

Asian Breeze (34)

(亜細亜の風)

Happy Summer to you

3 June, 2014

Dear Coordinators and Facilitators in Asia/Pacific region.

After having sent out W14 SAL on 29 May, you may be little relaxed and also be busy preparing for SC134 to be held from 10 to 12 June in Abu Dhabi.

According to the Meteorological Agency the rainy season will start within a week in Tokyo this year. Rain brings a lot of humidity and makes us a little blue, but it is indispensable for agricultural products, especially for the main staple of rice in Japan. In this rainy season, the beautiful flower called “紫陽花” Ajisai in Japanese or hydrangea macrophylla will bloom which will make us forget the blue mood for a moment. Hydrangea macrophylla is a species of flowering plant in the family Hydrangeaceae, native to China and Japan. They can be blue, red, pink, light purple, or dark purple. The color is affected by soil pH. An acidic soil (pH below 7) will usually produce flower color closer to blue, whereas an alkaline soil (pH above 7) will produce flowers more pink.



In this issue, we have received a wonderful contribution from Mrs. Caroline Ditvoorst, Managing Director of Airport Coordination Netherlands (SACN). Not only the organization but also the coordinated airports of Amsterdam Airport Schiphol (AMS), Rotterdam The Hague Airport (RTM) and Eindhoven Airport (EIN) are featured in the contribution.

In addition, we added the information of Asia/Pacific Airport Coordinators Association (APACA) and Asian Tea Gathering both of which will be held during SC134 in Abu Dhabi. We hope you will enjoy reading them.

Airport Coordination Netherlands (SACN)

SACN has been established in the form of a foundation and was designated by the Minister of Infrastructure and the Environment ('the Minister') at 25 November 1998 as the independent coordinator for slot coordinated airports in the Netherlands in accordance with EU Regulation 95/93 and Dutch legislation.

The main tasks of SACN comprise: to allocate slots to airlines, to provide data, to give advice to stakeholders and policy makers, to solve conflicts, to monitor national and international developments, to attend capacity meetings and consultative meetings and to report twice yearly to the Minister and yearly to the European Commission. SACN is acting in an objective, independent, neutral and non-discriminatory way.

Members

SACN has a Supervisory Board whose members are representatives of carriers with one of the coordinated airports in the Netherlands as their home base (at present: KLM, Transavia, Martinair and Arkefly) and representatives of the three coordinated airports (Amsterdam Airport Schiphol, Rotterdam The Hague Airport, Eindhoven Airport). As European rules stipulate that the coordinator should be independent, the Supervisory Board does not have any influence on the process of slot allocation, they only supervise financial and management matters.

Funding Scheme

The yearly budget of SACN amounts to approx. 0.650 million Euro per year. The budget is provided by the home carriers (2/3), Amsterdam Airport Schiphol (1/3) and a fixed fee per slot coordinated at Eindhoven Airport and Rotterdam The Hague Airport. At Amsterdam Airport Schiphol the home carriers are paying in proportion to the annual number of slots used in the previous year.

Airports in Netherland

In the Netherlands 7 airports can accommodate international civil aviation traffic. There are 4 'Level 1' airports (Enschede Airport Twente, Groningen Airport Eelde, Lelystad Airport and Maastricht Aachen Airport). Slot allocation in the Netherlands applies to 3 'Level 3' coordinated airports (Amsterdam Airport Schiphol, Rotterdam The Hague Airport and Eindhoven Airport) which means that at these airports in order to land or take off, it is necessary for an air carrier or any other aircraft operator (including general aviation) to have been allocated a slot by a coordinator, with the exception of State flights, emergency landings and humanitarian flights.

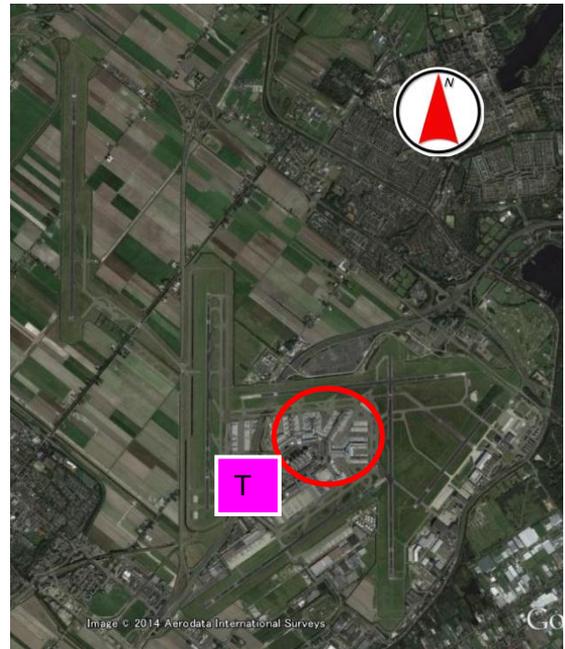


Amsterdam Airport Schiphol (AMS)

Amsterdam Airport Schiphol (IATA: AMS, ICAO: EHAM) is the main international airport of the Netherlands, located 20 minutes (9.1km) southwest of Amsterdam, in the municipality of Haarlemmermeer. It is the fourth busiest airport in Europe in terms of passengers.

Schiphol is the primary hub for KLM and its regional affiliate KLM Cityhopper as well as for Arkefly, Corendon Dutch Airlines, Martinair and Transavia.com. The airport also serves as a European hub for Delta Air Lines.

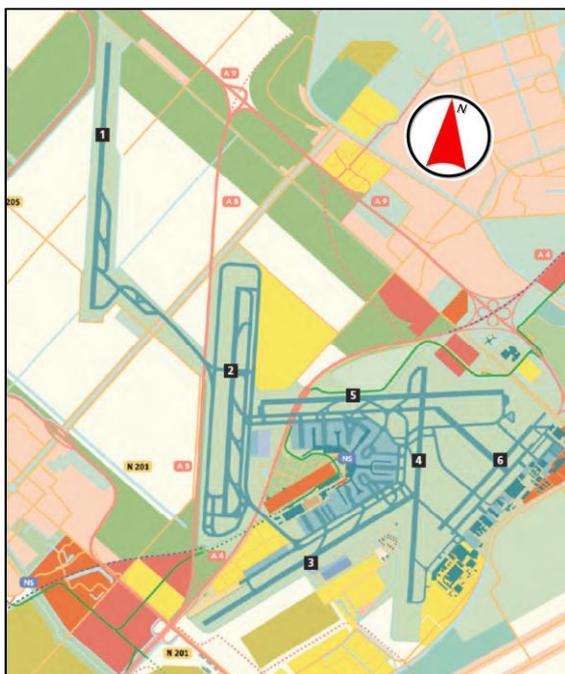
Schiphol is an important European airport, ranking as Europe's 4th busiest and the world's 16th busiest by total passenger traffic in 2012. It also ranks as the world's 5th busiest by international passenger traffic and the world's 17th busiest for cargo tonnage. 51 million passengers passed through the airport in 2012, a 3% increase compared with 2010. Schiphol's main competitors in terms of passenger traffic and cargo throughput are London Heathrow Airport, Frankfurt Airport, Paris - Charles de Gaulle Airport and Madrid - Barajas Airport.



Airport Infrastructure

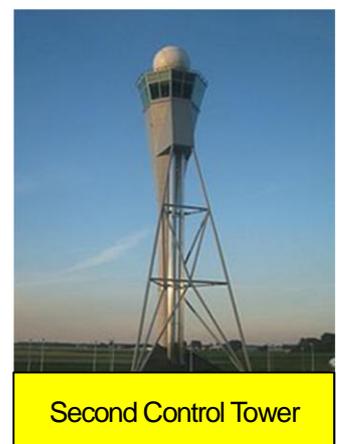
The Schiphol air traffic control tower, with a height of 101m, was the tallest in the world when constructed in 1991. Schiphol is geographically one of the world's lowest major commercial airports. The entire airport is below sea level; the lowest point sits at 3.4m below sea level or 1.4m below the Dutch Normaal Amsterdams Peil (NAP); the runways are around 3m below NAP.

Schiphol has six runways, one of which is used mainly by general aviation aircraft. The northern end of the Polderbaan, the last runway to be constructed, is 7km north of the control tower, causing taxi times of up to 20 minutes to the terminal.



ATC Main Tower

Just after the opening of the Polderbaan, a radar tower was refitted to a second control tower as it appeared that the Polderbaan was not very well visible from the main control tower.



Second Control Tower

There are three open parallel runways stretching from north to south;

①(18R/36L) runway called Polderbaan is 3,800m, ②(18C/36C) runway called Zwanenburgbaan is 3,300m, and ④(18L/36R) runway called Aalsmeerbaan is 3,400m. There are two cross wind runways; ③(06/24) runway called Kaagbaan is 3,500m and ⑤(09/27) runway called Buitenveldertbaan is 3,453m. There is one runway which is mainly used by general aviation aircraft; ⑥(04/22) runway called Oostbaan is 2,014m.

Terminal Building

Schiphol uses a one terminal concept, where all facilities are located under a single roof, radiating from the central 'plaza'. The terminal, though, is divided into four sections or halls designated 1, 2, 3 and 4. To all of these halls, piers or concourses are connected. However, it is possible, on both sides of security or border inspection, to walk from between piers, even those connected to different halls. The exception to this is the low-cost pier M: once airside (past security), passengers cannot access any other areas. Border control separates Schengen from non - Schengen areas. Schiphol Airport has approximately 165 boarding gates.

Schiphol has large shopping areas as a source of revenue and as an additional attraction for passengers. Schiphol Plaza is the shopping center before customs, hence it is used by air travelers and non - traveling visitors.

Departure Hall 1

Departure Hall 1 consists of Piers B and C, both of which are dedicated Schengen areas. Pier B has 14 gates and Pier C has 21 gates. The new Pier A will open in 2016 and will have 8 gates.

Departure Hall 2

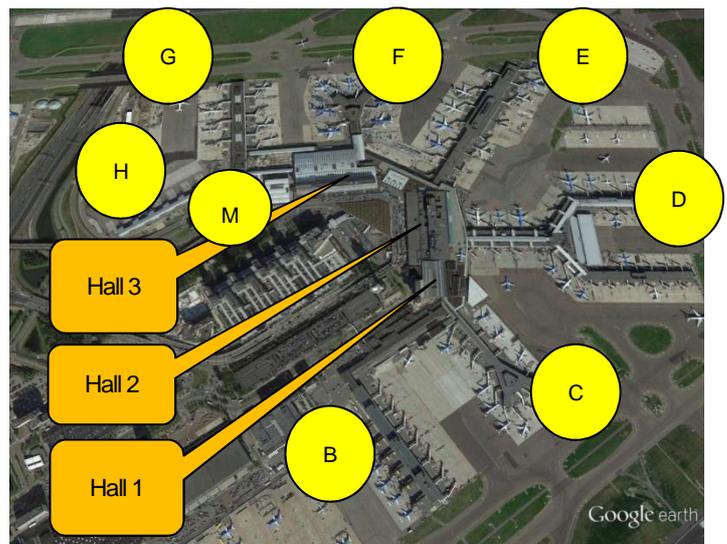
Departure Hall 2 consists of Piers D and E. Pier D is the largest pier and has two levels. The lower floor houses non - Schengen flights, and the upper floor that is entered through departure hall 1 is used for Schengen flights. By using stairs, the same jetways are used to access the aircraft. Schengen gates are numbered beginning with D-59, non-Schengen gates are numbered from D-1 to D-57.

Pier E is a dedicated non - Schengen area and has

14 gates. It is typically home to SkyTeam hub airlines Delta Air Lines and KLM, along with other members, such as China Airlines and China Southern Airlines. Other Middle Eastern and Asian airlines such as EVA Air, Etihad Airways, Iran Air, Air Astana, and Malaysia Airlines also typically operate out of Pier E.

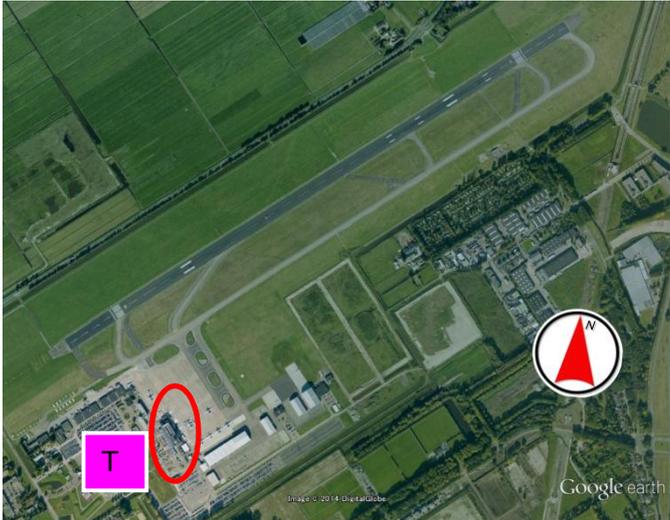
Departure Hall 3

Departure Hall 3 consists of piers F, G, H and M. Pier F has 8 gates and is typically dominated by SkyTeam members such as primary airline KLM, Kenya Airways, and other members, such as China Airlines and China Southern Airlines. Pier G has 13 gates and is the only terminal that handles daily Airbus A380 service, by Emirates. Piers H and M have 7 gates each and are home to low-cost airlines. Piers F, G and H are non-Schengen areas. Pier M that is entered through departure hall 4 is a dedicated Schengen area. Piers H and M are the low-cost piers.



Rotterdam The Hague Airport (RTM)

Rotterdam The Hague Airport (IATA: RTM, ICAO: EHRD) located 5.6km north northwest of Rotterdam, is the Netherlands' third largest airport. It serves the city of Rotterdam as well as The Hague and surroundings. The airport handled 1,146,692 passengers in 2010 and features scheduled flights to European metropolitan and leisure destinations. It is also used extensively by general aviation and there are several flying clubs and schools located at the airport.



The route with the longest continual service, to London Heathrow and operated by KLM Cityhopper, was suspended in 2008. This marked the end of KLM's involvement with the airport. However, in May 2012, British Airways announced plans to begin service to Rotterdam from Heathrow.

Most flights today are operated by regional turboprop aircraft such as the Fokker 50, Dash 8 and ATR aircraft and smaller mainline jets such as the Boeing 737 and Airbus A320 series or the Embraer 190. There is also a fair amount of business aviation.

Airport Infrastructure

There is one runway; (06/24) runway is 2,200m.

Terminal Building

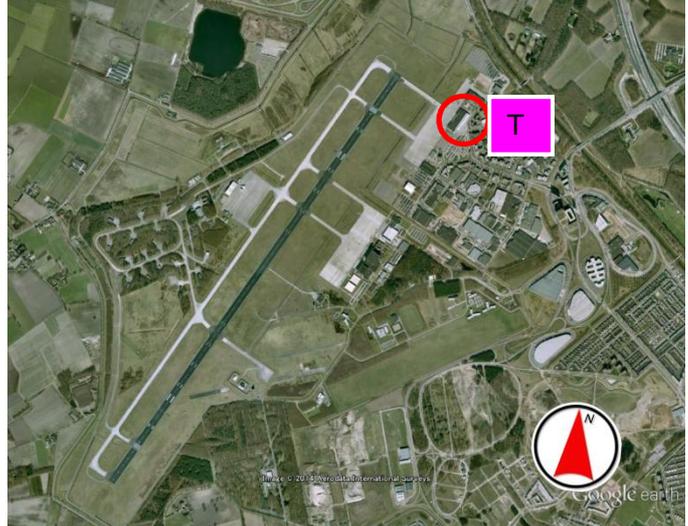
Noise limitations and terminal capacity are the restricting factors at Rotterdam The Hague Airport. Terminal capacity is limited to 650 departing passengers per hour, and maximum 6 arriving flights or maximum 800 arriving passengers per 45 minutes. A study for terminal expansion is currently undertaken.



Eindhoven Airport (EIN)

Eindhoven Airport (IATA: EIN, ICAO: EHEH) is an airport located 7.4km west of Eindhoven, the Netherlands. In terms of the number of served passengers, it is the second largest airport in the Netherlands, with 3.4 million passengers in 2013. The airport serves not only the southern part of the Netherlands but also attracts passengers from Germany and Belgium.

The airport is used by both civilian and military traffic. The Ministry of Defense, together with the Ministry of Infrastructure and the Environment, decide on the yearly number of movements that will be available for the civilian side. On the civilian side, the airport has continued to grow and is now the second largest airport in the Netherlands. To accommodate this, in early 2012 work to further expand Eindhoven airport was started. The main users of Eindhoven Airport are Ryan air, Transavia and WizzAir.



Airport Infrastructure

There is one runway; (03/21) runway is 3,000m with ILS Cat-I.

Terminal Building

In June 2013 Eindhoven Airport officially reopened its completely refurbished and expanded terminal. The development consists of a new front zone of 2,000m² with extra retail and catering facilities, a 2,700m² expansion of the arrivals hall, 2,700m² of extra office space and the construction of the Tulip Inn Eindhoven Airport hotel with 120 rooms. The terminal has been completely refurbished in order to provide passengers with a quicker and more customer friendly service. To accomplish this,



adjustments and expansions have been made to the baggage system, the gates, the check-in desks and the security lanes. The terminal now has the capacity to handle 5 million passengers. It is expected that this will facilitate the increase of passengers until 2020. The hotel and the new retail and catering facilities create approximately 60 direct full-time jobs at the airport.

Passenger facilities available include: Exchange office, Lost property office, Luggage lockers, Baby changing

area and a Health center. Wireless internet access is provided free of charge throughout the airport. A business lounge is available too. Major car rental companies have their offices here: Avis Rent a Car System, Europcar, Hertz, and Sixt. There are 5,700 parking spaces for long and short term parking.



Our computer system for coordination

Since IATA Winter season 2013 SACN migrated to a different coordination system: SAMS (Slot Allocation and Monitoring System). This system is developed by our German colleagues (FHKD) and we are proud to be the first slot coordinators outside Germany starting to use this system. SAMS is a very much automated but still pragmatic coordination system, built on the starting points of both EU Council Regulation 95/93 and the IATA Worldwide Slot Guidelines (WSG).

The function of SAMS within the coordination work is to receive coordination messages from airlines and/or private owners from different resources (AFTN-Network, Telex and phone call) and in different formats (SCR, SMA, SIR, WIR, WCR, SAQ, FPM, GCR and formless messages), to handle these messages and to provide the corresponding results. Airports regularly (on a monthly, weekly or daily basis) provide SAMS with operational data. These data is used to calculate historical states of flights as well as for slot monitoring.

Within SAMS a main task for the airport coordinators is to maintain reference data (e.g. airports, airlines ...). These reference data is together with the coordination parameters and the system parameters crucial for the various transactions within SAMS.

Introduction of our members



The team of SACN consists of 4 people:
 Mrs. Caroline Ditvoorst - Managing Director
 Mr. Richard van der Linden - Slotcoordinator
 Mr. Bart van der Elst - Slotcoordinator
 Mrs. Yvonne Capiteijns – Office manager

Information of our office

Coordination Company	Airport Coordination Netherlands (SACN)
Address	The Base A, Evert van de Beekstraat 23, 1118 CL Schiphol, The Netherlands
Telephone	+31 (0)20 4059730
E-mail for slot requests	scr@slotcoordination.nl
E-mail	info@slotcoordination.nl
Online slot requests and slot availability (24/7)	https://e-airportslots.aero
Office hours	Monday to Friday from 08:30h until 16:30h

APACA/8 meeting

The eighth general assembly meeting of Asia/Pacific Airport Coordinators Association (APACA) will be held from **17:00 to 18:00 on 10 June (Tuesday)** at the Abu Dhabi National Exhibitions Center (ADNEC), Abu Dhabi, UAE. The meeting room for APACA/8 is **Capital Suite 16** on 1st floor of ADNEC. The agenda of APACA/8 meeting is shown below.

1. Approval of Minutes of 7th meeting held on 15 November 2013 in Fort Worth, TX, USA
2. Introduction of Indonesia Slot Coordinator (IDSC)
3. Slot Process Review (SPR) Status
4. WSG Changes (Level 2 Airport)
5. Any Other Business

Asian Tea Gathering

The Asian Tea Gathering will be hosted by Japan Schedule Coordination (JSC) during the lunch time of **12:00 to 13:00 on 12 June (Thursday)**. The tea gathering will take place at **Capital Suite 10 (JSC's workroom)**. The coffee/tea, sandwich and some cakes will be served. Please come freely and join the Asian Tea Gathering to enjoy chatting over a cup of tea or coffee with some sweets. This gathering is purely informal, no agenda and no speech but chatting. We would appreciate it if you would bring your unique sweets if possible.

From the Chief Editor

I would like to express my sincere appreciation to Ms. Caroline Ditvoorst for her excellent article. The name of the “Schiphol” is the combination of “Schip” (Ship) and “hol”(hole) meaning the location used to be a swamp or lake. It is no wonder the entire airport of Schiphol is below sea level. In order to make them work as airport, the technology of reclamation must be far advanced in Netherland.

Since Japan is so small and surrounded by sea, many airports had to be constructed in the middle of sea by reclamation, such as Kansai International Airport, Chubu Centrair Airport, and Haneda International Airport listed below. We should have introduced the reclamation technology from Netherland to construct these airports. We are looking forward to seeing you all in Abu Dhabi next week. (H.T.)

		
Kansai International Airport (KIX)	Chubu Centrair Airport (NGO)	Haneda International Airport (HND)
		
Nagasaki Airport (NGS)	Kita-Kyushu Airport (KKJ)	Amami Airport (ASJ)

