

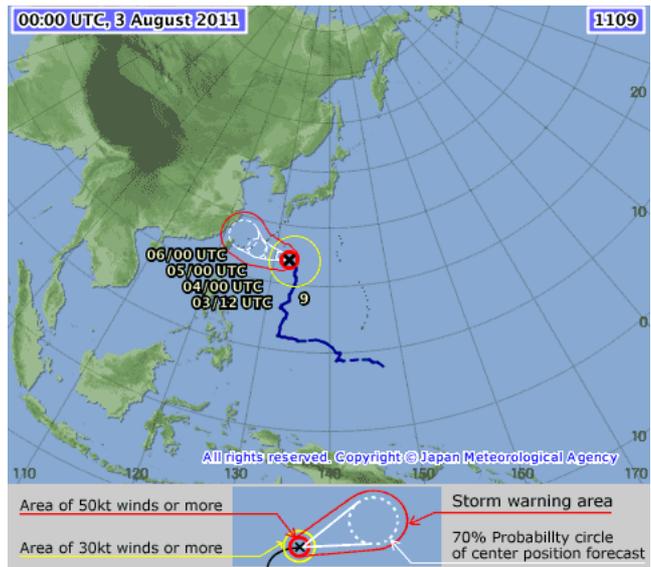
Asian Breeze (17)

(亜細亜の風)

Happy summer vacations to you

3 August, 2011

I hope everyone is enjoying the summer vacations. Japan's weather is little strange this year. First Typhoon hit Japan at the end of July, little earlier than usual. Since then, the temperature in Tokyo has been very modest with the lowest 22 degrees and the highest 28 degrees in centigrade. In addition, the concentrated heavy rains like squall hit the certain area of Japan causing the floods and landslides very often in recent years. Some people say that Japan has become a nation in subtropical zone because of global warming. Another Typhoon has been generated east of Philippines and now approaching Okinawa Islands in Japan. It may hit Japan again this time. I am simply praying it won't hit Japan.



In this issue, I received the wonderful article from Airport Coordination Malaysia (ACM). Malaysia is one of the fast growing countries in Asia where Kuala Lumpur International Airport (KUL) plays an important role in the economic development there. KUL especially promotes Low Cost Carriers (LCC) by building a dedicated LCC Terminal. You will find it very interesting, I hope. In addition, I featured the APACA/2 meeting and Asian Tea Gathering in June in Gothenburg, Sweden.

Country of Malaysia

Malaysia is a federal constitutional monarchy in the Southeast Asia. It consists of thirteen states and three federal territories and has a total landmass of 329,847 square km (127,350 sq mi). It is separated by the South China Sea into two regions, Peninsular Malaysia and East Malaysia. Land borders are shared with Thailand, Indonesia, and Brunei, and maritime



borders exist with Singapore, Vietnam, and the Philippines. Peninsular Malaysia is connected to Singapore via two bridges, one which land transport traffic and water and a second link just for land transport. The capital city is Kuala Lumpur, while Putrajaya is the seat of the federal government. The population is over 27.5 million.

Malaysian economy has traditionally been fuelled by its natural resources, but is now expanding and diversified into the sectors of science, tourism, and medical tourism.

Tourism in Malaysia

Having had an interesting past and being a part of the international spice route many hundreds of years ago, Malaysia has turned into a mosaic of cultures. Everything from its people to its architecture reflects a colorful heritage and an amalgamated culture. To understand Malaysian culture, you must first get to know its people. Consequentially, multiculturalism has not only made Malaysia a gastronomical paradise, but it has also made Malaysia home to hundreds of colorful festivals. It's no wonder that we love celebrating and socializing. As a people, Malaysians are very laid back, warm and friendly.

The Malaysian government has continued to increase tourism revenue resulting in it being the third largest source of income from foreign exchange,



and accounted for 7% of Malaysia's economy as of 2005. As of 2009, Malaysia ranks 9th



among the top most visited countries in the world, after Germany. In 1999, Malaysia launched a worldwide marketing campaign called "Malaysia, Truly Asia" which was largely successful in bringing in over 7.4 million tourists.



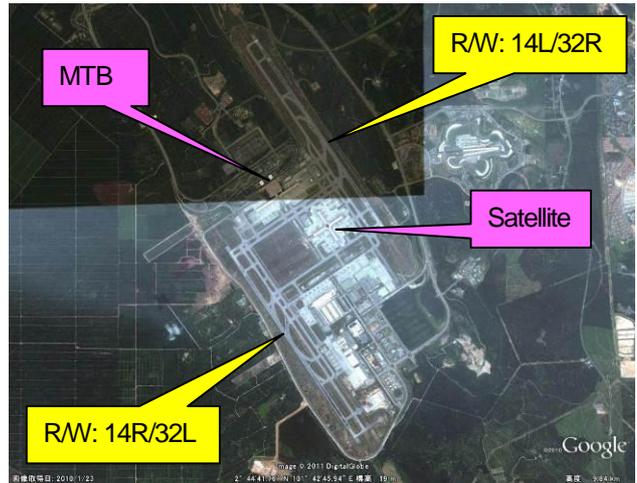
Kuala Lumpur International Airport (KUL)

Kuala Lumpur International Airport (IATA: KUL, ICAO: WMKK), or KLIA, is one of Asia's major aviation hubs. It is also Malaysia's main international airport. It is situated about 50 km (31 mi) south of Kuala Lumpur. KLIA is convenient for foreign and local travelers as it is situated in a prime location and connected with a good network of highways and expressway that links the airport to the rest of other parts in Peninsular Malaysia. There are



many modes of public transportation to and from

KLIA, for instance, express buses, taxis, limousines and the Express Rail Link (ERL). Passengers may also check-in from Kuala Lumpur Central – City Air Terminal in the heart of Kuala Lumpur.



The airport is operated by Malaysia Airports (MAHB) Sepang Sdn Bhd and is the airline hub or home base for Malaysia Airlines, MAS kargo, AirAsia, AirAsia X and jet operations of Firefly.



The Passenger Terminal Complex (PTC) was built with an emphasis on allowing natural light into the building. Thus, there is a huge expanse of glass throughout the building, and the spectacular roof has cut-outs for natural light to filter in. The PTC comprises three buildings - the Main Terminal Building, the Satellite Building and the Contact Pier. Besides the 80-room hotel at the Satellite Building, there is a 450-room 5-star Pan Pacific KLIA hotel

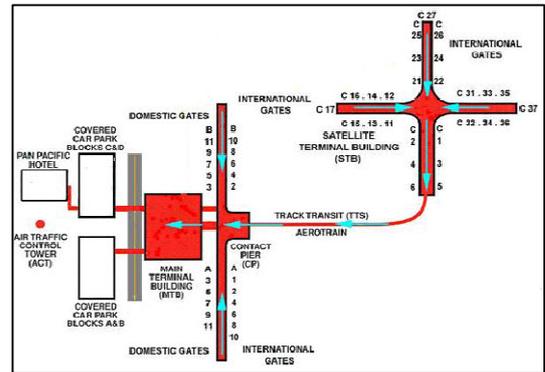


a 10 minute (indoor) walk away. Shopping spots are available in an area encompassing 85,000 m². More than a million trees and shrubs are transplanted both



within and outside the large Passenger Terminal Complex.

The Main terminal building or MTB is located in between the two runways. The floor area of the terminal covers 336,000m² and the building consists of 39 square roof units, which enables future expansion of the building. There are a total of 216 check-in counters, located in 6 different islands. Multi-service and self check-in counters or kiosks are available for passenger convenience. For aircraft parking, MTB handles aircraft operating domestic only services and mixed (domestic and international) flights.



The satellite building (143,404m²) accommodates international flights departing and arriving at KLIA. Passengers have to travel to the satellite building via the Aerotrain. For aircraft parking, it handles only aircraft operating international flights only.



Malaysia is the first country in Asia to launch a dedicated Low Cost Carrier Terminal (LCCT) – friendly terminal to serve the region’s fast growing number of Low Cost

Carriers. The LCCT was designed to cater up to 10 million passengers a year when the terminal began its operation in June 2005. It has currently undergone expansion works and now able to cater up to 15 million passengers annually. A newer LCCT – labeled as KLIA2 – is being built to replace the current LCCT by September, 2012.

There are two open parallel runways; Runway 14L/32R has a length of 4,124m (13,530ft), whilst 14R/32L is 4,056m (13,288ft) long. The third runway is also being planned to be operational soon after.

Kuala Lumpur International Airport is capable of handling 35 million passengers and 1.2 million tons of cargo a year in its current phase. It was ranked as the 13th busiest airport in the world by international passenger traffic, and is the 7th busiest international airport in Asia. The complex handled 26 million passengers in 2007. In 2008, Kuala Lumpur International Airport handled 667,495 metric tons of cargo. The increase in cargo volume made Kuala Lumpur International Airport the 28th busiest airport by cargo traffic in 2009.

Introduction of our staff members

As promulgated in the Malaysian Department of Civil Aviation’s Aeronautical Information Publication (AIP), the slots coordination authority for KUL (Level 3) is with Airport Coordination Malaysia (ACM). Based on its experience and capabilities, ACM also does facilitation for other Malaysian domestic airports. In the process, it

organizes/chairs the local bi-annual pre-IATA SC meetings with representatives from Malaysian Department of Civil Aviation, Malaysia Airports Berhad, base carriers and the major ground handling companies. It is also occasionally consulted on domestic airport developments.



Currently, ACM is a small, young team of 3 persons who are Jafny, Ain, Rani (team lead).

There is plan to set up a slots coordination committee in the near future with expanded functions and team members.

Introduction of our computer system

ACM has been using SCORE slots coordination systems for about 10 years. As it embarks gradually into a proper slots performance monitoring, it may also be adding the slots monitoring module to its systems.

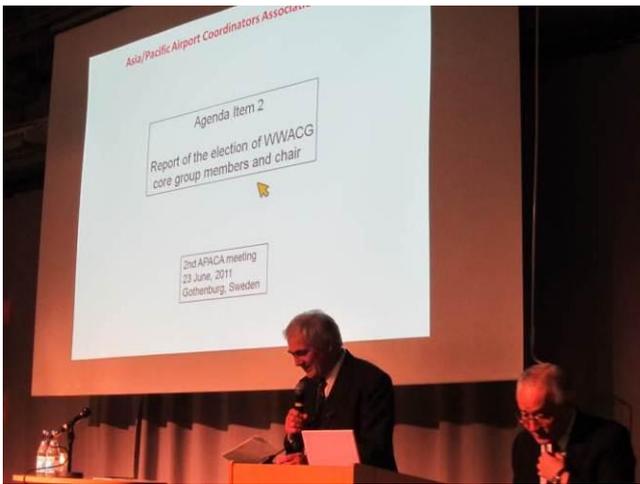
Location Map of our office

Currently, ACM's office is located in SZB (Sultan Abdul Aziz Shah International Airport) which is located 15Km west of Kuala Lumpur.

APACA/2 meeting

The second general assembly meeting of APACA was held at Swedish Convention Center on 23 June (Thursday), 2011 at the occasion of IATA 128th Schedule Conference in Gothenburg, Sweden. The number of participants was 38 representing 12 economies and 17 organizations which constitute more than half of the entire economies and organizations in Asia/Pacific regions. Thus, the second general assembly meeting of APACA was valid one.

The meeting was opened with the chairman's, Mr. Ernst Krolke, welcome speech.



The materials presented and the minutes of the meeting can be referred at our website (www.schedule-coordination.jp) at APACA submenu on top. Here is one very important notice. At this meeting, it was agreed to prepare the questionnaire concerning the slot monitoring, since different practices are followed by different coordinators to do slot monitoring. Based on this decision, the APACA questionnaire was circulated among Asia/Pacific coordinators and facilitators on 19 July. It is highly appreciated if you would fill in the questionnaire and return it **by 26 August (Friday), 2011**. This is a special home work for the summer holidays. I will be waiting for your reply.



Asian Tea Gathering

The Asian Tea Gathering was held as usual during the 128th Schedule Conference on Saturday 25 June. The gathering was hosted by Japan Schedule Coordination (JSC) this time. The purpose of this gathering is to get to know each other better and to have fun chatting over sweets and a cup of tea. About 40 people got together and had fun.



All Asia/Pacific coordinators and facilitators are welcome to join this gathering. Please join in this gathering at the next 129th Slot Conference in Singapore. It was proposed that the next Asian Tea gathering will be hosted by Changi Slot Coordination (CSC). Please look forward to next gathering.



From the Chief Editor

I really appreciate the wonderful contribution from ACM. I now understood how strongly KUL promotes LCCs. Nowadays, LCC is getting popular too in Japan that Japanese airlines are trying to establish their own LCCs. In addition, Kansai and Narita International Airports also have a plan to build the LCC exclusive Terminal.

You can't miss various summer festivals during July and August in Japan. Festival of Obon or just Bon (盆) is the most famous one when it comes to summer. Bon is a Japanese Buddhist custom to honor the departed (deceased) spirits of one's ancestors. This Buddhist custom has evolved into a family reunion holiday during which people return to ancestral family places and visit and clean their ancestors' graves, and when the spirits of ancestors are supposed to revisit the household altars. It has been celebrated in Japan for more than 500 years and traditionally includes a dance, known as Bon-Odori.

The festival of Obon lasts for three days; however its starting date varies within different regions of Japan. Bon in July is celebrated around 15 July in eastern Japan (Kanto areas such as Tokyo, Yokohama and the Tohoku region). Bon in August is celebrated around the 15th of August and is the most commonly celebrated time. These three days are not listed as public holidays but it is customary that people are given leave.

Having finished this issue, I will go back to my home town to spend some time with my family to celebrate Obon. Some of famous summer festivals are shown below. Take care and have a nice summer vacation. (H.T.)



(Bon Odori)



(Bon Odori)



(Nebuta Festival in Aomori Prefecture)



(Nebuta Festival in Aomori Prefecture)



(Gion Festival in Kyoto Prefecture)



(Gion Festival in Kyoto Prefecture)