

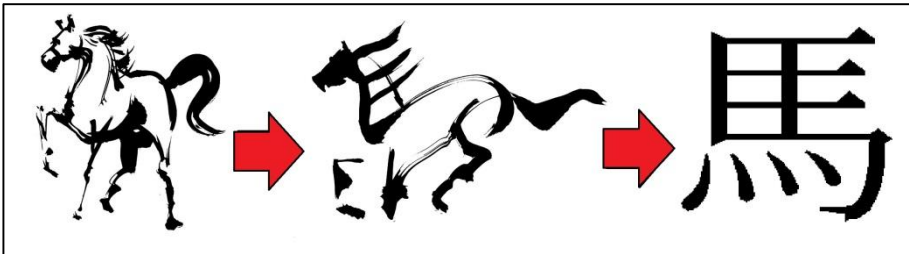
Asian Breeze (32)

(亜細亜の風)

A Happy New Year to you all

6 February, 2014

A Happy New Year may sound little too late, but the Chinese New Year, or "Spring Festival," the literal translation of the Chinese name of (春節), was 31 January 2014. Each year is symbolized with animals in the Chinese calendar. This year is the horse (馬) which is the seventh animal in the 12-year cycle of the Chinese zodiac. One point lesson for Chinese Character is that most of the characters came from the figure of its object. The Chinese Character of horse or (馬) came from its figure in stages shown below.



It is believed that people born under the Horse zodiac (in 2002, 1990, 1978, 1966, 1954, and 1942) share certain characteristics:

They are highly intelligent, independent, confident and energetic. They are high spirited, very loyal and hard working. They are also very devoted to their work and family. They feel comfortable taking calculated risks in business and will usually achieve great success. They need a partner who can take good care of them, yet allow them to pursue their adventures freely. Horses are very good at recognizing pattern of things. They are very smart and often on to the thought of the other's mind even before the other has the chance to express it.

For those who were born under the Horse zodiac, is your character correctly expressed by the above statements?

In this issue, we have received a wonderful contribution from Airport Coordination Sweden (ACS) featuring their organization and the airports they are in charge of. I hope you will find it informative and enjoy reading it.

Airport Coordination Sweden (ACS)

ACS is responsible for the allocation of available airport slots at Stockholm-Arlanda (ARN) and Stockholm-Bromma (BMA), and the schedule facilitation at Gothenburg (GOT) Airports. ACS is appointed as data collecting agent for Malmö (MMX), Umeå (UME), Luleå (LLA), Östersund (OSD), Ronneby (RNB), Kiruna (KRN), Visby (VBY) Airports.

Members

ACS is a non-profit organization in accordance with Swedish law. Members of our organization are;

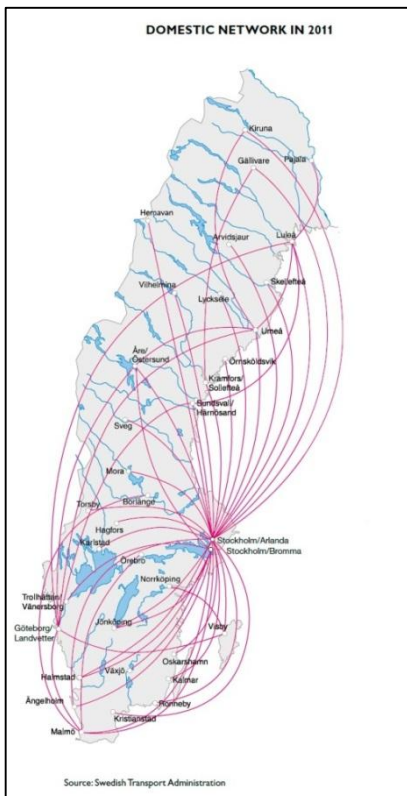
- Swedavia (a state-owned corporation that owns, operates and develops ten airports across Sweden)
- Airlines registered in Sweden (Amapola Flyg, TUIfly Nordic, Nextjet, Braathens Regional, Malmö Aviation, Nova Airlines, Scandinavian Airlines, West Air Sweden)

Funding Scheme

The ownership of the company is shared between Swedavia airports and Swedish airlines, with 50% each. Operation cost is born by Swedavia airports and Swedish airlines with 50% each in proportion to the slots they own.

Airports in Sweden

There are some 130 public and private airports in Sweden. Ten of the most important airports are owned by the national company Swedavia. The other airports which have scheduled service are in general owned by the city concerned.



Most air routes inside Sweden are going to and from Stockholm. The shorter connections are mostly used by business travelers, since there is a strong competition from rail and road travel. For the longest routes (Stockholm-Umeå and longer) air travel is the main mode of travel also for leisure travelers.

For international travel, Stockholm Arlanda is the hub for the Stockholm region and places north thereof. For south or westbound international travel from places in Sweden well south of Stockholm, Copenhagen is the hub. From Gothenburg, some main airports of Europe can be directly reached and be used as hubs.



Stockholm Arlanda Airport (ARN)

Stockholm Arlanda Airport (IATA: ARN, ICAO: ESSA), is an international airport located in the Sigtuna Municipality of Sweden, near the town of Märsta, 37km north of Stockholm and nearly 40km south-east of Uppsala.



It is the largest airport in Sweden, the third largest airport in the Nordic countries, and the second busiest in terms of international passengers. The airport is the major gateway for international air travel in large parts of Sweden. Arlanda Airport was used by 19 million passengers in 2012, with 14 million international passengers and 5 million domestic. It is operated by Swedavia.

Stockholm Arlanda Airport is the largest of the four major airports located in or near Stockholm area (Stockholm-Bromma within the city, Stockholm-Skavsta in Nyköping about 100km to the south and Stockholm-Västerås located in the city of Västerås about 100km to the west).

Airport Infrastructure



There are three runways: Runway 1 (01L/19R), Runway 2 (08/26), Runway 3 (01R/19L). Runway 1 is 3,301m long and can handle take-offs and landings of the heaviest aircraft in use today. Runways 2 and 3 are 2,500m long. Runways 1 and 3 are open parallel runways that can be operated independently of one another. Runways 1 and 3 are equipped with CAT III for instrument landing System (ILS). The airport can handle simultaneous take-offs and landings using runways 1 and 3 at the same time. Parallel takeoffs and landings can be performed in Instrument meteorological conditions, (IMC). Runway 3 (01R/19L) is reached from the main terminal area via taxiway bridges constructed to be able to handle the heaviest and largest airplanes in traffic. Since runway 3 (01R/19L) is located at a distance from the terminals a deicing area is placed close to the runway to avoid too long time between deicing and take off in winter

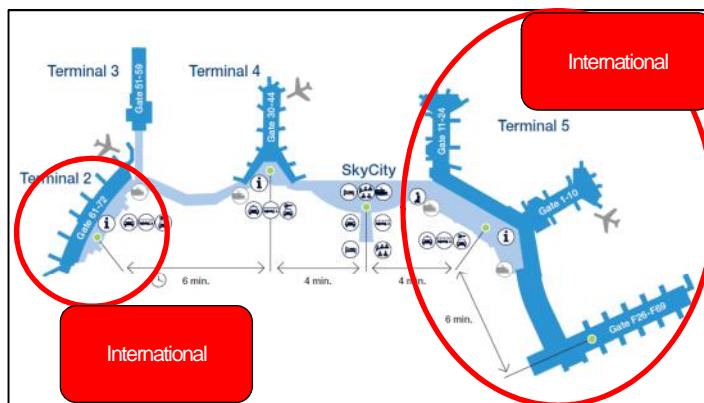
2011		
Landing	International	68,971
	Domestic	36,430
	Total	105,401
Passenger	Total	19,069,065

conditions. Another deicing area is located in connection with the southern ramp area close to take-off positions at runway 01L. There are high speed taxiway exits from all runways, except runway 08, to enable aircraft to exit the runways quickly after landing. This increases runway capacity during rush hours. Use of parallel

taxiways around the terminal area separates arriving and departing traffic. Arlanda can handle all aircraft types in service including the Airbus A380.

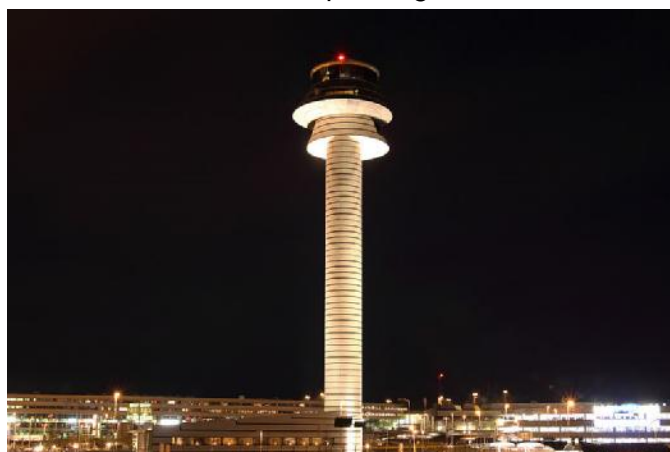
Terminal Building

The airport has four terminals. Terminals 2 and 5 are used for international flights. Domestic flights are in Terminals 3 and 4. The new central building, Arlanda North, opened late 2003, connecting terminal 5 with the newly built Pier F. All international flights handled by SAS and its Star Alliance partners use the new central building. An Arlanda South building, connecting terminals 2, 3 and 4, was also planned, but construction is currently suspended due to lack of funds. In the terminal areas and the shopping area "Sky City" there are restaurants, shopping facilities, bars etc. to cater for the needs of passengers and visitors to the airport. There are hotels both at the airport in connection with the terminals and in its surroundings. The hotel capacity at the airport was increased by the new Clarion Hotel Arlanda with 400 rooms set to open in November 2012. There are also conference facilities at the airport.



Terminal 2 – International (Arlanda South)

Terminal 2 was initially built in 1990 for use by SAS as a domestic terminal. The terminal was designed to enable short turnaround times for aircraft, increased efficiency, and short walking distances, at that time without security check and with most passengers having hand luggage only. It had double walk bridges designed for both doors of MD-80. However SAS decided to leave the terminal because of decreases in passenger traffic on domestic routes. For a while the terminal was used by other airlines like Transwede Airways for both domestic and international services but now the terminal is only used for international flights. Security check, larger luggage claim area, more shops and restaurants have had to be added over the years, making the terminal fairly small. But in 2013 it was extended with a new floor level, where restaurants and lounge now is located. Terminal 2 has 8 aircraft parking stands with passenger bridges.



As of 29 May 2012, Norwegian relocated its international flights from Terminal 2 to Terminal 5 ousting Air France and Czech Airlines to Terminal 2. In April 2013, British Airways and Finnair relocated to the newly renovated

Terminal 2.

Terminal 3 – Regional (Arlanda South)

Terminal 3 was built in 1990 for regional aircraft. There is a café there. People walk outdoors from the gates and board the planes with airstairs.

Terminal 4 – Domestic (Arlanda South)

Terminal 4, formerly Inrikes 1 was originally designed for the Swedish domestic carrier Linjeflyg, and initiated in 1983. Linjeflyg and Scandinavian Airlines moved all operations from Stockholm-Bromma Airport to the new terminal at Arlanda in 1984. This was made to assemble the domestic and international



departures between Scandinavian Airlines and Linjeflyg. Because of increasing popularity, the terminal soon got too small. For that reason Inrikes 2 was set up for SAS, who moved all domestic flights from Inrikes 1 to the new terminal in 1990.

Because of a recession in Swedish economy SAS moved back in 1992, and again the two carriers shared the terminal. Also in 1992 the terminal got a new name, Terminal 4. Since 1999 the terminal has had its own express station for high-speed trains, connecting the terminal with Stockholm Central Station and Terminal 5. In 2006, the terminal underwent a major renovation, the first since it was built in 1983.

Terminal 5 – International (Arlanda North)

Terminal 5 is the largest of the passenger terminals at the airport and in use for international flights. All intercontinental flights and other international flights, except those in terminal 2, operate from terminal 5. The terminal has three piers equipped with 31 aircraft parking stands with passenger bridges. There are also a



number of remote aircraft parking positions serving this terminal. Terminal 5 has restaurants, bars and shopping areas. The first stage of the terminal was inaugurated in 1976. Terminal 5 has since been expanded with a new passenger pier F. In addition to the scheduled services listed, all charter flights are handled at Terminal 5. The terminal is like terminal 4 and Sky City connected with Stockholm Central station with high speed trains.

Stockholm Arlanda has an extensive cargo flight activity. There is a cargo area with cargo terminals and cargo transit facilities in the southern part of the airport area. This cargo area is labeled "Cargo City" with warehouses operated by Cargo Center, DHL, Swedish postal service (Posten) and Spirit Air Cargo. A large part of mail and

express parcels from Sweden is handled through the facilities at the airport. SAS Cargo has its cargo operation east of the passenger terminals close to the SAS hangars. Dedicated scheduled cargo flights are operated by Korean Air with Boeing 747 cargo aircraft, as well as Lufthansa Cargo and Turkish Airlines. DHL, FedEx and UPS operate express freight services at the airport. West Air Sweden and Amapola operate shorter cargo sectors. A number of airlines operate ad hoc cargo flights with various equipment. Outsize cargo is frequently hauled with the Antonov 124 and similar cargo planes. TNT had their operations at Arlanda but has since moved to Västerås Airport.

Stockholm Bromma Airport (BMA)

Stockholm Bromma Airport (IATA: BMA, ICAO: ESSB) is an airport in Stockholm, Sweden. Bromma Airport is located 7.4km west northwest of downtown Stockholm and is the closest to the city. Bromma is Sweden's fifth largest airport (2008) and the third largest airport near Stockholm, and third largest in Sweden in terms of take-offs and landings. It is operated by Swedavia.

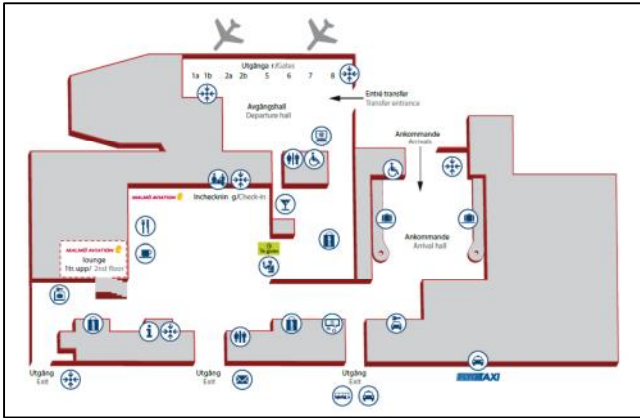


With the opening of the Arlanda Airport in 1960 - 62, all international traffic moved there, the domestic traffic followed in 1983. Bromma became the domain of business jets, general aviation and flight schools in addition to government use. Several of the old hangars were separated from the airport area and turned into shopping outlets adjacent to the airport. With the start of operations by Malmö Aviation with services to Gothenburg, Malmö and London City Airport the airport has experienced something of a renaissance. In 2002 a new control tower

2011		
Landing	International	3,207
	Domestic	19,468
	Total	22,675
Passenger	Total	2,184,209

was put into use on Ranhammarshöjden and the terminal which had become rundown after years of neglect was renovated. The airport underwent further improvements in 2005 and is now capable of separating passengers arriving from within and outside of the Schengen area.

Sweden's first FBO (Fixed base operator), Grafair Jet Center, was built in 2004 at the Bromma Airport. The Swedish CAA at the time, Luftfartsverket, announced a bidding process in 2003 for a contract to build a General Aviation terminal at the airport in order to improve the ground services provided for the general aviation customers flying to Stockholm and the Bromma Airport. Grafair won the contract and went on to build the FBO, which was finished 11 November 2004. The Grafair Jet Center was voted the 3rd best international FBO in May 2008 in AIN - Aviation International News.



Expansion of the airport is limited by noise issues, a lack of space, and the necessity to preserve the cultural heritage (the airport buildings). With the completion of the third runway at Stockholm Arlanda Airport there is a capacity surplus at that airport, and there are conflicting views on whether to use the land occupied by Bromma Airport for residential and commercial purposes.

Bromma's main advantage over the much larger Stockholm Arlanda Airport is its proximity to the center of Stockholm (about 8km). However, Arlanda's fast rail link, completed in 1999, means that Bromma's competitive edge in this respect is somewhat lost. Both airports are now 20 minutes from the Stockholm Central railway station. For Bromma Airport there has been discussion about a future light railway to pass by. It is now being built (Tvärbanan, to open year 2013), but it will not be so close, at least 1km.

Still Bromma Airport remains popular with both airlines and passengers, especially among those disliking large airports, and those preferring taxi as transportation in a foreign city. When the airport opened in 1936 the surrounding area was mostly rural, however as the city has expanded noise has become an issue. Therefore certain measures have been put in place, such as limiting airport operations to the daytime, limiting the type of commercial aircraft which are allowed to operate from the airport and soundproofing residential homes near the airport. There has also been a suggestion of denying general aviation and flight schools use of the airport, in order to lessen the impact on the surrounding community.



Göteborg Landvetter Airport (GOT)

Göteborg Landvetter Airport (IATA: GOT, ICAO: ESGG) is an international airport serving the Gothenburg region in Sweden. With 4.9 million passengers in 2011 it is Sweden's second-largest airport (after Stockholm–Arlanda). It is operated by Swedavia.



The airport is named after the small town of Landvetter, which is located in the municipality of Härryda. It is 20km east southeast of Gothenburg and 40km west of Borås. Gothenburg's second international airport is Gothenburg City Airport.

2011		
Landing	International	24,465
	Domestic	9,911
	Total	34,376
Passenger	Total	4,906,556



There is one runway (03/21) which is 3,299m.

Terminal Building

Landvetter Airport has two terminals, domestic and international, even though all check-in is made in the international terminal now, since all luggage has to be screened. The transfer area has several shops, cafés, and a restaurant. There is a hotel 350m from the terminal. The passenger departure and arrival functions are on one level. The domestic terminal area is on one side of the series of structure adjacent to the international departure area, which is adjacent to the international arrival area.



The domestic terminal has four air bridges, gate 12–15A, and a stairway to the ground at gate 15 called 15B, and two gates with airside bus transfer, called gate 10–11. The domestic gates are reached through the security check in the domestic terminal.

The international terminal also has four air bridges, gate 16A, 17, 19A, 20A. There are also stairs to the ground for them. Gates 18A–18G are for airside bus transfer.

The international terminal has an outside-Schengen Area with strict passport check. The gate 20 and the airside bus gates called 21A–21D belong to this area. The gate 19 can flexibly be inside or outside Schengen. Gates 16–18 are inside Schengen. The freight terminal uses gate numbers below 10.





Our computer system for coordination

ACS uses SCORE (Schedule Coordination and Reporting) airport capacity management system for the coordination process and we are also connected to the Online Coordination System (OCS).

The Online Coordination System (OCS) is a powerful system that provides registered aviation customers with a comprehensive range of tools to query, sort, view and download slot and schedule information in a wide variety of formats. Customers can also request new slots or make changes to their existing slot portfolio by editing records of their schedules directly in the coordinators' databases. All these transactions are automatically validated for feasibility. Unlike the traditional communication between coordinators and air carriers, OCS is a real-time system that is designed to respond instantly to requests with the intention of ensuring customers are always provided with the latest information and a responsive service. Details of available airport capacity can also be requested for any of the Airports available via the OCS.



Introduction of our members

	
Mr. Anders Nordfalk (Head Coordinator)	Mr. Scott Blundon (Coordinator)

Information of our office

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E-mail	slot@amslot.se
SITA	ARNACXH
Office hours	The office is open Monday to Friday (except national holidays) 08:00 – 16:00.

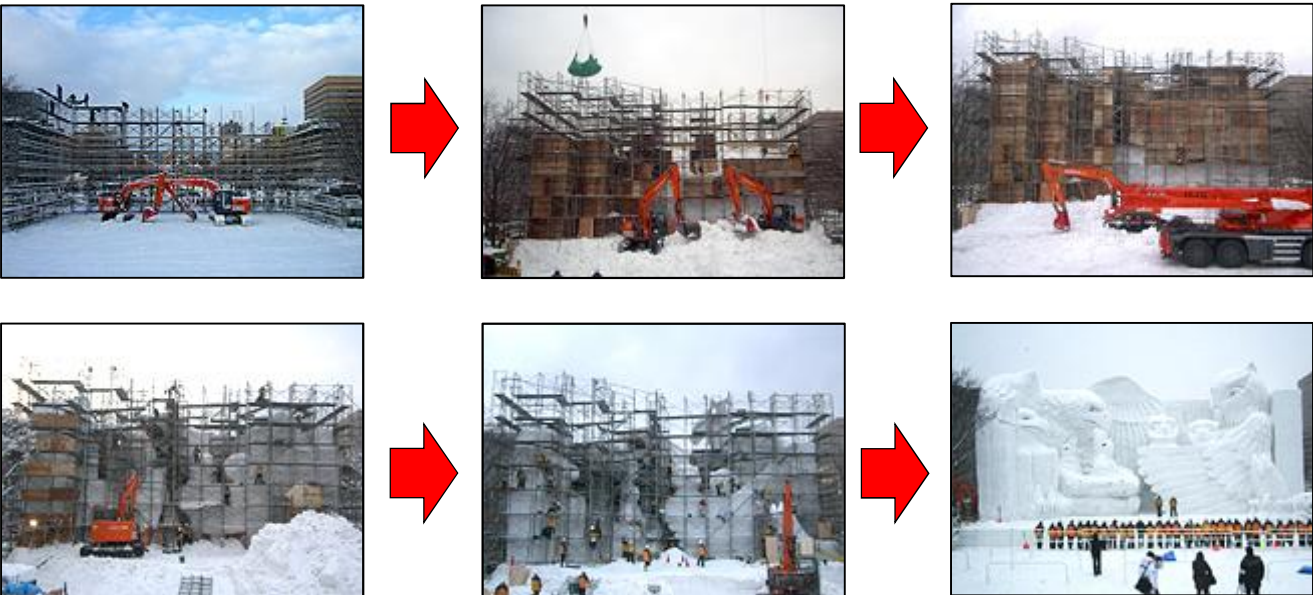
From the Chief Editor

I would like to express my special thanks to Airport Coordination Sweden (ACS) for the nice article about ACS and their airports. The article was very informative covering Stockholm Arlanda Airport (ARN), Stockholm Bromma Airport (BMA) and Göteborg Landvetter Airport (GOT). Göteborg reminds me of good old days where IATA SC128 was held in June 2011.

I suppose there must be a lot of snow in Sweden at this time of the year. There are also many regions where it snows a lot in northern part of Japan. Sapporo is one of the heavy snow areas in Hokkaido, northern most islands of Japan. As usual, the 65th Sapporo Snow Festival has started from 5 (Wed.) to 11 (Tue.) February, 2014. The Sapporo Snow Festival, one of Japan's largest winter events, attracts a growing number of visitors from Japan and abroad every year. Every winter, about two million people come to Sapporo to see a large number of splendid snow and ice sculptures lining Odori Park. For seven days in February, Sapporo is turned into a winter dreamland of crystal-like ice and white snow.



How to make snow statue is shown here. First thing is to make a solid foundation. Second thing is to assemble scaffold. Third thing is to make a framework for each statue. Forth thing is to pile a snow into a framework. Fifth thing is to take out the framework. Sixth thing is to carve the snow. Then, by taking out scaffold, snow statue will be completed. It is almost like constructing the building. What a time consuming and labor intensive work! But they will be supported by many voluntary workers.



I hope you will enjoy the winter seasons and Sochi Winter Olympics in Russia which will start from 7 to 23 February. (H.T.)

