinators.

When assessing requests for alleviation, both ends of the route should be considered.

4. Recommendations: *Interruption of the air services of the airline due to unforeseeable and unavoidable causes outside the airline's control, for example a closure of an airport or airspace or severe weather (WASG 8.8.1(a))*

4.1. Closure of an airport

- 4.1.1. The closure of an airport can be either a total or a partial closure where it is not possible to deliver a material element of the declared and allocated capacity in the given period.
- 4.1.2. The total or partial closure can be due to either planned events or unplanned events.
- 4.1.3. Examples for planned events are runway works, restructuring airport equipment or facilities, lack of security employees to deliver the terminal declared capacity,.
- 4.1.4. Examples for unplanned events are extreme weather conditions, "acts of mother nature", military conflict, acts of terrorism or sabotage, loss of runway, total or partial terminal/apron closure or evacuation.
- 4.1.5. Consequences of the airport closure should be evaluated by the coordinator at the other end of the route.
- 4.1.6. In case of planned capacity reductions, those cancellations made in anticipation of the event at the request of the coordinator, or the relevant authority should be considered as justified when evaluating the non-utilisation of slots.
- 4.1.7. In case of capacity reductions resulting in cancellations for a prolonged period, the

subsequent cancellations during a reasonable period following the opening, partial or total, should also be considered for alleviation. Such a reasonable period should be discussed between the air carrier and the coordinator, considering the details of the event. In this regard, a transparent dialogue and exchange of information with the air carriers concerned and the airport managing body is highly advised.

- 4.1.8. Air carriers should explore alternative routings if the airport at the other end of the route is disrupted for a prolonged period and, wherever feasible, amend its slots accordingly. The coordinator should be flexible if revised slot times are required because of changed routings within the available capacity of the airport.

4.2. Closure of an airspace

- 4.2.1. The closure of an airspace can be either a total or a partial closure, where it is not possible to deliver a material element of the declared and allocated capacity in the given period.

- 4.2.2. The total or partial closure can be due to either planned events or unplanned events.

4.3. Grounding of the aircraft type generally used

- 4.3.1. The grounding must be decided and implemented either by the manufacturer of the aircraft or of the engine or by the competent authority (e.g. Civil Aviation Authority, FAA, EASA), usually in the form of an issued Airworthiness Directive or other relevant documentation.

- 4.3.2. Unexpected and mandated maintenance, modification or inspection work on an aircraft type (or engine type), imposed on the air carrier by the manufacturer or by the competent authority that is required to take place before the aircraft can return to full airworthiness. Such alleviation does not apply where an individual carrier has been grounded due to failure on its part to comply with appropriate safety and maintenance requirements. For the avoidance of doubt routine maintenance and a one-time repair of an aircraft or engine should not be considered a case for JNUS.

- 4.3.3. To allow air carriers a certain flexibility to mitigate the impact of such grounding, also consequential impact resulting from the grounding should be considered as JNUS. However, the burden of proof that the consequential impact is a result of the grounding of that particular aircraft or engine type rests with the air carrier.

4.4. Serious disturbance at an airport¹

- 4.4.1. An example of a serious disturbance is the failure of a system critical to ATC or airport operations, for instance, an ATC IT outage or a fuel system malfunction preventing aircraft from refuelling (on time). The coordinator decides after having a dialogue with the stakeholders concerned if an event is regarded as a serious disturbance of operations. Depending on the circumstances, such alleviation is time limited, and the period of alleviation is decided by the coordinator after having a dialogue with the air carrier concerned.

- 4.4.2. Extraordinary state or health authority restrictions or guidance, including travel warnings/advisory, limited to the longer of (i) the season in which the circumstances occurred or (ii) 3 months for slots at a base airport and 6 months for slots at outstation, from the point restrictions are imposed. Airlines should return slots for reallocation as soon as practically possible.

¹ 8.8.1 a) reads "for example". Therefore, next to a closure of an airport or airspace or severe weather also other interruptions of air services can be treated as reasons for JNUS if unforeseeable and unavoidable and outside the airline's control.

5. Recommendations: Action intended to affect these services that prevents the airline from carrying out operations as planned – for example, industrial action or strikes. (WASG 8.8.1(b))

- 5.1. Internal strikes which have been formally announced or declared (e.g. by a recognised Union following a ballot process) should be considered, if possible, within the local regulation, for alleviation (though not staff 'working to rule', unless this action has been publicly declared).
- 5.2. External strikes by critical services (e.g. ATC, customs and immigration, aircraft manufacturers and any other critical service provider at the airport) that directly prevent that airline's operation.
- 5.3. The withdrawal or suspension of traffic rights because of bilateral disputes, limited to the longer of (i) the season in which the circumstances occurred or (ii) 3 months for slots at a base airport and 6 months for slots at outstation, from the point restrictions are imposed. Airlines should return slots for reallocation as soon as practically possible.
- 5.4. Acts or threats of terrorism and acts of sabotage, including external cyber-attacks, against the airline or airport.

6. Cases which should not be considered as justified non-utilisation of slots

- 6.1. Cancellations due to public holidays unless the holiday is declared post SRD resulting in the closure or partial closure of an airport.
- 6.2. On-the-day technical/mechanical cancellations within the airline's control (e.g. one-time repairs/ AOG).
- 6.3. Commercial cancellations within the airline's discretion.
- 6.4. Cancellations to avoid infringements of curfew/night curfew restrictions.
- 6.5. Late delivery of aircraft.
- 6.6. Air Bridge breakdown.
- 6.7. Lack of parking stands.
- 6.8. Lack of operational crew.
- 6.9. Lack of standby aircraft.
- 6.10. Late return of aircraft from maintenance
- 6.11. ATC slot restrictions.
- 6.12. Infeasible schedules.
- 6.13. Religious festivals such as Ramadan, Easter, Christmas, etc.
- 6.14. Tour operators ceasing trading.
- 6.15. Tour operators' hotels not being ready.

7. General Principles

- 7.1. In all cases, the alleviation should be time limited, giving the air carrier concerned a reasonable period to find solutions and/or alternatives to utilise the slots as soon as possible. Such a reasonable period is decided by the coordinator after having a dialogue with the air carrier concerned, considering all the information available from other interested parties (e.g. the airport managing body, ANSP, the licensing authority, etc.).
- 7.2. WWACG recommends to carefully consider and evaluate the circumstance of the individual case. Moreover, in all cases the coordinator should be flexible regarding the reactionary and rotational cancellations and delays arising from the disruptions outlined above which may affect many other flights on the same day. In this regard, air carriers should provide the coordinator with information demonstrating that the consequential impact is directly a result of the event/action should it be requested by the coordinator.

8. Implementation

Effective management of JNUS circumstances requires timely and open communication between air carriers, coordinators and airport/ATC authorities (as required).

The air carrier concerned is highly encouraged to contact the Coordinator and request alleviation from the 80/20 rule as early as possible (i.e. as soon as the non-utilisation of the slot can be anticipated or, alternatively, as soon as possible after the non-utilisation or disruption has occurred), and to discuss how the Coordinator intends to treat the historic rights for the affected services, so that there can be certainty about the process. Air carriers must make their requests for JNUS at the latest before SHLs are sent out to advise the coordinator.

Slots made available by circumstances justified under this provision may be reallocated to other air carriers on a non-historic basis.

9. Cooperation between WWACG members

To as far as possible harmonise the application of JNUS among WWACG members, Coordinators should regularly exchange information and strive for a high level of cooperation. It is recommended that WWACG members follow the application of JNUS as informed and applied by the coordinator in charge of the respective airport whenever this application appears plausible.

SURVEY

coordination

level of service

2

16 June 2025



Number of total responses

IATA, following feedback from WWACG, developed a plan to ensure the survey had a relevant sample:

- The level of airline participation in terms of total number of responses: objective of at least 500 responses
- Ensure that the number of responses by type of airline and region is proportional to the number of airlines registered in OAS and the number of Level 3 airports in the region
- Ensure there are enough responses to create a good sample to compare results by region and at worldwide level (at least 10 responses on all slot coordinators, if possible given the number of airlines operating).

3

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Responses

IATA received 848 responses by airline delegates (not only Heads of Airline Delegation).

The survey was anonymous, but the airline had to indicate:

- Type of airline business
- Region where it is based
- Frequency of interactions with the coordinator
- Number of slots at the airport (if relevant by airport)
- 59 slot coordinators of Level 3 airports were included
- IATA worked to ensure all coordinators got **at least 10 responses** (with a few exceptions related to the low number of airlines operating to the airport)

4

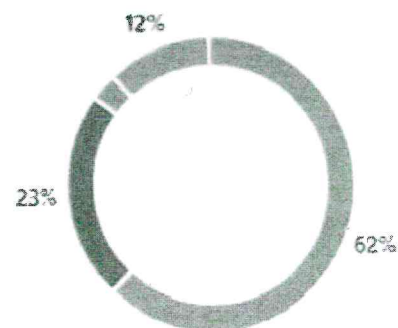
16 June 2025



Responses by airline type and by region

1. Airline type (0 point)

● Network Scheduled passenger	529
● Point to point scheduled passenger	135
● Charter/leisure	26
● Cargo	93



848 responses

The level of responses is proportional to the number of delegates in terms of type of airline and based region which makes the sample relevant enough.

5

16 June 2025



Responses by airline type and by region

2. Region where your airline is based (0 point)

● Americas	127
● Asia Pacific and North Asia	214
● Europe	414
● Middle East and Africa	93



The variety of the sample in terms of frequency and number of slots

4. How frequently does your airline interact with this coordinator? (0 point)

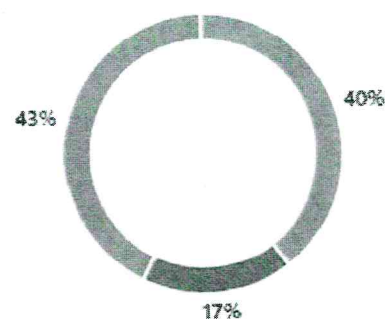
● Very frequent interactions (i.e., you are a based or frequent operator at the airport)	295
● Frequent interactions	324
● Sporadic interactions	209
● Almost no interaction	20



The variety of the sample in terms of frequency and number of slots

5. Regarding the coordinator you are evaluating at a specific airport: how many slots per day does your airline hold at the airport? (0 point)

● Less than 5 per day	326
● More than 5 per day but less than 10	142
● More than 10	348



Themes of questions

- 24 questions around 4 different themes
 - WASG adherence, process and principles
 - Level of service
 - Independence
 - Technology

Themes of questions

- **WASG adherence, process and principles**

6. The coordinator makes available (using any format including websites) details of the applicable coordination parameters, local guidelines and regulations, and any other criteria used in the allocation of slots (WASG 5.5.1)
7. As soon as SALs are distributed, a list of allocated slots, remaining slots available, and the reason why slots were not allocated as requested are made available to the airlines and airport managing body by the coordinator (WASG 5.5.1)
8. The coordinator offers the nearest available slot to the requested times and provides the reason why the original request could not be granted (WASG 10.14)
9. The coordinator maintains a record of all outstanding requests (i.e., a waitlist) (WASG 10.15)
10. The rules on historic determination that are applied by the coordinator are clear (WASG 5.5.1 (a) and (b))
11. How would you rate the coordinator's overall adherence to the WASG?

Free text/comments

Themes of questions

- **Level of service**

13. The coordinator typically replies to SCRs within what timeframe? (WASG 10.14)
 14. The coordinator timely responds to general requests and queries (not SCRs) (WASG 5.5.1)
 15. Rate the quality of the coordinator's communication and information provided (in any kind of format, including in the coordinator's website if available) (WASG 5.5.1)
 16. How do you rate the coordinator's overall quality of service?
- Free text

Themes of questions

- **Independence**

18. The coordinator allocates slots in a neutral, transparent, and non-discriminatory way (WASG 1.7)

19. The coordinator goes beyond the key principles of airport coordination, exceeding their remit, and needs regulatory oversight or other review of decisions (WASG 1.7)

20. What is your perception of the coordinator's overall level of independence?

Free text

Themes of questions

- **Technology**

22. The coordinator fully complies with SSIM Chapter 6 (e.g., processing and responding to SCR and SMA messages) (Please specify in the free text box in Question 24 any areas where you believe they do not.)

23. How do you rate the coordinator's use of technology?

Free text

Global average responses

All responses to questions have been converted into a point of scale from 1 (very poor), 3 (average) to 5 (excellent/very good)

WASG ADHERENCE, PROCESS AND PRINCIPLES	LEVEL OF SERVICE	INDEPENDENCE	TECHNOLOGY
3.79	3.64	3.52	3.95

Next Steps

1. Discussions with WWACG on global data
2. Discussions with EUACA/APACA on their regional data
3. Consider next steps following these discussions

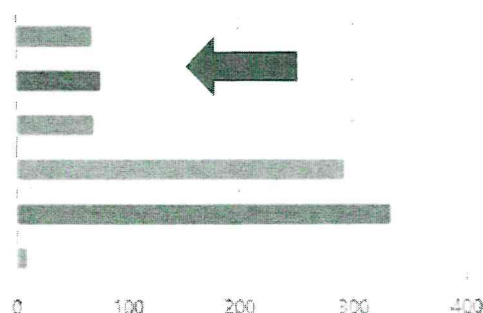
ANNEX - Analysis by individual questions at global level

(The blue arrow indicates the part of the scale indicating potential areas for improvement – i.e., the lower end of the scale)

WASG Adherence, process and principles

6. The coordinator makes available (using any format including websites) details of the applicable coordination parameters, local guidelines and regulations, and any other criteria used in the allocation of slots (WASG 5.5.1)

● Strongly Disagree	68
● Disagree	76
● Neither Agree nor Disagree	70
● Agree	292
● Strongly agree	333
● N/A	9

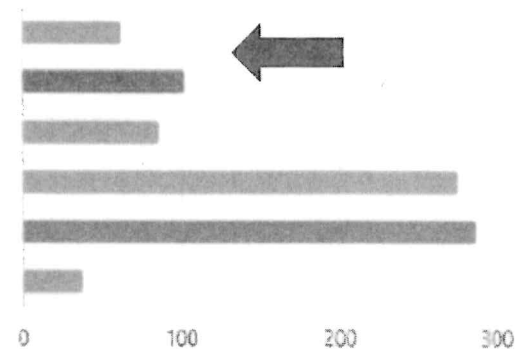


WASG Adherence, process and principles

7. As soon as SALs are distributed, a list of allocated slots, remaining slots available, and the reason why slots were not allocated as requested are made available to the airlines and airport managing body by the coordinator (WASG 5.5.1)

7. WASG Adherence, Process & Principles (0 point)

● Strongly Disagree	62
● Disagree	102
● Neither Agree nor Disagree	86
● Agree	275
● Strongly agree	286
● N/A	37

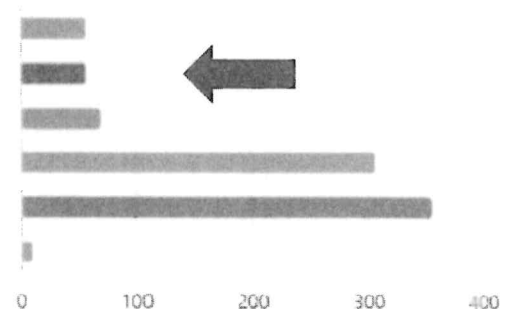


WASG Adherence, process and principles

8. The coordinator offers the nearest available slot to the requested times and provides the reason why the original request could not be granted (WASG 10.14)

8. WASG Adherence, Process & Principles (0 point)

● Strongly Disagree	56
● Disagree	56
● Neither Agree nor Disagree	68
● Agree	305
● Strongly agree	355
● N/A	8

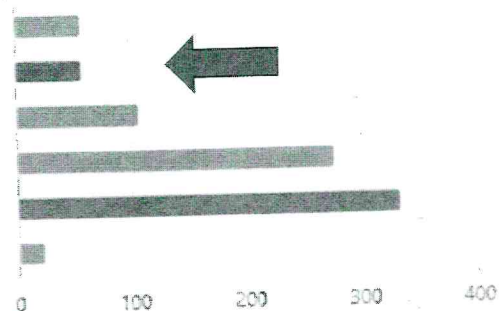


WASG Adherence, process and principles

9. The coordinator maintains a record of all outstanding requests (i.e., a waitlist) (WASG 10.15)

9. WASG Adherence, Process & Principles (0 point)

● Strongly Disagree	57
● Disagree	57
● Neither Agree nor Disagree	106
● Agree	275
● Strongly agree	331
● N/A	22

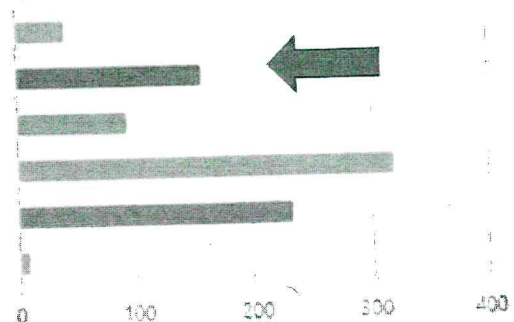


WASG Adherence, process and principles

10. The rules on historic determination that are applied by the coordinator are clear (WASG 5.5.1 (a) and (b))

10. WASG Adherence, Process & Principles (0 point)

● Strongly Disagree	41
● Disagree	157
● Neither Agree nor Disagree	93
● Agree	317
● Strongly agree	232
● N/A	8



WASG Adherence, process and principles

11. How would you rate the coordinator's overall adherence to the WASG?

11. WASG Adherence, Process & Principles (0 point)

● Very poor	35
● Poor	80
● Average	165
● Good	372
● Excellent	196



WASG Adherence, process and principles

12. WASG Adherence, Process & Principles (0 point)

[More details](#)

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Responses

Latest Responses

...

140 respondents (38%) answered Historic-Determination for this question.

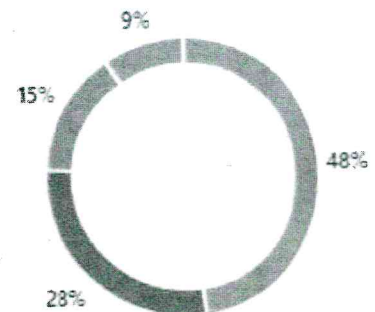


Level of service

13. The coordinator typically replies to SCRs within what timeframe? (WASG 10.14)

13. Level of service (0 point)

Well in advance of 3 day deadline	406
Always by 3 day deadline	238
Sometimes after 3 day deadline	124
Routinely after 3 day deadline	80

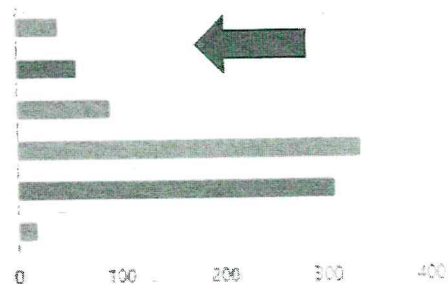


Level of service

14. The coordinator timely responds to general requests and queries (not SCRs) (WASG 5.5.1)

14. Level of service (0 point)

Strongly Disagree	41
Disagree	58
Neither Agree nor Disagree	91
Agree	333
Strongly agree	307
N/A	18



Level of service

15. Rate the quality of the coordinator's communication and information provided (in any kind of format, including in the coordinator's website if available) (WASG 5.5.1)

15. **Level of service** (0 point)

● Very poor	49
● Poor	62
● Average	176
● Good	355
● Excellent	206

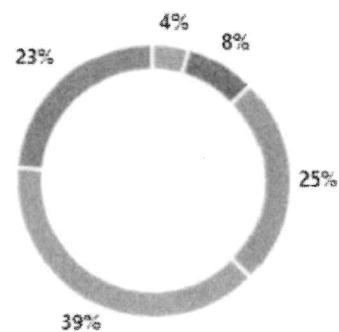


Level of service

16. How do you rate the coordinator's overall quality of service?

16. **Level of service** (0 point)

● Very poor	36
● Poor	72
● Average	209
● Good	332
● Excellent	199



Level of service

17. Level of service (0 point)

[More details](#)

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Responses

Latest Responses

"Response times are far too long (sometimes over a month). No answer on S..."
"slow in answering SCR, always needs several reminders. information during c..."
...

108 respondents (31%) answered coordinators for this question.

available slots change of coordinator slot as a K original slot options with airlines
response time send offers **coordinators slots** airlines need
airport regarding capacity SCRs work Slot Conference
Good coordinator slot if not general queries historic slot
slot requests interactions with the coordinator

28

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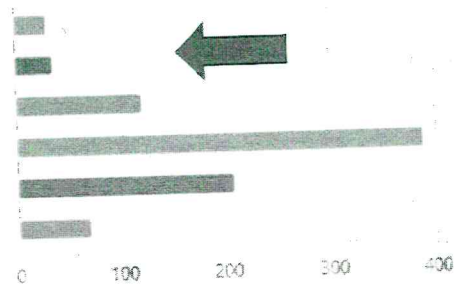
Independence

18. The coordinator allocates slots in a neutral, transparent, and non-discriminatory way (WASG 1.7)

[More details](#)

18. Independence (0 point)

● Strongly Disagree	30
● Disagree	35
● Neither Agree nor Disagree	120
● Agree	388
● Strongly agree	207
● Don't know	68



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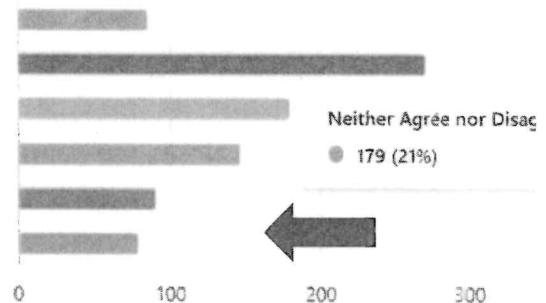


Independence

19. The coordinator goes beyond the key principles of airport coordination, exceeding their remit, and needs regulatory oversight or other review of decisions (WASG 1.7)

19. Independence (0 point)

● Strongly Disagree	85
● Disagree	270
● Neither Agree nor Disagree	179
● Agree	146
● Strongly agree	90
● Don't know	78



30

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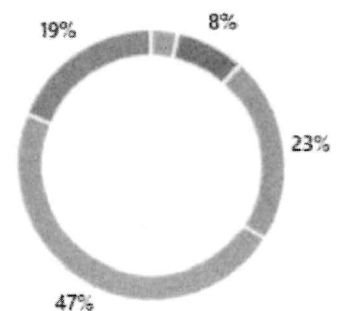


Independence

20. What is your perception of the coordinator's overall level of independence?

20. Independence (0 point)

● Very poor	28
● Poor	70
● Average	192
● Good	399
● Excellent	159



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16 June 2025



Independence

21. Independence (0 point)

[More details](#)

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Responses

Latest Responses

...

76 respondents (31%) answered No comment for this question.

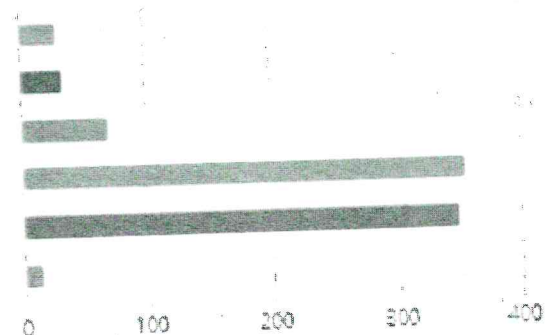


Technology

22. The coordinator fully complies with SSIM Chapter 6 (e.g., processing and responding to SCR and SMA messages) (Please specify in the free text box in Question 24 any areas where you believe they do not.)

22. Technology (0 point)

Strongly Disagree	29
Disagree	33
Neither Agree nor Disagree	69
Agree	355
Strongly agree	349
Don't know	12

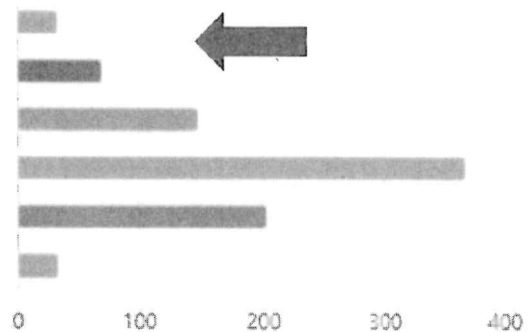


Technology

23. How do you rate the coordinator's use of technology?

23. **Technology** (0 point)

● Very poor	32
● Poor	68
● Average	147
● Good	367
● Excellent	202
● Don't know	32



Technology

24. **Technology** (0 point)

[More details](#)

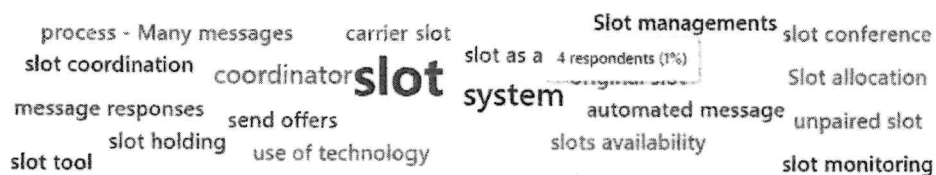
308
Responses

Latest Responses

"there is no website to check for available slots or automatic messages."

...

88 respondents (29%) answered slot for this question.



Thanks very much !



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