

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 8
Series of 2019**

A RESOLUTION ON SLOT MANAGEMENT

The AAPA ASSEMBLY OF PRESIDENTS, in its 63rd meeting duly assembled,

RECOGNISING THAT:

- I. Globally, air travel demand is projected to more than double over the next two decades, with the Asia Pacific region expanding at an even faster pace;
- II. The number of capacity constrained airports around the world that need a process for allocating airport slots continues to grow;
- III. Government authorities, airports, slot coordinators and airlines all play key roles in facilitating the smooth flow and carriage of both passengers and cargo;
- IV. 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.”*
- V. The 40th ICAO Assembly noted and accepted the progress report of the joint review undertaken by Airports Council International (ACI), the International Air Transport Association (IATA), and the Worldwide Airport Coordination Group (WWACG) to update the Worldwide Slot Guidelines, which will be renamed the Worldwide Airport Slot Guidelines (WASG);
- VI. The industry-led slot management process is the globally-accepted practice that serves to ensure that available capacity is determined in a transparent way at capacity-constrained airports around the world, and is allocated in an effective manner that optimises the overall efficiency of the air transport system;

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 congestion and delays, with adverse consequences for the travelling public and the wider economy;

BELIEVING THAT:

- X. The absence of such a harmonized global standard in slot management practices could result in individual States applying different, or even conflicting, allocation processes that would negatively affect the ability of airlines and airports to provide reliable air services to their customers;
- XI. Slot allocation policies and their implementation must involve all stakeholders including governments, airports, airlines, slot coordinators and air traffic management organizations;
- XII. In order to satisfy the projected growth in demand for air travel, timely investments need to be made in related aviation infrastructure including airport runways and terminal capacity, as well as modernising air traffic management (ATM) systems;

RESOLVES:

- XIII. TO CALL on governments and slot coordinators to manage the allocation of slots in an independent, transparent, fair and non-discriminatory manner in line with ICAO guidance and established international standards and procedures such as the WASG;
- XIV. TO CALL on governments to recognise the benefits of a single, globally harmonised approach to slot management involving all stakeholders to optimise the efficiency and predictability of air transport services;
- XV. 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 22nd day of November 2019.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



AUGUSTUS TANG
AAPA Chairman – 2019