

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 7
Series of 2017**

A RESOLUTION ON SLOTS

The AAPA ASSEMBLY OF PRESIDENTS, in its 61st meeting duly assembled,

RECOGNISING THAT:

- I. Global air travel demand is projected to grow at 4.5% annually, with the Asia Pacific region expanding at an even faster pace of 6% per annum over the next twenty years;
- II. Such growth in demand places considerable pressure and constraints on existing airport infrastructure, necessitating interim slot coordination measures;
- III. Nearly half of all passengers globally fly through 179 slot coordinated airports, of which 37 are in the Asia Pacific region, with the number projected to rise as traffic demand continues to grow;
- IV. Government authorities, airports, slot coordinators and airlines all play key roles in facilitating the smooth flow and carriage of both passengers and cargo between any two points;
- V. ICAO Policy and Guidance Material on the Economic Regulation of International Air Transport (ICAO Doc 9587) provides guidance on effective slot management practices: *"Any slot allocation system should be fair, non-discriminatory and transparent, and should take into account the interests of all stakeholders while it should also be globally compatible, aimed at maximizing effective use of airport capacity, simple, practicable and economically sustainable."*
- VI. The Worldwide Slot Guidelines (WSG) provide the basis for effectively allocating scarce airport capacity, in accordance with the principles stated in ICAO Policy and Guidance Material, thereby providing certainty and reliability in airline operations;

NOTING THAT:

- VII. A number of governments and slot coordinators have from time to time deviated from well-established global practices in the management of slots, adversely affecting the efficiency and predictability of airline operations to the detriment of the travelling public;
- VIII. Whilst well-established slot management procedures at busy airports can play an important role in improving operational efficiency as an interim solution, such measures do not address the underlying problem of inadequate infrastructure capacity;
- IX. Failure to make the necessary investments and operational improvements in infrastructure and services to keep pace with air traffic growth would lead to adverse consequences for the travelling public and the wider economy, in the form of congestion and delays, leading to operational and environmental inefficiencies;

BELIEVING THAT:

- X. In order to satisfy the projected growth in demand, timely investments need to be made in expanding airline fleets, and corresponding expansion of related aviation infrastructure including airport runways and terminal capacity, as well as modernising air traffic management (ATM) systems;
- XI. Slot allocation policies and their implementation must involve all stakeholders including governments, airports, airlines, slot coordinators and air traffic management organizations;

RESOLVES:

- XII. TO CALL on governments and slot coordinators to optimize the use of scarce airport capacity by managing the allocation of slots in an independent, transparent, fair and non-discriminatory manner in line with ICAO guidance and established international standards and procedures, recognising the benefits of a single, globally harmonised process involving all stakeholders to optimise efficiency and predictability of airline operations;

XIII. TO CALL on governments to recognise their responsibilities in ensuring timely investments in the development of aviation-related infrastructure, including airport runways and terminal capacity, as well as modernising air traffic management systems, to meet the projected growth in demand for air transport, to the benefit of the wider economy.

APPROVED this 25th day of October 2017.

Certified correct:

Attested by:



ANDREW HERDMAN
Director General



SU-CHIEN HSIEH
AAPA Chairman – 2017

