

Asian Breeze (8)

(亜細亜の風)

Happy New Year to you all!

February 3, 2010

You may feel it is too late to say a Happy New Year, but 14 February is a New Year (正月) or a spring festival (春節) in 2010 according to the Chinese calendar. Each year is symbolized with animals in Chinese calendar. This year is tiger (虎) or (寅) which is one of the 12-year cycle of animals according to the Chinese zodiac.

It is believed that people born under Tiger zodiac (in 1998, 1986, 1974, 1962, 1950, 1938) are determined, brave, sensitive, independent, and capable of great love. They are warm hearted, irresistible, and passionate. They may show selfish in the little things sometimes, but they are capable of great generosity and great love in the time of need. They enjoy life full of challenges and seek out for the first hand experience. Are you born under Tiger zodiac? If so, can your character be expressed correctly by above statements?



Speaking of Tiger (please forget about Tiger Woods for the moment), it reminds me of the Bengal tiger living in India, Bangladesh, Nepal, Bhutan, Myanmar, and Tibet. Following the year of tiger, I have decided to feature the coordinators and schedule facilitators in India as a series of Asian Breeze from this edition. As India and China are now drawing the world economy as economic locomotives, it is worthwhile to feature them. I got a nice article from Indira Gandhi International Airport (DEL), capital airport in India. In this edition, I also received the article from EUACA (European Union Airport Coordinators Association) explaining their organization and activities which is very helpful for considering the regional coordinators group in Asia/Pacific.

Brief Introduction of India and its Airports

India is the seventh-largest country by geographical area and the second-most populous country in the world. Bounded by the Indian Ocean on the south, the Arabian Sea on the west, and the Bay of Bengal on the east, India has a coastline of 7,517 km (4,700 mi). It is bordered by Pakistan to the west; People's Republic of China, Nepal, and Bhutan to the north; and Bangladesh and Myanmar to the east.

The estimated population of India is about 1.2 billion with the largest cities of a population of over 10 million each, being Mumbai, Delhi and Kolkata. Four major religions, Hinduism, Buddhism, Jainism and Sikhism originated here in India.



Since 1991, the nation has moved towards a market-based system with the emphasis of using foreign trade and foreign investment as integral parts of India's economy. With an average annual GDP growth rate of 5.8% for the past two decades, the economy is among the fastest growing in the world.

1. Airports Authority of India (AAI)

AAI manages 126 airports, which include 11 international airports, 89 domestic airports and 26 civil enclaves at defense airfields. AAI also provides Air Traffic Management Services over entire Indian Air Space and adjoining oceanic areas with ground installations at all airports and 25 other locations to ensure safety of aircraft operations.

The airports at Ahmedabad, Amritsar, Bangalore, Goa, Guwahati, Hyderabad and Cochin (Pvt.), in addition to those at Mumbai, Delhi, Calcutta, Chennai and Thiruvananthapuram, are today International Airports open to operations even by Foreign International Airlines. Besides the International flights by National Flag Carriers operate from Calicut, Coimbatore, Tiruchirappalli, Varanasi, Jaipur and Gaya airports too.



2. Congested Airports designated by IATA

IATA designates three level 3 airports and three level 2 airports in India. They are Chennai Airport (MAA) in Chennai (Madras), Chhatrapati Shivaji Airport (BOM) in Mumbai (Bombay) and Indira Gandhi International Airport (DEL) in Delhi for level 3. The rest are Netaji Subhash Chandra Bose Airport (CCU) in Kolkata (Calcutta), Bengaluru Airport (BLR) in Bangalore (Bengaluru) and Hyderabad Airport (HYD) in Hyderabad for level 2.

3. Coordinators and Schedule Facilitators

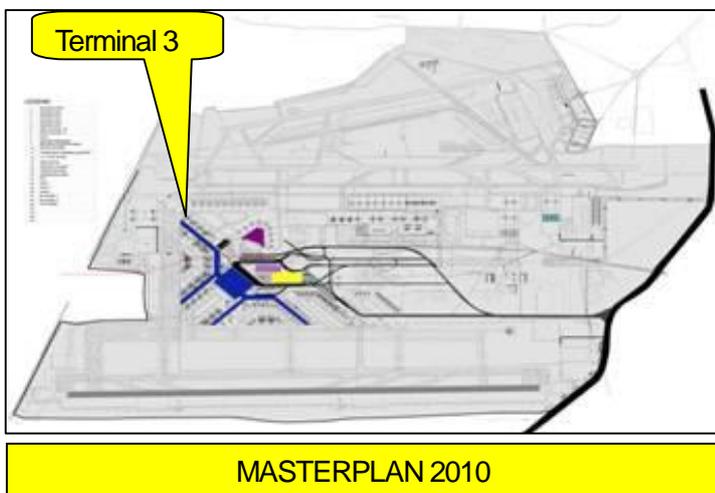
Country	Airports	A/P Level	Head Delegate	E-mail Address	Web Site
India	MAA, CCU	3, 2	VK Monga	edopsaai@aai.aero	www.aai.aero
	BLR	2	Sachin Sadashiv Deo	sachin@bialairport.com	www.bengaluruairport.com
	BOM	3	ONG, Cheng Leong	chengleong.ong@gvk.com	www.csa.in
	DEL	3	Yudhister Aggarwal	y.aggarwal@gmrgroup.in	www.newdelhiaairport.in
	HYD	2	R. Zalpuri	r.zalpuri@gmrgroup.in	www.hyderabad.aero

Introduction of Indira Gandhi International Airport (DEL)

DEL has been managed by AAI since 1974. In 2006, Delhi International Airport Limited (DIAL) which is a joint venture consortium led by GMR Group, one of India's leading infrastructure developers, was awarded the mandate for the modernization and restructuring of IGI Airport, into a world class facility after an international competitive bid. Other partners in the consortium include Fraport AG, Eraman Malaysia, and Airports Authority of

India (AAI) under the Public Private Partnership Initiative of the Government of India.

The map of airport, the location of new passenger terminal 3 and its specification is shown below.



Indira Gandhi International Airport	
FACT SHEET	
Airport Location	16 km / 10 miles from city centre
Runways	11-29 (4430m/14619 ft)
	10-28 (3810m/12573 ft)
	09-27 (2813m/9282 ft)
Passenger Terminals	Terminal 1 – Domestic (T1AT1DDep, T1C Arrival)
	Terminal 2 – International
	Terminal 3 – Under Construction
Passenger Traffic (2008-09)	22.84 Million
Aircraft Movements (2008-09)	0.23 million

The most important step in the modernization of Delhi Airport is the construction of a new integrated passenger terminal (Terminal 3) which will welcome athletes, officials and visitors for the Delhi Commonwealth Games 2010. Work is progressing fast to meet the March 2010 deadline. Over 27,000 workers are on the job round the clock every day, and more than 90 % of the work has been completed.

Terminal 3 would enable Delhi Airport to handle 60 mppa by 2010, thus providing for capacity ahead of demand. With an area of more than 5 million square feet (*just the area of its roof accounts for 40 acres! - terminal building & piers*), Terminal 3 would be among the ten biggest airport terminals in the world.

Terminal 3 would feature 78 aerobridges for passenger embarkation and disembarkation which would be the highest for a terminal of this size in the world. T3 would be a state of the art complex featuring common use terminal equipment (CUTE) and an advanced 5 level in-line baggage handling system with explosive detection technology for greater efficiency and security.

T3 – Artist Impression of building



The check-in area would feature 168 check-in counters backed by a CUTE system. For international passengers more than 90 desks would facilitate immigration procedures. T3 will have 97 travelators (or automated passenger

walkways) in addition to 63 elevators and 31 escalators. Eight of the travelators will be inclined, the first of their kind in India. The 118 - meter travelator, recently commissioned will be the longest in Asia with energy efficient features of variable voltage frequency operation and automatic start or stop feature for power saving. Access to the new terminal would be via a 6 lane approach road. The Airport would also be connected via dedicated high speed Metro line connecting to the city centre.

Self Introduction of our staff members

At DIAL, Slot and Capacity Management Department has been entrusted with the responsibility of slot coordination as well as terminal simulation. The Dept is headed by Mr. Yudhishter Aggarwal AVP (ops) who joined DIAL in Dec 2006 to establish the dept. Prior to joining DIAL, he had held various assignments in AAI in terminal and airside planning and operations. While in AAI he had also handled slot coordination for Delhi, Mumbai, Chennai, Kolkata and Thiruvananthapuram airports.

Mr. Jitendra Singh GM (ops) joined DIAL in Aug 2007. Prior to joining DIAL, he was also in AAI as slot coordinator for the five aforesaid airports. He had held assignments at Delhi and Mumbai Airports in airport operations dept.

Ms Kanika Ghatak and Ms Ritu Mahajan, Manager slots, are also ex AAI and worked in terminal management dept before joining DIAL.



From left to right: Mr.Kartikey Bhatt, Ms.Kanika Ghatak, Ms.Ritu Mahajan, Mr.Avinash, Mr.Yudhishter Aggarwal, Mr.Jitendra Singh

DIAL has undertaken Terminal Simulation exercise for T3 using CAST Software from Airport Research Center, Aachen, Germany in association with Fraport. We believe that lots of synergy can be achieved between Slot Coordination and Terminal simulation as both deal with Capacity and demand. Team members for terminal

simulation are Mr. Avinash and Mr. Kartikey Bhatt, Associate Managers.

Introduction of our computer system

Earlier DIAL was using the slot software which was developed in house, by the AAI nearly a decade ago. However, the software required upgrade due to the quantum leap in traffic. After considerable debate, it was decided to shift to adopt SCORE from PDC instead of upgrading the old software. Mr. Scott Owen - an excellent instructor from ACL provided training on use of SCORE to DIAL Slot team in July 2009. The DIAL AOCC uses Universal Flight Information System (UFIS) as the Airport Operational Data Base (AODB). Every day the latest slot data from SCORE is transferred to UFIS.

Slot Situation at DEL

DIAL coordinates slots with terminal capacity, parking stands as well as runway. For last 5 years DEL has seen about 10 % compounded growth in traffic resulting in serious capacity /demand mismatch. Hence DIAL is making heavy investments towards enhancing capacity. At present the annual Domestic pax traffic is about 18 Million with about 460 scheduled passenger aircraft movements / day and Int pax traffic at about 8 Million with about 150 scheduled passenger International aircraft movements / day. At present slots are processed as per following table.

During the 2nd quarter of this year a new integrated passenger terminal T3, with 78 aerobridges, shall be commissioned when all the passenger traffic would be transferred to this terminal. That would considerably improve the slot availability.

Airport Constraints		
T1A	Domestic Dep terminal	1100 pax/hr
T1D	Domestic Dep terminal	2200 pax/hr
T1C	Domestic Arr terminal	2400 pax/hr
T2	International Arr/Dep	1200 pax/hr each for Arr and Dep
Runway		50 schedule flights/hr

European Airport Coordinators Association (EUACA)

EUACA's Organization

The EUACA (European Airport Coordinators Association) is an association registered under Belgian law with 20 European coordinators and schedules facilitators as members who together are responsible for allocating slots or advising schedule timings at more than 100 European airports. The EUACA provides a forum for members (located in countries where EU Regulation 95/93, as amended applies) and associate members (located in other European countries).

EUACA is a small organization. The yearly fee is modest and relative to the number of slots handled by the member organizations. Apart from a paid secretary for organizing the meetings and taking care of the minutes and the distribution of documents and messages, we work through our website that was greatly improved some years ago and through the effort and energy put in by the individual members. (For more information, look at www.euaca.org or at linked websites of individual members.)



Regulation (EEC) 95/93 in relation to EUACA

In 1993 the last phase of the aviation deregulation in the European Community entered into force, creating an internal aviation market for the (then) 12 member states. EU's policy is aimed at enlarging the internal aviation market beyond the (now) number of 27 member states through bilateral agreements to realize eventually a common aviation area of up to 60 countries. In order to create a level playing field it was considered necessary in 1993 to strengthen the independent position of coordinators and schedules facilitators by making the voluntary IATA rules as laid down in the World Scheduling Guidelines (WSG), legally binding.



This resulted in Regulation 95/93 on common rules for the allocation of slots at Community airports which was adopted on 18 January 1993 by the Council of the European Communities. A Regulation, once adopted, becomes immediately enforceable as law in all member states simultaneously. So, the legal position of coordinators and schedules facilitators in the EU (and Norway and Switzerland through their agreements with the EU) is different from the position of coordinators elsewhere. Regulation 95/93 also stipulates that member states should guarantee that coordinators can operate in an independent way, also financially.

As soon as the European internal aviation market came into being, coordinators in the EU realized that under Regulation 95/93 they now had common interests and shared objectives. As a result, EUACA was formed in 1994 as a loosely organized group of likeminded coordinators. With the increased growth of traffic and more and more congestion on European airports, the number of coordinators and schedules facilitators increased and so did the membership of EUACA. As from 1994 some coordinators came together in an informal way during Scheduling Conferences, gradually expanding until all EU coordinators and schedules facilitators joined the group. Now we have 20 members, covering 22 countries.

EUACA's Functions

The EUACA's main function originally was to create a platform for its members to exchange experiences and information and to try, when confronted with a problem, to come up with joint answers. The instrument of so-called Recommended Practices was introduced. As the text in Regulation 95/93 at some points was (and is still) not clear enough for a common view, within EUACA interpretative texts were drafted and agreed that were sent to the European Commission.



Gradually EUACA took on other functions. The combined experience and knowledge of the members can be used in discussions with the European Commission in Brussels on matters related to slot allocation. When

hearings are organized by the Commission for stakeholders on aviation matters, EUACA participates and expresses its views. Also, in the context of the implementation of the Single European Sky, contacts and cooperation with Eurocontrol have been intensifying over the last couple of years.

In addition, EUACA organizes from time to time seminars on various aviation topics for all stakeholders. As the European Commission earlier had published its communication on Regulation 95/93 in which secondary trading was one of the subjects, EUACA organized at Schiphol Airport in June 2006 a seminar on this topical issue. In September 2009 a seminar was organized on business aviation, as the growing traffic of business operators presented more and more problems in the air and on airports, for which present rules and guidelines provide practically no answers.

EUACA's Future

In order to keep up with the growing requirements, the EUACA looked for a more solid legal form to bind its members. Since 2008 the EUACA is a legal association, established under Belgian law and located in Brussels (at the address of the Brussels coordinator). Now that EUACA is a legal entity, it can sign contracts and undertake projects, if members would deem it necessary to do so. Part of establishing this new legal base was the drafting and signing by all members of Articles of Association, that contain the objectives and the rules of the organization. We further developed a mission, a strategy and an action plan that is to be renewed each year. The texts of the Articles of Association, the Mission and EUACA Strategy can be seen in the public domain of our website under 'Library'.

In 2010 and 2011 the implementation of the Single European Sky will be high on the political priority list of the EU resulting ultimately in seamless gate-to-gate connections in which also the slot allocation process will be part of the all embracing network. The planning process done by European coordinators will thus in future be linked with the operational processes, creating more capacity and better cost efficiency for the airspace users, as well as safer and more sustainable operations.



One element of the Strategy concerns our position with respect to WWACG. European coordinators and schedules facilitators on the basis of their experiences in developing their regional organization would like to cooperate with non-EU coordinators to establish the WWACG as the worldwide organization representing the views of all coordinators and schedules facilitators. By joining forces on a worldwide scale we can have an impact on regulatory and industry bodies in order to further and foster our common interests. In this sense, we are strongly hoping that the regional coordinators and facilitators group under WWACG would be formed in Asia/Pacific in the future.

Michiel van der Zee, Chairman EUACA

From Chief Editor

This issue also became the longest pages ever issued thanks to the contributions from DIAL and EUACA. This issue was circulated far in advance since most of Chinese people tend to take long vacation before Chinese New Year. I hope you all have a good and prosperous New Year especially for those born under Tiger Zodiac.

Mr. Yudhishter Aggarwal gave us the very informative article of airports in India and Indira Gandhi International Airport (DEL). I didn't know that there exist more than 120 airports in India and the largest terminal 3 building is under construction at DEL. What an enlightening article it is! I hope the construction of terminal 3 will be completed to meet the March deadline to alleviate the congestion at DEL.



Mr. Michiel van der Zee also gave us the nice article about EUACA. I learnt a lot from this article, especially the brief history of EUACA which is not written in their website. I was surprised to know that the EUACA was formed as loosely organized group of likeminded coordinators at the beginning even with the bidding force of Regulation 95/93. Since there is no bidding force like Regulation of 95/93 in Asia/Pacific regions, we should be aiming at establishing more relaxed, friendly oriented and loosely organized group in our regions. Exchange of information and experiences among Asian coordinators and facilitators may be the first step we should aim at. Anyway, I really appreciate the very nice and encouraging messages at the last of article.

It is very cold here in Tokyo now. Yesterday, it snowed a lot even in Tokyo. Speaking of snow, Sapporo City, northern island of Hokkaido is famous for holding a snow festival in every February. Many sculptures like animals, famous buildings and castles are carved from snow and ice by volunteers for display. The 61th Sapporo Snow Festival will be held from February 5 to 11 in Sapporo. For more information, please visit www.snowfes.com/english, you will be fascinated with many events. Lastly, next issue is coming from Bangalore International Airport (BLR) in India. (H.T.)

